

## **i. Class or Engine Technical Changes**

### **i. Yamato 102 ignition**

Rule: New rule #21 (page 72)

Action: Add the following for Yamato Model 102 in all classes: Allow the Yamato 302/321 complete ignition to be installed on the model 102. It is permissible to add a shim or gasket between the bowl and the crankcase.

Reason: The coils are NLA for the 102. The complete 302/321 ignition can be fitted for about the same price as a pair of new 102 coils, when they were last available. Ric Montoya had one of these at the annual meeting in Seattle and it sparked. A shim or gasket will be needed to tighten the top “bowl” down so it does not rub on the top of the crank.

Chairman’s note: The first rule on the top of page 72 states, “1. It is permissible to use any make of bearings, seals, ignition components, piston rings, steering bar, or prop shaft provided no engine modifications are made to accommodate them. (Except 300SSH)” This rule could be considered as an answer for the approval of the ignition and therefore this addition to our agenda is not needed. Due to the complexity of this change, I wish to ask for the approval of the SORC.

*Motion to discuss by Tom Johnston  
Motion carries unanimously*

### **ii. CSR record**

Action: Grandfather the 3 mile / 3 lap record in the CSR class that was set in Lakeland, Florida on March 5, 2016, due to timing issues that occurred. This would retire the current record. The first new record established will not be eligible for our Hall of Champions points.

Reason:

After much debate, the SORC requested that the record be approved to avoid further controversy and damage to the sport.

Timing of the video clearly shows that the lead boat was at the entrance of the second turn on the last lap when he should have been crossing the finish line. This was an eight second difference in time.

This record beat the previous record by almost three miles per hour.

Since this race we have held two more record races where no entry came close to this record.

For example, in Dayton, the fastest speed was 6 mph off of this record.

It would be best to now grandfather this record in question for the fairness of all in the class.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

*Motion to discuss by Ed Hearn.*

*Motion was amended by Ed to use the same wording above except to establish this record, the current record must be broken by 95%.*

*New motion: The 95% record rule will apply to the current CSR 3 mile / 3 lap record. The first new record established will not be eligible for our Hall of Champions points.*

*For: 6*

*Against: 6*

*The chair breaks the tie with a vote of for.*

*Motion carries.*

**iii. Tohatsu engine proposals:**

1) Remove the height limitation on all entries using a Tohatsu engine.

*No motion*

2) Allow four blade propellers on all entries using a Tohatsu engine.

*No motion*

3) Add the use of any tuner pipe in the Tohatsu tower.

*No motion*

4) Remove the timing restriction on the Tohatsu engine.

*Motion to approve by Steve Wilde. Motion carries 12 for, 1 abstention.*

5) Remove the requirement for the use of reed stops on the Tohatsu engines using the Boysen reeds.

*Motion to approve by Mike Akerstrom. Motion carries unanimously.*

6) Allow the one tooth under gears in the Tohatsu gear foot (16/17 ratio).

*Motion to approve by Mike Akerstrom. Motion carries 9 for, 4 against.*

7) Allow the one tooth over gears in the Tohatsu gear foot (17/16 ratio).

*No motion*

8) Raise the Tohatsu engine to zero.

*Motion to approve by Mike Akerstrom. Motion fails due to a lack of a second.*

**Note:** *After the vote, the chair reminded Mr. Poliakoff that he had stated in a previous email to the SORC that he would not sell the engine to our membership if all proposals did not pass. He stated that he would still sell the engine to us. The following morning, he reneged on his statement to the chair. When the chair announced on Friday morning what had occurred, a proposal was brought to the floor.*

*Ed Hearn motioned for the chairman to form a committee to search for a new D class engine.*

*For: 12 Commissioners*

*Abstention: Mike Akerstrom*

*Motion carries*

#### iv. **Yamato cooling rule clarification**

Rule: #16 on Page 72 and #1 on Page 73 for the 102, 302 & 321 (also #27 on Page 32 for the Model 80)

*(This proposal was separated by the chair for discussion due to its size.)*

Action:

Remove this measurement minimum from #16 & #27. (0.270 –)

This is not a correct measurement.

*Motion to approve by John Runne. Motion carries unanimously.*

Also, add to the beginning of the first sentence in #1 on Page 73.

“With the exception of the inlet supply holes mentioned in the previous rule #16,”

*Motion to approve by Howie Nichols. Motion carries unanimously.*

Also, move this sentence from the end of #1 to a new number #21 on page 72.

“Extended length, flexible water outlet “dump” hoses are permissible.”

