

**American Power Boat Association
Stock Outboard Category Meeting
111th Annual Meeting
Detroit, MI January 22-24, 2015**

I. Call to Order

Meeting called to order by Chairman Jeff Brewster at 10:30 a.m. on Thursday, January 22, 2015.

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? If so, say 'I do'.

IV. Roll Call

*Scott Reed – Region 2
Ed Runne – Region 3
John Runne – Region 4
Howie Nichols – Region 5
Tom Johnston – Region 6
Mark Kurz – Region 6
Elek Hutchinson* - Region 6
Don Allen – Region 7
Dave Anderson – Region 10
Kyle Bahl – Region 10
Steve Wilde – Region 11
David Hale* - Region 12*

Asterisk (*) = First year on the SORC

All commissioners above were present.

V. 2014 Chairman's Report

Three very successful national championships were conducted and membership has begun an uphill climb.

VI. Appointment of Committees

Technical:

OMC: Ron France

Mercury: Tom Smith

Tohatsu: Alex Poliakoff

Hot Rod: Darrel Ludwig

Sidewinder: Ed Runne

Yamato: Tom Johnston

302SSH: Dave Anderson, Elek Hutchinson, Tom Johnston & Mike Deck

302SSH Service Centers: Tom Johnston, Jerry Davids, Roger Carr & Ric Montoya

Tammy Dawe Advocate Award: Jeff Conant, Roger Pryzbyla & Bill Giles

Chief Referee: Adam Allen

Chief Inspector: Tom Johnston

Chief Scorer: Jean Mackay-Schwartz

VII. Approval of Annual Meeting Agenda

Motion to approve: John / Second: Tom

Motion carries unanimously.

VIII. Manufacturers' Reports

a. Tohatsu – Alex Poliakoff – report passed out to SORC

b. Yamato – Tom Johnston – read report on behalf of RPM Marine

c. Sidewinder – Ed Runne – very good year. Planning on a mid-spring delivery on fifty engines.

d. Mercury - Mark Wheeler – four engines in stock for sale. Kits are available through Alan Brown.

(all tech changes from the reports above will be handled in new business)

IX. Old Business

- a. Approval of Minutes from 110th Annual Meeting.

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

- b. Q&A with APBA President Mark Wheeler

President Wheeler answered questions on APBA's future and a much needed marketing program.

- c. Approval of Decisions of Race Committees and Referees for 2014

*Motion to approve: Howie / Second: Ed
Motion carries unanimously.*

- d. 2015 Championship Reports

i. Winter Nationals-*Bakersfield, CA March 13-15 with SCOA
(delayed until tomorrow)*

ii. Closed Course Nationals- *Wakefield, MI July 27 – August 4*

Don Allen of BSOA reported:

- *We have met with them three times.*
- *Monica Allen – chief scorer*
- *Adam Allen – chief referee*
- *Tom Johnston – chief inspector*
- *Still looking for a risk manager*
- *There may be a ten dollar fee per trailer instead of charging fans*
- *IndianHead has purchased BlackJack*

iii. Marathon Nationals- *Indian River, MI August 8-9*

- *Report given by TOMORC Commodore, Dave Umbarger
The community is very excited about having the same weekend in the future to tie into other community events.*

- e. 2016 Championship Reports

i. Winter Nationals-*East Coast*

– *Howie asked to delay this until new business.*

ii. Closed Course Nationals - *Hinton, WV with CVRA*

Adam Allen and John Runne reported.

Pipestem and Bluestone parks available for lodging.

iii. Marathon Nationals- *Indian River, MI*

f. 2017 Championship Reports

i. Winter Nationals-West Coast

ii. Closed Course Nationals- *Grass Lake, MI with MHRA*
- *Commodore Elek Hutchinson gave a report and there was a discussion on the planning for a J and Stock category only championship.*

iii. Marathon Nationals- *Indian River, MI*

g. Approval of 2014 Awards.

i. Hall of Champion Inductees

1. *Edward Hearn*

2. *Donny Allen*

3. *Abby Pond*

ii. Gerald Waldman Award – *Billy Simmons from Newton, NJ with 8427 points in 22 ASR races.*

iii. Henry Menzies Award – *Edward Hearn from Valparaiso, IN with 16961 points in 41 races.*

iv. Rookie Of The Year- *Jeff Hamilton from Junction City, WI with 2397 points in 12 DSH races.*

v. Tammy Dawe Advocate Award – *Edward Hearn from Valparaiso, IN.*

vi. Craig Dewald Award – *Tim Kurcz from Milford, MI with 3875 points in 9 DSR races.*

Motion to approve: Howie / Second: Tom

Motion carries unanimously.

X. New Business

a. Bids for future National Championships

- i. 2015 – 45SST, Newberg, OR, NBC & CORA, Region 10, May 23 - 25

*Motion to approve: Howie / Second: Kyle
Motion Carries, 11 for, Scott against.*

- ii. 2016 to 2020 – Marathon bid presentation from representatives of the Top 'O Michigan Outboard Racing Club for the next five years in Indian River, MI on the second weekend in August each year.

