

**American Power Boat Association
Stock Outboard Category Meeting
114th Annual Meeting
Chicago, Ill. January 25 & 26, 2018**

I. Call to Order

Meeting called to order by Chairman Jeff Brewster at 1:15 pm on Thursday, January 25, 2018. Due to the available meeting time being shortened from 19 hours to 7 ½ hours this year, he cautioned that we would have to move quickly through this agenda.

II. Roll Call

Mike Akerstrom – Region One
Scott Clark – Region Two
Ed Runne – Region Three
Matt D’Agostino – Region Four
Tom Nuccio – Region Five
Tom Johnston – Region Six
Brian Mitchell – Region Six
Terry Kerr – Region Six
Don Allen – Region Seven
Bill Pavlick III – Region Seven
Ron Magnuson – Region Ten
Matt Yarno – Region Ten
Jean Mackay-Schwartz – Region Eleven
David Hale – Region Twelve
Kurt Romberg* – Region Fourteen

Asterisk (*) = First year on the SORC

All commissioners above were present except David Hale.

III. 2017 Chairman’s Report

As I look back on this past season, some negative issues and some bright spots come to mind.

On the negative side, I believe the lack of available engines is still an issue. We as a group must find a way to help our vendors if possible. My nagging phone calls to them is simply not enough. I have had the dream of having every engine available

for sale in the pits at our races for a member or new person to purchase. That goal of mine I am afraid, has still not been reached.

I am concerned about our lack of officials and more importantly the lack of interest in becoming one. Our aging group will need to be replaced and you, our leaders of our sport need to take that home and make something happen in your local club or region.

- *Now on to the bright side: We had a very safe season. From what I recall, I cannot remember a single serious accident. Compared to our 2016 season, this is a complete turnaround.*
- *The success of the 300SSH program continues to be a shining star in our category. The class continues to grow in almost all regions. This year our focus will be directed towards helping Region 10 get their program off the ground.*

Overall, I feel that 2017 was a very good year for us with great competition at our championship events.

IV. Appointment of Committees

All Committee members will be the members of the SORC unless announced differently this season.

SO Chief Inspector: Tom Johnston

SO Chief Referee: Steve Noury

SO Chief Scorer: Jill Glossner

V. Approval of Annual Meeting Agenda

Motion to approve by TJ

Motion carries unanimously

VI. Manufacturers' Reports

- a. Tohatsu – Alex Poliakoff

There are engines in stock and available for sale to our membership. There are several requests listed below:

- *Twister starter apparatus available. The cowl needs to be modified for this to be attached. No motion was received.*
- *Several tuner pipes were displayed that you can modify yourself. These cost \$55.00 and add 2 to 3 mph. No motion was received.*

- *A new gear case design is coming that appears to be a hatchet foot shape. The chair stated that specs and images are needed for the tech manual. It is assumed that this will be a manufacturer update and no motion is needed at this time.*
- *A motion was made by Tom Johnston to remove the thickness measurement in our tech manual for the head gasket. The engine must still have a removable Tohatsu or aftermarket gasket. Motion approved unanimously.*

b. Yamato – Tom Johnston

There have been 451 300 series motors imported into the US, which includes the 25 motors that Mike Ward sent in 2017.

The 321 Yamato has been out of production for two years in Japan. They are now using the model 331. The differences are the exhaust megaphone and the cylinder head. The 331 has one less horsepower than the 321 to reduce the speed for safety. Yamato has 100 cylinder heads and exhaust pipes to convert the 331 to a 321.

c. Sidewinder – Ed Runne & Ron Selewach

Having issues finding small distributors for small runs of needed parts. New website in the works. New block castings have recently arrived. Changing gear foot manufacturing process to lessen steps needed. Prices have not increased on either model. The 20S model will come with a restrictor plate for the 15 class. 102 engines have been produced so far. 14 of the 15S engines are on order and 3 to 4 of the 20S. They will be ready by the end of spring. Most crank shaft issues are not a broken crank but a crank pin. Seeing flywheel balance issues that are possibly due to aftermarket rope plates. Flex plate flywheel is still in the testing stage and is planned to be included in engines completed later this year.

VII. Old Business

a. Approval of Minutes from the 113th Annual Meeting.

