

**American Power Boat Association
Stock Outboard Category Meeting
107th Annual Meeting
Detroit MI. January 25-29, 2011**

I. Call to Order

II. Opening Ceremonies

- a. Pledge of Allegiance
- b. Invocation
- c. Moment of silence for members who have passed away in the last year

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 By Laws of the American PowerBoat Association and the Racing Rules of the Stock Outboard Category so as you would answer unto God? If so, say 'I do'.

IV. Roll Call

Troy Gladkowski-Absent
Alex Poliakoff -Present
Tom Johnson -Present
Jeff Scheffler - Present
Howie Nichols Present-
Jeff Brewster -Present
Tammy Dawe -Present
Kyle Bahl -Present
Steve Wilde -Present
Dave Anderson -Present
Scott Clark -Absent
Matt Dagostino -Present
Dean Sutherland -Present
Don Allen-Present
Jeff Conant -Present

V. 2010 Chairman's Report

VI. Appointment of Committees

OMC Tech Committee: Brent Backus
Mercury Tech Committee: Steve Wheeler
Tohatsu Tech Committee: Alex Poliakoff
Hot Rod Tech Committee: Cooper Jess
Sidewinder Tech Committee: Ed Runne
Yamato Tech Committee: Scott Clark
Boat Tech Committee: John Runne
Championship/Awards Committee: Tammy Dawe
Promotional Committee:
Parity Committees:
A Class Steve Wilde, Jeff Scheffler, Ed Hearn
D Class Dave Anderson, Alex Poliakoff, Ed Hearn
20SS Class Troy Gladkowski, Don Allen Jr, Ed Hearn
Manufacturer/Supplier List Committee: Mike Ross
SO Secretary: Mike Ross
SO Chief Inspector: Tom Johnston
SO Chief Referee: Mike Ross
So Chief Scorer: Jill Glossner

Motion to approve the assignment of committees - Motion carries

VII. Approval Of Annual Meeting Agenda

Motion to approve Meeting Agenda - Motion Carries

VIII. Manufacturers' Reports

- a. Yamato- Ric Montoya

Ric gave a presentation on supply and all aspects revolving around Yamato motors
302 Engine Price for 2011 is \$2095.00 plus shipping (approx 110 bucs)

- b. Hot Rod/Sidewinder- Ron Selewach

Presentation was given Ed Runne and a letter was read from Ron Selawach on were Sidewinder stands to date.

- c. Bass/Tohatsu- Neil Bass/Alex Poliakoff

Alex gave report that APBA has 3 engines in stock. Cost of new motor \$6500.00 plus shipping.

- d. Mercury-
No report given

IX. Old Business

a. Approval of Minutes from 106th Annual Meeting 2010.

Motion to approve minutes from the 2010 annual meeting minutes. - Motion Carries

b. Approval of Decisions of Race Committees and Referees for 2010.

Motion to approve the decisions of race committees and referees for 2010 - Motion Carries

c. 2011 Championship Reports

- i. 2011 Winternationals, Puddingstone CA or Bakersfield, CA
Jeff Conent gave a report
NOTE!!! Date and Location Change
Indio CA @ Lake Cahuilla March 12th and 13th

Motion to approve a loan to SCOA for \$3750.00 Motion- Carries
- ii. 2011 Short Course Nationals, Aug 1-6 Wakefield, MI

Motion to approve a loan to BSOA for 6000.00 Motion – Carries
Jeff Scheffler gave a report

Motion to approve the 45ss nationals at Sea Side OR June 25 & 26 - Motion Carries
- iii. 2011 SO Marathon Nationals Aug 13-14-Indian River MI
Dave Umberger Top-O club commodore gave a report
- iii. 2012 Winternationals, Ocoee, FL / Jesup GA
Howie Nichols gave a report.
Site may be changed. Ocoee to Jesup GA
- iv. 2012 Short Course Nationals, Grass Lake, MI
Dean Sutherland Gave a report. The Grass lake City officials were in the meeting and spoke also.
- v. 2013 Short Course Nationals, Rainbow City, AL. Jeff Carter
No report given

d. Approval of 2010 Awards.

