

**American Power Boat Association
Stock Outboard Category Meeting
112th Annual Meeting
Chicago, Ill. January 20-23, 2016**

I. Call to Order

Meeting called to order by Chairman Jeff Brewster at 10:30 am on Thursday, January 21, 2016

II. Opening Ceremonies

- a. Pledge of Allegiance
- b. Moment of silence for members who have passed away.
- c. Introductions
- d. Meeting specifics, agendas, lunch, breaks, etc.

III. Oath of New Commission Members

Do you and each of you solemnly swear or affirm that you will faithfully discharge the office of Stock Outboard Racing Commissioner and that you will uphold and defend the rules and by-laws of the American Power Boat Association and the rules of the Stock Outboard Category so as you would answer unto God? If so, say 'I do'.

IV. Roll Call

*Alex Poliakoff – Region 1
Scott Clark – Region 2
Ed Runne – Region 3
John Runne – Region 4
Howie Nichols – Region 5
Tom Johnston – Region 6
Mark Kurz – Region 6
Don Allen – Region 7
Ron Magnuson* - Region 10
Matt Yarno* - Region 10
Steve Wilde – Region 11
David Hale – Region 12
Asterisk (*) = First year on the SORC*

All commissioners above were present

V. 2015 Chairman's Report – Jeff Brewster

A good, safe season was enjoyed with all championship races held. Bright spots in the year included success in the Region One 302SSH program, the H1 program and our new rule books.

VI. Appointment of Committees

300SSH Committee: *Dave Anderson, Tom Johnston, David Hale, Jean Mackay-Schwartz, Elek Hutchinson, Steve Noury and Jeff Brewster*

300SSH Service Centers: *Ric Montoya, Jerry Davids, Roger Carr, Alex Poliakoff and Tom Johnston.*

Technical Committee:

OMC: *Ron France*

Mercury: *Tom Smith*

Tohatsu: *Alex Poliakoff*

Hot Rod: *Cooper Jess*

Sidewinder: *Ed Runne*

Yamato: *Tom Johnston*

Website Committee: *requesting volunteers*

Promotional Committee: *requesting volunteers*

Tammy Dawe Advocate Award Committee: *Jeff Conant, Brian Trolian and Charlie Gonyea.*

SO Chief Inspector: *Tom Johnston*

SO Administrative Assistant: *Dave Anderson*

SO Chief Referee: *Steve Noury*

SO Chief Scorer: *Jean Mackay-Schwartz*

(Tom suggested the addition of a Boat Tech Committee and named Brian Trolian as a perfect candidate due to his knowledge.)

Motion to approve: Howie / Second: Ed

Motion carries unanimously

VII. Approval of Annual Meeting Agenda

Motion to approve: Howie / Second: John

Motion carries unanimously

VIII. Manufacturers' Reports

a. Tohatsu – Alex Poliakoff

Four complete motors available and four on order. \$6600 to 6995 with crankshaft tack welded. Five engines sold last few years. Alex will stand behind motors and will ship parts out next day in most cases for a 12.50 charge. Cowl tees are still available.

b. Yamato – Tom Johnston

Tom read a report written by Ric Montoya. Ric has begun importing the Model 321 and is awaiting his next shipment.

c. Sidewinder – Ed Runne

Thirty three 15S, three 15H and thirty 20S engines have been delivered to date. A fifty motor run currently being built. Has had an issue with gear case castings being done via cad-cam. Machine work being done by Jesle. Thirty of the fifty engines have been spoken for.

Changes:

New flywheel, same weight and dimension.

New cover and rope plate.

Crankshaft change, new alloy in 2014, keyway changed, etc.

Sidewinder is in contact with owners.

Questions from Ed Hearn on gear cases. Can now assemble gearcases.

Ed Hearn mentioned issues with cranks from 2014, plus Nichols and Hearn broke cranks in 2015. Ryan Runne broke crank in 2015, but was older model crank. \$4900 price for the 20S motor. Motors should be available by Memorial day weekend.

Delay issue last year was gears. Vendor issues with ignition components, flywheel issues, OMC inventory on flywheels was issue.

Currently working on new flex plate flywheel that will fix the crank issues.