*Motion to approve: Howie / Second: Mark
Discussion: Kyle Bahl against due to Moses Lake concerns.
Motion carries unanimously.*

b. Bids for 2015 Divisional Championships

i. Closed Course

Northeast - DVORA, Region 3, Millville, NJ, June 13 & 14
Southeast – PRORA, Region 5, Jesup, GA, June 20 & 21
Central – BSOA, Region 7, Pell Lake, WI, May 16 & 17
Western – SCOA, Region 12, Bakersfield, CA, March 13 - 15

ii. Marathon

Central - MHRA, Region 6, Grass Lake, MI, July 11 & 12

*Motion to approve: Howie / Second: Mark
Discussion: Howie – question on Bakersfield with divisionals.
Motion carries unanimously.*

c. Bids for North American Championships

302SSH – TRORA, Region 6, Franklin, PA, May 23 – 25
20SSH – MRC, Region 7, Rock Falls, Ill., June 26-28
CSH – SOA, Region 10, Eatonville, WA, August 22 & 23
*Motion to approve: Dave / Second: Howie
Motion carries unanimously.*

d. Bids for future Winter Nationals

*Motion tabled by Howie / Seconded by Don
Motion carries unanimously.*

(Recess for lunch at 11:40 am / Return at 12:10 pm)

e. Stock Outboard Promotional Budget for 2015

2015 Budget

Purchase of the Rookie of the Year jacket	\$75.00
HOC jackets (3 @ \$85)	\$255.00
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
Category award ceremonies	\$600.00
Annual meeting / HOC	\$1300.00
Video Streaming fees & upgrades	\$1500.00
Trailer decals 9"x15"oval (300)	\$1800.00
Promotional brochure handouts (5000)	\$1200.00
Drivers school reimbursement 3 @ \$400 each (Regions 6, 7 & 10 exempt)	\$1200.00
Phone Conferencing	\$300.00
Travel	\$1500.00
Safety stickers	\$100.00
J Scholarship Fund donation	\$250.00
Postage	\$500.00
Shipping (302 engines)	\$2000.00
Total	\$14,885.00

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

f. Region One 302SSH project

Permission to use our existing three Model 302 engines to create the 302SSH class program in New England and to purchase five more for new stock. This project will coincide with future racer schools and our historical society grant.

(This request was split into two motions)

Motion to approve: Scott / Second: Don

Discussion: Scott - approve the use of the three engines. Have them for sale at site and the SORC will pay for the initial sealing.

Motion carries unanimously

Motion to approve: Howie / Second: Elek

Discussion: Purchase from Mike Ward five the 300 series engines for resale in the 302SSH class.

Motion carries, 10 for, 2 against (John & Scott)

g. Stock Outboard Racing Rule Changes

i. Two Separate Timers

Rule: RR 22-3. E. Page: 26

Action: *Add this new sentence: E. All bonus point, championship races must have two timing personnel with separate timing equipment, timing all heats from the judge's stand. One set will be named the primary and the second set will be the secondary. The secondary will only be used in the event of a timing malfunction in the primary unit.*

Reason: *To avoid "time not taken" and ties at our championship events. This is only a suggestion in our scoring manual and is not included in our rules.*

Effective: *After passage of the SORC, this would become effective 30 days after posting on the APBA website.*

Motion to approve: Howie / Second: Steve

Discussion: Jill Glossner asked for us to table this until after the Scorer's meeting.

Move to Lay on the Table: Scott / Second: Don

Motion to Table, carries unanimously

ii. Divisional Qualifiers

Rule: RR 22-3. A. 3) Page: 26

Action: *Delete the following words ~~struck through~~ in the following:*

3) Qualifications for National Championships:

a) The National Champion in each class for the previous racing year shall be eligible to run in the Nationals without entering elimination races, if he/she is qualified to run under the requirements of the class.

b) A nationals qualifier shall be chosen from each of the four (4) ~~divisional championships as per the following criteria:~~

- ~~i. Qualified drivers shall be chosen from each class with eight (8) or more bona fide starters.~~
- ~~ii. The qualified drivers shall be chosen only from Divisional Championships held a minimum of three (3) weeks prior to the National Championships.~~
- ~~iii. The qualified driver shall be the participant from that geographic division finishing in an overall first place.~~
- c) Twelve (12) drivers in the final field shall consist of the defending champion, ~~the national qualifiers from each of the four (4) divisions~~, plus the first-place drivers with the best time for the elimination races. In the event that a driver does not place in one heat, that heat time shall be considered infinite.
- d) In the event that vacancies still occur, other drivers will be taken from the elimination races according to their position of finish. In the case of a tie, the qualified position shall be awarded to the driver who has established the least total elapsed time in his two qualifying heats. ~~The divisions will be No. 1: Regions 1, 2, 3; No. 2: Regions 4, 5, 9, 14; No. 3: Regions 6, 7, 8, 15, 16; No. 4: Regions 10, 11, 12, 13, 17, 18. 25~~
- e) At the Closed Course National Championship, elimination races shall consist of two heats for each group of 12. In the event that the National Champion ~~or a Divisional Qualifier~~ wishes to enter elimination races, he must relinquish his qualified position to run in the eliminations. Points shall be given for all elimination races.

