

## Stock Outboard Annual Meeting Minutes

January 27 & 28, 2022

Meeting is called to order by Chair Howie Nichols and opening ceremonies are conducted with a welcome greeting to the attendees. Guidelines are set for the meetings reminding commissioners and audience members that no alcohol will be allowed while in the meetings, and that the purpose of the Commissioners present is to represent the members of the association that elected them to be there and all decision made should be thought out and representative of category across the country. Robert's Rules will be followed to the best of our ability.

A moment of silence was held to recognize those members we have lost.

Roll Call was taken with all commissioners Pete Nichols, Scott Clark, David Breisacher, Shawn Breisacher, Kurt Romberg, Tom Nuccio, Tom Johnston, Peter Lauer, Don Allen, Roger Hewson, Pam Wilde, Lee Sutter, Carl Lewis, and Jeff Brewster in attendance along with the Stock Outboard Chief Scorer Jill Glossner. (APBA President Chris Fairchild made several appearances throughout the meetings). Stock Outboard Chief Referee Steve Noury was unable to attend the meetings and was excused from attendance by Chair Howie Nichols.

Swearing in of all Commissioners took place with the following oath: "I (name) hereby swear or affirm under oath, that I will support the Articles of Association, By-laws, and Rules of the American Power Boat Association, and that I will faithfully, honestly, and impartially discharge the duties of my position as a member of the Stock Outboard Commission of the APBA for the term of my office to the best of my skill and ability."

The 2021 Chairman's Report was given by Jeff Brewster citing 2021 was a great year for Stock with membership counts remaining very close to those numbers of 2019. A successful Nationals was held crowning a multitude of Champions. He also expressed his thanks to all the previous commissions for working with him during his tenure as Chair and wishes success to this commission and the new incoming chair with the promise to assist in any fashion needed to ensure a smooth transition.

Chairman Nichols asks for a motion to approve the Technical Committee with Tom Johnston as Chair and consisting of Kurt Romberg, Tom Smith, Scott Clark, and Roger Carr.

**Motion** made by Scott Clark and 2<sup>nd</sup> by Pete Nichols. Motion Carries unanimously.

Chairman Nichols asks for a motion to approve the 300SSH Committee with Lee Sutter as Chair and consisting of David Breisacher, Dave Deck, Kyle Bahl, Pamela Wilde, Jeff Brewster, and Tom Johnston.

**Motion** made by Shawn Breisacher and 2<sup>nd</sup> by Pete Nichols. Motion Carries unanimously.

Chairman Nichols asks for a motion to approve the Tammy Dawe Advocate Award Committee with Jeff Conant as Chair and consisting of Steve Noury, Shawn Breisacher, Carl Lewis, and Don Allen.

**Motion** made by Pete Nichols and 2<sup>nd</sup> by Scott Clark. Motion carries unanimously.

Stock Outboard Chief Inspector report given by Kurt Romberg.

**Motion** to approve by Pete Nichols 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

Stock Outboard Chief Referee report given by Pete Nichols for Steve Noury.

**Motion** to approve by Don Allen and 2<sup>nd</sup> by Scott Clark. Motion carries unanimously.

Stock Outboard Chief Scorer report given by Jill Glossner.

**Motion** to approve by Shawn Breisacher and 2<sup>nd</sup> by Scott Clark. Motion carries unanimously.

#### Old Business

Chairman Nichols asks for a motion to approve the Meeting minutes from the 117<sup>th</sup> Annual Meeting.

**Motion** to approve by Pete Nichols and 2<sup>nd</sup> by Tom Johnston. Motion carries unanimously.

Chairman Nichols asks for a motion to approve the voting conducted on Survey Monkey for the 3 ballots sent out during November and December of 2021.

**Motion** to approve by Jeff Brewster and 2<sup>nd</sup> by Scott Clark. Motion carries unanimously.

Chairman Nichols asks for a motion to approve the actions and decisions made by the Race Committees, Referee's, and Officials during 2021.

**Motion** to approve by Shawn Breisacher and 2<sup>nd</sup> by Pete Nichols. Motion carries unanimously.

#### 2022 Championship Reports:

Eastern Championships by Howie Nichols. Event will be in Jesup, GA with testing on March 31, Championships on April 1<sup>st</sup> and a regular race for April 2<sup>nd</sup> & 3<sup>rd</sup>.

Western Championships by Kyle Bahl. Event will be in Castle Rock, WA on April 30 & May 1.

