

**American Power Boat Association
Stock Outboard Category Meeting
113th Annual Meeting
Los Angeles, CA. January 26-28, 2017**

I. Call to Order

Meeting called to order by Chairman Jeff Brewster at 10:30 am on Thursday, January 26, 2017

II. Opening Ceremonies

- a. Pledge of Allegiance
- b. Moment of silence - *The chair read the words of Steve Noury that was read to all at the SSOA banquet held previously in honor of our drivers Stephen Joy and Mark Greene that we lost last September in Taunton, Massachusetts.*
- c. Introductions – *Each commissioner and the chair shared something about themselves and their racing career.*
- d. Meeting specifics, lunch, breaks, etc.

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 rules and by-laws of the American Power Boat Association and the rules of the Stock Outboard Category? If so, say 'I do'.

IV. Roll Call

Mike Akerstrom – Region 1
Scott Clark – Region 2
Ed Runne – Region 3
John Runne – Region 4
Howie Nichols – Region 5
Tom Johnston – Region 6
Mark Kurz – Region 6
Brian Mitchell – Region 6*
Don Allen – Region 7
Ed Hearn – Region 7
Ron Magnuson - Region 10
Matt Yarno - Region 10
Steve Wilde – Region 11
David Hale – Region 12

Asterisk (*) = First year on the SORC

All commissioners above were present except Mark Kurz.

V. 2016 Chairman's Report

A good season was enjoyed with great competition at our championship events. The 300SSH class continues to grow beyond expectations and our rule books continue to get better and more organized.

VI. Appointment of Committees

Technical Committee:

OMC: Ron France

Mercury: Tom Smith

Tohatsu: Alex Poliakoff

Hot Rod: Cooper Jess

Sidewinder: Ed Runne

Yamato: Tom Johnston

Boat Tech Committee: Brian Trolian, Mike Pavlick & Dave Bennett

300SSH Committee: Dave Anderson, Tom Johnston, David Hale, Jean Mackay-Schwartz, Mike Deck, Steve Noury and Jeff Brewster

300SSH Service Centers: Ric Montoya, Jerry Davids, Roger Carr, Alex Poliakoff and Tom Johnston.

Website Committee: requesting volunteers (again)
Promotional Committee: requesting volunteers (again)

Tammy Dawe Advocate Award Committee:
Jeff Conant, Dave Anderson and Jean Mackay - Schwartz.

SO Chief Inspector: Tom Johnston
SO Category Representative: Dave Anderson
SO Chief Referee: Steve Noury
SO Chief Scorer: Jill Glossner

Motion to approve by Don Allen
Motion carries unanimously

VII. Approval of Annual Meeting Agenda

Motion to approve by Howie Nichols
Motion carries unanimously

VIII. Manufacturers' Reports

a. Tohatsu – Alex Poliakoff

No engines sold last season to APBA members. A list of requests was presented and discussed. The results of which are listed in the technical section of these minutes.

b. Yamato – Ric Montoya &/or Tom Johnston

Explained motors sold in the past and parts out of manufacture. Ric thanked the SORC for keeping the Yamato classes alive.

c. Sidewinder – Ed Runne &/or Ron Selewach

Good year with some vendor issues. Has new flex plate flywheel to show. 100 engines out, but gear cases are running out. 25 castings coming. Cost of engines will go up due to manufacture costs. Head gaskets are correct with the 3 holes on top. It is in the manual for the torque of all the nuts and bolts. The new flex plate flywheel was presented and will be a manufacturer change.

IX. Old Business

- a. Approval of Minutes from 112th Annual Meeting.

The chair stated, "If there are no corrections, the minutes from Chicago stand as shown on the APBA Resource page".

Motion to approve by Howie Nichols

Motion carries unanimously

- b. Approval of Decisions of Race Committees and Referees for 2016.

Motion to approve by Howie Nichols

Motion carries unanimously

- c. 2017 Championship Reports

- i. Eastern Winter Nationals- Tabor City, NC April 7 – 9

See entries in XI. Other Matters

- ii. Western Winter Nationals- Castle Rock, WA May 6 & 7

Kyle Bahl reported and thanked the SORC for the date extension. All classes invited, plus the 45sst class possibly.

- iii. Summer Nationals- Grass Lake, MI July 24 – 29

Brian Trolan & Mark Miskerik will be in charge of the nationals committee within MHRA. As of this time, the race committee has not been chosen.

- iv. Marathon Nationals- Indian River, MI August 12 & 13

No report, due to the absence of Mark Kurz.

- d. 2018 Championship Reports

- i. Summer Nationals- Moses Lake, WA July 29 – August 5

Anna Cappelletti reported that all is on schedule for Stock, Mod and J.

