

Minutes
Annual Meeting of the Vintage & Historic Committee
American Power Boat Association
January 25, 2020
Hilton Hotel and Conference Center, Seattle, Washington

Chairman John Krebs called the meeting to order at 8:12 AM. Vintage & Historic officials present were Vice Chairman East Rich Luhrs, Vice Chair West Doug Brow, Region 3 and Safety Rep Bob Moore, Region 4 Dan Joseph, Region 6 Dick Delsener, Region 8 Jay Marshall, Region 10 David Williams, John Woodward and Shaun Kelson. Additional attendees to the meeting numbered approximately 25.

A moment of silence for those we have lost in 2019 was held.

Under old business, Krebs reported rules from 1988 regarding inboard safety cells have been assembled by Rich Evans and reviewed by Bob Wartinger. This is still a work in progress and further reports will be submitted to the committee for review when they are available.

Race monitors offering one-way communication from the referee at an event to drivers were used in Florida and Washington in 2019. Reports from drivers indicate that these seem to work on small courses but are more problematic on larger courses; the specific earpieces being used still may present issues to some drivers. These will not be mandated for use at V&H events but further testing and evaluation may be undertaken at events.

The issue of overpowered V&H hulls has been brought up by our insurance company representatives who are watching V&H closely. Krebs asked for input from the audience and reps present, and further extensive discussion took place at a later time in this meeting and is reported below.

Membership in V&H was up 5 people in 2019, representing the increase of 1 associate membership and 4 full memberships.

Events for 2020 on the east coast that are known at this time are: Tavares, FL on March 14-15, a new event at Red Bank, NJ on June 6-7, New Martinsville, WV on June 20-21, and Wheeling, WV on September 5-6.

The comprehensive list of known vintage hulls has been completed by Rich Luhrs and Dave Richardson. This is not available online at the present time but will be sent to Krebs for distribution.

Under new business, the insurance premium for 2-day V&H events will be \$2458 in 2020.

There are still a few 2019 events who have outstanding amounts due to the vintage promotion fund. Krebs will work on getting these submitted.

The fee for a single event APBA membership is being raised to \$50 for a weekend event.

Chris Fairchild, APBA President, thanked everyone for coming to Seattle for the national meeting, and commended all V&H members for their efforts to maintain the history of hydroplane racing.

Several proposals for changes to the V&H Bylaws were presented.

1. A proposal was made by Harry Holst and Jeff Buckley to strengthen the fire extinguisher requirements. This proposal did not receive a motion for discussion from the committee and died

on the floor.

2. A proposal was made to bring V&H bylaws into agreement with the APBA rules, with the requirement for inspection and tagging of lifting straps/slings to be inspected every five years (current rule is every three years). A motion was made by John Krebs, seconded by Jay Marshall, to discuss this issue. Following discussion, a vote was taken, and this bylaw change was unanimously approved.
3. A proposal was made by Rich Evans to add mechanical restriction to prevent tilt of outboard engines. A motion was made by Rich Luhrs, seconded by Jay Marshall, to discuss this issue. Following discussion, a vote was taken, and this bylaw change was unanimously approved.
4. A proposal was made by Rich Evans to add qualifying reinforced cockpit boats to Vintage and Historic eligibility. A motion was made by Rich Luhrs, seconded by Dan Joseph, to discuss this issue. Following discussion, the motion was tabled for further investigation.
5. A proposal was made by Bob Moore to remove the differentiation between types of vintage hulls in the current bylaws in Article III, sections 2, 3, and 4. A motion was made by Bob Moore, seconded by Jay Marshall to discuss this issue. Following discussion, a vote was taken to accept this proposal and it was passed (1 nay vote was recorded, otherwise the vote was unanimous). Following this vote, it was noted that if this bylaw was changed, language regarding the use of original components and use of the same power as the original would also be removed. A motion to strike the vote on this issue was made until this language could be cleaned up was made by John Krebs, seconded by Jay Marshall. The vote to strike the original vote passed unanimously. This will be resubmitted at a later date following further evaluation.
6. A proposal was made by Rich Evans to permit vintage unlimited hydroplanes with reinforced cockpits to participate in V&H. A motion was made by Dick Delsener, seconded by Dan Joseph to discuss this issue. Following extensive discussion, a motion was made to table the vote on this issue by Rich Luhrs, seconded by David Williams. This motion passed unanimously.
7. A proposal was made by Dave Richardson to add a requirement for a protective lip around the raw edge of windshields on vintage boats. This proposal did not receive a motion for discussion from the committee and died on the floor.
8. A proposal was made by Rich Evans to cleanup language from a bylaw change from 2019 to Articles IV and VI. A motion was made by Debbie Joseph, seconded by Rich Luhrs to discuss this issue. A vote was taken and passed unanimously to accept this proposal.
9. A proposal was made by Billy Noonan to lower the minimum age to drive T-class boats to 14 in V&H. A motion was made by Dick Delsener, seconded by Bob Moore to discuss this issue. Following discussion, a vote was held and the issue unanimously was defeated.

The floor was opened for discussion of other issues. Extensive discussion took place on the topic of monitoring speeds of boats in V&H. The APBA insurance company has indicated that this is an issue for them, and members indicated the desire to be proactive on this topic and their willingness and desire to address the insurance company's concerns. Lengthy discussion on safe operation of boats and the responsibilities of referees in watching for undesirable driving behavior at V&H events took place. Discussion of collecting data in 2020 on speeds being attained by vintage boats and the use of GPS devices and/or radar guns to collect this data took place; data collection was begun in 2019 in Region 10 and will be continued in Region 10 and expanded to east coast events in 2020. Matt Yarno from Region 10 will send the information he gathered in 2019 to Krebs along with the information on the specific equipment they used to gather their data. Members indicated that it is important for V&H to be proactive in collecting and evaluating this data. Members also indicated that it is critical for all participants, race committees, and officials at an event to consider themselves to be assistant risk managers by reporting any undesirable driving behavior to the referee to be addressed on a case-by-case basis. Referees are encouraged to be vigilant in evaluating such behavior and present yellow or red cards when indicated. Several members at the meeting indicated that they will be purchasing/using GPS devices in 2020 to cooperate with this collection of data. All members are encouraged to help in this collection of data.

There being no further business, the meeting was adjourned at 10:00 AM on motion of Dick Delsener, seconded by Shaun Kelson.

Respectfully submitted,

Debbie Joseph
V&H Secretary