

APBA BOARD OF DIRECTORS

TELECONFERENCE

JUNE 11, 2015

1. The meeting was called to order by President Mark Wheeler at 8:15 PM.
2. Roll call was taken. In attendance were: President Mark Wheeler, Vice-President Dutch Squires, Charles Strang, Dave Augustine, Howie Nichols, Jean McKay-Schwartz, Ernie Dawe, Fred Hauenstein, Robin Shane, Bill Thompson, Jan Shaw, and Rick Sandstrom, Steve Hearn, Ryan Berlin, Mary Williams, Adam Allen, Jeff Conant, Rich Fuschlin, Pat Gleason, Mark Weber, Ted Kolby, Jeff Brewster, Ann Shaw, Jeff Titus, Roger Carr, Carleton Callahan, and invited guests Jeff Bernard, Mary Ann Wilson, and David Rankin.
3. Motion by Dave Augustine, seconded by Fred Hauenstein to approve the minutes of the 4-21-15 meeting as presented. Motion passed unanimously.
4. Ryan Berlin gave a digital update. Readership of the digital issues of Propeller Magazine have reached 66,000 readers. The website is also doing very well in page views. We are up over 3,000 page views over this time last year. Unfortunately the social site is down from last year. Ryan is considering giving the site a facelift to encourage more usage. Currently the scoring program is being worked on with the Scoring Committee. Testing of the program is expected in late June with a program launch in late July. A brief discussion was held with suggestions for the social site facelift. Ryan will also do a Propeller article on navigating the social site once the facelift is complete.
5. Discussion on the handling of the Gold Cup was broken down into 3 parts: (1) the Gold Cup document itself, (2) history of the need for a document, and (3) Gold Cup fee.
 - a. Howie Nichols presented a document written by the Gold Cup committee for consideration. Steve Hearn was asked to provide assistance in making the document into a legal contract. This would make the provisions binding and protect APBA in case of non-performance.
 - b. Mark Wheeler explained that for the past 10 years when the Gold Cup Race was held in Detroit, the Gold Cup was under very good security while on display in the pits. Now that the Gold Cup will be traveling verbal instructions are not enough. Mark Weber agreed that the Cup is not being handled with the due respect it deserves. Friends of APBA spent over \$25,000 to refurbish it and it needs to be kept in pristine condition.
 - c. The Gold Cup fee is a fee set by APBA in addition to the sanction fee. Mark Wheeler reported that from 1995 – 2000, the fee was \$5000. Since 2002 it has been \$5150. The sanction fee is set per the contract with H1, which is valid through 2017. The H1 contract states that if DRRRA's contract for the Gold Cup was terminated, the Gold Cup becomes part of H1 and is awarded by H1 subject to the payment of the applicable fee to APBA. The Gold Cup contract with DRRRA has been terminated so H1 has the right to award the Gold Cup to a site of its choosing. The only question is the setting of the fee to be paid for the Gold Cup race to APBA. President Wheeler said they he is in favor of raising the fee but would like it to be less than a doubling of the fee. He said he would

recommend a fee of no more than \$9,000. He then asked that each board member state the fee they would like to see:

Dutch Squires: \$9,000

Charlie Strang: \$9,000

Dave Augustine: \$9,000 or less

Howie Nichols: \$9,000

Jean McKay Schwartz: \$9,000

Ernie Dawe: \$9,000

Fred Hauenstein: \$9,000

Robin Shane: Would like to see this done with a bid process with the minimum set at \$9,000. President Wheeler advised that this could only be done if H1 initiated a bid process. Per the contract, H1 selects the site. Robin would like to see the contract re-opened to allow for this change.

Bill Thompson: \$9,000

Jan Shaw: \$12,000

Rick Sandstrom: \$9,000

President Wheeler said that he would go with the majority of the Board and initiate a \$9,000 Gold Cup fee. He also said he would be willing to renegotiate the awarding of the Gold Cup when the H1 contract comes up for renewal in 2017.

Rick Sandstrom expressed concern that the document be distributed to Tri-Cities who is hosting this year's Gold Cup so they can plan for the additional expenses. Mark Wheeler responded that he and Ryan Berlin would notify Tri-Cities of the provisions of the document as soon as possible so that they could plan.

6. President Wheeler then outlined how the Board would proceed with consideration of the Flat bottom/Inboard Runabout issue before the Board. Committee Chairman Dave Augustine reviewed the results of a recent survey of Inboard Runabout Drivers/Owners. He said that of the 54 surveys returned 21 indicated a desire to have a separate committee under the Inboard Racing Commission. This was the most popular choice among those returning the survey. An additional 17 respondents expressed a desire to join the Inboard Endurance Category.