- ii. Marathon Nationals- Indian River, MI August 11 & 12

- e. 2019 Championship Reports

- i. Summer Nationals- Wakefield, MI July 28 – August 4

Don Allen reported that he or Bill Pavlick will most likely be the pre-race chairman. The Modified Category may not come, not sure yet. If so, there is a possibility of a regular race to be held the weekend before.

ii. Marathon Nationals- Indian River, MI August 10 & 11

Note: *At this time a discussion was held on the possibility of a change in the appeals process for driving and course rules. This is due to an earlier meeting of race management.*

Ed Hearn cautioned that if this passes, many appeals would come towards the SORC. He also stated that this can be avoided by more use of the yellow card system instead of disqualification especially at championship events.

Motion by Ed Hearn:

Request of the race committees; please don't send us these appeals, use the yellow card system instead.

For: 11

Against: Scott Clark

Abstention: Steve Wilde

Motion Carries

Later in the meeting, it was learned that in another session of the race & rules committee, this proposal did not pass.

f. Approval of 2016 Awards.

i. Hall of Champion Inductees

1. Terry Kerr with 22 pts.

2. Kyle Lewis with 15 pts.

3. Joe Pater with 15 pts.

ii. Gerald Waldman Award

– Joe Pater from Saint Joseph, MI.

In 20SSH, Joe earned 8,930 points in 22 races.

iii. Henry Menzies Award

– Joe Pater from Saint Joseph, MI.

Joe earned 28,448 points in 75 races.

iv. Rookie of the Year

- Paul Teike from Levering, MI.

v. Craig Dewald Award

– Jake Alkema from Commerce Twp., MI.

Jake earned 4450 points in 10 races.

- vi. Tammy Dawe Advocate Award
– Tom Johnston of Britton, MI.

*Motion to approve by Howie Nichols
Motion carries unanimously*

X. New Business

a. Bids for 2017 Divisional Championships

Closed Course
Northeast - Whitney Point, NY June 3 & 4
Southeast – Jesup, GA April 29 & 30
Central – Pell Lake, WI May 20 & 21
Western – Seaside, OR June 17 & 18

*Motion to approve by Ed Hearn
Passed unanimously*

b. Bids for 2017 North American Championships

Note: *No bids were presented when the chair asked.*

Motion by Ed Hearn to allow the chairman to award with a “first come - first served” basis. Motion carries unanimously.

*Later in the meeting a motion was brought forward by Ron Magnuson to accept the NAC for ASR & ASH at Lawrence Lake, WA on September 16 & 17.
Motion carries unanimously.*

c. Bids for 2017 45SST National Championship

- Newberg, OR May 27 & 28

*Motion to approve by Ed Hearn
Motion carries unanimously*

d. Bids for 2018 Western Championships

No bid(s) received.

e. Bids for 2018 Eastern Championships

Bids were received for:

Standish, ME May 18-19 & 20 by Mike Akerstrom

Pell Lake, WI May 19 & 20 by Don Allen

Jesup, GA by Howie Nichols

After some discussion the motions for Pell Lake and Jesup were withdrawn.

Motion to approve Standish by Howie Nichols:

For: 6

Against: 3

Abstention: 4

Motion carries

f. Stock Outboard Promotions

i. 2016 to 2017 Budget

Our previous projected budget totaled a net income of \$1280.00. At the year end, the actual figure was \$2131.54. Our balance prior to this meeting is \$16,752.55.

ii. Explanation of 2017 Budget

Trophies and awards	\$1000.00
Category award ceremonies	\$600.00
Live Streaming Project	\$1000.00
Boat decals 3"x5"oval (1000)	\$925.00
Promotional handouts (5000)	\$1850.00
Postage & Shipping	\$1000.00
Office supplies	\$80.00
HOC jackets 3 @ \$85	\$255.00
Safety inspection decals	\$50.00
Travel	\$500.00
Printing	\$150.00
J Driver Scholarship fund	\$500.00
Social media advertising	\$1100.00
300SSH engine stock 3 @ \$2100	\$6300.00
Miscellaneous	\$200.00
2017 Net Income Projection	\$3360.00

Motion to approve by Ed Hearn

Motion carries unanimously

g. Phone Conference Ballot

The following proposals were approved via balloting of the SORC which ended on January 8, 2017.

Racing Rule 16.1 Administration – passed, goes to membership for approval.

Racing Rule 16.3 Administration - passed, goes to membership for approval.

Racing Rule 16.4 Administration – passed, goes to membership for approval.

Racing Rule 16.8 Administration – passed, goes to membership for approval.

300SSH reed stop height – passed, need BOD approval, once passed, post to rules & website.

300SSH squish band – passed, need BOD approval, once passed, post to rules & website.

25xs cylinder repair – passed, post on website and add to tech manual.

Classics – passed, goes to membership for approval.

Millville issue – passed, goes to membership for approval.

Championships Rule – regionals – passed, goes to membership for approval.

Western Winter Nationals – passed, date extension of one week.

SORC Phone Conference Ballot (with minutes and results)

Vote update: Of our 14 commissioners, 13 responded.

Mike Akerstrom did not respond.