*Motion to approve by Matt D’Agostino
Motion carries unanimously*

b. Q&A with APBA President Nichols

Thanked the SORC for their efforts to make our sport better and attend the meeting.

c. Approval of the Decisions of Race Committees and Referees for 2017.

*Motion to approve by Terry Kerr
Motion carries unanimously*

d. 2018 Championship Reports

i. Eastern Championships – Jesup, GA April 5-8

Testing on Thursday after setup. J, Stock, Mod & some antique Pro classes. Steve Noury was thanked by Howie Nichols for allowing a quick redirect on the race from the previously approved Standish, ME race.

ii. Closed Course Nationals- Moses Lake, WA. July 15-21

Matt Yarno reported and passes out information sheet. Online registration will start in March. Updates will be provided on the SOA Facebook page. Race course will be 3/4 of a mile in length. There will be no milling on the course. The first turn will be very wide with six buoy's and turn two will have five. They will attempt to adjust the schedule so that those racers that wish to participate in the Trenton, MI and Thompson, CT races will be able to fly home in time to attend.

iii. Marathon Nationals- Indian River, MI.

Terry Kerr reported that the race will occur on August 11 & 12, 2018. They had 99 entries last year with J, Stock and the Thunder Cat categories combined. The goal this year is to break 100.

e. 2019 Championship Reports

i. Closed Course Nationals – Wakefield, MI.

This race will be conducted as in the past, by the Badger State Outboard Association. Don Allen reported that the Modified Category will not be joining us. There will be a shortened schedule and perhaps an additional weekend of racing included.

ii. Marathon Nationals- Indian River, MI.

No report. Race planned as usual for the second weekend in August each year. Currently under a 5 year bid structure.

f. Approval of 2017 Category Awards.

i. Hall of Champion Inductees

1. Terry Kerr – 24.5 points

2. Kyle Lewis – 16.5 points
3. Joe Pater – 16 points

ii. Gerald Waldman Award – Billy Simmons from Newton, NJ with 9305 points in 24 ASR races.

iii. Henry Menzies Award – Kyle Lewis from Seattle, WA with 17,734 points in 52 races.

iv. Craig Dewald Award – Terry Kerr from Flat Rock, MI with 5100 points in 11 races.

v. Tammy Dawe Award – Jeff Brewster from Ravenna, Ohio.

vi. Rookie Of The Year – Thomas Schlarb from Canton, Ohio with 4,864 points.

*Motion to approve by Jean Mackay-Schwartz
Motion carries unanimously*

g. Class specific awards – Warnock / Miller

Discussion was held by Jeff Brewster explaining the Steve Warnock perpetual trophy that is presented each year for the closed course national champion in 25SSH. This trophy was donated by the Warnock family four years ago. It was presented to Steve for his championship win in Wakefield, Michigan in 1986. Due to this being the last season for the class, the award will be presented in 2019 to the BSH closed course national champion as this was also one of Steve's classes that he also excelled in.

The Fred Miller perpetual trophy has been established by the donation of his 1959 BU National Championship trophy (Winnebago, WI) from his daughter Stacy Iwanicki. This award will be presented to the BSR Marathon National Champion each year. An additional thanks goes to Fred's good friends, Kurt & Gary Romberg for their help in this process.

The chair asked that the verbiage from both awards be added to the rest of the award rules in racing rule 19 to honor our friends.

*Motion to approve by Terry Kerr
Motion carries unanimously*

VIII. New Business

a. Bids for future Closed Course National Championships

2020 – Springfield, Ohio

A presentation was given by Bill Pavlick III of the Marine Racing Club. He introduced race promoter, Dana Potts, who was on hand to explain the future plans for the lake. One of which is the new name, “Champions Park”.

Motion to approve by Jean Mackay-Schwartz

Motion carries

(In a separate meeting later, the J committee approved the same bid and will join Stock Outboard at this national championship)

b. Bids for 2018 Divisional Championships

i. Closed Course

Northeast - Schenectady Outboard, Whitney Point, NY June 2 & 3

Southeast – CVRA, Edgewood, MD May 5 & 6

Central – MHRA, Constantine, MI June 16 & 17

Western - SCOA, Bakersfield, CA (Lake Ming) (45ss too) April 14 & 15

Motion to approve by Don Allen

Motion carries unanimously

ii. Marathon

Central – Depue, IL & Grass Lake, MI were bid with Grass Lake receiving the most votes for the weekend of September 8 & 9.