Both Howie and Ed Hearn thanked Ed for his support.

IX. Old Business

a. Approval of Minutes from 111th Annual Meeting.

Motion to approve: Howie / Second: John

Motion carries unanimously

b. Q&A with APBA President Wheeler

Mark answered questions about APBA and the supply of Mercury 15 engines.

c. Approval of Decisions of Race Committees & Referees for 2015.

*Motion to approve: Howie / Second: Don
Motion carries unanimously*

d. 2016 Championship Reports

i. Winter Nationals

Western – Castlerock, WA April 30 & May 1

Kyle Bahl gave a report, everything moving along fine. Possible test day on Friday.

Eastern – Jesup, GA April 21 – 24

Howie Nichols gave a report, testing possible on Thursday, everything is a go. All four J classes will be run on Saturday and Sunday.

ii. Closed Course Nationals- Hinton, WVA July 31 – August 7

Abby Pond gave a report on the upcoming nationals. The financial woes are lessening.

iii. Marathon Nationals- Indian River, MI August 13 & 14

Mark Kurz gave a report, everything is a go. Community is excited to have the race in conjunction with other events in town.

e. 2017 Championship Reports

i. Closed Course Nationals – Grass Lake, MI July 30 – August 6

Tom Johnston gave a report. All is a go. MHRA Commodore Elek Hutchinson is not present for more information.

ii. Marathon Nationals - Indian River, MI August 12 & 13

Mark Kurz: same as above.

f. Approval of 2015 Awards.

i. Hall of Champions Inductees

1. Max Acierno – 16 pts.
2. Terry Kerr – 15 pts.
3. Ed Hearn – 10 pts.

- ii. Gerald Waldman Award
 - *Billy Simmons from Newton, NJ earned 8769 pts. in 23 races.*
- iii. Henry Menzies Award
 - *Terry Kerr from Flat Rock, MI earned 16408 pts. in 49 races.*
- iv. Rookie Of The Year
 - *Jimmy Cummings from Westford, MA earned 4057 pts. in 18 races.*
- v. Craig Dewald Award
 - *Terry Kerr from Flat Rock, MI earned 4400 pts in 9 ASR races.*
- vi. Tammy Dawe Advocate Award
 - *Steve Noury from East Hampstead, NH*

Discussion from floor on re-naming awards. Many do not know who the people were. Jeff promised a short history on each at the Friday night Outboard Awards banquet. The large plaques are in home office and recently refurbished with more room for future inductees.

*Motion to approve: Don / Second: Howie
Motion carries unanimously*

X. New Business

a. Bids for future Summer Closed Course National Championships

- i. 2016
45SS at Newberg, OR May 28 & 29

*Motion to approve: Don / Second: John
Motion carries, Scott against*

- ii. 2018

A report was given on each:

Moses Lake, WA (SOA)

After their presentation, it was requested they move their dates one week earlier due to marathon nationals being held on the second weekend of August. Representatives of SOA agreed.

Wakefield, MI (BSOA)

Presentation by Bill Pavlick. Same as in the past. No changes.

Dayton, OH (DMBRA)

Ed Hearn explained that the race would be Stock and J only. Racing would begin on Thursday with no testing on Wednesday. The last nationals in Dayton was 2005 and there would be a fastest qualifier award for each class.

A paper ballot vote was conducted with the outcome of four votes casted for each location resulting in a three way tie of four votes each.

Motion to vote on Wakefield separately

Don / Second: John

Motion rescinded by both.

Motion to go to Wakefield, July 28 to August 4, 2019

Howie / Second: Don

Motion carries unanimously

Motion to go to Moses Lake, July 29 to August 5, 2018

Matt / Second: Ron

Motion carries unanimously

It was asked of Ed Hearn if he would be interested in 2020 at Dayton and he said, "No, not at this time".

b. Bids for 2016 Divisional Championships

i. Closed Course

Northeast - *Milton, NH June 11 & 12*

Southeast - *Tabor City, NC May 14 & 15*

Central - *Franklin, PA May 28 & 29*

Western - *Oroville, CA June 11 & 12*

ii. Marathon

Central - *Grass Lake, MI July 9 & 10*

Motion to approve: Howie / Second: John

Discussion: Scott against Milton due to course size.