Reason: This rule change would remove the divisionals qualifiers for the summer nationals from our racing rules. By allowing this, more emphasis is put on our two national championships and opens more positions in the finals at the summer nationals for those attending the event. This will allow for 11 openings for the finals in each class at the nationals providing the previous year's champion has registered. This change will still allow double points to the divisionals race winner that resides in that geographic division.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective 30 days after posting of the affirmative results on the APBA website.

Motion to approve: Howie / Second: Dave

Discussion: On the merits of the rule.

Motion fails unanimously

iii. High Point National Champion Qualifier

Rule: RR 22-3. A. 3) a) Page: 26

Action: Add the words in bold to this rule:

3) Qualifications for National Championships:

a) The National Champion **and National High Point Champion** in each class for the previous racing year shall be eligible to run in the Nationals without entering elimination races, if he/she is qualified to run under the requirements of the class.

Reason: This rule change would only be discussed if the previous rule change eliminating the divisional qualifiers passes with SORC approval. This would allow the previous season's two national champions to be qualified instead of the current

year's divisional winners. Arguably, the tougher to attain 2-US award would gain more weight and be much more than winning a decal, patch and certificate. In many classes, this very well could be the same person that has won both where there will still be eleven spots available for the nationals final.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective 30 days after posting of the affirmative results on the APBA website.

No motion received.

iv. Marathon National Champions

Rule: RR 22-3. B. Page: 26

Action: Add the sentence below as number 10).

The national championship races must have a minimum of eight (8) bona fide starters on either heat (day) to award a national championship. Triple points will not be awarded if the minimum is not met.

Reason: We have never had a minimum number for this. The new rule mirrors our closed course rule #22 A. 1) G)

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective 30 days after posting of the affirmative results on the APBA website.

Motion to approve: Don / Second: Mark
Motion carries unanimously

v. Marathon Nationals Tie Rule

Rule: RR 11-12. Page: 12

In the event of a tie on points for overall first place at the Top O' Michigan Marathon Nationals, the winner will be the driver who placed in the highest position on the course with the longest distance.

Action: Remove the words "first place" and replace with "all places". Also, this new rule explains what day is longest.

Proposed New Rule: In the event of a tie on points at the Top 'O Marathon Nationals, the tie will be broken on overall time for all places. If there is still a tie, the tie will be broken by the highest finishing position on the longest day. Currently, the longest day is Sunday's course.

Reason: The current rule only mentions ties for first place and does not specify what day is the longer of the two. This is a rule clarification brought forward by the conducting club TOMORC.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

Motion to approve: Mark / Second: John
Motion carries unanimously

vi. Cameras

Rule: RR 4-9. Page: 10

9. All races shall have a photographic start. In the event that a snapshot is taken, all races must have at least one camera electronically synchronized with the starting clock. In the event that a video camera is used, the video must record the moment when the starting clock reaches zero (0). The camera shall be aligned with the starting line markers as the drivers' reference point exists. If the markers shift, the camera should be trained upon the point actually used by the drivers to determine the location of the starting line. Use of the camera is purely an "aid" to those who "call" the start. Upon request, pictures of the start are required to be shown to the drivers' representative. In the event of a camera or film failure, the Referee will, with the assistance of the Race Committee, render the necessary decision. At Stock Outboard Divisional and National Championships, in the event of a camera or film failure, the heat should be re-run.

Action: *The reference to film and "purely as an aid" was removed. "Using a clock start" was added.*

Reason: *An attempt has been made to simplify the rule and remove the ambiguity which implies cameras are only and "aid" and not really required. Also, the phrase "using a clock start" has been added so that there is no confusion and no requirement for camera use in lemans or flag starts.*

Proposed new rule: *All races using a clock start must have a video or photographic record of the moment when the starting clock reaches zero (0). The camera must be aligned with the starting line markers as the drivers' reference point exists. If the markers shift, the camera must be trained upon the point actually used by the drivers to determine the location of the starting line. Upon request, a replay of the start must be shown to the drivers' representative and available until one hour after the heat in question. In the event of a camera equipment failure, the Referee will, with the assistance of the Race Committee, render the necessary decision. At Stock Outboard Divisional and National Championships, in the event of a camera equipment failure, the heat must be re-run.*

Effective: *After passage of the SORC, this would become effective 30 days after posting on the APBA website.*

*Motion to approve: Steve / Second: Tj
Discussion*

*Move to Lay on the Table by John / Second: Scott
Vote: 10 for, Don & Elek against*

*Motion to bring from the table by Howie / Second: Don
Motion carries, 11 for, Scott against*

Steve then amended his motion to add the underlined sentence

*Back to original motion
Motion fails unanimously*

Jeff: A dollar amount has not been decided upon for the donation to the Hall of Champions committee for the HOC banquet in Chicago 2016. A donation of \$700.00 was suggested.