Motion to approve by Mike Akerstrom

Motion carries

c. Bids for 2018 North American Championships

45SS – Newberg, OR May 26 & 27

Motion to approve by Matt Yarno

Motion carries unanimously

300SSH – Thompson, CT July 14 & 15

Motion to approve by Don Allen
Motion carries unanimously

DSH – Eatonville, WA August 18 & 19
CSH – Seatac, WA September 8 & 9

Motion to approve both by Don Allen
Motion carries unanimously

d. Bids for future Eastern & Western Championships

2018 Western – SCOA, Lake Havasu, AZ (45ss also) March 3 & 4

Motion to approve by Mike Akerstrom
Motion carries unanimously

2019 Eastern – PRORA, Jesup, GA for Saturday and the Southeast Divisionals on Sunday. Date to be determined.

Motion to approve by Matt D’Agostino
Motion carries unanimously

2019 Western – SOA, Castlerock, WA May 4 & 5

Motion to approve by Tom Johnston
Motion carries unanimously

f. Stock Outboard Promotions

i. Our previous projected budget totaled a net income of \$3,360.00. At the year end, the actual figure was \$-2592.32. This negative number occurred due to the purchase of three 300SSH engines in late fall. All engines have been sold and now our current balance is \$18836.88.

ii. Explanation of the 2018 Promotions Budget

Trophies & Awards	\$1000.00
Rookie of the Year jacket	\$85.00
Category award ceremonies	\$600.00
Postage	\$300.00
Safety inspection decals	\$50.00
HOC jackets 3 @ 85.00	\$255.00
300SSH engine stock 3 @ 2100.00	\$6300.00
Office supplies	\$80.00
Printing	\$150.00

Travel	\$500.00
Delivery	\$500.00
Miscellaneous Expense	\$1000.00
Live streaming	\$1000.00
Annual meeting/ HOC	\$1200.00
J Scholarship fund donation	\$500.00
2018 Net Income Projection	\$5304.00

*Motion to approve by Terry Kerr
Motion carries unanimously*

g. Rule changes in previous balloting

The chair explained that due to rule issues in the balloting prior to the meeting, said ballots should be considered null and void.

*Motion to approve by Terry Kerr
Motion carries unanimously*

A new ballot with the same verbiage was passed out to all commissioners for their consideration during the evening and due back Friday morning at 9 am.

All ballot items below have passed by the majority of the SORC in their balloting and will become effective 30 days after posting unless specified otherwise.

Ballot #1

1. 300 engine sealing

See the middle of page 35 of our tech manual titled "Repair Centers".

Add Jerry Davids to our list of members (Ric Montoya and Tom Johnston) that are permitted to be the first sealers of the incoming engines for the class.

To date, Ric Montoya has not been involved in the original sealing as planned when this rule was written. He has only sealed five engines to date.

This has left Tom with all of the work of preparing and sealing 59 engines in the class. This measure will add assistance to this process and educate another member in the sealing process so that all engines remain the same.

2. 300SSH engine magneto stop

This measure would allow the removal of the stop (which is not used) under the magneto plate.

Add to the bottom of each engine chart in our tech manual pages 80 & 81 for the 300SSH engines:

"It is permissible to remove the magneto stop and its fasteners."

Reason: The removal of the two screws will allow water to drain out of the magneto after the engine has become submerged and allow the possibility of a driver being able to race in the next heat.

3. Chairman's duties at Championship events

Please add a new rule, RR 18.6, page 34

At a championship event, the Stock Outboard Chairman will not be required to sign up for any duties of official capacity at registration. However, the chairman may volunteer to assist in pit area duties when time permits.

Reason: This allows the chairman to be available for issues to conduct meetings, address protests/appeals and be available for discussions throughout the day regarding the event.

4. Turn judge exception

Please add a new rule, RR 18.1.C.vi, page 33

Any driver that is previously qualified for the summer nationals final in their class, may NOT be in any official capacity during the qualifying races for their class.
(i.e. turn judges - race committee - referee - judges stand)

5. Ecuador racing numbers

Add to our current state letter chart on page 19 of our racing rules: (RR 6.8.)