Howie & John rescind their motions.

Motion to table: Howie / Second: John

Motion carries unanimously

Motion to approve rest of divisionals: Howie / Second: John

Motion carries unanimously

After a phone conversation with Race Chairman Steve Noury, Howie brought up Milton again and explained their discussion and resolutions to Scott's concerns.

*Motion to approve Milton: Howie / Second: Don
Motion carries unanimously*

c. Bids for North American Championships

i. 300SSH & CSR – Kingston, NH

*Motion to approve: Howie / Second: Ed
Discussion: Bill Pavlick asked for 300SSH in Rock Falls, Ill.
Howie amended his motion to be CSR only for Kingston, NH.
Motion carries unanimously*

ii. 300SSH – Rock Falls, Ill. or Kingston, NH.

*Motion to approve: Howie / Second: Ed
Results of paper ballot: Kingston wins*

iii. 20, C & D hydro – Cullaby Lake, OR.

*Motion to approve: Matt / Second: Don
Motion carries unanimously*

d. Bids for future Winter Nationals

*Motion by Howie / Second: Don
Tabor City, NC in 2017. Date to be determined but definitely before May 1.
Motion passes unanimously*

(No motion was received for a 2017 West Coast Winter Nationals)

e. Stock Outboard Service Award committee report

Jeff explained last year's committee was Jeff Conant, Roger Pryzbyla and Bill Giles. Bill had received a nomination and requested to be removed from the balloting due to hopes that his nomination would win. After the SORC voted for his nomination of Steve Noury who has been instrumental in the growth of Region One, Jeff announced the outcome at the Taunton drivers meeting with Bill in attendance. Fortunately, he knew of the outcome before he passed shortly thereafter.

f. Budget

-Club loan of \$2000.00 to CVRA (offered)

John: It has been accepted and CVRA will be asking for it.

-Two 302 & one 321 are awaiting payment when sealed (permission to continue into 2016 is requested). We will be converting 302's into 321's.

Discussion: We need to maintain stock of motors. Motion to keep up to three motors in stock.

Motion by Don / Second: Scott

Motion carries unanimously

Purchase of the Rookie of the Year jacket	\$70.00
Category award ceremonies	\$600.00
Annual meeting / HOC	\$1300.00
Craig Dewald Award plaque & trophies (for 10 yrs)	\$815.00
Henry Menzies Award engraving & plaques (for 10 yrs)	\$500.00
Jerry Waldman Award engraving & plaques (for 10 yrs)	\$500.00
Tammy Dawe Award engraving & trophies (for 10 yrs)	\$490.00
<i>(The purchases for the four awards above were not made last year)</i>	
Drivers school reimbursement (3) (new schools preferred)	\$1500.00
Postage	\$500.00
Shipping	\$2000.00
302 engine upgrades (2 @ 500.00)	\$1000.00
HOC jackets (3 @ \$85.00)	\$255.00
Travel	\$1500.00
J Scholarship Fund donation	\$250.00
Promotional materials (decals, posters, handouts, etc.)	\$3000.00
Safety inspection stickers	\$50.00
Total	\$14,330.00

(As of December 1, 2015 our current balance is \$16,345.00)

Motion to approve: Howie / Second: John

Motion carries unanimously

g. Group photo if possible

Many thanks to Pat Gleason for taking a photo of the entire commission.

h. Racing Rule Changes

i. Racing numbers

Rule: 7.1 and 7.3 (page 11)

1. Hydroplanes shall be affixed with vertical numbers on both sides of the boat. Numbers must be a minimum of six (6) inches in height and one (1) inch stroke where space permits and shall be black on white or white on black; The background must be solid. There shall be at least one (1) inch background border around each number and letter, where space permits. There shall be a

minimum of one (1) inch spacing between each number and letter, where space permits.

3. Runabouts must be affixed with numbers that are black on a solid white background or white on a solid black background. The figures and letters must be at least 6 inches in height and the stroke must be at least 1 inch wide, where space permits. There must be at least 1 inch of background around the number, where space permits. There must be a minimum of one (1) inch spacing between each figure and letter, where space permits. Numbers must be affixed to both sides of the boat.