Closed Course Nationals by Shawn Breisacher. Event will be in Springfield, OH on July 12<sup>th</sup> – 17<sup>th</sup>. Move in, testing, and Driver's meeting will be on the 12<sup>th</sup> with racing conducted the rest of the week. This event will also host the North American Championships for all 4 J Classes. Select Modified classes will also be invited. It was also stated that the race course will be moved and changed versus what was in place during the 2021 event to help attempt better racing conditions.

Marathon Nationals by Peter Lauer. Event will be at Indian River, MI on August 13 & 14.

#### New Business:

Chairman Nichols asks for a motion to approve the winners of the perpetual Stock Outboard Awards; Henry Menzies – Johnny Wlodarski, Gerry Waldman – Mikey Pavlick, Craig Dewald – Dustin Pearson, Tammy Dawe – No recipient, and Rookie of the Year – Chris Morin.

**Motion** to approve by Don Allen and 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

No bids for future Closed Course Nationals were submitted.

Bids for 2022 Closed Course Divisional Championships submitted as follows:

Northeast – Crystal Lake, NY on Sept 17/18.

**Motion** to approve by Don Allen 2<sup>nd</sup> by Pete Nichols. Motion carries unanimously.

Southeast – Sharptown, MD on May 14/15.

**Motion** to approve by Don Allen 2<sup>nd</sup> by Scott Clark. Motion carries unanimously.

Central – Constantine, MI on June 18/19.

**Motion** to approve by Tom Johnston 2<sup>nd</sup> by Kurt Romberg. Motion carries unanimously.

Western – Cullaby Lake, Warrenton, OR on June 18/19.

**Motion** to approve by Don Allen 2<sup>nd</sup> by Kurt Romberg. Motion carries unanimously.

Bids for 2022 Marathon Divisional Championships submitted as follows:

Northeast – none

Southeast – Jesup, GA on April 1/2/3.

**Motion** to approve by Shawn Breisacher 2<sup>nd</sup> by Pam Wilde. Motion carries unanimously.

Central – Presque Isle, MI on June 4.

**Motion** to approve by Pam Wilde 2<sup>nd</sup> by Pete Nichols. Motion carries unanimously.

Bid withdrawn later in meeting.

Grass Lake, MI on Aug 6/7.

**Motion** to approve by Tom Johnston 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

Western – none

Bids for North American Championships:

ASR –

ASH –

BSR –

BSH –

CSR –

CSH –

DSH –

15SSR –

15SSH –

20SSH –

25SSR –

300SSH – Newberg, OR on May 28.

**Motion** to approve by Pete Nichols 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

Bids for future Eastern & Western Championships:

None received

Chairman Nichols states he mistakenly included bids for Marathon Eastern & Western Championships on the agenda.

**Motion** to add Marathon Eastern & Western Championships to be held prior to July 31. By Peter Lauer 2<sup>nd</sup> by Tom Johnston. Motion carries 9 in favor, 3 opposed. (Rule 18.C.3)

**Motion** to table bids by Peter Lauer 2<sup>nd</sup> by Kurt Romberg. Motion carries unanimously.

**Motion** to un-table bids by Peter Lauer and 2<sup>nd</sup> by Don Allen. Motion carries unanimously.

Eastern Marathon Championships for 2022 – Presque Isle, MI on June 4

**Motion** to approve by Peter Lauer and 2<sup>nd</sup> by Don Allen. Motion carries unanimously.

No Safety Rule Proposals submitted.

A discussion was held that it should be mentioned to clubs that they should remember to inspect ALL club safety equipment on a regular basis. It should include the cables, lifting straps, etc. used to hoist the stokes litter into the boat, as well as ensuring the functionality and running conditions of the safety boats prior to the event.

Rule Proposals:

Jeff Brewster suggested that we review the Stock Outboard Mission Statement prior to moving into Rule Change proposals and submissions. He also recommended that Commissions do this at every National Meeting to ensure commissioners are refreshed with the Mission Statement in mind prior to any voting.

A discussion was held on what the Commission thought should be the future direction of Stock Outboard.

A motion was made that this commission would follow the Mission Statement to the best of its ability. **Motion** by Scott Clark and 2<sup>nd</sup> by Jeff Brewster. Motion carries unanimously.

A discussion was held regarding the addition of Championship propellers for the 300SSH class. During the discussion it was mentioned that there is too much variance amongst the current propellers and that we need to have a controlled set of Championship propellers similar to the JR & JH classes. This discussion was sent to the 300SSH Committee to come back with recommendations.