Jeff Brewster 1/9/17

1) RR 16.1 Administration

Action: Remove all words in capital letters in the paragraph below:

Current rule: 1. 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. THE SORC SHALL CONSIST OF AT LEAST ONE MEMBER FROM EACH REGION OF APBA WITH AT LEAST 30 STOCK OUTBOARD MEMBERS. One of the SORC's duties shall be the enhancement of membership and the promotion of the growth of Stock Outboard racing. The SORC shall have the power to determine that specific motors may be eliminated or approved for use in other classes with restrictions. Any action under this paragraph shall be made at the Association's annual meeting. Any rule in conflict with this paragraph shall be automatically repealed. IN CASE THE SORC BY MAJORITY VOTE REQUESTS A MANUFACTURER OR MANUFACTURERS OF BOATS OR ENGINES TO DEVELOP AND PRODUCE SPECIAL EQUIPMENT, THIS REQUEST AND THE MANUFACTURER'S GUARANTEED AVAILABILITY FOR SHIPMENT DATE MUST BE SUBMITTED TO THE RACING MEMBERSHIP ON THE NEXT REGULAR RULES BALLOT. After approval BY THE RACING MEMBERSHIP, the manufacturer or manufacturers shall be granted a period of two years during which the class shall not be abolished nor shall the class rules affecting the manufacturer be changed without written consent by the manufacturer. This two year period will start with the date of the completion of the ballot count. If the manufacturer should be unable or unwilling to ship up to 50

engines against bona fide orders on or before the guaranteed availability for shipment date, the ballot will be null and void.

Proposed New rule:

1. 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. The SORC shall have the power to determine that specific motors may be eliminated or approved for use in other classes with restrictions. Any action under this paragraph shall be made at the Association's annual meeting. Any rule in conflict with this paragraph shall be automatically repealed. After approval, the manufacturer or manufacturers shall be granted a period of two years during which the class shall not be abolished nor shall the class rules affecting the manufacturer be changed without written consent by the manufacturer. This two-year period will start with the date of the completion of the ballot count. If the manufacturer should be unable or unwilling to ship up to 50 engines against bona fide orders on or before the guaranteed availability for shipment date, the ballot will be null and void.

Reason: The first sentence for removal is already covered in our bylaws. The second sentence for removal is no longer followed. We have been asked to clean up, organize and reduce the number of rules in our category per the request of the APBA Board of Directors.

Vote: For __11__ Against __1__ Abstain __1__

If passed this WOULD go to a vote of the members and be effective 30 days after posting on the APBA website.

2) Racing Rule 16.3 Administration

Action: Add words in double parenthesis and remove all words in capital letters in the paragraph below:

Proposed:

3. ((NEW ENGINE APPROVAL)); The procedure for approval of engines to be used in existing classes is as follows:

- A. At any time, a party in interest may submit to the SORC a petition for approval of a new engine for use in an existing class. THE SAME SHALL BE CONSIDERED SUBMITTED UPON RECEIPT BY THE CHAIRMAN OF THE PETITION AND A TWENTY FIVE DOLLAR (\$25) FILING FEE (THE FEE TO BE DEPOSITED IN THE STOCK OUTBOARD PROMOTIONAL FUND).
- B. The petition for approval shall contain or indicate the following:
 - i. The class(es) within which the new engine shall be utilized;
 - ii. A description of the new engine including the name of the manufacturer, the displacement of the engine, and the horsepower rating;
 - iii. The estimated speed range for both the hydroplane and runabout class, if applicable;
 - iv. The estimated new cost for the engine;
 - v. Whether or not modifications of the engine of any kind will be required for racing; (Note: this shall include whether the engine is submitted as a complete outboard motor, including powerhead and lower-unit, or whether the engine is submitted as an incomplete motor which shall have an after-market racing foot or lower-unit, etc. installed);
 - vi. The approximate availability date for the engine;
 - vii. The approximate number of engines which are or shall be available for purchase;
 - viii. The expected time period such engine shall be available from the manufacturer; ix.

The estimated parts-availability;

x. Whether or not any currently approved engine(s) shall be eliminated from use or shall have any technical changes made;

xi. The name(s) and signature(s) of the individual(s) submitting the petition.

C. Contemporaneously with the filing of the petition, the proposed technical specifications for the engine and, if applicable, for the boats which shall be utilized with the engine shall be submitted to the SORC.

D. Upon receipt of the petition for approval, the Chairman shall submit the same to the SORC or a committee thereof for consideration within ten (10) days. ((The SORC shall thereafter consider the petition)).

New rule:

3. NEW ENGINE APPROVAL; The procedure for approval of engines to be used in existing classes is as follows:

A. At any time, a party in interest may submit to the SORC a petition for approval of a new engine for use in an existing class.