*Determined to be housekeeping by Howie Nichols with no disagreement from the commission.*

Also, add the 0.297 max to page 83 for the water inlet holes on the Model 80 since the number is missing completely.

*Motion to approve by Howie Nichols. Motion carries unanimously.*

New rules:

Under Permissible Modifications:

#16 & #27 – The water inlet supply holes may be repaired with weld or plastic

compounds. The water supply inlet hole diameter is 0.297 max. Contours and shape must be as originally manufactured.

#21 - Extended length, flexible water outlet "dump" hoses are permissible.

Under Non-Permissible Modifications:

#1 - With the exception of the inlet supply holes mentioned in the previous rule #16, no drilling or modifications of any type may be made to the cooling system.

Reason: Rule clarification and reorganization

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

## **j. Stock Outboard Racing Rule Changes**

### **i. Marathon scoring**

Rule: RR 18.2.A - Championships

Action: Replace the two entries of the word "races" in the sentence (i.) with the word "heats". Also replace the word "race" with "heat" in the sentence (iii.)

The new rule would read:

i. The contest shall consist of two (2) heats to be run on successive days. The winner in each class shall be determined on the basis of total points scored in the two heats.

ii. Classes may run separately or together, at the option of the sponsor and with the approval of the SORC. They shall be scored separately.

iii. Each heat shall be not less than 30 miles or 30 minutes at the discretion of the Race Committee.

Reason: To clarify that the two separate days of racing at our marathon nationals is not two separate races, but only one.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website due to being considered housekeeping and a rule clarification.

*Motion to discuss by Howie Nichols*

*Motion carries unanimously*

ii. **Buoys**

Rule: 5 • COURSES

3. The driver of a boat which damages or dislodges a buoy, AND CAUSES DAMAGE WHICH REQUIRES RACE-DELAYING ATTENTION BY THE RACE COMMITTEE shall be disqualified for that heat.

Action: Remove capitalized words above.

New wording: The driver of a boat which damages or dislodges a buoy shall be disqualified for that heat.

Reason: So if I destroy a buoy but my buddy in the patrol boat rushes out and replaces it before the black flag goes up, I'm good? It's the last heat of the day I hit a buoy there are no more heats to run so I did not delay the race, I'm good? I guess on the last lap in the last heat of the last race I could hit a lot of buoys?

*Motion to discuss by Ed Runne*

*For: 12 Commissioners*

*Against: Ed Hearn*

*Motion carries*

iii. **Winter nationals**

Rule: 18 – Championships (iii & v)

Action:

- 1) Remove all words naming this a “winter national” and a “national” championship.
- 2) Event will now only be called the “Western Championship” and the “Eastern Championship.”
- 3) Extend the date of when it can be held.
- 4) All other rules of the event still apply.

New Rule:

iii. One Summer National Championship, one Eastern Championship and one Western Championship open only to APBA members.

v. The SORC shall be empowered to award two championships to be held anytime between November 1 up to and including the third weekend in May. There will be an Eastern championship for the NE, SE, and Central divisions and a Western championship for the West division. A championship and double points will only be awarded if there are eight (8) bona fide starters in either heat of the finals and the winner is from one of the selected geographical divisions. The only qualified driver will be the defending East or West champion. Qualifying will be run on a race basis for which national race points will be given. Bids for this race must be submitted prior to the Annual Meeting.

Reason: Due to separating the winter nationals, this is no longer a “national” event. This will stop us from approving a “winter nationals” in the spring and meeting to extend the date.

*Motion to approve by Howie Nichols*

*The motion was amended to state, “the third full weekend in May. (in the end of the first sentence)*

*For: 12 Commissioners*

*Abstention: Don Allen*

*Motion carries*

**Note:** *It was the intention of several on the commission to revisit this later to discuss the rule that does not permit another race within the geographic division during a championship race. The amendment was never brought forward and heard.*

*Racing Rule 18. 1 states:*

d) There shall be no other Stock Outboard race sanctioned within the same geographic Division on the same dates as a Stock Outboard Divisional or National Championship.

*It is the opinion of the chair that this will no longer be an issue for this race since this is no longer a “national championship”.*

## **k. Inspection or Inspection Manual Changes**

### **i. Yamato cooling (Chamfering/Fileting)**

Rule: 16 (page 72) and chart (page 77)

Water inlet hole, Yamato model 302/321 .297” max.

Action: Water inlet hole on Yamato model 321 only: .310” max. with a leading-edge chamfer not to exceed .310” (5/32” radius) and not to go past the leading edge of the exhaust snout.