The letters "EC" for Ecuador.

6. Yamato mags

Corrected proposal for balloting below: (I have changed this to be for the 300 class only since it is technically legal in the rest of the classes)

Add to the bottom of each engine chart in our tech manual pages 80 & 81 for the 300SSH engines:

"It is permissible drill holes in the plate cover that is underneath the magneto to allow water to exit after submerging."

Reason: The 302/321 mag plate should have approximately six holes of 1/8" diameter drilled due to different chambers holding water.

7. BSR (15SSR) turn fins

Tech manual, HULLS, top of page 16:

a) BSR ONLY: With the exception of after-plane fins mounted on the transom, turning fin(s) must be mounted on the planing surface. When the fin is mounted on the planing surface, the fin blade must be perpendicular to, and not extend beyond, the vertical plane of the planing surface.

Add at the end of the rule: THIS RULE DOES NOT PERTAIN TO MARATHON RACING.

Ballot #2

1. 25SSH class

Proposal: Require the use of the original restrictor plate in the Mercury 25xs engine in the 25SSH class for the 2018 racing season and beyond.

Reason: To lower the speed of the 25xs to allow the 20s Sidewinder to be the motor of choice per our Stock Outboard mission statement.

2. Sanction approvals

Proposal: Add words in capital letters to the following two rules:

Page 13, RR 2.1. Regattas - 1. The Referee, RISK MANAGER, SCORER and Inspector must be chosen from the lists of Referees and Inspectors, approved by the appropriate category chair and region chair.

Page 33, RR 18.1.G. Championships - G. The Referee, RISK MANAGER, SCORER and Inspector must be approved by Stock Outboard Racing Commission before granting sanctions.

Reason: Our Chairman and your Region Chair approve our sanctions by viewing three lists: Referee's & Risk Managers (both on one list), Scorer's and Inspector's. This adds the words into our rules for what is done, but not specified.

3. Mercury 25xs drive shafts

Allow the use of a 2 piece drive shaft with a coupler in the Mercury/ Mariner 25 XS engine.

Reason ; There are NO drive shafts available from Mercury Marine . A check of their stocking dealers did not find any available to purchase. Aeroliner boats has a reproduction stub shaft available for the lower unit and a fishing motor can provide the upper shaft (spline end) A Rossi or Yamato coupler can be used to connect the 2 shafts.

4. Rookie of the Year for 2017

Proposal: Award to Tom Schlarb of Canton, Ohio.

2017 Stock Rookie Points (top five total points from all classes raced)

4864 Thomas Schlarb, Canfield, OH

2819 Michael Flockerzi, Venus, PA

2392 Dylan Murray, Canada

1244 Arthur Rayfield, Nassawadox, VA

1087 Jim Tryon, Seattle, WA

Tom would receive his jacket at the Category Awards ceremony in Chicago.

Ballot #3

1. Yamato cooling

Proposal: Remove Rule #16, Page 73 of our tech manual and replace with a new rule below:

- 1) The water inlet hole(s) may be repaired with weld or plastic compounds.
- 2) It is permissible to create a groove from the forward side entrance of the original hole location thru the leading edge of the exhaust snout.
- 3) The lowest point of the water inlet hole(s) and groove may not be more than 1.400" below the bottom of the cavitation plate.
- 4) The original contour of the exhaust snout must be maintained.
- 5) This is permissible on all approved Yamato engines in classes 25ssr, CSR, CSH and 20ssh.
- 6) See photos on Page 75 of this manual.

Reasons:

- 1) Sufficient testing has occurred after drilling out the leading edge of the water intake area. It has been found that the motor will now cool sufficiently.
- 2) With this rule change it will be much easier for our inspectors. They will not have to measure the intake hole, slot or groove size. Only depth location.

3) We will not have our drivers disqualified for the hole that they drilled out themselves and therefore made it too large or too small by thousandths of an inch.

4) Actually, no one has to do this. Each driver can adjust this hole size if needed depending on the specific engine, set up and propeller.