Hall of Champion Inductees

1. Andrew Tate
- 2 J Michael Kelly
3. Donny Allen III

Motion to approve the 3 stock outboard recipients into the Hall of Champions - Motion Carries

Gerald Waldmen Award: *Billy Simmons*

Henry Memzies Award: *J Michael Kelly*

Rookie of the Year: Michael Wright, Region 12.

Motion to approve the Rookie of Year, Waldmen, and Menzies awards to the above drivers-
Motion Carries

X. New Business

a. **Bids for Short Course National Championships**

Motion to award the 2014 Short Coarse Nationals to **Moses Lake WA** - Motion Carries

b. Bids for 2011 Divisional Championships

i. Short Course

Northeast -Lock Haven, PA – June 11 & 12, or Wells NY June ?

Motion to approve **Wells NY** the NE Divisional's on June 4 & 5 - Motion Carries

Southeast –

Motion to approve the Southeast Divisional's to **Tabor City NC** on May 14 & 15

Central –Depue Il. June 25th & 26th

Motion to approve the Central Divisional's to **Depue Il.** June 25 & 26 Motion Carries

Western – Seaside, OR June 25 & 26.

Motion to approve the Western Divisional to **Seaside OR.** June 25 & 26 Motion Carries

ii. Marathon

Northeastern- Motion to approve **Haverhill MA** Aug 27 & 28 - Motion Carries

Central- Motion to approve **Grass Lake Mi** July 9 & 10 - Motion Carries

b. Bids for North American Championships

Jesup GA bids for the NAC in ASR, 25SSR, CSH for mid April
Motion to approve the NA championships to **Jesup GA** - Motion Carries

c. Bids for future Winter Nationals

Motion to approve **Indio CA** for the 2013 Winter Nationals - Motion Carries

Motion to approve **Jesup GA** for the 2014 Winter Nationals - Motion Carries

e. Bids for other Future events

f. 2011 Stock Outboard Promotions

- i.** allocating of stock outboard promotions money for AV/internet broadcasting equipment

Motion made to approve 2200.00 for a video streaming pilot project for the 2001 year Region 10 to be the pilot region. Motion Carries

2011 Budget

\$ Club loans \$9750.00
\$ Hydroracer add and Press releases \$500.00
\$ 2011 Nationals Video and DVD's \$6500.00
\$ Website Maintenance \$300.00
\$ Purchase of the Rookie of the Year jacket \$100.00
\$ Reimburse Brian Trolan for expenses of \$432.84
\$ Approve the expenses for the category award ceremonies cost \$ 600.00
\$ Video Streaming Pilot Project \$2200
\$ Trailer Stickers \$400
\$ A Class Parity testing expense \$ 350.00
\$ Loan to MHRA for Yamato 302 for racing school. \$2100.00

Total \$23232.84

An amended motion was made in reference to the cost of 6500 for the Nationals video that we could receive additional funds from Wakefield, the Mod category (Mod committed to 500 towards the video), or any other outside source. Motion Carries

Motion to allocate 400 for trailers stickers. - Motion Carries

Motion to approve a \$350 expense incurred for the A parity testing

Motion made to give a \$2100 loan to MHRA for the purchase a Yamato 302 for there racer school. Motion Carries

Motion made to approve all the 2011 expenses above. - Motion Carries

2010 SO Promotional Budget for reference

\$500 Banners- Discussion Regarding Design

Trailer Stickers (New Style more like banner or keep the same OVAL one in a couple sizes?)

\$6,500 - 2010 Nationals Video and DVD's

\$2500 Hydorracer Ad and Press Releases

\$1000 - Web Maintenance

\$3,500 Website

\$14000.00 Total

g. Stock Outboard Rule Changes

i. Records-

- a. Last year Race Management passed a new General Racing rule allowing 1/4 mile speed records. The categories now need to review this and make a decision if these records will be allowed in your category. The rules now in place do not allow for 1/4 mile speed records. Please review your rules on records.

