APBA

J Committee

Thursday, January 23, 2020

1. The meeting was called to order by Co-Chair, Mark Wheeler.
2. Roll Call was taken. Committee members in attendance were: Mark Wheeler, Jeff Williams, Jim Sweeney (via teleconference), Fred Hauenstein, Jim Nilsen, and Chris Fairchild.
3. Mark Wheeler gave a report on the latest Inventory – 5 engines complete and 9 long blocks are in stock. 15 complete gearcases and 5 empty gearcases are on order. APBA will notify everyone when these are available.
4. Championships
	1. 2020 National Championships – previously awarded to Springfield, Ohio.
	2. 2021 National Championships – have bids from Springfield, Ohio, and Grass Lake, Michigan. The committee decided to take no action until after both the Stock and Mod Commissions vote.
	3. 2020 North American Championships – have a bid from Indiana Outboard Association for all 4 classes at Constantine, MI 6/28-29 in conjunction with Mod Central Divisionals plus a few Pro and Stock classes. John Runne presented a bid for Bush River, Maryland but the date requested is outside the months of June, July, and August, as required in the rule book. Tabled pending later proposal to change the date rule.
	4. 2021 North American Championships - placed on hold by the Co-chair.
	5. 2020 Divisionals
		1. Central – Motion by Chris Fairchild, seconded by Jim Nilsen to approve Grass Lake, Michigan August 1 &2.
		2. Northeast – Motion by Chris Fairchild, seconded by Jim Nilsen to approve Kittanning, PA Aug 14,15,16.
		3. Southeast – no bid received. Tabled.
		4. Western – Bids were received from both Oroville, CA, June 13-14 and Everett, WA, June 6-7. Roll call vote was taken. Voting for Oroville were Fred Hauenstein and Chris Fairchild. Voting for Everett were Jim Nilsen and Jeff Williams. Jim Sweeney abstained. Co-Chair Mark Wheeler broke the tie by voting for Everett, WA.
5. Proposals
	1. Proposal 1: Rule: 8-4

Current Rule: Each winning motor and each record-claiming motor and such others as may be designated by the Race Committee shall be inspected. With the exception of Divisional and National Championship regattas, or at regattas where a special inspector has been designated by the appropriate commission, the Referee or Inspector may waive inspection of any motor as long as no APBA or UIM records are at stake. Motors used to set records or with national championships in Junior Classes shall be disassembled and completed inspected by the official inspector.

Proposed Rule: Each winning entry and each record-claiming entry and such others as may be designated by the Race Committee shall be inspected. There will be three levels of Inspection.

Level 1 – Inspection to be conducted at all races shall include:

* + Height
	+ Weight
	+ Tuck
	+ Set-back
	+ Fuel with Digatron meter

Level 2 – Divisionals and North American Championship Races

* + All items from a Level 1 inspection
	+ Gearcase dimensions will be checked with the gearcase template inspection tool
	+ Restrictor plate must be removed and measured
	+ Carburetor throat and venturi will be measured
	+ Combustion chamber volume must be measured

Level 3 – Summer National Championships and Record Races

* + All items from Level 1 and Level 2 inspections
	+ Internal inspection of the motor to ascertain all internal dimensions comply with current J

rules

A mixture of 50% Mineral Spirits and 50% TC III oil, or a mixture of 50% Mineral Spirits and 50% TCII oil, or a mixture of 50% Mineral Spirits and 50% Marvel Mystery Oil shall be used to measure the combustion chamber volume.

Reason: To ensure that inspections at all races across the country are the same.

Motion by Jim Nilsen, seconded by Jeff Williams to approve as presented. Motion passed unanimously. Co-Chair will forward to the Board of Directors for action.

b. Proposal 2: Rule 15.4

Current rule: There must be three legal boats for a race to qualify for national points at any race. At national championship events there must be at least eight boats for the drivers to earn bonus points.

Proposed rule: There must be at least three bona fide starters for a race to qualify for national points. In addition, in order to earn bonus points at national championship events, there must be elimination races in the class or there must be at least eight entries who answer the green flag for the final heats and enter the racecourse. (The racecourse begins at the outside course markers.)

Note: The Junior Classes rulebook defines a **Bona Fide Starter** as**, “**Any boat that belongs in the class for which the heat is run, which enters the race course within the allotted time, and crosses the starting line no later than allowed by the rules.”

Reason 1: Clarity.

Reasons 2: As the rule is written now, even if there are elimination races, if 5 boats crash and are disabled coming down for the start of the finals, no bonus points will be awarded since, on any restart, only 7 boats would start.  Something similar happened this year in J Hydro when 9 bona fide entries answered the green flag in the finals but two crashed coming down for the start and so, after the restart, only 7 made the restart.

There was no motion.

1. Proposal 3 – Rule 11.3.C.11:

Current Rule: For the Divisionals and events where APBA records are at stake, each driver may select up to two (2) props regardless of the number of classes they are registered for, and may exchange one of these props if they choose to. Each driver will only be allowed one opportunity to exchange a prop.

