

## **APBA Vintage & Historic National Meeting Minutes**

**January 25, 2014 - Reno, NV**

The meeting was called to order at 9:00 AM by Vintage & Historic Chairman John Krebs at the Grand Sierra Resort. V&H Regional Representatives in attendance were Jay Marshall, David Williams, and Dan Joseph; also in attendance was V&H Vice-Chairman Dave Richardson. Total attendance at the meeting was approximately 15.

Ann Marie Shaw reported from the meeting on insurance that took place at the APBA meeting. An insurance company representative, Dave Harris, had described a scenario in which a child falls at an event and becomes injured. If that child was an APBA member, he would receive greater insurance coverage than if he was not a registered member. If APBA members routinely take their children to events, the Harris recommended that they become a registered member to be eligible for increased insurance coverage.

Dave Richardson reported that he had spoken with Lori Weber regarding boat insurance. The cost to insure 2 boats, including replacement cost, is approximately \$1400 per year. Hagerty also offers this type of insurance.

Debbie Joseph reminded all event organizers that they must have a scorer/registrar to file for an event sanction. This person is responsible for all aspects of registration and must be an APBA member. A test must be taken to qualify to become a V&H scorer/registrar; this test and a scoring sheet are available at APBA.org. Detailed V&H registration instructions will be published in the APBA Scorer's Handbook.

David Shaw reminded all V&H members that everyone at an event is responsible for helping the Referee/Risk Manager and the Assistant Risk Manager in making sure that all potential liability issues at the event site are remedied. Every boater and team member is responsible for bringing issues to the Referee/Risk Manager so that they can be addressed, whether it is an issue with safety at the event site or with an issue with safety on the course.

### **OLD BUSINESS**

Chairman Krebs reported that Dick Delsener continues to work on having V&H recognized in the Hall of Fame. This effort is supported by APBA Historical Committee member Buddy Byers. Qualifications being considered for this distinction might include past participation in inboard or outboard, helpfulness in their interaction with other racers, and achievement as a racer but never elected into the Hall of Fame. Dick's ongoing work on this project was commended by Chairman Krebs.

Discussion regarding using a percentage of entry fees for an event for a V&H promotional fund is also ongoing.

### **NEW BUSINESS**

Krebs announced that Dave Richardson has been named V&H Chief Referee/Risk Manager and also V&H Chief Inspector for 2014. Jerry Kelson will serve as Assistant Risk Manager for the West Coast. Additionally, Krebs reported that Roger Hinsdale is working on an outboard inspector's test to be used at V&H events where outboards are present.

Krebs reported that V&H membership was down 4.6% from 2012 to 2013, a loss of 12 members. He also related that the 2014 insurance fee for V&H events has actually dropped slightly over 2013 rates.

Krebs related that there are regions in which crew members are required to purchase full APBA memberships to participate at V&H events. He reminded all regions that there is no APBA rule in place to support this practice. An associate membership, offered at a lower fee than a full membership, is being considered for 2015.

Krebs reminded V&H members that we must recognize the impact of what we say on social media such as Facebook or vintagehydroplanes.com. These media are used by fans of our sport as well as participating members; extreme rudeness or negativity on these sites does not portray V&H in a positive light and is to be avoided.

Krebs reminded members that they are not permitted to launch their boats into a body of water from a race site, even after the event is finished for the day and the course is closed. An incident took place at a recent event where a member launched their boat from the race site after the event was over for the day; both the driver and rider were thrown from the boat shortly afterward and were hospitalized, one with injuries from which he is still recovering. Krebs reminded members that if they want to take their boat out after the event is finished for the day but while the sanction is still active, they must launch from an area which is not part of the event site.

Krebs reported that Region 10 vintage is using a point system for high points that he would like to initiate in V&H for East Coast and West Coast events. Scoring being considered for this high points system could include points for showing up at an event, points for getting onto the water, and points for completing the heat. Additional points could be awarded for the distance a member drives to get to the event. A sticker/decal similar to the old US-1 decals from racing with the V&H "V" incorporated could be awarded to high points winners, and a member would not be eligible for the award in consecutive years. Krebs will continue working to establish this award.