Ballot Item Motion to approve the ¼ mile straightaway record for the Stock Category Motion Carries

Ballot item Motion to not award Hall of Champion bonus points for a ¼ mile record. Motion Carries

- b. Grandfather/adjust records in classes with technical or other changes.

Ballot Item Motion made to adopt the 95% rule that the Pro category uses. Rule 3 # 10 page 7 of the Stock Mod Pro racing rules. Also exclude the HOC points if the record was set at the 95% speed. If the 95% speed is broken at a later date the HOC points would be awarded. Motion Carries

- c. Permit ½-mile records to be eligible for HOC points.

No motion made.

ii. Starts

Rule 4 paragraph 9 pge 8 of the rulebook states that “all races shall have a photographic start”. The last sentence states,” In the event of a camera or film failure, the referee will, with the assistance of the Race Committee, render the necessary decision”. I fell that the rule should be changed to read, “At nationals and divisional races the heat should be rerun in the event of camera or film failure”. This would eliminate the problem that occurred at Ocoee last spring.

Ballot Item Motion was made: In the event of a camera or film failure, the referee will, with the assistance of the Race Committee, render the necessary decision. “At nationals and divisional races the heat “should” be rerun in the event of camera or film failure”. Motion Carries

This items was reviewed and went back and revisited.

Motion was made: In the event of a camera or film failure, the referee will, with the assistance of the Race Committee, render the necessary decision “At nationals and divisional races the heat “must” be rerun in the event of camera or film failure”. Motion Fails

iii. Red & Yellow Cards

Better Detail for yellow cards (general racing rule #19-1). Define behaviors. Swearing? physical altercations? yelling? What behavior could result in immediate red card? behavior at discretion of referee

No Motion Made

iv. Overlap rule

: The SO, MO rule should read the same as the PRO rule.

Recommendation: Adopt the PRO wording found in para 3.C. which describes SAFE LANE.

Motion made to adopt the Pro Rule pertaining to a safe lane Rule 5-3-C. Motion Fails

Age Requirement for DSH

- v. Sixteen is the min age for: 750MH, 750MR, 250MH, and D Stock Runabout. The min age listed for D Stock Hydro is eighteen. In light of these other Classes and the speeds they run, why can't the same rationale be applied to D Hydro?

Recommendation: Set the min age at 16 for D Stock Hydro.

Motion made to change the DSH age requirement - Motion Fails

Marathon Scoring

Motion was made to make the scoring of marathon racing to read. If a boat crosses the starting line but does not finish, that boat shall be scored in the next available position behind the boats that have finished the race.

Motion Carries

High Point Systems

Motion made to adopt option 3 on the 3 options presented by the scoring committee – Same system as we have currently only with 14 total races. Motion Carries

h. Safety Rule Changes

To: APBA Safety and Rescue Committee
All APBA Category Chairpersons

As we prepare for the upcoming APBA annual meeting, there are several suggestions I have collected over the past year that require the consideration and discussion of our committee; and those categories effected. I hope each of you understand how important your participation is to the success of this group and the well being of our participants and the organization as a whole. My thanks to each of you for your continued service and support.

A. Items of business regarding the committee:

- The APBA Safety and Rescue Committee remains unchanged except for the addition of Bob Moore, representing the Vintage category. (see attached roster)
- We will follow the same meeting schedule in Detroit that we used last year:
 - o *Thursday: 8:00 - 9:00am* *Preliminary Mtg. / All Racing Commissions
 - o *Saturday: 7:30 - 11:30am* *Safety and Rescue Meeting
- Please let me know if you will be in Detroit for the Safety and Rescue meetings.
- If anyone has safety concerns for committee review, please let me know ASAP.
- If anyone has any items for the meeting agendas, please let me know ASAP.
- ***Reminder – all committee members are required to be APBA members!***
- We need input back from the various Racing Commissions as we consider these changes.