B. The petition for approval shall contain or indicate the following:

i. The class(es) within which the new engine shall be utilized;

ii. A description of the new engine including the name of the manufacturer, the displacement of the engine, and the horsepower rating;

iii. The estimated speed range for both the hydroplane and runabout class, if applicable;

iv. The estimated new cost for the engine;

v. Whether or not modifications of the engine of any kind will be required for racing; (Note: this shall include whether the engine is submitted as a complete outboard motor, including powerhead and lower-unit, or whether the engine is submitted as an incomplete motor which shall have an after-market racing foot or lower-unit, etc. installed);

vi. The approximate availability date for the engine;

vii. The approximate number of engines which are or shall be available for purchase;

viii. The expected time period such engine shall be available from the manufacturer;

ix. The estimated parts-availability;

x. Whether or not any currently approved engine(s) shall be eliminated from use or shall have any technical changes made;

xi. The name(s) and signature(s) of the individual(s) submitting the petition.

C. Contemporaneously with the filing of the petition, the proposed technical specifications for the engine and, if applicable, for the boats which shall be utilized with the engine shall be submitted to the SORC.

D. Upon receipt of the petition for approval, the Chairman shall submit the same to the SORC or a committee thereof for consideration within ten (10) days. The SORC shall thereafter consider the petition. etc.....

Reason: The sentence for removal is no longer followed. We have been asked to clean up, organize and reduce the number of rules in our category per the request of the APBA Board of Directors.

Vote: For 11 Against 2 Abstain _____

If passed this WOULD go to a vote of the members and be effective 30 days after posting on the APBA website.

3) Racing Rule 16.4 Administration

Action: Add words in double parenthesis and remove all words in capital letters in the paragraph below:

Proposed:

4. ((NEW CLASS APPROVAL)); The procedure for establishing a new class within the Stock Outboard Category shall be as follows.

A. At any time, a party in interest may submit to the SORC a petition for approval of a new class. THE SAME SHALL BE CONSIDERED SUBMITTED UPON RECEIPT BY THE STOCK OUTBOARD CHAIR OF THE PETITION AND A TWENTY FIVE DOLLAR (\$25) FILING FEE (THE FEE TO BE DEPOSITED IN THE STOCK OUTBOARD PROMOTIONAL FUND).

B. A new class is defined as a class which does not currently compete within the Stock Outboard Category and which utilizes a different motor make and hull size than any other class used within the Stock Outboard Category, or which results from a class separation, whereby one existing class is separated into two different classes.

C. Class combinations, whereby two existing classes are combined into one class, are also governed by this paragraph.

D. The petition for approval shall contain or indicate the following:

- i. The name of the new class(es);
- ii. The motor which shall be utilized, including manufacturer and horsepower rating;
- iii. The estimated approximate speeds for the new class(es);
- iv. Whether a propeller-height restriction shall be utilized;
- v. Whether an existing Stock Outboard class is proposed to be eliminated with the approval of this new class;
- vi. The name(s) and signature(s) of the individual(s) submitting the petition.

E. If an engine is proposed to be utilized in this new class which is not currently utilized within the Stock Outboard Category, then a petition for approval of a new engine must be filed with the SORC contemporaneously with the filing of the petition for approval of a new class. ALL REQUIREMENTS FOR THE FILING OF THIS PETITION UNDER PARAGRAPH TWO (D) ABOVE SHALL ALSO BE MET; HOWEVER, IN THIS CASE, THE NEW ENGINE PETITION FILING FEE SHALL BE WAVED. etc....

New Rule:

4. NEW CLASS APPROVAL; The procedure for establishing a new class within the Stock Outboard Category shall be as follows.

A. At any time, a party in interest may submit to the SORC a petition for approval of a new class.

B. A new class is defined as a class which does not currently compete within the Stock Outboard Category and which utilizes a different motor make and hull size than any other class used within the Stock Outboard Category, or which results from a class separation, whereby one existing class is separated into two different classes.

C. Class combinations, whereby two existing classes are combined into one class, are also governed by this paragraph.

D. The petition for approval shall contain or indicate the following:

- i. The name of the new class(es);
- ii. The motor which shall be utilized, including manufacturer and horsepower rating;
- iii. The estimated approximate speeds for the new class(es);
- iv. Whether a propeller-height restriction shall be utilized;
- v. Whether an existing Stock Outboard class is proposed to be eliminated with the approval of this new class;
- vi. The name(s) and signature(s) of the individual(s) submitting the petition.

E. If an engine is proposed to be utilized in this new class which is not currently utilized within the Stock Outboard Category, then a petition for approval of a new engine must be filed with the SORC contemporaneously with the filing of the petition for approval of a new class. etc....

Reason: The sentences for removal are no longer followed. We have been asked to clean up, organize and reduce the number of rules in our category per the request of the APBA Board of Directors.

Vote: For 12 Against 1 Abstain _____

If passed this WOULD go to a vote of the members and be effective 30 days after posting on the APBA website.

