

APBA

BOARD OF DIRECTORS MEETING

March 2, 2016

1. The meeting was called to order by the President, Mark Wheeler at 8:15 PM.
2. Roll call was taken. In attendance were: Charlie Strang, Howie Nichols, Jean McKay-Schwartz, Bill Thompson, Fred Hauenstein, Mark Wheeler, Kyle Bahl, Dave Augustine, Dan Kanfoush, Buddy Tennell, James Chambers, Steve Compton, Mary Williams, Patrick Mell, Rich Fuschlin, Jeff Conant, Gloria Crim, Pat Gleason, Matt Yarno, Bob Wartinger, Ted Kolby, Kristi Ellison, Jeff Howie, Ann Shaw, Richard Shaw, Jeff Titus, Don Lick, and Julia Rucki. Jeff Brewster and Dutch Squires were excused. Jan Shaw joined the meeting in progress.

President Wheeler added 2 items to the published agenda: Approval of a change to the Region 4 bylaws and a presentation by Patrick Mell on publications. He also questioned if the Board wished to delay action on the Thundercat rule change requests received today. There being no request to delay action, motion by Howie Nichols, seconded by Dave Augustine to approve the agenda as amended. Motion passed unanimously.

3. President Wheeler welcomed new Executive Director, Patrick Mell. He stated that there would be no report from the Executive Director at this meeting as he has been with APBA only one week.
4. Motion by Dave Augustine, seconded by Charlie Strang to approve the minutes of the January 20, 2016 meeting as distributed. Motion passed unanimously.
5. Motion by Dave Augustine, seconded by Bill Thompson to approve the minutes of the January 23, 2016 meeting as distributed. Motion passed unanimously.
- 6A. Motion by Bill Thompson, seconded by Dave Augustine to approve a change requested by the Safety Committee to General Safety Rule 4 as follows:

To remove the 3rd Sentence "All procedures are done with at least two safety divers ready at all times."

And to add in its place: "APBA Capsule Training for drivers shall be performed under the following conditions: 1. Controlled environment; 2. No water current; 3. Minimum underwater visibility 4 feet; 4. Minimum two (2) certified divers shall be in the water while training is conducted; 5. Divers must be able to clearly see the driver and the driver's face throughout the training exercise; 6. Minimum water depth shall be 5 feet, maximum water depth recommended is 15 feet. It is highly recommended that APBA Capsule Training shall take place in a swimming pool."

After discussion, the motioner and the seconder agreed to amend their motion to approve the change with the last sentence (It is highly recommended....) removed. After further discussion, the motioner and seconder agreed to amend the motion again to approve the change with the following as the last sentence: "APBA capsule training shall take place in a swimming pool." It was recommended that the Board vote on the motion and the President will get the opinion of the Safety committee on the pool requirement once the motion has been voted on. The motion passed unanimously.

6B. Changes to the J rules were presented:

1. Motion by Jean McKay-Schwartz, seconded by Fred Hauenstein to approve a change to rule 4.8.C with the addition of the following at the end of the item C in the rule:

In JH & JR, those that are responsible for the stoppage of a heat may not participate in the restart of that heat. Upon any additional reruns of the heat, any drivers who were previously ineligible for the rerun, may participate in the restart and only the drivers who committed a driving infraction (other than jumping the gun) may not participate in any restart"

President Wheeler pointed out that this change will conflict with General Racing Rule 13-10. There is already an exception for OPC. If this change in the J rules is passed, the Board will need to review General Racing Rule 13-10.

Motion passed unanimously. Motion then followed by Jean McKay-Schwartz, seconded by Dave Augustine to allow an exception in General Racing Rule 13-10 for JH and JR. The motion passed unanimously.

2. Motion by Dave Augustine, seconded by Fred Hauenstein to approve a change to rule 17.1.D with the addition of an Item D1 to read: "Any entry running a prototype restrictor plate shall run a banner or identifying mark attached to the motor identifying the entry's prototype status. The motion passed unanimously.
3. Motion by Fred Hauenstein, seconded by Dave Augustine to approve a change to Rule 17.2.B with the addition of the following at the end of Item B: "It is permissible to permanently affix bracketry to the motor cover and lower pan to install cover hold downs." The motion passed unanimously.