Action:

1. Hydroplanes shall be affixed with vertical numbers on both sides of the boat. Numbers must be a minimum of six (6) inches in height and one (1) inch stroke where space permits and shall be highly contrasting in color; The background must be solid. There shall be at least one (1) inch background border around each number and letter, where space permits. There shall be a minimum of one (1) inch spacing between each number and letter, where space permits.

3. Runabouts must be affixed with numbers that are highly contrasting in color on a solid background. The figures and letters must be at least 6 inches in height and the stroke must be at least 1 inch wide, where space permits. There must be at least 1 inch of background around the number, where space permits. There must be a minimum of one (1) inch spacing between each figure and letter, where space permits. Numbers must be affixed to both sides of the boat.

Reason:

To allow #'s to look consistent with the color design pattern of the boats.

Motion to discuss: no motion received

- ii. Damaging a turn bouy

Rule: 6.3 (page 11)

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:

The entrant that deflates or dislodges a bouy, shall be disqualified for that heat.

Reason:

What if I am in the last heat of a flight or a set, and on the last lap I take out the exit buoy of turn two. All boats come off of the water and there is a

patrol boat change. We know that there is a 20 minute period before the first heat of the next set starts. Did I actually cause a race delaying situation?

Motion to discuss: no motion received

III. Marathon red flags

Rule: 10 – 11.

Action:

Modify as follows; add ...any restart. “During closed course marathon racing, a driver(s) causing the stoppage of a race will be penalized one lap if the race is restarted, or placed at the bottom of the scoring for that class if the race is not restarted.”

Reason:

The current rule does not clearly define stock outboard marathon racing. There have been scoring issues related to this problem. This rule addition will clarify.

Motion sent to committee.

Results of committee:

A revision to Rule 10.11

In the event a boat starts the heat but does not finish it, that boat shall be scored in the next available position behind all other boats which have finished the heat in that class. A driver causing the stoppage of a race will be penalized one lap if the race is restarted or placed at the bottom of the scoring for that class if the race is not restarted. In the event that multiple boats drop out on the same lap or being put to the bottom of the scoring sheet, each boat will receive the average of the sum of the tied positions. This rule only pertains to closed course lap marathons where the entire course is visible from the judge’s stand.

Motion to approve: Tom / Second: Mark

Motion carries unanimously

iv. Leaving the pits

Rule: 3.3

Current rule:

No driver shall leave the pits after the one-minute signal has been given. Violation of this rule will result in a disqualification for the day from the class in which the infraction occurred.

Proposed new rule:

No driver shall leave the pits after the one-minute signal has been given, unless the engine is running prior to the signal. Violation of this rule will result in a disqualification for the heat of the violation in which the infraction occurred.

Reason:

This clarifies the rule. It is often allowed that if a motor starts with 1:01 left on the clock the driver leaves the beach often after the clock has less than 1 minute on it. It also changes the penalty to be for just the heat, the current wording makes it so you would have to DQ the driver for the day. (if this violation was in heat 2, you would have to DQ him for heat 1 as well)

Motion to discuss: no motion received

v. Winter nationals (Proposal #1)

Rule: 18. 1. A. e)

Current rule:

e) The SORC shall also be empowered to award a Winter National Championship to be held prior to May 1st. There will be an Eastern Winter National Championship for the NE, SE and Central divisions and a Western Winter National Championship for the West division. A winter national championship and double points will only be awarded if there are (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 Winter National 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.

Action:

Go back to one winter nationals. Still give the double points if they have the eight legal starters. Remove the two points given for the HOC if qualified.

vii. Winter nationals (Proposal #2)

Rule: 18 (this proposal has two parts)

Part one:

Action:

Eliminate national qualifier from the divisional championships
Open up bonus points for any driver from any region or division at the Divisionals.

Reason:

1. Increase boat count by opening up bonus points for out of division racers.
2. Still receive Hall of Champion points (same criteria as current Divisionals)
3. Opens up more spots at the nationals, will drive participation at nationals due to higher probability of making the final.