Also, the APR Superleague group is looking for a capsule so that they can provide training at early season events. If anyone has a capsule that can be donated, they have a group willing to do whatever work may be necessary to get it ready. Please let me know or contact Sam Winer (304-771-0061) or Sherron Winer (304-771-0060) to make the necessary arrangements.

** Please Note – In several of the following proposals I indicate a General Safety Rule and an Inboard rule to be revised. The Inboard category incorporated the GSR's into their rules several years ago and I want to be sure that (if approved) both get changed to prevent errors or confusion.*

B. Safety proposals for Committee review:

Proposal #1: Addition to APBA capsule training criteria (see attached)

Proposal:

Add new APBA Approved Capsule Training Criteria #1 that says:

- 1. Capsule training can only be done in swimming pools; and never in lakes, rivers, reservoirs or any other public waterways.***

Explanation:

There was a near tragedy during a capsule training session in Chattahoochee, FL back in May. The problem was that the training was done in the Apalachicola River where visibility and the river current were issues. Brent Dillard was turned over next to a long dock and he came up under that dock. It was nearly 60 seconds before Brent was able to find his way back to the surface and he was nearly 50' away by that point. There was only 1 diver in the water and he had no idea what happened. Only because of Brent's athleticism and incredible calm, was a horrible tragedy averted. I realize this could create a hardship for some driver's needing training and the best answer I could give to that is that those drivers will need to plan better before the start of the season.

Effective Point: Effective immediately.

No motion made

Proposal #2: Lifejacket / Kevlar certification requirements from manufacturers.

Proposal 2(a): Add sentence to the end of APBA General Safety Rule 3.B.2.a / Inboard Rule 3.6.2 to read:

a) Effective 11-01-11, all life jackets must be re-certified by the manufacturer (a minimum of) every three years; and may not be used 3 years after the actual date on the life jacket label.

Proposal 2(b): Add new APBA General Safety Rule 3.C to read:

C. "Kevlar" style protective suits for unrestrained drivers:

1. All suits (sleeves and pants) must have a permanently affixed (sewn in) manufacturer's label indicating:

a) Date of manufacture or the date of certification. Effective 11-01-11, all "Kevlar" style suits (both sleeves and pants) must be re-certified by the manufacturer a minimum of every three years; and may not be used 3 years after the actual date on the suit's label.

b) The manufacturer or recertifier's company name.

Explanation: A few years ago, APBA took the position that responsibility for a driver's safety equipment should be each driver's responsibility. Unfortunately, some driver's have not assumed that responsibility and are using equipment that the manufacturers might possibly deem unsafe. At this point we have, in effect, placed the responsibility on our Inspectors. This proposal puts the ultimate responsibility back on the manufacturers, who truly are the experts.

Effective Point: Effective 11-1-2011.

Motion made to add to Safety rule 3 paragraph 6 the last sentence. Cut resistance driving sleeves and pants. The SORC feels the current rule we have is adequate. Motion Carries

Proposal #3: Helmet colors

Proposal: Revise APBA General Safety Rule 3.A.1 and Inboard Rule 3.5.3 to read:
For participants in restraint cockpits, it is MANDATORY that a majority of the helmet be painted with a fluorescent yellow, red or international

orange color. There is no specified area, but the helmet must be of a bright color so as to be clearly visible in the water. (remove 2nd sentence.)

Explanation: Paint jobs on helmets (for unrestrained and restraint capsule participants) have

gone beyond what was ever intended. Following an accident, it doesn't matter if a participant in the water came from a restraint capsule or an open cockpit boat... he / she still needs to be seen by racers, divers, rescue and salvage personnel. All drivers should be wearing bright orange / fluorescent color helmets.

Effective Point: Effective 11-1-2011.

No motion made on this item

Proposal #4: Helmet certification

Proposal: Revise APBA General Safety Rule 3.A and Inboard Rule 3.5.2 to read:
A. Helmets must meet the specifications set forth by any of the following:
~~Department of Transportation~~, American National Standards Institute, Inc., Snell, or military specification helmet designed for military aircraft — Mil-Spec helmets (CGF LA100, LH050, LH150, LH250; Gentex HGU84P) and Peltor helmets (Rally Pro Helmet EN ECU 04 or 05) are acceptable.