Proposed Rule: For the Divisionals and events where APBA records are at stake, each driver will be issued one APBA Junior class propeller. The conducting club may require all competitors to change propellers between heats. Each driver will be allowed one opportunity only to exchange a prop.

Reason: To remove the confusion as to whether the APBA Championship propellers are required at Divisional and Record events.

Motion by Jim Nilsen, seconded by Jeff Williams to approve the proposal as presented. Motion passed unanimously. Co-chair will forward to the Board of Directors for action.

1. Proposal 4 – Rule 172.A.2

Current Rule: Gearcases must be painted original factory color or have no paint. Unpainted gearcases may be polished. The gearcase split line must be discernible.

Proposed Rule: Gearcases must be painted original factory color or have no paint. Unpainted gearcases may be polished.

Reason: When gearcases are professionally shaped, the split line is not discernible. Also, no measurements are taken using the split line.

No motion or action taken.

1. Proposal 5 – Rule 19.1.A

Current Rule: National Championship to be awarded at the national meeting by the Junior Class Committee. The National Championships must be run during the months of June, July, or August.

Proposed Rule: National Championship to be awarded at the national meeting by the Junior Class Committee. The National Championships must be run during the period beginning with Memorial Day weekend, including the months of June, July, or August, and ending with Labor Day weekend.

Reason: To include Memorial Day weekend and Labor Day weekend as these are the traditional beginning and ending of the summer season.

 No motion or action taken.

1. Proposal 6 – Rule 19.1.C

Current Rule: North American Championship to be awarded at the national meeting by the Junior Class Committee. The North American Championship must be run during the months of June, July, or August.

Proposed Rule: North American Championship to be awarded at the national meeting by the Junior Class Committee. The North American Championship must be run during the period beginning with Memorial Day weekend, including the months of June, July, or August, and ending with Labor Day weekend.

Reason: To include Memorial Day weekend and Labor Day weekend as these are the traditional beginning and ending of the summer season.

 No motion or action taken.

1. Proposal 7 – Rule 20.1.D.i

Current rule: National Champion in JH, JR, AXH or AXR National Championship: 50 points each (must have been 8 legal starters).

Proposed rule: National Champion in JH, JR, AXH or AXR National Championship: 50 points each. (Must have elimination races in the class or have at least eight entries who answer the green flag for the final heats and enter the racecourse. The race course begins at the outside course markers.)

Reason: As the rule is written now, even if there are elimination races, if 5 boats crash and are disabled coming down for the start of the finals, no HOC points will be awarded since, on any restart, only 7 boats would start.  Something similar happened this year in J Hydro when 9 bona fide entries answered the green flag in the finals but two crashed coming down for the start and so, after the restart, only 7 made the restart.

 No motion or action taken.

1. Proposal 8 – Rule 20.1.E

Current Rule: In case of a tie, the driver who earned the greatest number of high points for the year shall be selected.

Proposed Rule: In case of a tie, the driver or who has the best high point total in a single class for the three (3) bonus point races (Divisional Championships, National Championships, and North American Championships) plus the driver’s first 12 regular races shall be selected. This calculation is done **without any** races being dropped. If a contestant does not run one, or more, bonus point races, the point total shall include the next regular race or races.

Reason: Currently, the tie breaker benefits older drivers who can gain points in the AX classes and those who have the time and money to race extended seasons.

 Motion by Jeff Williams, seconded by Jim Nilsen to approve. Motion passed unanimously.

1. Co-Chair returned to item 4-d. Because the date during which the North American Championships had not passed, the Bush River bid was rejected. The only valid bid was the Indiana Outboard bid for Constantine, Michigan. Motion to accept the bid by Chris Fairchild, seconded by Jim Nilsen. Motion passed unanimously.
2. Co-Chair returned to the Southeast Divisionals – they must be held during June, July, or August so Wilson, NC cannot host the event. Will need to work it out. (Note: After the meeting, the rules for Junior Classes divisionals were reviewed. Divisionals can be run outside the months of June, July and August.)
3. Discussion of Up and Coming Award. Mark Wheeler gave a review of history of the award and requested ideas and proposals.
4. Tom Johnston reported that he has been updating the APBA headquarters Up and Coming Award Plaque and since it requires a trip to headquarters he would appreciate the committee’s earliest action. Everyone agreed to leave current procedure in place.
5. Daren Goehring requested a rule change to permit “In non-production Mercury J/AX engines, any decal that says Mercury or Mariner and matches the OEM size and style is legal”. Jim Nilsen made a motion to approve this wording in the rule change, seconded by Jeff Williams. Motion passed unanimously. Co-Chair will forward to the Board of Directors for action.
6. Motion to adjourn by Fred Hauenstein, seconded by Jim Nilsen. Meeting adjourned.

Respectfully submitted,

Mary Williams

APBA Secretary