Motion to approve: Don / Second: Howie

Motion carries unanimously

vii. Winter Nationals

Rule: RR 22-3. A. 1) e) Page: 25

The SORC shall also be empowered to award a Winter National Championship to be held prior to May 1st. The only qualified driver will be the defending 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 presented prior to the Annual Meeting.

Action: *Add the two sentences below between sentence one and two in the rule above.*

There will be a Eastern Winter National Championship for Regions 1, 2, 3, 4, 5, 6, 7, & 14 and a Western Winter National Championship for Regions 8, 9, 10, 11, 12, 13, 15 & 16. A Winter National Championship and double points will only be awarded if there are eight (8) bona fide entries in either heat of the finals and the winner is from one of the selected geographical regions.

Reason: It is very difficult to conduct a single winter national championship and share it between the east and west. Due to distance traveled and the time of year, rarely do teams travel from one side of the U.S. to the other. This will help save the winter national championship from being removed from our rules completely and give the conducting clubs a boost in entries each year.

Effective: *After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective November 1, 2015.*

Motion to approve: Don / Second: John

Discussion: This would impact the HOC for both and it would allow members to travel. Amendment discussed: move Region Nine and Fifteen to Eastern.

(Original motion is withdrawn by Don)

A straw poll is requested on this subject by Don:

Straw poll: Affirmative

(The chair formed a committee to review this evening for a report tomorrow with Howie, John and Kyle to check with Cindy when complete.)

New proposal:

There will be a Eastern Winter National Championship and a Western Winter National Championship. A Winter National Championship and double points will only be awarded if there are eight (8) bona fide entries in either heat of the finals and to the first winter national championship in the event that a driver participates in more than one.

(See page 16 of the document for the continuation of this proposal)

(Tom excused from 12:00 pm to 1:30 pm for inspector meeting)

viii. Regionals

Rules: RR 22-3. A. 1) a) Page: 25 and RR 16-1. Page: 13

Action in RR 22: Add words in **bold** and remove words ~~struck through~~.

*a) One Regional Championship in each Region, open to any APBA driver for points, trophies and prizes, ~~but only to regional drivers for placing~~. **Bonus points will only be given to classes with over eight (8) bona fide starters in either final heat.***

Action in RR 16: *Add another column to represent the SO Regionals points between the regular and the divisionals column that reflects a 50% increase over regular points.*

Reason: *This would be a bonus point's event within each Region and allow a Regional Championship event status that can also be used for promotional activity. Racers would not have to travel outside of the Region to obtain bonus points and would bolster entries.*

Effective: *After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective 30 days after posting of the affirmative results on the APBA website.*

Motion to approve: Dave / Second: Kyle

Discussion

Tom calls for the question

Motion fails, 8 against, Dave, David and Steve are for.

iv. Divisionals

Rule: 22-3. A. 1) b) Page: 25

Action: Add sentence in **bold**.

One Divisional Championship in each geographic division open to any APBA driver for points, trophies and prizes, but only to divisional drivers for bonus points and nationals qualification. A driver from out of the division may be named the divisional champion, but will also be listed as, "out of region".

Bonus points will only be given to classes with over eight (8) bona fide starters in either final heat.

Reason: *To clarify when bonus points are given.*

Motion to approve: Howie / Second: David

Motion fails unanimously

h. Stock Outboard Safety Rule changes

i. BSR height change

Rule: SR 4-1 Page: 5

Action: *To raise the current height for Hot Rod engines from 1-3/8" to 1.0" below the bottom of the boat.*

Reason: *An attempt to make the Hot Rod engines more competitive with the Sidewinder engines.*

Effective: *If passed, this would become effective thirty days after posting of an affirmative vote on our website.*

Motion to approve: Tom / Second: Scott

Motion carries, Ten for, None against, Ed & Scott abstain.

ii. Drone Use

Rule: SR 5-3. 11. Page: 6

Action: ADD: PROBATIONARY: For the 2015 season ONLY, UAV (Unmanned Aerial Vehicle's) will be permitted for use to assist with any driving infractions in CSH or 20SSH at three designated races.. THIS IS A PILOT PROGRAM ONLY. Continued use of this rule must be voted on again for the 2016 season by the SORC.

Reason:

To whom it may concern:

Above you will see I have added two rules for the 2015 season for consideration which effect stock outboard classes CSH and 20SSH in region 10. These are the two rules that pertain to using UAV (Unmanned Aerial Vehicle's) to assist race officials with overlap calls in 2015. My reasoning for this is four fold:

1. I want to give our volunteer race officials better tools to make better calls. H1 unlimited has been using helicopters at a significant height above the race course to judge overlap rules for years. The rest of APBA does not have the budget to consider this an option. UAV's are now a great option to help assist overlap calls that turn judges inside courses cannot see because of turn fin spray. Turn judges can see the first few boats in the inside, but have you ever been a turn judge with 12 CSH's in turn one? Can you really see what's happening in lanes 5-12 in lap one after the start? In my opinion there are a lot of overlap calls that race officials are missing, and not because they're incompetent, but because we lack the resources to see what's actually happening. UAV's can be that resource.