4) Racing Rule 16.8 Administration

Action: Add words in double parenthesis and remove all words in capital letters in the paragraph below:

Proposed:

8. The Stock Outboard Technical Committee shall recommend engine specifications, clarifications, or replacement parts to the SORC. The SORC shall have authority for approval of engine changes and specifications. CHANGES WILL BE IN EFFECT ON THE FIRST DAY OF THE MONTH FOLLOWING PUBLICATION IN PROPELLER MAGAZINE. Motor specifications and related items shall be frozen for the period of a racing year, effective November 1. At the written request of the manufacturer, the technical committee and the SORC may approve a replacement part. Replacement parts with specification changes will not be approved for racing between May 1 and SEPTEMBER 1 ((November 1)) for the respective racing year.

A. The SORC HAS ESTABLISHED ((will have)) a Competition Committee for each of the classes LISTED BELOW. The members of the Competition Committees shall be appointed by the SO Chairman and their term shall end on October 31st following their appointment. All decisions with regard to the technical rules for these classes shall be made by the Competition Committee for the respective class and shall require approval of the SORC for implementation. Any rule change approved BY A SO COMPETITION COMMITTEE shall become effective thirty (30) days following publication in Propeller Magazine or on the APBA website.

B. THE SORC HAS ESTABLISHED THE FOLLOWING STANDING COMPETITION COMMITTEES:

I. D CLASS COMPETITION COMMITTEE

II. A CLASS COMPETITION COMMITTEE

III. 20SSH CLASS COMPETITION COMMITTEE

IV. B CLASS COMPETITION COMMITTEE

V. 25 CLASS COMPETITION COMMITTEE

New Rule: (additional changes have been made to this rule from quick topic suggestions)

8. The Stock Outboard Technical Committee may recommend engine specifications, clarifications, or replacement parts to the SORC. The SORC shall have authority for approval of engine changes and specifications. At the written request of the manufacturer and/or the technical committee, the SORC may approve a replacement part. Replacement parts with specification changes will not be approved for racing between May 1 and November 1 for the respective racing year.

The SORC will act as a Competition Committee for each of the classes. All decisions with regard to the technical rules for these classes shall be made by the SORC. Any rule change approved shall become effective thirty (30) days following publication in Propeller Magazine or on the APBA website.

Reason: The first sentence for removal is due to the magazine no longer being monthly. The second portion for removal will allow all classes to have a competition committee if needed. We have been asked to clean up, organize and reduce the number of rules in our category per the request of the APBA Board of Directors.

Vote: For__12__ Against __1__ Abstain ____

If passed this WOULD go to a vote of the members and be effective 30 days after posting on the APBA website.

5) 300SSH - reed stop height

Proposed: (Add to tech manual)

Q = Reed stop heights .272 maximum for all Yamato 300 series engines in 300SSH.

Reason: This number is exactly where Tom Johnston and Ric Montoya set them at when sealing and is the factory setting. The number is needed in the book for the repair stations to follow.

Vote: For__12__ Against __1__ Abstain ____

If passed, this WOULD NOT go to a vote of the members and will be effective 30 days after posting on the APBA website.

6) 300SSH - squish band

Proposed: (Add to tech manual)

The squish band depth on the Yamato 300 series engines will be .025" minimum.

Reason: The cylinder head is one of the few areas that the engine can be adjusted. This will make sure that all follow the same head contour.

Vote: For__12__ Against __1__ Abstain ____

If passed, this WOULD NOT go to a vote of the members and will be effective 30 days after posting on the APBA website.

7) 25xs cylinder repair

Proposal:

Add the following sentence to the Mercury / Mariner Specifications on page 26 of the 2017 Tech Manual:

"It is permissible to repair the 25xs cylinder block with a Nikasil-Nicom nickel based coating. The cylinder bore specification of 2.563 +/- .003 must be met."

Reason/Intent:

Many of the older 25xs engines have chrome cylinder walls. Over time this material fails. The newer 25xs blocks have the Nikasil coating instead. This would allow the old blocks to be refurbished at a third of the cost of buying a new block. Many engines have had this done already. This will make it no question as to its legality.

Vote: For__12__ Against __1__ Abstain ____

If passed, this WOULD NOT go to a vote of the members and will be effective 30 days after posting on the APBA website.

8) Classics

Rule 19 Classic Division

Proposal: Remove the entire rule

Reason / Intent:

1) Two years ago, it was requested of the SORC to delete this rule or give it more weight by allowing the

classics to be included in our national championships and record book. The SORC voted to give it more weight.

2) This experiment has not been successful. Neither of the above has occurred.

3) Removal helps reduce and simplify our rule book and technical manual.

4) Anyone interesting racing our classic engines may still do so under our special event rules.

Vote: For 12 Against 1 Abstain _____

If passed this WOULD go to a vote of the members and be effective 30 days after posting on the APBA website.