5) In addition to the photos being added on the current page 75, there will be a "drilling guide" added to the Stock Outboard Resource page on the APBA website. This will show our members how to accomplish this.

Ballot #4

1. Radios

Proposal: Replace RR1.6 with the following:

"Except for boats with capsules, any form of audio communication while underway is forbidden."

Reason: To encourage individual sportsmanlike driving over team driving.

2. Mercury 25SS

Proposal: Remove the engine completely from our class structure and technical manual.

Reason: It is no longer used.

3. Motor of choice in 25SSH

Proposal: Add an asterisk beside the Sidewinder 20S engine as the motor of choice for 25SSH.

This is on our chart for permitted motors on page 14 of the technical manual.

Reason:

This has not been approved yet and we need to do so to be able to follow our mission statement.

4. Motor of choice in 300SSH

Proposal: Add an asterisk beside the Yamato 321 engine as the motor of choice for 300SSH.

This is on our chart for permitted motors on page 14 of the technical manual.

Reason: This has not been approved yet and we need to do so to be able to follow our mission statement.

We are no longer sealing any 302's in the class.

There are approximately ten 302's in the class that are grandfathered previously.

With the 321 already dominate in the class, the 302 will eventually go away.

Ballot #5 (part one)

1. Mercury 402xs

Proposal: Remove the engine completely from our class structure.

Reason: It is no longer used.

2. Marathon Engine Inspection

Rule: Bottom of page 4 of the tech manual. (Levels of Inspection)

Proposal: Remove Marathon National Championships from Level 2 & add it to Level 3.

Reason: This is based on the fact that it is a national championship and counts the same towards the HOC, that it should be a complete tear down just like the closed course summer nationals.

3. Hot Rod 20 ci

Proposal: Remove the engine completely from our class structure.

Reason: It is no longer used.

After passage of the SORC, this issue would be effective 30 days after posting on the APBA website.

4. Sidewinder 15H

Proposal: Remove the engine completely from our class structure on November 1, 2020.

Reason: It is no longer used.

5. 300SSH class cooling

Proposal: Allow the 300 class engines to have the same new cooling rule as the rest of our Yamato engine classes.

Reasons:

- 1) Some 300 drivers report issues with cooling.
- 2) This will allow cross over into other Yamato classes.
- 3) This is not a requirement to do so and is up to each driver if needed.
- 4) This is only cooling and not a speed advantage.

6. 20SSH

Proposal: Make the Model 321, the motor of choice in 20SSH.

Reasons:

- 1) Stock Outboards mission statement reads: Stock Outboard will attempt good competition in all classes via a philosophy of allowing the motor of choice in each class to be the currently manufactured engine.
- 2) We know by the 20 class having 2 engines of choice, it has caused some current drivers and potential new drivers some un-rest.
- 3) We should only have 1 engine per class, as the engine of choice, for all our classes. In 20, it should be Yamato 321.
- 4) I fully understand that both Sidewinder 20S and the Yamato 321 are currently manufactured engines. By having 2 engines designated as engines of choice, it does not add to the stability of the class.

Ballot #5 (part two)

1. 25SSR Motor of Choice

Proposal:

On page 14 of the Tech Manual where we list the Permitted engines for each class put an * next to the Yamato 321 as the Motor of choice.

Reason: The class is heavily weighted to Yamato power and making any other engine the "Motor of choice" will be detrimental in the stability of the class or obtaining growth. I would suggest there be no "parity" adjustments to the class at this time. We seem to have a fairly good balance in this class.

2. Category Awards

Stock Outboard donates \$600 each year to our Friday night awards banquet at the national meeting for the food and room expense.

I ask for approval to do the same this year.

3. Yamato 300 series roping plates

Proposal: Remove the language in the chart on page 78 of the tech manual that states that you must use

the old style transistor with the old style roping plate. Also remove the language that states that you must use the new style transistor with the new style roping plate.

Issue: The old style roping plate is no longer available.

Explanation by TJ: By removing the language it would allow you to run either rope plate on your 302/321 motor. The old, heavier rope plate will not fit on the new transistor unit (part number ending in 03) as it is larger diameter and taller, but the new rope plate will fit on the old transistor unit (part number ending in 01). As I previously stated, it is not legal to machine the old plate to fit the new transistor. Ask Joe, he bought a motor and ran it at Jesup with a machined old style rope plate (unknown to him). It rubbed on the transistor box and cost him \$350.00 for the transistor box and \$176.00 for the new rope plate, plus \$65.00 for a new top bearing and \$13.00 for a new top seal, which was melted in the process.