7. Motion by Kyle Bahl, seconded by Fred Hauenstein to approve a change to the Vintage rules as follows:

Article 7.10 to read as follows: All boats participating in a V&H regatta must be safety inspected ~~at each event once per calendar month~~ and will comply with Article VI Safety Rules. Boats and/or drivers found in noncompliance with these by-laws will not be allowed to participate in

in-water activities. The V&H Inspector shall prohibit use of any equipment he/she deems unfit for service. When approved a V&H Safety Inspection sticker will be attached to the boat ~~showing the Month and Year of Inspection. Re-inspection shall be required if the current month and year are not the latest sticker; a single event including the change of month shall be considered as being in the earlier month.~~

8. Motion by Howie Nichols, seconded by Bill Thompson, to approve the requested changes to the Thundercat rules as follows:

30.002 Weight The minimum weight for the entire boat as raced (crew, gear and clothing) shall be 700 lbs. for Bandit class, 730 lbs. for Outlaw class and 780 lbs. for Outlaw class boats equipped with a 51.8 or 59.1 c.i.d. Mercury/Mariner motor. They shall be weighed with a lifting device, not including the lifting sling as part of total weight. All added weight other than the driver and co-driver must be securely fastened (screwed or bolted) to the inside of the boat or transom, in such a manner that their centers of gravity cannot be moved/removed during the race. The wearing of added weights by the driver or co-driver will result in a DQ from the event and a 60 day suspension. No weights, other than the engine, shall be fastened in a location external to the hull. Water may not make up any part of the total weight.

****30.002 Weight CHANGE:** Omit Complete Rule – Reason; Unsafe at most race sites to weigh boats without special machinery.

30.003 Scales cannot be protested and shall be available for use at least two hours before the start of the first Superlight heat of each day's racing. All Championship Regatta scales must be certified.

****30.003 Scales CHANGE:** Omit Complete Rule – Reason; See above Rule 30.002

30.010 Experimental Class (X-Class) is for those that do not comply with the Superlight Tunnel Engine Technical Rules. This class shall be entitled to High Point Championship. Engines shall not exceed 1000 cc's, and tiller arm, and use pump gas only. Rules that apply are **50.004, 50.005, 50.007, 50.010, 50.011, 50.015, 50.016** and all **APBA General Safety and General Racing Rules**. All hull rules apply.

****30.010 Experimental Class – CHANGE: Omit “Rules that apply 50.007 – Reason; Shiftable Gearcases are no longer necessary in Experimental Class.**

40.002 Race Boat Numbers shall contain not more than three (3) digits and shall range from Number 3 through Number 999. Numbers shall contrast vividly with the color of the hull. The minimum height of each number shall be $12'' \pm 1/2''$; minimum width shall be $6'' \pm 1/2''$; minimum stroke shall be $2'' \pm 1/2''$; minimum spacing between each number shall be $1'' \pm 1/2''$. The single exception to this is the number “1” when used with another digit, in which case the width may be narrower. **Owners may affix their assigned numbers on each side of their boat** on a nearly vertical surface in such a manner that is readily visible to officials and spectators. Numbers not meeting these rules, or any number **that is unreadable or becomes unreadable during an event**, will be scored at the discretion of the Scorer and/or Chief Referee of that event. Their decision is final. The assigned racing number(s) shall also be on the bottom of the hull (underside of tunnel).

****40.002 Race Boat Numbers – CHANGE: NO TWO THUNDERCATS FOR APBA RACING CAN HAVE THE SAME NUMBER. THIS INCLUDES ALL CLASSES.**

40.013 Lifting Boats shall have adequate equipment to be lifted in and out of the water for purposes of launching and weighing. Each boat shall have a lifting sling/bridle capable of lifting the boat by a single hook. Lifting straps/bridles shall be constructed from a minimum of $1/8''$ steel cable or a minimum 1.0” nylon strap. Attachment to the boat/motor shall be by clevis pin or snap hooks to permanent attachment points located within or on the boat / motor and be designed for lifting purposes. No ropes, open hooks, or loops around the pickle forks shall be allowed. This strap/bridle shall be removed prior to racing.