9) RR 2. 13 (Millville issue)

Current rule: 13. It is permissible for the race committee to schedule and run two races for any class or classes it chooses on any single day so long as the same is published on the circular. However, if the race committee determines that inclement weather or other circumstances warrant, the second race may be cancelled by the race committee.

Proposal:

Remove all words crossed out and add all words in capital letters.

13. It is permissible for the race committee to schedule and run two races for any class or classes it chooses on any single day so long as the same is published on the circular. However, if the race committee determines that inclement weather or other circumstances warrant, the second race ALL RACES may EITHER be cancelled by the race committee OR RUN ON ANY DAY OF THE EVENT.

New rule:

13. It is permissible for the race committee to schedule and run two races for any class or classes it chooses on any single day. However, if the race committee determines that inclement weather or other circumstances warrant, all races may either be cancelled by the race committee or run on any day of the event.

Reason/Intent: 1. If it is discovered that weather is approaching it allows the conducting club to put in a full weekend of events giving the drivers the benefit of a full weekend of events. 2. This has been done in NJ twice now and has created animosity and confusion among drivers towards other drivers, officials, and categories.

3. This would only help a poorly attended event where the club is trying to make ends meet. It would not be possible to accomplish at a regatta with a large number of entries.

Vote: For 11 Against 1 Abstain 1

If passed this WOULD go to a vote of the members and be effective 30 days after posting on the APBA website.

10) Championships Rule 18.1.A.i. (regionals)

Proposal: Remove the event from our rules

Reason / Intent:

1) The event means nothing in our racing

2) Helps reduce and simplify our rulebook

3) Has not been ran since the 80's?

Vote: For 8 Against 5 Abstain _____

If passed this WOULD go to a vote of the members and be effective 30 days after posting on the APBA website.

11) Championships Rule 18.5. (NAC's)

Proposal: Remove the event from our rules

Update: As stated in our meeting, I have researched this rule via the agreements with FMM & CBF.

I cannot see any issues if this rule passes and President Wheeler concurs. If you wish to view the agreements, they are on pages 2 through 7 of the APBA Reference Book in the Resource Directory of the APBA website.

Reason / Intent:

- 1) The event means nothing in our racing
- 2) Helps reduce and simplify our rulebook
- 3) Cost the club \$150 for the plaque
- 4) Is not a true North American Championship

Vote: For __5__ Against __8__ Abstain ____ IF PASSED THIS WOULD GO TO A VOTE OF THE MEMBERS AND BE EFFECTIVE 30 DAYS AFTER POSTING ON THE APBA WEBSITE

12) Western Winter Nationals

SORC,

This was not part of our discussion last night, but as requested via email early this morning, they need to know if we will approve this so I am adding to our ballot. I have pasted the email below. This request is one weekend past our deadline of May 1. Both Regions 11 and 12 have declined on holding the Winter Nationals. For the race to occur, Region 10 has stepped up to ask for approval to hold the race and permission to hold it one week late.

Jeff

☐ Matt <myarno1041@yahoo.com> ☐ Today at 12:15 AM ☐ To Jeff Brewster

Jeff

I didn't bring this up during the conference call so I wanted to send you an email.

Seattle Outboard Association is willing to host the Western Winter Nationals at Castle Rock. This is our first club race of the year. The unfortunate part is we will have to ask for an extension since the race is May 6th and 7th.

We do have one race prior to that but it is hosted by Seattle Inboard at Lawrence Lake and we only have a few classes which are invited.

I would like to get this extension approved quickly so we can start promoting the race. Last year it worked well and we are excited to host it again.

Matt

Vote: For __7__ Against __3__ Abstain __3

h. High Point Awards or HOC Award changes

i. 300SSH HOC

Rule: RR 20 - Awards

Action: Add a new rule 1.D. "The 300SSH class is not eligible for Hall of Champions points or awards".

Reason: It was never the intention of the 300SSH committee to have some of the top drivers in our sport racing the class. The class would have been for rookies only if we could have been able to get the class started without involving all members. This change would add more value to the class for our new drivers and help elevate some of the aggressive driving that is currently occurring. It has also been stated that the class cheapens our HOC by allowing points gained by beating the new drivers.

Effective: After passage of the SORC and then the Board of Directors due to the current rule freeze, this rule would go to ballot of the 300SSH drivers. If passed, it would go into effect on November 1, 2017.

Motion to discuss by Mike Akerstrom

The motion was amended to include an added sentence: "This will not include at-large bids in our hall of champions."

After a lengthy discussion the motion was tabled.

Note: *The chair sent the proposal back to the 300 committee for discussion on Thursday evening.*

Friday morning the chair announced that there was no decision made by the committee and therefore this proposal will die on the floor due to a lack of a decision.

ii. HOC minimum

Rule: New 20.1.D – Awards

Action: Eligibility and points earned towards the Hall of Champions, may only be earned in classes with no less than twenty-five (25) participants scoring APBA points in the current season.

Reason: To add more value and respect to our HOC induction requirements.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this rule would become effective November 1, 2017.