2. Better technology. UAV's are not just a science fiction story. They are being used in everyday life and could soon deliver your UPS packages. I want APBA to be in the loop of this new 21st century technology. I have summoned the help of Tim Cowan of Wet Side Productions to help understand the technology of UAV's better. Tim has graciously accepted to help with this project. He currently has a UAV that would be used at three different race sites in region 10 to help assist race officials with overlap rules in turn one of big size classes. I picked region 10 because Tim lives in the Seattle area and has knowledge of Seattle Outboard Association. Tim's

knowledge in video production is vital and asks for no monetary help, only that the race site promote his company in some way. Tim's current UAV has a battery power of about 26 minutes over the water and if this probationary rule is to be passed, the UAV would only be used for the two stock classes listed above in three races.

3. Safety. My hope is that drivers realizing there is a UAV with a camera above their heads will make them less likely to make an illegal lane infraction of another driver. We all know that enforcing a one boat length rule can be difficult from inside the course. And drivers committing lane infractions will never end, especially with different water conditions. But if we put into the minds of drivers that they could be seen from a Birdseye view committing this lane violation, then in turn we could see less accidents when a lane infraction has been committed.

4. Making our sport better. I really feel using the technology at hand can not only help our race officials, but carry our sport further in the video world. Live stream from the beach was just the start. Being able to show prospective racers what the race looks like from inside the cockpit, above the race course, and in the middle of a pack could really benefit our development into a bigger sport. Utilizing UAV's, GoPro's, or other video promoting tools is essential to this development. For example watch H1 unlimited and their use of GoPro's from deck view, cockpit view, sponson view, and wing views, it's pretty cool! Marketing our sport is going to take effort from our own membership, but the leaders that attend the APBA meeting can make this marketing tool better by also making use of the technology in our rules.

Thank you. If you have any questions please do not hesitate to call or email me. I will be in Detroit at the National meeting to discuss this topic further. Kyle Bahl
Effective: *After passage of the SORC, this would become effective 30 days after posting on the APBA website.*

No motion given, just a suggestion:

The SORC will allow the use of drones for evaluation and educational purposes at non championship events. No disqualification will come from the video taken from the drone. Drone use is considered aircraft by the FAA. It is necessary to fill out the aircraft portion of the insurance packet if one or more will be used.

Meeting recessed at 4:22 pm and will reconvene at 9:30 am tomorrow.

Meeting reconvened on Friday morning at 9:35 am.

Jeff: Howie, John and Kyle; do you have the results of winter nationals committee meetings?

Discussion: Divided up by division? Move 16 to the west? Double points at only one race?

Winter nationals divided by western (west) and eastern division (northeast, southeast & central) by the geographic divisions.

Tabled (again) until tomorrow.

i. Award Changes

i. Marathon HOC Points

Rule: RR 25-3. A. 2) c) & d) Page: 28

3. STOCK OUTBOARD AWARDS

A. Stock Outboard Hall Of Champions

- 1) To be eligible, a member must have:
 - i) Won a National Closed Course Championship with 12 bona fide starters in the event
 - ii) Won a National Marathon Championship with 12 bona fide starters in the event.
 - OR-
 - i) Won a National Closed Course High Point Championship having competed in 12 or more races.
 - ii) Won a National Marathon High Point Championship having competed in 7 or more races.
- 2) Once eligibility is established, the driver shall be awarded points for accomplishments in that year according to the following table:
 - a) Won a National Closed Course Championship with 12 bona fide starters..... 5 points each
 - b) Won a National Closed Course High Point Championship with 12 or more races 5 points each
 - c) Won a National Marathon Championship with 12 bona fide starters..... 3 points
 - d) Won a National Marathon High Point Championship having competed in 7 or more races.....3 points each
 - e) Won a Winter National Championship with 8 or more bona fide starters 2 points each
 - f) Henry Menzies Award winner..... 1-1/2 points
 - g) Jerry Waldman Award winner 1-1/2 points
 - h) Craig Dewald Award winner1-1/2 points
 - i) Won a Divisional Championship with 8 or more bona fide starters..... 1 point each
 - j) Set a Stock Outboard record (except those establishing a record) 2 points each

Action: Raise the HOC points from 3 points to 5 points for a marathon national championship and a marathon national high point championship.

Reason: In short course racing, you can show up with, and race, as many classes as are on the schedule. This gives you multiple chances for HOC points. In marathon racing, you get one boat and one chance for a National Championship. Yet this National Championship is deemed worthless with only 3 points after racing approximately eight times the distance.

Effective: *After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective 30 days after posting of the affirmative results on the APBA website.*

Motion amended to state ten races instead of seven and this would go to ballot of the entire membership.

*Motion to approve: Tom / Second: Howie
Motion carries, Ten for / Scott & Don against*

ii. Rookie of the Year Award (part one)

Rule: RR 25-3. D. Page: 28

E. Rookie of the Year Award - goes to the new driver earning the most points in any one class. (A new driver will be defined as one who has never before participated in an APBA race and who started his or her racing career in the racing year in which the award is to be presented.)

