

Conference Call of the Vintage & Historic Representatives – April 13, 2011

The meeting was called to order by Chairman Doug Whitley at 7:05 PM. Representatives in attendance were: Region 2, Marv Hart and Bill DeGlopper; Region 3, Bob Moore; Region 4, Dan Joseph; Region 6, Billy Noonan; Region 7 and 14, Ron Snyder; Region 9, Jay Marshall; Region 10, Jim Olson; Region 12, Stuart Ford; Canada, Sylvain Demers. Also participating in the conference call were APBA President Mark Weber and Tom Bertolini. Absent from the meeting were: Region 5, Chuck Woodruff; Region 11, Frank Banducci; UnlimiteDs, David Williams.

Doug briefly discussed the accident which occurred this past weekend in Washington. Devin Mason, a former V&H participant, had a blow-over in an inboard race. He initially signaled that he was OK to the rescue team, but when they arrived on scene he was unconscious. Resuscitation was begun but was ultimately unsuccessful. Doug reported that it was released today that Devin died as a result of a heart attack which occurred following the accident, and had previously been diagnosed with a cardiac condition. There was no apparent trauma and Devin had recently passed a physical.

Doug related that 2 V&H regional representatives have been recently removed from their positions due to repeated negative postings on the V&H website. He reminded reps that issues which could be controversial or heated should be discussed on the reps' private board on the website. He also encouraged all reps to phone him directly with any questions or concerns.

APBA President Mark Weber commented that while the position of vintage chairman is a direct appointment of the APBA, the reps are appointed by the vintage chairman. The V&H chairman must have reps that follow the chairman's basic philosophies on issues facing V&H, recognizing that there will never be total agreement with individual issues. Reps must always respect the V&H Chairman and his position as Chair, and must be team players in working for the betterment of V&H.

The distinction of "R" on replica or recreated boats must be present on these boats in 2011. Lengthy discussion on construction and naming of replica boats followed.

On the issue of establishing a National High Points championship in V&H, Doug encouraged region reps to try this on a regional level in 2011.

Doug commended Marv Hart on his ongoing work in the areas of strategic plans, scheduling of V&H events and developing guidelines for a historic category within V&H. Dave Richardson continues working on the new historic category.

Doug reminded reps that articles for Propeller are always needed and encouraged the participation of each rep in submitting articles for publication.

A camera was purchased years ago by Tom D'Eath for producing ID badges for V&H participants. This camera is thought to be very outdated, but Tom Bertolini will check to see if supplies are still available and make a recommendation for its use at the next conference call.

A letter was written several months ago to John Kirschner, owner of Miss Supersonic II, concerning structural issues with this aluminum boat. A V&H inspector recently examined this boat and reported to Doug that these issues seem to have been addressed by John and that the boat would pass inspection. Doug will contact John to obtain a written reply to his initial correspondence, addressing changes that have been made to the boat.

The requirement of physical exams for drivers of V&H Unlimited, GP, 7 litre and blown flatbottom boats was discussed. Dr. David Kappel has been working with Doug to develop a medical history form which would be relevant to V&H. The form used by APBA inboard participants will be evaluated for use in V&H. This issue will be voted on during the next conference call.

Log books will continue to be required for inspection of V&H boats in 2011. The log book must be examined by the inspector before any further inspection of the boat can continue.

A clarification on the accessibility of fire extinguishers when fueling and trailer firing boats will be made on inspection sheets and in Article V, number 16 of the V&H rules. This rule will now read, "A 5 lb. dry charge, or equivalent, fire extinguisher must be readily accessible for each boat in the pit area; and must be present while refueling or trailer firing the engine."

Doug reminded reps that dunk tank training is available to all vintage participants at various events around the country, should they want to avail themselves of this opportunity. This training/testing is not a requirement for V&H participants.

Doug asked Dan Joseph to develop proposed guidelines for new V&H participants. These guidelines will include recommendations for replica construction and naming of replica boats, as well as information concerning safety equipment, etc.

A vote on the requirement of A-100 life jackets in V&H was tabled until the next conference call so that more information can be gathered. This issue will be voted on at the next conference call.

Bill DeGlopper described plans to honor women with achievements in power boat racing as part of the Buffalo Launch Club event in September. He asked reps with information on potential honorees to contact him.

The meeting was adjourned at 8:40 PM.

Respectfully submitted,

Debbie Joseph