Discussion was held on adding an additional sealer to the Repair Center list for the 300SSH class. This was tabled and sent to the 300 Committee to come back with recommendations. **Motion** by Kurt Romberg 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

A **motion** was made to remove the 2<sup>nd</sup> sentence of Rule 10.22 “The 75% point must be announced during the drivers meeting.” By Don Allen and 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

A discussion was held regarding the new Safety Rule 6.B and the wording. It was determined the wording was a little difficult to interpret and should be cleaned up as a housekeeping issue.

Stock Outboard Commission Meeting recessed for the day.

Stock Outboard Commission Meeting reconvened.

Discussion held on grandfathering the speed records in the classes where weight adjustments were passed during the earlier Survey Monkey balloting. It was determined that no grandfathering of records would be needed at this time.

Housekeeping of Safety Rule 6.B was completed as follows:

B. At championship events, an additional buoy must be placed above the 500' buoy that must be rounded in the approach to the start. ~~requiring boats to go in a straight line.~~ The distance from this buoy to the 500' buoy must be an additional 500'. If the event is unable to meet the dimension requirements the race committee must have approval prior to the event from the Commission. If, due to extenuating circumstances, it is not possible to meet this criterion, the race committee must have approval by the majority of commissioners present to waive this rule.

**Motion** to approve as presented by Jeff Brewster and 2<sup>nd</sup> by Don Allen. Motion carries unanimously.

Discussion was held on rules brought by the Modified Chair Tom Sutherland that the MORC have approved.

**Motion** to add to Rule 4.1 the following highlighted verbiage:

#### RULE 4 • START & FINISH

1. At all races a preparatory signal shall be given three (3) minutes before the start of the heat and, at this time, at the judges stand, a green flag will be displayed. The race committee may extend the period prior to the start of the heat to four or five minutes for some or all classes if local conditions warrant. Additionally, **at non-record and** non-championship races a “short” three-minute period (less than three minutes) may be used when announced at Drivers Meeting and all boats entered in that heat are on the course, planed off and in the milling area.

By Jeff Brewster and 2<sup>nd</sup> by Lee Sutter. Motion carries unanimously.

300SSH committee reports back to the SORC that they would like to go to the Historical Society to request a funding assistance grant of \$5000 to have 4 pitch blocks made. The purpose behind the pitch blocks is to have the ability if a propeller is thought to be out of compliance to have a pre-selected source verify the propeller fits the pitch gauge appropriately. The Committee asks for the support of the SORC to go forward with the request to the Historical Society.

**Motion** to approve the 300SSH Committee request by Jeff Brewster 2<sup>nd</sup> by Carl Lewis. Motion carries unanimously.

**Motion** to un-table adding an additional sealer to the Repair Center list for the 300SSH class by Jeff Brewster 2<sup>nd</sup> by Carl Lewis. Motion carries unanimously.

**Motion** to add Sean Byrne as an approved sealer and repair center for the 300 motors by Jeff Brewster 2<sup>nd</sup> by Carl Lewis. Motion carries unanimously.

**Motion** is made to change the wording in the tech manual under the 300 Class repair center as shown with the highlighted and stricken through text;

**Repair Centers:** East - Jerry Davids Sr., Northeast – Alex Poliakoff Sr., Midwest - Tom Johnston, Northwest - Ric Montoya ~~or Sean Byrne~~ and Southwest - Roger Carr. There will be only ~~five~~ **six** authorized centers and the centers will be appointed ~~each year~~ by the Stock Outboard ~~Racing Commission~~ **Chairman**. They will provide all internal mechanical repairs and refresh for the sealed portions of the engine. It is not permissible for an engine to be certified by the same repair center more than two consecutive times. Ric Montoya, Tom Johnston and Jerry Davids ~~and Sean Byrne~~ will conduct the first sealing of all engines. They may also inspect a previously raced 321 engine and detune the engine (if necessary) to make it legal for this class. Those costs will be determined by the repair center for labor and parts used. Once their work is completed, they will seal the engine and therefore approve it for racing after notifying the Chief Inspector that they have done so.

If any of the ~~five~~ **six** repair center member's wish to participate in this class, another repair center must be used for certification and initial sealing of the member's engine. Engine refresh may be done by a member on their own engine as long as two unrelated current 300SSH owners are in attendance for verification during the entire process.