Part two:

Action:

Eliminate the Winter Nationals:

Replace Winter Nationals with East Coast Championship and a West Coast Championship.

These events must take place by the last weekend of May of that year, by going to this date it will allow any Region to be able to host the event and also should not conflict to much with any local racing since the majority Stock Outboard racing is after this date.

- The winner of each class with 8 or more legal starters will qualify for the finals of the Stock Outboard Nationals.
- This event will be a bonus point race
- Also will receive Hall of champion Points (same as current winter nationals)

Reason:

1. This will eliminate the issue we are having right now with the current winter nationals meeting the required date.
2. This would also create a very large event that has real meaning, and gives the opportunity to any club to benefit from it.
3. This will also leave more qualifying spots open for the Nationals, driving more participation, and entries at the Nationals.

(if the previous national champion, east coast champion and the west coast champion all show up at the summer nationals, there would be nine spots open for the finals)

Motion to discuss: Howie / Second: Don

Motion to approve: no motion received

viii. Marathon scoring

New rule: 10-12

Lap Marathons points shall be awarded based on when the lead boat in each class has crossed the finish line at either the end of the allotted time frame or lap as described on the race circular. Each entry shall finish the lap they are on and shall be awarded points based upon the position they cross the finish line.

Reason:

We do not have a rule on how a lap marathon is scored in tabulating the results. We have had some assume that once the lead boat in a combined class marathon finishes, the race is over. (ie. the winning DSR usually) The scorer then goes back to the lap sheets and determines the winner. (while the other classes are still racing on the last lap) This rule would clarify that all classes are scored separately and will race to the finish when the checkered flag is displayed.

Motion to discuss: Howie / Second: Mark

Motion to table: Howie / Don

Howie will work on the rule and bring it back.

Howie brought a reworded version of the rule back to the table:

Lap marathon points shall be awarded based on when the lead boat in each class has crossed the finish line at the end of the allotted time frame or upon completion of the final lap as described on the race circular. Each entry shall finish the lap they are on and shall be awarded points based upon their position as they cross the finish line.

Motion to approve: Tom / Second: Scott

Motion carries unanimously

ix. High points clarification

Current Rule: 15-2

A. The No. 1, followed by the letter designating the state, shall be given to the driver residing in each state or geographical section who accumulates the most points in any one class by hydro or runabout.

B. National High Point Championships shall be based on the total points scored from November 1st through the following October 31st in up to (3) bonus point races plus the first group of regular races for a total of 14 races. If a contestant does not run one or more bonus point races, the point total shall include the next races to a total of fourteen (14). In each class the driver having the highest total points as defined in these rules shall be awarded the number 2-US in closed course racing.

C. All boats crossing the starting line in any heat of a race will be scored nationally as having competed. Boats not scoring any overall points will be credited nationally as having competed with zero points.

D. Points scored in marathon events shall not be counted toward the closed course high point championships.

E. Separate points for marathon racing will be tabulated on a national basis by National Headquarters. The driver earning the greatest number of points on a national basis in each class will be awarded the high point championship and may add the letters "US" in front of their current boat number for the following season. The points shall be totaled from November 1st through the following October 31st. To receive the high point championship, a driver must have competed in a minimum of five (5) sanctioned marathons in the class for which the points are being tabulated.

F. There must be four (4) bona fide entries crossing the starting line in one heat for a race to qualify for national high points at Local, Regional and Divisional events. The exception will be the 300SSH and all Stock Classic classes which shall require three (3) bona fide entries.

G. In each class the driver winning the Closed Course National Championship shall be awarded the 1-US number for the following year.

H. A minimum of eight races is required (minimum of five races in Stock Classic) to win national high point in closed course racing, excluding marathon high points.

New Rule:

Closed Course

A. The No. 1, followed by the letter designating the state, shall be given to the driver residing in each state or geographical section who accumulates the most points in any one class by hydro or runabout.

B. National High Point Championships shall be based on the total points scored from November 1st through the following October 31st in up to (3) bonus point races plus the first group of regular races for a total of 14 races. If a contestant does not run one or more bonus point races, the point total shall include the next races to a total of fourteen (14). In each class the driver having the highest total points as defined in these rules shall be awarded the number 2-US in closed course racing.