Inboard Category Chairman Mark Weber stated that he felt the sole purpose of the group coming to the Board of Directors was to avoid the capsule requirement scheduled to be effective November 1st of 2015. He stated that there are commissioners from the flat bottom ranks on the IRC. Also owners/racers are on several committees and there are no open issues not being addressed by the IRC. Flat bottom driver and IRC member Dave Rankin expressed the opinion that any rule change takes time. Getting capsules in the flat bottom boats is a slow process and hasn't gone with the speed everyone might want. If the November 1st 2015 date is enforced for capsules, there will not be enough members to race. He recommended the Board remove the date or rescind the rule. Mr. Weber stated that the IRC had mandated capsules 3

times previously and each time had rescinded the rule. He then led a brief discussion on the possibility of using a head and neck restraint instead of capsules to prevent fatalities. President Wheeler then asked that each Board of Director give his/her opinion on this issue:

Dutch Squires: Most survey respondents want to be governed differently than the current structure. They don't feel they are being represented by the IRC.

Charlie Strang: Main issue is that APBA has said that this is a dangerous situation and we are attempting to correct it with a capsule. Are we collectively and individually prepared to face the legal challenges after someone is injured if we change the mandate? He asked Mr. Hearn for a legal opinion. Mr. Hearn stated that the paper trail is loud and clear that we are not putting people in the safest equipment.

Dave Augustine: Totally agrees with Mr. Strang.

Howie Nichols: Seems to him that the guys want to separate and go under the Inboard Endurance banner. He also said he feels very strongly about requiring capsules or roll cages along with head and neck restraints.

Mr. Wheeler asked Inboard Endurance Chairman Ted Kolby what their position was on accepting the flat bottoms. Mr. Kolby said he could not speak to the issue of safety or capsules, but was willing to do whatever he could to give these drivers a voice.

Jean McKay Schwartz: There is a need to separate the issues of safety and governing the flat bottoms. She feels there is a need for more information on the head and neck restraint devices. She also asked if current flat bottom boats can handle the capsules or is there a need to redesign the boats.

Ernie Dawe: Question is would a head and neck restraint system would be advisable for all of Inboard Endurance. Would like to see more research done in this area.

Fred Hauenstein: Agrees that the survey didn't separate the question of representation from the capsule mandate issue. If APBA wants to do head and neck restraints, we need more data. In his opinion, feels that Mr. Strang's comments should control the situation.

Robin Shane: Asked what was the position of the IRC on the capsule mandate. She was advised by President Wheeler that since the Board of Directors had passed a resolution prohibiting the IRC from rescinding the mandate, there was no reason for the IRC to discuss this. Robin then stated that she felt most people wanted a separate commission. If the flat bottoms want to go to the Inboard Endurance category, then the capsule mandate should stay in place.

Bill Thompson: Questioned whether there was a current Inboard rule in place already requiring helmet support. Mr. Weber explained that this new head and neck restraint system far surpasses what is currently being used. Mr. Thompson then stated that he felt the head and neck restraint system should be enforced in all Inboard boats. He also stated that the flat bottoms should be able to govern themselves but the capsule mandate should follow them.

Jan Shaw: Feels very strongly for the mandated capsules, but is fine with changing how they are governed.

Rick Sandstrom: The survey says they want their own representation so we should agree with that. But he strongly agrees with Mr. Strang.

Members of Council were then given an opportunity express comments or ask questions.

Jeff Conant expressed the opinion that there have been fatalities even with capsules. He felt that not all rescue teams would be ready to work with them. And if there is a capsule mandate, the drivers will just leave APBA.

Roger Carr asked if there was a release form that could be creating stating that the drivers understand that capsules are the safest way to race, but the driver declined to race one. Mr. Hearn stated relying on a separate release form would be very risky in his opinion.

Jeff Conant then asked if the mandate stays, where can a capsule be obtained and how quickly? Dave Rankin reported that there are very few people making them because the capsule and boat have to be mated to each other.

Ernie Dawe made a motion that the Board of Directors return to the Inboard Racing Commission the power to act on the flat bottom issue and to come up with recommendations by the next national meeting. There was no second.

Dutch Squires made a motion that effective November 1, 2015, all inboard runabout classes and their rules (including the capsule mandate) move to the Inboard Endurance Category. Seconded by Bill Thompson.

President Wheeler requested a roll call vote be taken and expressed for the record, that if he was voting, his vote would be No. Voting yes were Dutch Squires, Howie Nichols, Jean McKay-Schwartz, Ernie Dawe, Robin Shane, Bill Thompson, and Jan Shaw. Voting

no were Dave Augustine, Fred Hauenstein, Charlie Strang, and Rick Sandstrom. Motion passed 7 in favor, 4 against.

7. Other Matters:

- a. Jeff Titus requested an explanation for the cancellation of the Sarasota Grand Prix. It was explained that the conducting club had secured insurance outside of APBA and decided to run the race as a non-APBA race.
 - b. Robin Shane passed on a question from racers as to when/if records set in New Martinsville would be on the website. Ryan asked her to provide a list of which specific records she was looking for and he would follow up.
8. There being no further business, a motion was made by Fred Hauenstein, seconded by Dave Augustine to adjourn. The meeting was adjourned at 9:45 PM.

Respectfully submitted,

Mary Williams

APBA Secretary