Motion to discuss by Don Allen

Motion fails unanimously

iii. Rookie of the Year Award

Rule: RR 20.5

Action: Replace our current rule with the rule below:

5. Rookie of the Year Award - goes to the new driver selected by the SORC for the accomplishments in their first season. A new driver will be defined as one who has never before participated in a APBA race with a full racing membership and who started his or her full membership racing career in the year in which the award is achieved.

The rookie drivers will be judged and the winner selected based on the following criteria:

1. The rookie's accomplishments and points earned on the race course.
2. The rookie's contributions to the sport off of the race course.
3. The rookie's sportsmanship throughout the race season.
4. Recommendations from the rookie's fellow racers and officials.

All new drivers will be verified by the chairman and distributed to the SORC after the end of the season for review and reference checks. The SORC will deliberate and select one winner based on the criteria above and the majority of the votes counted.

The winner will be announced by December 15th. The award will be a custom embroidered jacket and be presented at the APBA Outboard Awards Banquet held at the APBA National Meeting.

Reason: This rule change is an attempt to mirror the current Inboard category rule which allows the commission to vote on their choice for Rookie of the Year based on the drivers accomplishments, rather than just points earned.

Effective: After passage of the SORC, this would go to ballot of the membership. If passed, this rule would become effective 30 days after posting on the APBA website.

Motion to approve by Don Allen
Motion carries unanimously

i. Class or Engine Technical Changes

i. Yamato 102 ignition

Rule: New rule #21 (page 72)

Action: Add the following for Yamato Model 102 in all classes: Allow the Yamato 302/321 complete ignition to be installed on the model 102. It is permissible to add a shim or gasket between the bowl and the crankcase.

Reason: The coils are NLA for the 102. The complete 302/321 ignition can be fitted for about the same price as a pair of new 102 coils, when they were last available. Ric Montoya had one of these at the annual meeting in Seattle and it sparked. A shim or gasket will be needed to tighten the top “bowl” down so it does not rub on the top of the crank.

Chairman’s note: The first rule on the top of page 72 states, “1. It is permissible to use any make of bearings, seals, ignition components, piston rings, steering bar, or prop shaft provided no engine modifications are made to accommodate them. (Except 300SSH)” This rule could be considered as an answer for the approval of the ignition and therefore this addition to our agenda is not needed. Due to the complexity of this change, I wish to ask for the approval of the SORC.

Motion to discuss by Tom Johnston

Motion carries unanimously

ii. CSR record

Action: Grandfather the 3 mile / 3 lap record in the CSR class that was set in Lakeland, Florida on March 5, 2016, due to timing issues that occurred. This would retire the current record. The first new record established will not be eligible for our Hall of Champions points.

Reason:

After much debate, the SORC requested that the record be approved to avoid further controversy and damage to the sport.

Timing of the video clearly shows that the lead boat was at the entrance of the second turn on the last lap when he should have been crossing the finish line. This was an eight second difference in time.

This record beat the previous record by almost three miles per hour.

Since this race we have held two more record races where no entry came close to this record.

For example, in Dayton, the fastest speed was 6 mph off of this record.

It would be best to now grandfather this record in question for the fairness of all in the class.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

Motion to discuss by Ed Hearn.

Motion was amended by Ed to use the same wording above except to establish this record, the current record must be broken by 95%.

New motion: The 95% record rule will apply to the current CSR 3 mile / 3 lap record. The first new record established will not be eligible for our Hall of Champions points.

For: 6

Against: 6

The chair breaks the tie with a vote of for.

Motion carries.

iii. **Tohatsu engine proposals:**

1) Remove the height limitation on all entries using a Tohatsu engine.

No motion

2) Allow four blade propellers on all entries using a Tohatsu engine.

No motion

3) Add the use of any tuner pipe in the Tohatsu tower.

No motion

4) Remove the timing restriction on the Tohatsu engine.

Motion to approve by Steve Wilde. Motion carries 12 for, 1 abstention.

5) Remove the requirement for the use of reed stops on the Tohatsu engines using the Boysen reeds.

Motion to approve by Mike Akerstrom. Motion carries unanimously.

6) Allow the one tooth under gears in the Tohatsu gear foot (16/17 ratio).

Motion to approve by Mike Akerstrom. Motion carries 9 for, 4 against.

7) Allow the one tooth over gears in the Tohatsu gear foot (17/16 ratio).

No motion

8) Raise the Tohatsu engine to zero.

Motion to approve by Mike Akerstrom. Motion fails due to a lack of a second.

Note: *After the vote, the chair reminded Mr. Poliakoff that he had stated in a previous email to the SORC that he would not sell the engine to our membership if all proposals did not pass. He stated that he would still sell the engine to us. The following morning, he reneged on his statement to the chair. When the chair announced on Friday morning what had occurred, a proposal was brought to the floor.*

Ed Hearn motioned for the chairman to form a committee to search for a new D class engine.