Reason: This allows the Yamato 321 to cool.

Chamfering: Pro’s

- 1) Has been shown that it improves cooling.
- 2) No cost.
- 3) Water flow cannot be restricted/altered.
- 4) Engine maintains stock appearance.
- 5) Optional
- 6) Legalizes what some are currently doing.

Chamfering: Con's

- 1) May not provide enough cooling.
- 2) Needs more development.
- 3) Permanent process that cannot be reversed easily.
- 4) Need rules and templates to inspect.
- 5) Not legal for 300SSH, other organizations or UIM.
- 6) Tuck and set back rules may be needed if approved.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

*The chair stated that he would entertain a motion to discuss for each proposal on Yamato cooling separately. Once the motion is received, one person from each side of the proposal in the gallery will have five minutes each. Once complete all gallery comments will end. Then we will allow each commissioner in region order, one through twelve to state his opinion for a time period to not exceed two minutes. Once complete, the chair will call for the vote.*

*A motion to discuss was received by Howie Nichols. Gallery speakers were Matt D'Agostino for the Cool Tool and Joe Pater for drilling and chamfering due to both of them personally testing one or both of the proposals provided.*

*Motion carries. (7 – 5 – 1)*

*For: Ed Hearn, Don Allen, Tom Johnston, Howie Nichols, John Runne, Ed Runne and Scott Clark.*

*Against: David Hale, Matt Yarno, Ron Magnuson, Brian Mitchell and Mike Akerstrom.*

*Abstain: Steve Wilde.*

**NOTE:** At the end of the meeting, this rule was amended.

*Motion by Howie Nichols for all Yamato engines to be drilled and chamfered as listed in the previous proposal.*

*Motion carries: 12 for, Ed Runne abstained.*

ii. **Yamato cooling (Cool Tool)**

Rule: Add the sentence below to create a new rule #31 on Page 32 for the Model 80 and #21 on Page 72 for the 102, 302 & 321.

New rule: It is permissible to use the “Cool Tool”, manufactured by Machined Components Inc. on all models of Yamato engines. The Cool Tool must be mounted as instructed by the manufacturer with no alterations, modifications or restrictions permitted.

The Cool Tool consists of the mounting bracket, the cooling pipe, water hose and the mounting hardware. The mounting bracket must be mounted on the top of the cavitation plate, on the back starboard rear corner per the mounting instructions within the kit supplied by the manufacturer.

The fitting that is chosen to attach the water hose to the tower water inlet opening must have a  $\frac{1}{4}$ " +/- .025" inner diameter. The water hose connecting the cooling pipe to the tower water inlet fitting must have a  $\frac{3}{8}$ " +/- .025" inner diameter. It is not permissible to restrict the water going through the Cool Tool cooling pipe, water hose or tower water inlet fitting in any way.

Reason: To provide cooling to all Yamato engines.

#### Cool Tool: Pro's

- 1) Proven to cool the engine by multiple race teams.
- 2) Inexpensive and available through one manufacturer.
- 3) Reversible & easily disconnected.
- 4) Easy to install in towers with a flush plug.
- 5) Proven, existing technology.
- 6) Optional to be used at any time.

#### Cool Tool: Con's

- 1) Not pretty to some.
- 2) Water pressure/flow altering rules need to be considered.
- 3) Tuck and set back rules may be needed if approved.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

*A motion to discuss was received by Matt Yarno.*

*For: Matt Yarno, Ron Magnuson, Brian Mitchell and Mike Akerstrom.*

*Against: Steve Wilde, Ed Hearn, David Hale, Don Allen, Tom Johnston, Howie Nichols, John Runne and Scott Clark.*

*Abstain: Ed Runne*

*Motion fails. (4 – 8 – 1)*

### iii. **Yamato exhaust nipple**

Rule: Add a new sentence to the bottom of Permissible Modifications on page 72.

Wording: It is permissible to drill out the Model 321 exhaust nipple that currently has a 4 mm hole to .315" maximum which is the same as the Model 302 exhaust nipple.



Reason: Technically, this is already permitted since we can switch parts between the two models. Since the 302 nipples are no longer available, this makes an easy fix to the lack of availability.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

*Motion to discuss by Don Allen.  
After discussion, the motion was withdrawn.*

*A new motion to approve was presented by Tom Johnston to allow the above, but exempt the 300SSH class.  
Motion carries unanimously.*

## **1. Stock Outboard Safety Rule changes**

### **i. 20SSH engine mounting height**

Rule: SR 3.1 (page 7)

Action: Lower the Model 321 engine mounting height to  $\frac{3}{4}$ " from the current  $\frac{1}{2}$ " below.