****40.013 Lifting – CHANGE: OMIT This Rule – Reason; Boats will not being weighed therefore omitting this rule.**

50.007 Shifter An efficient control handle giving forward, neutral and astern movements is compulsory. The control handle for reverse gear, ready for use, shall be within reach of the driver. Astern maneuvering of the boat shall be possible by selection of reverse gear only.

****50.007 Shifter – Change: (need to add) Experimental Class EXCLUDED. – Reason; See rule 30.010**

70.003 What Start To Use All starts such as Le Mans, Dock, Jetty, Clock or Moving starts shall follow General Racing Rules. The start type may be determined by the referee, race committee or starter. Any start may be used, but the LeMans start is preferred. The recommended minimum starting chute width is 50 yards. It is recommended that there be a minimum of 400 yards from the starting line to the first turn. Only when a race venue cannot facilitate any other kind of start shall a moving start be used. Examples of possible starts:

Floating Start:

- a) The boat will be in the water with the driver and co-driver standing next to the boat.
- b) The boats will be spaced no closer than 10 feet apart.
- c) All the boats will line up even with each other.
- d) One minute before the start of the race the white flag will be raised and then lowered.
- e) 15 seconds before the start of the race the green flag will be raised.
- f) At this time the driver and co-driver shall raise their kill switch devices over their heads, and hold them up until the green flag is dropped.
- g) The official start of the race will be given by dropping the green flag. The driver and co-driver may then board, install their kill switch devices, and start the motor.
- h) Only after both members of the crew are in the boat may the driver get underway.

Moving Start:

- a) The boat will be in the water with the driver and co-driver in the boat.
- b) Safety cutoff devices shall be attached to motor, driver and co-driver.

- c) The engine shall be running and able to move forward.
- d) The boats will be spaced no closer than 10 feet apart.
- e) When the starter raises the white flag, boats will line up side by side per predetermined starting positions, off plane and facing the first turn in the area predefined by the Race Committee.
- f) When the starter feels that the start is equal and is fair for all competitors he/she will drop the white flag signifying the start of the race. If the starter feels that the start is unfair or unequal within the predetermined area he/she will raise the yellow flag to signal all the boats to circle counterclockwise and start the procedure over again. This procedure will continue until the starter is confident of a fair start.

****70.003 What Start To Use – CHANGE: Omit . “Any start may be used, but the LeMans start is preferred. The recommended minimum starting chute width is 50 yards. It is recommended that there be a minimum of 400 yards from the starting line to the first turn. Only when a race venue cannot facilitate any other kind of start shall a moving start be used.” - Reason; Very few race sites have the capability of these dimensions. Moving Start – Change: OMIT ALL (a-f) – Reason; No race sites offer this type of start for Thundercats.**

70.004 All Drivers Shall Hold Their Lanes until they are completely around the first turn buoy. Drivers may not change lanes in front of or behind other competitors until they have passed and rounded the first buoy. Failure to comply will result in disqualification from the heat.

****70.004 All Drivers Shall Hold Their Lanes – Change: “until they are completely around the first turn buoy” –**

Please ADD – “or commitment buoy.”

Need to OMIT “Drivers may not change lanes in front of or behind other competitors until they have passed and rounded the first buoy.

ALSO NEED TO ADD to this rule; “For Clock Starts; Drivers must hold their lane from Start/Finish line until around First Pin/Turn One.” Reason - Safety

80.005 No Outside Assistance In a point to point marathon race, no team shall take on fuel, supplies or equipment from an outside source prior to crossing the finish line. That team shall be disqualified if they do so. A team shall also be disqualified if they accept any outside assistance to effect repairs, to dislodge craft after having run aground, or any assistance that

would enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power.

****80.005 No Outside Assistance – CHANGE: OMIT - “In a point to point marathon race,” and ADD (at the end of rule) – “The exception to this rule is a point to point marathon race.**

120.004 “Step up” Bandits may “step up” and compete in Outlaw class providing the driver and co-driver meet the minimum ages for the Outlaw class.