Action: Replace the first sentence with a new sentence: *One award will be given to the new driver earning the most points in any one class in closed course*

and a separate award will be given for the most points in any one class in marathon racing.

Reason: *Due to the number of races per season, a new marathon driver does not have a chance to gain enough points to be considered for our award. A separate award will acknowledge this individual and the only cost will be an additional jacket for the winner with a current cost of \$75.00 billed to our promotional budget each year.*

*Motion to approve: John / Second: Dave
Motion fails unanimously*

iii. Rookie of the Year Award (part two)

Rule: RR 25-3. D. Page: 28

E. Rookie of the Year Award - goes to the new driver earning the most points in any one class. (A new driver will be defined as one who has never before participated in an APBA race and who started his or her racing career in the racing year in which the award is to be presented.)

Action: *Replace the sentence in parenthesis with a new sentence: A new driver will be defined as one who has never before participated in a APBA race with a full racing membership and who started his or her full membership racing career in the year in which the award is achieved.*

Reason: *This sentence does not allow a new driver to try out our sport with a weekend only membership. If the driver does so, the following season as a full member would not count towards this award. Also, the last word "presented" is not correct and needs to be changed to "achieved" due to the award actually being presented the following year in January. This is considered a clarification.*

Effective: *After passage of the SORC, this would become effective 30 days after posting on the APBA website.*

*Motion to approve: Howie / Second: Don
Motion carries, Eleven for / Scott against*

Winter Nationals proposal revisited (from page 11):

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 presented prior to the Annual Meeting.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective November 1, 2015.

Motion to approve: Kyle / Second: Howie

Motion carries unanimously

iv. High Points = Three Boats

Rule: RR 16-4. G. Page: 14

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 302SSH and all Stock Classic classes which shall require three (3) bona fide entries.

Action: There must be three (3) 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.

Reason: Due to lack of participation numbers, we need to lower our required number of entries to three so that more areas and races will count for the high point championship. This will also put Stock Outboard in-line with the Junior, Mod and Pro Categories for easier scoring for our officials.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this would become effective November 1, 2015.

Motion to approve: Dave / Second: Howie

Motion fails, For, Howie & Mark, Ten against

j. Inspection or Inspection Manual Changes

i. Approval of proposed engine technical changes

Tohatsu issues presented via letter from Alex Poliakoff:

1) Tohatsu RAM50 MOTOR SPECIFICATIONS (D CLASS) <<remove Tohatsu from the lead caption)) Reason: It's not a "Tohatsu" product, RAM (Richmond aero marine) builds it.

No motion received

2) The Tohatsu RAM50<<remove Tohatsu)) Reason>>: The engine is a RAM50 which uses parts made around the world. Emphasis not needed. Later in the sentence reference to tohatsu & Nissan is appropriate.

No motion received

3) The top cowling MUST retain the original appearance. As a minimum, the top cowling must display the decals as found on Tohatsu M50D series engine top cowls. <<Delete these two sentences)) Reason>>: this restriction is not needed, let the racer decide

No motion received

4) Boyesen reeds T32 and T32R are legal. Reed stops are REQUIRED.

<<Delete requirement for Tohatsu reed stops when Boyesen reeds are used))

Reason>>: The grip-length of the screws is shortened .038” when Tohatsu reed stops are installed on top of the dual-stage Boyesen reed set. Boyesen reeds are not designed to have the Tohatsu stops. Boyesen employs a thin plate to retain the reeds. No performance advantage has been shown to exist either way. However engine damage is likely should a screw fall out due to inadequate grip-length. Another thing.. measurement of reedstop height is complicated due to the two part boyesen system, a correct dimension does not exist.

No motion received

5) The following item is found on Page 89 of the Stock Outboard Technical Manual MOTOR SPECIFICATIONS FOR RAM50 (D CLASS) Specification Sheet:

Maximum Bore Size - Maximum bore size including piston clearance is shown as 2.707” (<<we need to Add .005 inch wear allowance)) Reason: The 2.707 is the exact bore size to fit a .030 oversize piston. It does not allow for any bore wear. For example, the Max Bore for a 44XS is 2.598 which allows for a .005 allowance for wear (refer to 44XS spec sheet).

Motion carries unanimously

Yamato issues:

Incorrect number in technical manual presented by Howie Nichols: Yamato Model 302 – CL dimension is 1.712 in the technical manual and it should be 1.772.

No motion received due to this being deemed a housekeeping issue

Sidewinder issues:

Rope plate addition to stiffen current plate displayed by Ed. This will be a manufacturers part.

Motion by John / Second: Howie

“Any rope plate is legal on all Sidewinder engines.”