Reason: To allow the 321 to cool better and make the 321 more compatible with the other four motors in the class.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

*Motion to discuss by John Runne.  
For: Eleven commissioners  
Against: Don Allen  
Abstain: Mike Akerstrom  
Motion carries (11-1-1)*

*An amendment was added by Ed Hearn to define the fact that the Model 321 will be defined by the baffled tower housing.  
For: Twelve commissioners  
Against: John Runne  
Motion carries (12-1)*

## **ii. Throttle locking**

Rule: SR 4.1 (page 10)

Action: Reworded rule:

Locked throttles are prohibited while getting on plane, while milling and in competition. The throttle can only be locked while starting the engine and until the driver assumes their driving position in the cockpit and begins to accelerate. While getting on plane, drivers must keep their hand on the throttle and one foot in the cockpit. No driver may assume a driving position, which requires that he/she remove his/her hand from the throttle. A foot throttle may be used in lieu of a hand throttle, but it must be operated in the manner described for hand throttles. While racing, one knee must remain below the top of the cockpit at all times, unless the driver is in a sitting position. The Referee and Race Committee will make the final decision regarding driving safety issues.

Reason: This rule change is to clarify when a driver is and is not permitted to lock the throttle. The main focus of this change is to not allow drivers to operate their boat while on plane with the throttle in the locked position and keep the rest of the rule intact.

Effective: After passage of the SORC, this would go into effect 30 days after posting on the APBA website.

*Motion to discuss by Howie Nichols  
Motion carries unanimously*

## **iii. Set Back**

Rule: SR 3.4 Engine Mounting Heights

Action: Add new set back rule for 20SSH & CSH **if** either Yamato cooling proposal passes.

Reason: To avoid extreme set ups and/or specially designed hulls due to the impending cooling rules. This rule works well for all in the current classes and will be a great step in safety.

New Rule:

4. In 20SSH and CSH the leading edge of the gear foot (nose cone) may not be closer than 5” to the trailing edge of the bottom of the boat.

Effective: After passage of either (or both) of the cooling proposals on this agenda, this rule would go into effect 30 days after posting on the APBA website.

*Motion to approve by Steve Wilde  
Motion dies due to a lack of a second*

## **XI. Other Matters**

*Motion to approve by Ed Hearn.*

*“An additional point shall be awarded to any driver who wins a high point championship in one of the three largest Stock Outboard classes as determined by the prior year’s participation.”*

*Motion fails unanimously*

*Abby Pond gave a report on the Tabor City, NC Eastern Winter Nationals.*

*Afterward, a motion to discuss by John Runne.*

*John will be the referee and requests to allow a shortened three minute gun for milling and water condition safety if all are out of the pits at the 2017 Eastern Winter Nationals.*

*For: 11 Commissioners*

*Against: Scott Clark*

*Abstention: Howie Nichols*

*Motion carries*

*(This issue had been discussed prior to the meeting in a phone conference/ballot and was brought up again).*

### **RR 2. 13 (Millville issue)**

**Current rule:** 13. It is permissible for the race committee to schedule and run two races for any class or classes it chooses on any single day so long as the same is published on the circular. However, if the race committee determines that inclement weather or other circumstances warrant, the second race may be cancelled by the race committee.

**Proposal:** Add at the end: or run on any day of the event if announced at the drivers meeting.

**Reason/Intent:** 1. If it is discovered that weather is approaching it allows the conducting club to put in a full weekend of events giving the drivers the benefit of a full weekend of events. 2. This has been done in NJ twice now and has created animosity and confusion among drivers towards other drivers, officials, and categories.

3. This would only help a poorly attended event where the club is trying to make ends meet. It would not be possible to accomplish at a regatta with a large number of entries.

*Motion to discuss by Howie*

*Motion fails unanimously*

*A discussion was held on who will be interested in being the next Stock Outboard Chairman and how the national meetings of the future may be changing into a convention type format.*

**New commissioner comments:**

*Brian Mitchell explained his first three years in our sport and how he got started. Thankful that the Sweeney's have mentored him and his family. Racers schools got him hooked and his family is helping with them now.*

**Gallery comments:**

*The chair asked several in the audience and all passed.*

**XII. Adjourn**

*Motion to adjourn by Don Allen at 2:55 pm, January 27.*

*Respectfully submitted,  
Jeff Brewster  
Stock Outboard Chair*