Ballot #6 (part one)

1. Yamato restrictor plates

Proposal: Replace the old rule with the new rule in our tech manual

Old rule: 8. The restrictor plate used in all Yamato engine classes shall have a maximum thickness dimension of .0065" without chamfer. All edges of this plate must be 90 degrees.

New rule: 8. The restrictor plate used in all Yamato engine classes must be flat and made out of solid aluminum. It shall have a minimum thickness dimension of 0.057" and a maximum thickness dimension of 0.066" without chamfer. All edges of this plate must be 90 degrees. The slot in the plate cannot go past the gasket/carburetor bore diameter.

2. Tohatsu copilot

Proposal: Add the following sentence to the tech manual:

The use of a copilot tension device to adjust tension in the Tohatsu tower is permitted.

3. Yamato cooling

Proposal: Raise the distance of the measurement between the bottom of the hole and the cavitation plate from 1.4" to 1.5" in our new cooling rule.

4. Tohatsu thermostat

Proposal: Add to the tech manual this sentence:

Removal of the thermostat and the anti-corrosion anode are permitted in the Tohatsu RAM 50.

5. Yamato gaskets

Proposal: All Yamato engines must have one complete gasket behind the carburetor. In all Yamato classes that use a restrictor plate, they must have one complete gasket on each side of the plate. It is permissible to use two standard gaskets between the carburetor and the intake manifold. All gaskets used must be solid.

Reason: Additional air induction is possible if not used.

6. 45SS minimum age

We have a conflict on this issue in our rule book.

Our safety rule #7 on page 11 states that a driver has to be 16 years of age or older.

Prior to this on page 3, it states, "All rules for the 45SS class will be the same as the OPC SST-45 rules."

The OPC rules states that the minimum age is 14.

Proposal: Add the words in all caps to the sentence below

All rules for the 45SS class will be the same as the OPC SST-45 rules. EXCEPT FOR THE MINIMUM AGE, WHICH IS 16 YEARS.

7. DSR

Proposal: Make the class "marathon only". Both straightaway records will continue. All competition records will be retired. This will be effective November 1, 2018.

Reason: It is no longer raced in closed course racing.

Ballot #6 (part two)

1. 15SSR & 15SSH

Proposal: Rename the BSR & BSH classes, 15ssr & 15ssh. The motor of choice in the classes will be the Sidewinder 20s with ¾" restrictor plate.

(This measure brings the classes back to what they used to be called and opens up the class name for the new classes BSR & BSH addressed below).

2. Side fins

Proposal: Add a side fin option to the 15SSR class. If the side fin is used, the minimum weight of an entry raises to 375 and the engine height is set at 1-3/4" below.

(15 lbs. more & 3/8" lower than current class height with the restricted 20s)

3. If ballot item #1 passes:

Create a new BSR class, with no fin restrictions and with the 20s Sidewinder as the motor of choice, unrestricted on a larger boat (46" x 10'). The weight set at 395. (This is the same rig that is currently legal for 25SSR). This class will have a clean slate for all of the records with the current height limitations. All records established for the first time will not be eligible for HOC points. This measure will also remove the 20S Sidewinder engine from 25ssr.

4. If ballot item #1 passes:

Create a new BSH class for the unrestricted 20s Sidewinder as the motor of choice, exactly as it is raced in 25ssh (1/2" below & 400 lbs). This class will have a clean slate for all of the records with the current height limitations. All records established for the first time will not be eligible for HOC points. This measure will also remove the 20S Sidewinder engine from 20ssh.

5. If ballot item #4 passes:

Add the Mercury 25xs with restrictor at 3/4" below to BSH at 420 lbs.

This measure will also discontinue the existing 25ssh class on November 1, 2018 and the records will be retired.