Discussion

Motion withdrawn

Model of new stator plate on new engines was shown to the commission.

k. Class or Engine Technical Changes

i. OMC A Classic Class

Rule: 18 C. 1) Page: 18

1) Motors shall be divided into classes as follows:

Class Permitted Motors

ASH, ASR Johnson & Evinrude “A”, Mercury “A,” Sidewinder 15S*

ACH, ACR Mercury KG4

BSH, BSR Hot Rod 15 CID, Sidewinder 15H, Sidewinder 20S (with 3/4” restrictor)*

BCH, BCR Mercury 20H

CSH, CSR Yamato 102 & 302
CCH, CCR Mercury 30H
DSH, DSR Mercury Mark 55-H, 402XS, Mercury/Mariner 44XS, Tohatsu RAM50,
Super Thunderbolt
DCH, DCR Mercury 55H
20SSH Yamato 80, Yamato 102 and 302 with 7/16" restrictor, Sidewinder 20S
25SSR Mercury/25SS, Mercury/Mariner 25XS without carburetor restrictor, and
Hot Rod 20 CID, Yamato 302 (9/16" or 1/2" restrictor), Yamato 102 (9/16" or 1/2"
restrictor), and Sidewinder 20S
25SSH Mercury/25SS, Mercury/Mariner 25XS without carburetor restrictor, Hot
Rod 20 CID, and Sidewinder 20S
25CR, 25CH Mercury 25SS
35CR, 35CH Mercury 35
36CR, 36CH Chrysler 36
302SSH Yamato 302
45SS Johnson & Evinrude 45SS

Action: Add: OMCACH, OMCACR Johnson & Evinrude

Reason: Since our SORC has made the Sidewinder the motor of choice in the A
classes, there will never be parity with the OMC engines. This class change will
allow our OMC drivers a place to race and will keep them racing and racing in the
Stock Category. Not all areas of our country will need this class, but it will be very
helpful in areas such as Region 12 where they have many OMC A hydro's and very
low membership. The OMC engine would still be legal for the A Stock class so that it
will be possible to acquire entries for the Sidewinder to race against, if needed. We
would follow all rules under the current "A" class for hulls, weight, height, age, etc.

Effective: After passage of the SORC, this would go to ballot of the membership.
If passed, this would become effective 30 days after posting of the affirmative
results on the APBA website.

Motion to approve: Dave / Second: David

Discussion

Move to Lay on the Table: Scott / Second: John

Motion carries

Motion by Scott to remove high points for all classics classes / Second: John

Motion fails: 4 for, 9 against

Motion to bring back the OMC classic motion.

Motion carries

Motion to approve: (Original motion)

Motion fails: unanimously

*Tom Johnston – warned that the new helmet rules Snell date being discussed could
remove many of our Stock Outboard helmets.*

Safety equipment presentation by SRP Pat Gleason

Resumed at 12:10 pm after 30 min lunch

Jill Glossner reported on the scorer issue, we have to write the rule and they will update their paperwork. (two timers issue)

Discussion on how important it is for the Inspector to report to the Scorer when multiple shared engines are disqualified due to being illegal (specially at championships races). Tom Johnston reported that he always makes sure this happens.

(Revisit the two timers issue that was tabled) (Friday after lunch)

i. Two Separate Timers

Rule: RR 22-3. E. Page: 26

Action: Add this new sentence: E. All bonus point, championship races must have two timing personnel with separate timing equipment, timing all heats from the judge's stand. One set will be named the primary and the second set will be the secondary. The secondary will only be used in the event of a timing malfunction in the primary unit.

Reason: To avoid "time not taken" and ties at our championship events. This is only a suggestion in our scoring manual and is not included in our rules.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

Motion to approve: Howie / Second: Steve

Discussion: Jill asked for issue to be moved to the table.

Motion by Scott / Second: Don

Motion carries unanimously

Motion to approve: Howie / Second: Don

Motion fails unanimously

ii. Yamato Model 321 adoption into class structure

Testing report by Joe Pater and engine report by Tom Johnston.

Need to do something about last year's vote:

Approve the new tower housing as the only legal tower housing for the 302SSH class for the 2015 season.

Since the engines are still not available, the rule needs removed. This change needs to go to BOD due to 302SSH rule freeze.

Remove our current rule of engine specs L that makes the 321 tower the only legal tower in 302SSH

Motion to approve: Howie / Second: Kyle

Motion carries, 11 for, Steve against

Motion to legalize the 321 in 20SSH, 25SSR, CSH and CSR classes except 302SSH effective November 1, 2015.

Motion to approve: Don / Second: Tom

Motion to Lay on the Table: Kyle / Second: Elek

Motion carries: 9 for, Steve & Howie against, Scott abstains

Recessed for presentation to the Historical Society by the 302 Super Stock Committee.

Motion revisited

Motion carries unanimously

1. Rule Book Rewrite

Rule: All Stock Outboard Safety & Racing Rules

Action: *First - Remove all Stock rules from the current SO-Mod-Pro rule book. Second - Move technical rules and diagrams to the technical manual. Third – Remove rules in both rule books that are already in place in our general rules. (A better understanding can be attained by viewing the rough drafts presented by Howie Nichols).*

Reason: *This is an attempt to streamline our rules and make them become much more manageable. We would also have a lot less to sift through without unintentionally doing something that affects other categories. No rules are being deleted or changed, only shuffled to where they should be for better organization. This is only the first step towards the possibility of freezing our technical rules in the future for stability in our category.*

Effective: *This will take place after all results have been received from our balloting this year.*

Form a stock only rule book.