****120.004 “Step Up” – CHANGE: OMIT ALL AND REWRITE as: “Bandits &/or P750 may “step up” to Outlaw Or X-Class as long as driver and co-driver meet minimum age for class they would like to “step up” to.**

120.007 Championship Regattas During each racing year, Championship regattas shall be as follows:

1. Closed Course National Championship

- a) Referee, Inspector, and Scorer for Thundercat National Championships must be approved by Thundercat Racing Commission before granting sanctions.
- b) A National Closed Course Championship must offer two days of racing, with a minimum of three heats per day per class. A third day of racing shall be offered as a make-up day if needed.
- c) The combined total points for all six (6) heats shall determine the Closed Course National Championship. High Points will be determined by the chart in General Racing Rule 21, paragraph 2. In the event of a tie, the competitor with the least elapsed times for all heats combined shall prevail.

2. Marathon National Championship

- a) To qualify as a Marathon National Championship event, the event must offer two days of racing with a minimum of 40 miles of racing per day.
- b) Each day of racing shall establish the standings for that day. National High Points will be awarded for each day of racing. The combined total points for both days shall determine the Marathon National Champion. High Points will be determined by the chart in General Racing Rule 21, paragraph 2. In the event of a tie, the competitor with the least elapsed times for

both days shall prevail. If a tie still exists, the participant with the highest class standing within his/her class on that day shall prevail.

3. Divisional Championship

a) There shall be one Western, one Southern, one Eastern, and one Central Divisional Championship. Divisionals shall be held prior to the Closed Course National Championship Events. All registered boats are eligible to compete in all Divisional races. In order to obtain points toward the Hall of Champions the competitor must live in the geographic division.

4. North American Championship

a) Must offer two days of racing and two heats per day in each class.

The combined total points for all four (4) heats shall determine the North American Champion. High Points will be determined by the chart in General Racing Rule 21, paragraph 2. In the event of a tie, the competitor with the least elapsed times for all heats combined shall prevail.

****120.007 Championship Regattas – CHANGE:**

Re: 1 – b); Should read: with a minimum of two heats per day per class.

Re: 1 – ADD - d) “Closed course championships must be announced to APBA Thundercat members 1 month prior to race.

OMIT: A third day of racing shall be offered as a make-up day if needed.

Re: 1 –c); Should read; The combined total points for all four (4) heats.....

120.009 Same Boat And Motor The same boat and motor are to be used during an event where points of a heat are counted in the final standings. Replacement of any equipment, including the powerhead, during an event is at the discretion of the Referee ONLY. Failure to abide by this rule will result in disqualification from the event. If a change of boat or motor is made, it shall be treated as a new entry.

****120.009 Same Boat and Motor – CHANGE:**

OMIT ENTIRELY

ADDITIONAL RULE:

****Please ADD – 140.004 Expenditures Any expenditures of APBA Thundercat funds must be approved by ALL chair/committee members.**

Buddy Tennell pointed out that the rules also needed updated to remove any references to SLT and replace them with Thundercat throughout the rules. President Wheeler will check with Legal Counsel to be sure APBA can use “Thundercat” as the name of the category. The motion passed unanimously.

*Added #1 Motion by Howie Nichols, seconded by Bill Thompson to approve changes to the Region 4 Bylaws, Section 6.5 Nominations and Voting to change the time period for nominations and absentee ballots. Motion passed unanimously.

*Added #2 Executive Director, Patrick Mell, led a discussion on an idea for APBA publications. He presented a suggestion that APBA reduce to 4 the number of printed Propeller magazines, have 4 online magazines and provide a yearbook to members, similar to the yearbook done by UIM. During the ensuing discussion, concerns were expressed about problems members were having in reading the on-line issues, reducing the number of issues for members which could result in a reduction of members, whether members could still receive all issues in print if willing to pay for it. A number of people expressed interest in the idea of a yearbook for members, stating this would be a good investment and a worthwhile project. Patrick concluded the discussion by stating he should have costs for this project in a few days.

9. There were no other matters to come before the Board of Directors.

10. Motion by Fred Hauenstein, seconded by Bill Thompson to adjourn the meeting. The meeting was adjourned at 9:05 PM.

Respectfully submitted,

Mary Williams

APBA Secretary