6. If ballot item #4 passes:

Add the Model 80 Yamato at 1/2" below to BSH at 400 lbs. (as raced in 20ssh)

7. If the ballot items 5 &/or 6 pass:

The Yamato Model 80 &/or the Mercury 25xs will be removed from the BSH class after three seasons on November 1, 2020. This will only occur if there are at least 30 drivers that have raced the class a minimum of four races during the third season while using the 20S Sidewinder engine.

Jill Glossner and Barb Brink were tasked with counting the ballots and presented the results to the chairman where the announcement was made that all ballots carried by a large margin.

*Motion to approve all measures brought forward to ballot by Don Allen
Motion carries unanimously*

h. Stock Outboard Racing Rule Changes

- Rule 2.11 – One heat races

A motion was received to remove the existing and replace with new wording of the rule:

“If circumstances beyond the control of the Race Committee develop, they may run a one-heat race. This rule does not apply at the nationals where the category chair must give approval.”

*Motion to approve by Mike Akerstrom
Motion carries unanimously*

- Rule 2.13 – 3 days in 2

A motion was received to remove the existing and replace with new wording of the rule:

“It is permissible for the race committee to schedule and run an extra race for any class or classes it chooses on any single sanction so long as the same is published on the circular. All races must be scheduled for two heats.”

*Motion to approve by Mike Akerstrom
Motion carries*

- Rule 2.14 – 50% rule

A motion was received to remove the entire rule.

*Motion to approve by Mike Akerstrom
Motion carries unanimously*

- Rule 4.9 – Start & Finish

A motion was received to remove the existing rule in its entirety and use the new General Racing Rule 10.1.C that was passed in the Race Management meeting earlier:

“If a clock start is used all races must have a video start to identify illegal boats.”

*Motion to approve by Terry Kerr
Motion carries unanimously*

- Rule 16.1 – Administration

A motion was received to remove the existing and replace with new wording of the rule: *Racing shall be conducted under the supervision of a Stock Outboard Racing Commission (SORC). The decisions of the SORC shall be final in all matters pertaining to the administration and interpretation of the rules for these classes. This commission shall serve as an appeal board for owners, drivers, Referees, Inspectors and Race Committee. One of the SORC's duties shall be the enhancement of membership and the promotion of the growth of Stock Outboard racing.*

*Motion to approve by Kurt Romberg
Motion carries*

- Rule 16.2 – Administration

A motion was received to remove the existing and replace with new wording of the rule: *“The SORC may declare that any racing class, shall be eliminated. Approval of a majority of the Commission members is necessary. Such class shall continue until October 31 following the date of approval whereupon said racing shall then be eliminated.”*

*Motion to approve by Kurt Romberg
Motion carries*

i. Stock Outboard Safety Rule changes

- Kill switches – location, material and length. *A discussion was held on the rule SSR 2.3 that allows a lanyard to be no longer than one that reaches the engine. It was stated that the cord should be as short as possible and of rope material. A motion was received for a new two foot maximum measurement but then withdrawn for more information to be gathered by the SORC this season.*

j. High Point Awards or Hall of Champion Awards changes

- HOC – *A discussion was held on the topic of the new “at large” bid rule that states, “To be considered, the nominee must have multiple national championships in multiple categories /committees.”*

- No new motions were brought forward.

k. Inspection or Inspection Manual Changes

- Yamato cooling discussion – a presentation was given by Lee Sutter and Matt D’Agostino on the new cooling rule where a drilled tower was exhibited. New inspection tools were provided that measures the 1.5” inlet hole measurement. The chair thanked both Lee and Matt for their lead in this project along with the help from Tom Johnston, John Adams, Kyle Lewis and Kurt Romberg. The following members can assist with the drilling process; Tom Johnston, Jerry Davids, Mike Akerstrom, Mike Weinandt & Rick Sandstrom.

l. New Bylaw changes

- A discussion was held on the many new changes and how they will affect our category. Several of the Stock Outboard racing rules were in the need of change due to this.

m. Promotion

- Plenty of items are available to our clubs that are free. Contact the chair at any time for more information. Mike Akerstrom suggested we set up a new Stock Outboard Instagram page to attempt to attract the youth. Mike then volunteered to take on this task for us.

IX. Adjourn

Motion to adjourn by Terry Kerr at 11:05 pm, January 26.

*Respectfully submitted,
Jeff Brewster
Stock Outboard Chair*