Motion to approve: Don / Second: Howie

New motion: This will be effective on November 1, 2015. Howie will present this to mod and pro for their opinions. (this was presented and received a positive response)

When Howie is finished, he will forward to a committee of John, Don, Kyle, David & the chair for proof reading.

Motion to approve: Kyle / Second: Howie

Motion carries unanimously

XI. Other Matters

- 1) J.W. Myers proposal – rigs for sale at all times

Two boats, with boat carts and two kits to the SORC.

3600.00 each and 1600.00 each = \$10,400.00

Jeff reminded the commission that we had already approved a 14,885.00 budget and these funds are not available.

Some were concerned that our other boat builders should have an opportunity to bid.

No motion received.

- 2) Membership rule education – ex. Overlap, turn judging, rescue boat driving, etc...

A committee (John, Scott, Don & Howie) was formed to create an educational slide show for our members on the APBA website for referees and turn judges to explain on course rules.

- 3) 2005 468, 2006 437, 2007 443, 2008 421, 2009 419, 2010 407, 2011 401, 2012 371, 2013 345, 2014 347!

Jeff explained how our (Stock only) membership numbers downhill slide has stopped and we were up two members last year.

- 4) Don Allen reported on his statistics. Our members are not attending many events.

Just did some number deciphering for last year. This is only Stock, it does not take into account someone running 1 mod class and 1 stock class.

All classes: For Stock Outboard Short Course

52.65% race 8 times or less in all their classes combined. (So for someone like Donny I added up all the classes he raced and he raced 34 times, you raced 11 times)

358 drivers they ran 726 classes

2.02 number of classes the average driver races

5.01 Average number of times each driver raced for all classes combined

149 of our 358 drivers run 1 class

56 of the 358 drivers only raced 1 time.

By class: For Stock Outboard Short Course

23.8% raced 8 times or more by class

9% raced 12 times or more by class (enough to qualify for HOC points)

5.5% raced 14 times or more to get their full 14 in for high points

Brainstorming subjects:

i. How do we achieve a direction?

John – we need a five year plan.

Promotion – were not promoters

Focus on local racing.

Get income.

Have presence at larger category races

Have 302ssh function on its own like a J category (entry level category)

Make “sanctioned by APBA” more of a priority.

Promote a certain time that 302 Super Stock will race in a race day. Focus on the show to keep spectators interested.

ii. Reduce barriers of entry?

David Hale – On his membership. I love boats and racing, why didn't we find each other sooner?

iii. Promotional rigs for sale in pits?

*Discussed how we have gotten away from a marketable race location with less than a pleasing race course for our drivers. You can tell racers make our rules
Jeff brought up Craig Dewald's speech in Raleigh, NC meeting that explained we need bigger boats to race on rough water.*

Steve – give our members incentive to put on shows and give the high points that are free.

Mark – put on marathons with lemans starts that are promotable

Elek - promote large classes at certain times during the day

Kyle - tow money is a great thing to get racers to a race

Tom - Safety meeting report

Snell 2000 until Nov 1 2016 and then 2005

2015 helmet is being approved but not available for a year.

Then talked about paint (allow ghost rings) Helmets still have to be a solid color.

David asked for a straw poll to take back to his Region 12 membership:

What will happen to the OMC A engine in the Stock category?

Response: *“The OMC A will have a place to race for a long time. It will stay in our A classes and will never be the motor of choice in a Stock class again. Also, it would not be put into a classics class to avoid parity issues.”*

Vote: 10 for / Ed abstains / Scott absent to catch his flight

- iv. Yellow card usage – lack of? It was explained that only three yellow cards were used in 2014 across all categories. We have great sportsmanship was the consensus. “It’s a good number and good threat. Just warn them, this helps and the referee gets to educate.”*

John asked to create two committees to put a plan together to go to the APBA Board of Directors at a future meeting.

One to explain the promotional needs of our category and one for a plan for our future.

Motion to approve by John / Second: Ed

Motion carries unanimously

New commissioner comments:

If time is available, each of the new commissioners will be asked if they have any questions or comments about the meeting events that had occurred.

Elek - appreciate being here and likes where we are headed

David - (idea to pitch) At Bayfair they were pitted next to H1 and we were the rock stars.

This year they were pushed aside.

We need a formal partnership with H1 and to hold a one class race in their schedule.

David asked for a straw poll on this idea. *He would reach out to the Unlimited category to allow a promotional booth for Stock Outboard at all of their races. He had already reached out to Chairman Steve David and received a favorable response. It was suggested that he form a committee to possibly create a formal partnership with H1. The commission voted in favor unanimously.*

Gallery comments:

If time is available, each member of the gallery will be asked if they have any questions or comments.

Several of the gallery members were allotted some time to speak.

XII. Adjourn

The meeting was adjourned at 11:52 am on Saturday, January 24, 2015.

Respectfully submitted by:

Jeff Brewster, Stock Outboard Chairman