Explanation: Eliminate helmets certified solely by the D.O.T. because it is the opinion of many experts have stated that these helmets do not provide the protection our participants require.

Effective Point: Effective 11-1-2011.

Motion made to accept the DOT certification as a reliable helmet for racing. - Motion Passes

Proposal #5: Helmet expiration limits

Proposal: And new APBA General Racing Rule 3.A.3 and Inboard Rule 3.5.6 to read:
Helmets may be used for a maximum of 15 years (from the date of manufacture), or until deemed no longer safe.
** If using the Snell certification label (without a manufacturing date label / stamp), helmets maybe used from the current cert. label, as well as the two previous labels. Snell labels are issued every 5 years, therefore once the 2010 label was issued, 2000 / 2005 / 2010*

labels were acceptable. In 2015, the 2000 labeled helmets will have expired.

Note: Helmets should be returned to the manufacturer or retired any time an accident results in a significant blow to the helmet.

Explanation: Helmets do not have an infinite life. UV, water, sweat and accident / handling damage all effect the ability of the helmet to do what it was designed to do. Again, we have placed the responsibility on the Inspectors to determine what is acceptable. After 15 years, helmets need to be retired.

Effective Point: Effective 11-1-2011.

Motion made to recommend the safety rule reads a helmet cannot be older than 10 yrs old. Motion Passes

Proposal# 6: Revise APBA General Safety Rules and Vintage & Historic Racing Division rules and require the Vintage and Historic Division to follows all APBA General Safety Rules.

Proposal:

- a. Revise opening paragraph of APBA General Safety Rules to read:
"Due to the many different characteristics of APBA events, the APBA General Safety Rules do not apply to the Unlimited Category, Offshore Category, and, **WITH THE EXCEPTION OF VINTAGE**, Special Events."
- b. Vintage Safety Rules will be reviewed to revise / delete any rules that are repetitive or superseded by the APBA General Safety Rules.

Explanation:

The Vintage boats are (in most cases) former Inboard, Outboard, OPC Unlimited hulls that raced in the past. These boats are still capable of racing speeds. The hulls, equipment, drivers and events should be handled as though it is an actual race; since the consequences are exactly the same. *This will also serve to clarify that ONLY category "A" and "A-100" life jackets may be worn in non-capsule Vintage boats.

Effective Point: Effective immediately.

No Motion made on this item

Proposal #7: Clarification of Inboard and APBA General Safety Rules on life jackets:

Proposal: Revise APBA General Safety Rule 3.B,2,c and Inboard Rule 3.6.3:

"A-100" For use in an open and unrestrained cockpit. ***It is mandatory for all boats where speed may exceed 100mph; and may also be used where a Category "A" life jacket would be acceptable.***

Explanation:

This proposal is for clarification only. The maximum boat speed wording in the current rule (“For use in an open and unrestrained cockpit. Maximum boat speed is 100 mph or greater”) could be confusing.

Effective Point: Effective immediately.

No Motion made on this item

i. High Point Awards or Hall of Champion Awards Changes

No motion was made to change any HOC criteria

j. Inspection or Inspection Manual Changes

Tom Johnson to report. A special thanks to Tom Johnson and Brian and Tracy Trolian for their effort to accomplish this tedious and timely task

k. Class or Engine Technical Changes

1. A Classes

i. Proposal

Existing rule #3

The mounting of a fuel tank to the engine or steering bar is prohibited.

Delete or Change to

The mounting of a fuel tank to the engine or steering bar is permitted as long as no modifications are made to the engine (i.e. drilling extra holes, ext and is done in a safe matter.)