C. All boats crossing the starting line in any heat of a race will be scored nationally as having competed. Boats not scoring any overall points will be credited nationally as having competed with zero points. ***A race that has zero (0) points scored and is one of the first 14 races participated in will count towards the computation of the high point total to determine the 2-US recipient. Disqualifications in elimination races will also be included.***

D. There must be four (4) bona fide entries crossing the starting line in one heat for a race to qualify for national high points at Local, Regional and Divisional events. The exception will be the 300SSH and all Stock Classic classes which shall require three (3) bona fide entries.

E. In each class the driver winning the Closed Course National Championship shall be awarded the 1-US number for the following year.

F. A minimum of eight races is required (minimum of five races in Stock Classic) to win national high point in closed course racing, excluding marathon high points.

Marathon

A. Points scored in marathon events shall not be counted toward the closed course high point championships.

B. Separate points for marathon racing will be tabulated on a national basis by National Headquarters. The driver earning the greatest number of points on a national basis in each class will be awarded the high point championship and may add the letters "US" in front of their current boat number for the following season. The points shall be totaled from November 1st through the following October 31st. To receive the high point championship, a driver must have competed in a minimum of five (5) sanctioned marathons in the class for which the points are being tabulated.

Motion to approve letters in bold.

Howie / Second: Don

Discussion

Howie amends motion, Don accepts

Amended motion:

An entry that has zero (0) points scored due to a DNF or DQ, and is one of the first 14 races participated in will count towards the computation of the high point total to determine the 2-US recipient. Disqualifications in elimination races will also be included. A DNS does not count towards the computation of the high point total.

Motion carries unanimously

- x. Marathon clock starts

Rule: 11 Stock Outboard Marathons

Action:

Add section 13 "During a clock or flag start of a SO Marathon race, a driver can vary his course between the 500 foot buoy and the starting line as long as the driver abides by the overlap rule, and does not adversely affect other boats."

Reason:

For a short course Stock Outboard race, up to 12 boats are allowed to start a lapped racing heat. In Stock Outboard Marathon racing, an infinite number of boats can start (a clock or flag started race). In Stock Outboard Marathon racing, multiple classes of varying speeds may start at the same time. This means that some boats will be going faster than others during the start of the race. Due to the congestion, and varying speeds of boats, drivers need to be able to move on the course in a manner that would allow them to safely

maintain their speed for a good start without inhibiting the starting of other boats around them.

*Motion to approve: Mark / Second: Tom
Motion carries unanimously*

xi. Legal starters clarification

Rule: 5.6 (page 10)

Current rule:

A heat may be cancelled if fewer than three (3) boats cross the starting line except when a previous heat in the race has been run. However, if the first heat of a race is started with at least three (3) bona fide starters, a rerun of that heat must be run if there is at least one (1) bona fide starter. If a previous heat for the class has been run, any subsequent heat shall be cancelled only if no bona fide starters cross the starting line or if all boats cross the starting line before the gun.

New rule:

A legal race must have four (4) boats cross the starting line in the same heat and this can occur in any one (1) of the heats scheduled to run. A heat may be cancelled if four (4) boats do not make a legal start in any heat, or if all boats cross the starting line before the gun. The only exception to this rule is the 300SSH and Classic Classes which shall require three (3) boats as a minimum in the rule above.

Reason:

It is not clear.

*Motion to discuss: Howie / Second: Alex
Discussion*

*Motion to table: John / Second: Matt
Sent to committee of John, Steve & Howie*

Results of committee: (paragraph sentences were separated to avoid confusion)

A. The first heat may be cancelled if fewer than 4 boats cross the starting line. If a previous heat in the race has been run you cannot cancel the heat.

B. If the first heat has started with at least 4 boats but then must be rerun, the heat must be rerun even if only one boat starts the heat.

C. If a previous heat (first heat) has been run the second heat should be cancelled only if no bona fide starters cross the starting line or if all boats are disqualified.

D. The only exception to this rule is the 300SSH and Classic classes which shall require three (3) boats as a minimum in the rule above.