By Don Allen 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

Discussion followed stating that a 7<sup>th</sup> or 8<sup>th</sup> person should also be added to the Repair Center list located in Florida and the Northwest.

**Motion** was made to approve the funding for a seal kit and all the tools needed to be purchased by Tom Johnston and sent to Sean Byrne. This would be an approximate cost of \$100. TJ would also provide Sean with the detailed instructions on all the steps on how to properly seal a motor for the 300 class by Jeff Brewster and 2<sup>nd</sup> by Pete Nichols. Motion carries unanimously.

Agenda item to add the 20 cubic inch HotRod as run in the BSR class to be a legal motor in the 25SSR class. - No motion received.

Agenda item to add the Yamato 80 as run in the BSR class to be a legal motor in the 25SSR class. - No motion received.

Agenda item to review the Runabout Grid that Lee Sutter put together from the information in the Technical Manual. The grid included each classes weights, legal motors, and boat dimensions. Discussion ensued; it was stated that several have completed a full chart that is utilized during Inspection. Howie Nichols will take this chart, add the Hydro classes to it and make it available as an additional resource.

**Motion** to allow no more than 2 set screws on a Yamato Gearcase in an attempt to repair the stretching of the threads in the nose cone as no parts are either difficult to find or no longer available. By Tom Johnston and 2<sup>nd</sup> by Tom Nuccio. Motion fails with 5 in favor, 8 against, and 1 abstention.

Discussion was held regarding asking clubs that conduct a National Championship to provide an expense sheet to the SORC Chairman so future National Championship events could have a document outlining what events may require, the costs incurred of those required items and any additional items that may arise. The document was not asking for any income statements and would not be a rule put into the books. No motion requested or received.

**Motion** made to rescind Rule 2.10.A that was passed during Ballot 1 voting:

**A. Any event needing to hold eliminations shall use the following format: two (2) heat elimination and two (2) heat final. Eliminations will be scored as one race and the final scored as a separate race.**

By Don Allen and 2<sup>nd</sup> by Kurt Romberg. Motion carries unanimously.

Discussion was held on elimination heats and how the Scorer's Handbook outlines 4 different options available to use during a regular non championship event. The 4 options available are listed as follows;

Stock, MOD and J rules state nothing about special scoring for a Divisional, therefore a Divisional should be scored in the same manner as a "regular" race. Since Stock, MOD and J rules state that a race is 3 heats or fewer the following options are allowed:

1. One heat elimination and one heat finals = both heats tabulated for final position.
2. One heat elimination and two heat finals = all 3 heats tabulated for final position.
3. Two heat elimination and one heat final = all 3 heats tabulated for final position.

The following format can only be used if the sanction states elimination races, and not elimination heats are to be used.

4. Two heat elimination and two heat final = eliminations scored as one race and final scored as a separate race.

**Motion** to use 3. Two heat elimination and one heat final = all 3 heats tabulated for final position as the only option and to eliminate all other options by Carl Lewis and 2<sup>nd</sup> by Pete Nichols. Motion withdrawn after discussion.

Discussion on agenda item for the fuel rules as listed in the Tech Manual, it was felt by Kurt Romberg that this should fall under housekeeping as it would be aligning the rules with the General Safety Rule Book. The following will be changed and renumbered accordingly:

5. In addition, the APBA Board of Directors is in process of establishing a list of banned harmful substances that might be used additives in fuel. The SORC has agreed that this list, when available, will be part of the Stock Outboard Category Fuel Rules and any substance contained on the banned list would be treated in the same manner as Dioxane.

7. Additives which produce power in excess of that produced by standard pump gasoline and petroleum base oils shall not be permitted. The list of illegal additives includes, but is not limited to, alcohols, nitrates, and other oxygen bearing compounds. Gasohol is not a legal fuel. Also see the list of prohibited additives in rule 27 of the APBA General Safety Rules.

Agenda item on Marathon Points submission. No motion

Agenda item on adding additional Carburetors that are legal for the Mercury 44xs. No motion, it was determined the additional carbs are already legal per the Tech Manual.