Rationale

1. The four ¼ X 20 grade 8 bolts holding the steering bar are plenty strong enough to hold a tank.
(See attached tech specifications on the bolts tensile strength)
2. It allows the driver more room in the boat and is easier than making a tank around the boat design.
3. Now that the sidewinder is a legal motor in “A” class and is allowed to use a steering bar tank and the OMC should have the same exemptions.
4. This rule was put in place by the manufacture over 20 years ago not for safety but for aesthetics
5. The steering bar tank has been run in Canada for the past 5 seasons with no problems or concerns and is NOT a performance enhancement of any kind.

Motion made to allow for a steering bar gas tank on and A class engine. Motion Fails

Proposal #2

It should be permissible to replace the four OEM power head to steering bar bolts with studs and nylon locking nuts if desired.

Rationale

This would save wear and tear on the block threads from removing the bolts whenever it is required to service the power head. Thus save having to wire the bolts for safety.

This should remain an option to the owner on what system he/she prefers as long as similar materials are used (i.e. stainless steel)

- ii. **Proposal:** Allow any kind of gear case bolts for attaching the gear foot to a Johnson or OMC engine. Rather than the factory supplied bolts.

Motion made to allow any grade bolt to attach the gear foot to an OMC racing 15 cu engine Motion Passes

NOTE!!!!!! A Parity Committee Issues

Motion made to have the A parity committee re visit at the National Meeting with the Factory rep involved and also the SORC available for comments pertaining to the recent changes. Motion Carries

Motion made to stay the carb reduction of 23 mm for 45 days. Motion Carries

2. B Classes

- a. Decrease the minimum combustion volume for the Sidewinder 15H engine by 1.0 cc.

Motion made to Decrease the minimum combustion volume for the Sidewinder 15H engine by 1.0 cc. Motion Carries

- b. Rule 12 as it is written:

- i. Oversize pistons furnished by the manufacturer of the motor may be used in the mode for which they are furnished. The bore of the engine may be enlarged by the amount that the oversize piston differs from the standard piston. An additional total 0.005 inch enlargement of the bore will be allowed due to wear or re-machining errors, or measuring tolerances. Under no circumstances will the bore be enlarged more than 0.030 inches over the original dimension. It is not legal to coat or plate cylinder walls with chromium or any other material.

Change rule to read:

#12. Under no circumstances will the bore be enlarged more than 0.040 inches over the original dimension.

Reason: this would allow the use of .025 and .030 over size pistons available from Racing Outboards and put back into service blocks that are worn out without having to resleeve the blocks.

Motion was made to change the Hot Rod rule # 12 to read .040 rather than .030 pertaining to max bore size. Motion Passes

3. C Classes

a. Technical or other changes necessary for parity.

No motions made pertaining to changing anything to the C class

4. D Class

1. I would like to propose a weight reduction to the DSR class to 500 lbs. This would only be a fifteen pound reduction

Ballot Item Motion made to lower the DSR weight to 500 lbs Motion Carries

Statistically, DSR is the least-lively class in terms of participation. During the 2010 season, only three participants entered in one race (with one exception). (Source: APBA 2010 on-line high point page) With the combination of composite and natural materials becoming more popular, I feel this could be an opportunity to help revive the class.

3. Elimination of full butterflies in the Tahatsu D motor

Replacement of the factory installed throttle plates (butterflies) is complicated by the fact that the screws in most foreign carburetors are not sold separately. These factory installed screws are flared so they will not fall out. Removing these screws to change the butterflies damages the threads of the screws and the throttle shaft. There is question regarding the need to replace the factory butterflies with solid ones. The wording in paragraph 5, requires the throttle to automatically go "closed" when released. Kill switches are installed to kill the engine. Back in the olden days there was no kill switch requirement, hence the 'solid butterfly' rule. If an incorrect or damaged screw is used it could fall out and damage the engine. Or worse, it could cause the throttle to jam. The need for solid butterflies no longer exists. The rule is a carryover from the days before kill switches.

Recommendation: Eliminate the second sentence in paragraph 5.