Revised Motion carries, Tom against, Alex abstains.

x. Minimum marathon points

Rule: 15 – 2. E. High Points

Action: Add the following sentence: In marathon racing, all places will receive a minimum of one point.

Reason: Many racers finish 21st or higher in the standings and receive zero points for finishing. With a one point minimum, our records will indicate that they finished the race or at least one day at the Top ‘O Michigan marathon.

*Motion to approve: Howie / Second: Don
Motion carries unanimously*

i. Inspection or Technical Manual Changes

i. Model 80 ignition

Rule: 30 (page 36)

Current rule:

Any ignition coil may be used on the Y-80 and the mounting may be altered to accommodate the coil.

Action:

Add “It is permissible to replace the points with an electronic point replacement module, such as the Nova II module.”

*Motion to approve: Howie / Second: Don
Motion carries unanimously*

ii. Model 102 ignition

Rule: 19 (Page 76)

Current rule:

It is permissible to remount any coil on the 102.

New rule:

It is permissible to remount any coil on the 102 and to replace the points and condenser with a Nova II

Reason:

This rule is needed because the Magneto Coil of the Yamato 102 is weak and fails and is no longer available. The Yamato 80 coil will work but they do not fit so an adaptor plate is needed.

*Motion to approve: Howie / Second: Don
Motion carries; Scott against; Steve abstains*

iii. Motor of choice

Rule: Classes and Motor eligibility (page 15)

Action:

Add the following motors of choice to our classes without one.

CSR & CSH - Yamato 300 series

DSR & DSH - Tohatsu RAM 50

20SSH - Yamato 300 series

25SSR & 25SSH - Sidewinder 20S

300SSH - Yamato 300 series

Reason:

This would make a clear definition for our members on where we are headed by following our mission statement.

(It was agreed that we would discuss and vote on each class individually.)

CSR & CSH

Motion to approve: Howie / Second: John

Motion carries unanimously

DSR & DSH

Motion to approve: Howie / Second: Tom

Motion carries unanimously

20SSH

*Motion to approve: Howie / Second: Don
(A long discussion ensued.)*

*Howie withdraws motion, Don refuses to withdraw second
(Another long discussion ensued.)*

Chair calls for a vote:

Motion fails 5 to 7

Motion to approve both the Sidewinder 20S and the Yamato 300 series:

Howie / Second: John

Motion carries: 10 for, 2 against.

25SSR – *No motion*

25SSH – *No motion, Jeff will gather data if possible on slowing down the 25xs.*

300SSH – *No motion*

iv. A class change

Rule: Classes and Motor Eligibility (page 15)

Action: Change the name of the current A class to 15. Create a new A class with the OMC & Mercury engine, with the Mercury as the motor of choice.

New rule:

ASR & ASH

Johnson & Evinrude 'A' with restrictor/ or weight increase, Mercury 'A'* (Motor of Choice)

15SSR & 15SSH

Johnson & Evinrude 'A', Mercury 'A' & Sidewinder 15S*

Reason:

Sidewinder Engines are only sparingly available and have a serious crankshaft failure problem. The A classes have suffered a significant decline in participation due to the many issues surrounding the Sidewinders. This rule change would resurrect the 15SS classes and devote those classes to the Sidewinder engines while allowing the currently-manufactured Mercury 15 CID engine to be the engine of choice for the A Stock Classes.

Motion to discuss: no motion received

v. Other Technical/Class Rule Changes

Tom displayed a new gauge for checking the tuck rule in inspection.

XI. Other Matters

Safety rule: 3 – 1.

Current rule: At least two rescue boats are required at each regatta.

Action: Change rule to reflect the current regulations stated in our insurance application where non-restrained drivers only need one rescue boat on the course.

New rule: At least one rescue boat is required at each regatta, except when the 45SS class is racing where two rescue boats are required.

*Motion to approve: Don / Second: John
Motion carries unanimously*

New commissioner comments:

Comments were made by both Ron and Matt

Gallery comments:

Comments were made by Jim Fox and Jill Breisacher

XII. Adjourn

The meeting was adjourned at 4:33 pm on Friday, January 22, 2016.

Respectfully submitted by:

Jeff Brewster, Stock Outboard Chairman