Krebs announced the following V&H awards for the 2013 season:

#### WEST COAST

Rookie of the Year: Kirk Rogers

Team of the Year: *Miss Bardahl*

Event of the Year: Terry Troxell Memorial, Pateros, WA

Chairman's Choice: Jerry and Terry Kelson

#### EAST COAST

Rookie of the Year: Kester Hamilton

Team of the Year: *Midnight Miss*, Kerry and Graham Coddington, Queensland, Australia

Event of the Year: Tie, Tavares Spring Thunder and the Wheeling Vintage Raceboat Regatta

A Vintage Gathering will be held during prior to the Tavares Spring Thunder event on March 20, 2014. Details will be forthcoming and all V&H members, crew and families are invited.

Discussion followed concerning decreasing boat counts at the bigger vintage-only events. Dave Richardson and Dan Joseph reported for Clayton and Wheeling respectively that these events have experienced lower boat counts over the last couple of years. Events where only one or two boats from each class are in attendance, especially at dual sanctioned events, are also a concern. It becomes difficult to find water time and events sometimes have to consider combining classes for heats, raising great safety concerns, but having only one or two boats in a heat becomes boring for spectators. The issue of potentially having too many dual-sanctioned events on the V&H calendar, which contributes to low boat count, will be addressed by the newly formed sanction committee. This committee will consist of Dick Delsener, Dan Joseph, Dave Richardson, and David Williams. Debbie Joseph read the current list of events requesting sanctions for 2014. This list is included at the end of these minutes.

Dave Richardson discussed that the number of inspectors for V&H has declined. He remarked that experience is not needed to take the inspector's test and become an inspector. In 2014, an instructional video is being created to teach someone what they need to know to be an inspector. An apprenticeship program is also being considered, in which a prospective inspector would work with an experienced inspector for a year to gain experience and proficiency. Dave also commented that an inspector can be a great teacher and valuable resource for boat owners.

Krebs related that while updated safety rules about helmet color, life jackets and other equipment have been in place for two years, we are still seeing individuals with non-legal helmet colors, life jackets not zipped, non ANSI-approved sunglasses being allowed to run at V&H events. This affects V&H negatively when photos of these practices show up on social media or event websites. Members are reminded to check the APBA rulebook at APBA.org for current safety requirements.

Discussion took place regarding a person going onto a course in a new boat or a boat not familiar to them. Time should be given for the person to run 2-3 laps to gain familiarity with the boat before other boats are permitted on the course. Referees should give detailed driver instructions at each event, as most participants are not former racers and details of safely participating in a heat with other boats must be repeated.

Dave Richardson remarked that a clarification of a rule passed in 2013 to change skiff carburetion will be forthcoming.

Following discussion, it was determined that a strategic plan for V&H would be helpful in determining the future of the organization. This will be taken under consideration by Chairman Krebs and Vice-Chairman Richardson.

Dave Richardson announced that V&H member and Lake George Raceboat Regatta organizer Teri Hoffman has been named the new president of the Antique and Classic Boat Society.

The meeting was adjourned at 10:05 AM.

Respectfully submitted,

Debbie Joseph  
Secretary, V&H Division

## ABPA Vintage & Historic Sanction Requests, subject to approval

As of January 25, 2014

DATE	EAST	WEST
March 8-9		
March 15-16		
March 22-23	Tavares, FL (vintage only)	
March 29-30		
April 5-6		
April 12-13		
April 19-20		
April 26-27	Dayton, OH (testing, driving school, dual sanction)	
May 3-4		
May 10-11		
May 17-18		
May 24-25		
May 31-June 1		Minden Lake, CA (dual)
June 7-8	Walled Lake, MI (dual)	Rancho Seco, CA (dual)
June 14-15		Soap Lake, CA (dual)
June 21-22		
June 28-29		Tri-Cities, WA (unlimited & vintage)
July 5-6		Seattle, WA (unlimited & vintage)
July 12-13	Detroit, MI Gold Cup (dual)	
July 19-20		
July 26-27	(July 25-27) Gravenhurst, ON (vintage only, CBF)	
August 2-3		
August 9-10	Clayton, NY (vintage only)	
August 16-17		
August 23-24	Celina, OH (dual)	Pateros, WA (dual)
August 30-31	Wheeling, WV (vintage only)	Coeur D'Alene, ID (unlimited & vintage)
September 6-7		Spanaway, WA (dual)
September 13-14		
September 20-21		Lake Chelan, WA (dual)
September 27-28		Issaquah, WA (dual)
October 4-5		Lake Chelan, WA (vintage only)
October 11-12		
October 18-19		
October 25-26		
November 1-2		
November 8-9		
November 15-16	Tavares, FL (vintage only)	
November 22-29		