Motion made to eliminate the full butterfly's on the Tahatsu D engine - Motion Fails

Motion made to allow seal the holes up to comply with the full butterfly rule. - Motion Carries

3. Tohatsu Motor Height:

As a safety consideration it is requested the height restriction for the Bass/Tohatsu be changed to allow a greater range of adjustment for safer/improved handling. Testing conducted in October this past year showed no appreciable increase in top speed but a definite improvement in straight-away stability and turn control with the gearfoot raised. The D Class regularly approaches or exceeds speeds of 80 mph. At these speeds the operator needs be able to make changes which affect safe operation. The current

restriction creates a safety issue, and we are concerned with that, Your support in this request is needed and appreciated. This change needs to be made effective this year 2011.

Recommendation: Change the D 'Propshaft Depth' to 0".

Motion made to have the appointed D class parity make the height change decision. Motion Carries

5.25ss Class

a) Technical or other changes necessary for parity

No motion were made on any changes to the 25 class

6. 20SSH Class

The 20SSH Parity meeting.

Motion was made to lower the engine height to 1 3/8 below bottom. - Motion Carries

Motion was made to increase the weight from 400 lbs to 430 lbs. - Motion Fails

7. 45ss Class

8. Other Technical/Class Rule Changes

Motion to approve the Hot Rod 20 inch gasket on the Sidewinder 20S as a replacement as long it it maintains minimum cc's. - Motion Carries

Motion made to change the inspection manuel to read. The intake ports of the 15S Sidewinder engine utilize a radiused port opening while the 15 H Sidewinder utilizes a squared intake port opening with radiused corners. Motion Carries

i. Spec Class-

I would like the following item placed on the agenda at the Detroit stock meeting. Almost all forms of racing, including car racing, motorcycles, both off road and road racing, go karts and so on down the line, have something within their class structure called a "spec" class. As an example: SCCA, The sanctioning body for automobile road racing in the United States, has several classes of cars eligible for spec racing. What this means is the following: A person that wants to get into racing may not have the financial means, or the desire, to run in a class that allows you to to significant motor and chassis work on a car. As an example...There is a class in SCCA that uses a nearly stock Mazda Miata. The racer has to install a roll cage and a few other safety features, and off you go racing. However, to keep things equal, there is a claiming rule on both the car and the engine. (I am doing more research on this feature) What this does is takes the need for expensive motor work out of the equation. Lets say I own one of these rigs, and go out and win quite a few races. A fellow racer, at a pre determined price, could walk up to me and say "I am claiming this car" (or motor as the case may be) for a pre determined price. The benefits to this are obvious...it takes the need for expensive machine work out of the picture and makes it a drivers class, and somewhat affordable at that. To keep this email short and to the point, I am only going to give this one example. Here is what I am thinking: The most affordable class in stock outboarding to get involved in in is C stock hydro. A new (rebuilt 302) from Ric Montoya can be purchased for around

\$2400. However, and this comes from Ric, you need to spend upwards of \$2000 to make it competitive. These are not figures I am pulling out of the air, this is coming right from Ric. The frustration I see from many racers is that they purchase a motor, props, boat, and so on down the line, thinking it is a "stock" class, and go out and get their clock cleaned. Racers can say what they want, but we are losing people on a regular basis (both new racers and veterans) to the financial fact that it takes a fair amount of money to compete on both a local and national level in what should be the most affordable class in stock racing. Also.....there are a fair number of people, such as parents of J racers, older members, etc.. that would like to race in a class that does not include racing against in my opinion include the top outboard drivers in APBA. Here is what I am proposing: The stock category starts a class called C restricted hydro. The motor would be either a new or existing Yamato 302, a C stock sized boat, (more on the specs of boat to be determined) a minimum weight of around 460 lbs, and props supplied by Dewald or another prop maker at a pre determined price. And....there is a claiming rule on both the prop and the motor. I feel that we are really missing the boat on something like this.....As an example...I am personally not going to run DSH forever, and at some point in time would love to run a class like this. Any thoughts on my idea? I feel this if done correctly, it would be a huge success. I do understand that we are looking at dropping classes, but I would hope we are forward looking enough to consider this. Please either e mail me (I do have a new racing e mail address: Daveracerdsh@aol.com) or call me on my cell at 425 246 4710. Most of the feedback I have got from region ten members is positive....what do you all think? I honestly think it would work out well for all concerned. Dave Anderson.