Discussion was held regarding the Mercury 4 stroke 20 cubic inch motor. This motor is also available with the Tohatsu label. Mercury Representative Stuart Halley attended the meeting on Day 1 and provided answers to questions the audience had regarding performance, motor availability, along with a multitude of others. The questions he was unable to answer were taken down and he will attempt to get the answers to the Chair. President Fairchild was in attendance with Mercury and also provided information. President Fairchild stated he feels that utilizing this motor on a "Spec" boat is probably the best avenue and that it should also be seen as a Universal class so that it is available for all categories to add to their events. Mercury has currently provided 2 engines for testing purposes, 1 motor is in the hands of the Pavlick family and the 2<sup>nd</sup> motor to the Hearn's. The Hearn's have not been able to complete any testing to date. The Pavlick's provided the Chair with testing data they have been able to accomplish. Along with the data the Pavlick's provided they sent in suggestions moving towards the future of this motor. The Pavlick's also state they feel as though this motor should be utilized as a Universal Class with a "Spec" boat (they do not wish to be the builder). Given all the data and information the SORC made a Motion by Jeff Brewster and 2<sup>nd</sup> by Tom Nuccio to send the data and information to the APBA Board of Directors for them to pursue the class as they choose. Motion carries with 11 in favor and 3 opposed.

**Motion** to approve the addition of the Kerosene and Marvel Mystery oil mixed at a 50/50 ratio into the approved fluids for the purpose of measuring the cc's in a motor. By Pete Nichols and 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

**Motion** to add the Mercury 20H classes (both Hydro and Runabout) back into the Category by Jeff Brewster and 2<sup>nd</sup> by Carl Lewis. Motion fails with 2 in favor, 9 against, and 3 abstentions.

**Motion** to add the 331-tuner pipe as a legal option in the 300 class, noting that this is the pipe provided when the motor is purchased albeit a slower option. By Shawn Breisacher and 2<sup>nd</sup> by Tom Johnston. Motion carries unanimously.

**Motion** made to freeze all rules in Stock Outboard for a 3-year period of time by Peter Lauer and 2<sup>nd</sup> by Tom Nuccio. Motion fails unanimously



Discussion occurred regarding the Carburetor listed in the Tech manual for the Yamato motors. It was determined that all motors show the Mikuni BV36 as the legal Carb. It was determined that the "Mikuni BV36" be removed in all locations from the Tech manual.

**Motion** by Tom Johnston 2<sup>nd</sup> by Pete Nichols. Motion carries unanimously.

Discussions occurred on Promotion for the Stock Outboard Category with options on what to use the budgeted funding for be it shirts, handouts, etc.... It was stated that regardless of what we do the [www.stockoutboard.com](http://www.stockoutboard.com) tag should be on everything we promote which helps drive traffic to our website where they can learn about all facets of Stock Outboard. It was mentioned that a good place to advertise would be You Tube and we should pay for drone pilots to help capture footage that we could use. It was also discussed that we should ask for assistance in coming up with a Stock Outboard Specific shirt design that we could use.

**Motion** to form a Promotional Committee by Kurt Romberg and 2<sup>nd</sup> by Shawn Breisacher. Motion carries unanimously.

Chairman Nichols appoints Peter Lauer and Johnny Wlodarski as co-chairs of the newly formed Promotional Committee asking them to report back with other members they will add to this venture.

**Motion** to allot the full \$2500 budget for Promotions to the Promotion Committee by Peter Lauer and 2<sup>nd</sup> by Don Allen. Motion carries unanimously.

Discussion on a housekeeping item to change the verbiage in the Tech manual on Sidewinder motors from "Safety Shroud" to "Cover" as this was never meant to be seen as a Safety item. Completed the change as housekeeping.

Discussion on Rule 2.10 elimination heats revisited. A motion was made that for Regular Points Races a 2 elimination heats and 2 final heats would occur. No national points would be issued for the elimination heats and the elimination heats would only be used to establish the boats eligible for the finals. Points for the finals will not only consist of the 12 boats participating in the final heats but also the boats that were previously eliminated starting with 13<sup>th</sup> position. By Jeff Brewster and 2<sup>nd</sup> by Don Allen. It was requested that this go to the scoring committee for final approval of the appropriate wording needed to ensure boats will be scored appropriately. Request for motion to be amended as such to go to the scoring committee. Jeff Brewster and Don Allen agree to the Motion amendment. Motion carries unanimously.

Discussion was held regarding how to determine legal starters and if only 1, 2, or 3 boats enters the course in heat whether or not the heat would be run or stopped. It was mentioned that some events have run the first heat with only 1 boat on the water while others have not run the heat. After review of the rule (below) and understanding other categories may be different in Stock Outboard the 1<sup>st</sup> heat must have at least the 4 boats minimum present and crossing the starting line.

#### 6. Legal starters clarification:

- 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.

**Motion** to adjourn with no opposition motion carries.