The Chairman will appoint a committee to establish rules for a Spec Class or Novice class to be brought back to the SORC for consideration. No Motions Made

Proposed new class: Novice C

Purpose: To provide new, less experienced, and less aggressive drivers an opportunity to be successful. The hope is that we can retain more racers this way.

Rules: Use the competitors current C Stock Hydroplane. Have "spec" (nearly identical) propellers. Propellers are drawn for (random selection) at the beginning of each race. Propellers are returned to the club at the conclusion of the race.

Eligibility: Open to all drivers who have had no race wins in C Stock Hydro the previous season. A driver loses eligibility to run the class after 3 Novice C wins. A driver regains his eligibility once he has gone 3 consecutive races without a top 3 finish in C Stock Hydro.

Record keeping: Instead of making this a record keeping issue, let's leave it on the honor system, if a driver says he's eligible, let him race. If clubs would prefer to keep records to ensure proper eligibility that is their prerogative, but will not be a requirement.

Supporting statement: C Stock Hydro is the class that a majority of adults entering Stock Outboard racing get referred to due to low costs, plenty of races and racers etc. In Seattle Outboard Association, as with most large clubs, the local races tend to be dominated by a few racers. This can lead to a lot of

frustration on the part of not only the new racers, but also the racer that may be unwilling or unable to run with the fast, dominant racers. I believe this class will give those racers a chance to hone their skills, and hopefully have a chance to actually win a race in a racing environment that may be less intimidating to them. I hope the SORC thoughtfully considers this proposal. I understand that the last thing most clubs need is another class to run, but if the alternative is to alienate and possibly lose drivers, we will all make time for this class.

The Chairman will appoint a committee to establish rules for a Spec Class or Novice class to be brought back to the SORC for consideration. **No Motions Made**

ii. Reduction or Consolidation of Classes

We have several ideas that have floated around.

The following versions will be presented by the person who developed it.

1.The Sutherland version

Motion made to adopt the Sutherland version of Consolidation of classes. Motion Fails

Ballot Item Motion made to except the Sutherland version of the consolidation of classes with an advisory committee for the rules and implementation in the year 2014. Motion-Carries
6 yes 5 no 1 abstention 12 commissioners present

2.The Nuchio version

Motion made to adopt the Nuchio version of Consolidation of classes. Motion Fails

3.The Nichols version

Motion made to adopt the Nichols version of Consolidation of classes. Motion Fails

I. Runabout and Hydro Rule Changes

- i. I would like to see lift rails legalized for all stock runabout classes. Last year they legalized it for only DSR. I saw a driver run his C-Mod boat as a step in for CSR and he had lift rails on his mod boat. He was technically illegal.

It is a goofy rule. Lift rails have been legal in mod and pro for ever. It was legal in stock for years. Fred Miller won the nationals in the 80's with them on his boat for example.

The D was legalized so mod boats could cross into stock. The argument is negative dead rise. Well, mod and pro boats do not have an issue with negative dead rise.

Simply, they are a safer. When a motor will not start in the water, which we all know happen,. You can lift the boat from the side instead of standing next to the motor.

IMO anyone who wants to use them, should be able to.

There needs to be a limit on the size. Most of them are about 18" long and about 1 1/2' deep.

No Motion Made on this item

ii. **EQUIPMENT**

Para 7. Item for discussion: The wording in this paragraph states that a handle or screw eye must be capable of handling a rope. Experience has shown that many boats have screw eyes of such small diameter that a rope cannot be quickly or easily run through.

Recommendation: After the word 'handle' in para 7, add the following: "or a screw eye with at least 5/8" ID hole, and capable of handling a rope."

Motion made to approve a 5/8 ID hole for the bow eyelet on all Stock Outboard boats.

Motion Fails

m. Fuel Rules

No Motions made

XI. Other Matters

XII. Adjourn

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