For: 12 Commissioners

Abstention: Mike Akerstrom

Motion carries

iv. **Yamato cooling rule clarification**

Rule: #16 on Page 72 and #1 on Page 73 for the 102, 302 & 321 (also #27 on Page 32 for the Model 80)

(This proposal was separated by the chair for discussion due to its size.)

Action:

Remove this measurement minimum from #16 & #27. (0.270 –)

This is not a correct measurement.

Motion to approve by John Runne. Motion carries unanimously.

Also, add to the beginning of the first sentence in #1 on Page 73.

“With the exception of the inlet supply holes mentioned in the previous rule #16,”

Motion to approve by Howie Nichols. Motion carries unanimously.

Also, move this sentence from the end of #1 to a new number #21 on page 72.

“Extended length, flexible water outlet “dump” hoses are permissible.”

Determined to be housekeeping by Howie Nichols with no disagreement from the commission.

Also, add the 0.297 max to page 83 for the water inlet holes on the Model 80 since the number is missing completely.

Motion to approve by Howie Nichols. Motion carries unanimously.

New rules:

Under Permissible Modifications:

#16 & #27 – The water inlet supply holes may be repaired with weld or plastic compounds. The water supply inlet hole diameter is 0.297 max. Contours and

shape must be as originally manufactured.

#21 - Extended length, flexible water outlet “dump” hoses are permissible.

Under Non-Permissible Modifications:

#1 - With the exception of the inlet supply holes mentioned in the previous rule #16, no drilling or modifications of any type may be made to the cooling system.

Reason: Rule clarification and reorganization

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website.

j. Stock Outboard Racing Rule Changes

i. Marathon scoring

Rule: RR 18.2.A - Championships

Action: Replace the two entries of the word "races" in the sentence (i.) with the word "heats". Also replace the word "race" with "heat" in the sentence (iii.)

The new rule would read:

i. The contest shall consist of two (2) heats to be run on successive days. The winner in each class shall be determined on the basis of total points scored in the two heats.

ii. Classes may run separately or together, at the option of the sponsor and with the approval of the SORC. They shall be scored separately.

iii. Each heat shall be not less than 30 miles or 30 minutes at the discretion of the Race Committee.

Reason: To clarify that the two separate days of racing at our marathon nationals is not two separate races, but only one.

Effective: After passage of the SORC, this would become effective 30 days after posting on the APBA website due to being considered housekeeping and a rule clarification.

Motion to discuss by Howie Nichols

Motion carries unanimously

ii. **Buoys**

Rule: 5 • COURSES

3. The driver of a boat which damages or dislodges a buoy, AND CAUSES DAMAGE WHICH REQUIRES RACE-DELAYING ATTENTION BY THE RACE COMMITTEE shall be disqualified for that heat.

Action: Remove capitalized words above.

New wording: The driver of a boat which damages or dislodges a buoy shall be disqualified for that heat.

Reason: So if I destroy a buoy but my buddy in the patrol boat rushes out and replaces it before the black flag goes up, I'm good? It's the last heat of the day I hit a buoy there are no more heats to run so I did not delay the race, I'm good? I guess on the last lap in the last heat of the last race I could hit a lot of buoys?

Motion to discuss by Ed Runne

For: 12 Commissioners

Against: Ed Hearn

Motion carries

iii. **Winter nationals**

Rule: 18 – Championships (iii & v)

Action:

- 1) Remove all words naming this a “winter national” and a “national” championship.
- 2) Event will now only be called the “Western Championship” and the “Eastern Championship.”
- 3) Extend the date of when it can be held.
- 4) All other rules of the event still apply.

New Rule:

iii. One Summer National Championship, one Eastern Championship and one Western Championship open only to APBA members.

v. The SORC shall be empowered to award two championships to be held anytime between November 1 up to and including the third weekend in May. There will be an Eastern championship for the NE, SE, and Central divisions and a Western championship for the West division. A championship and double points will only be awarded if there are eight (8) bona fide starters in either heat of the finals and the winner is from one of the selected geographical divisions. The only qualified driver will be the defending East or West champion. Qualifying will be run on a race basis for which national race points will be given. Bids for this race must be submitted prior to the Annual Meeting.

Reason: Due to separating the winter nationals, this is no longer a “national” event. This will stop us from approving a “winter nationals” in the spring and meeting to extend the date.

Motion to approve by Howie Nichols

The motion was amended to state, “the third full weekend in May. (in the end of the first sentence)

For: 12 Commissioners

Abstention: Don Allen

Motion carries

Note: *It was the intention of several on the commission to revisit this later to discuss the rule that does not permit another race within the geographic division during a championship race. The amendment was never brought forward and heard.*

Racing Rule 18. 1 states:

d) There shall be no other Stock Outboard race sanctioned within the same geographic Division on the same dates as a Stock Outboard Divisional or National Championship.

It is the opinion of the chair that this will no longer be an issue for this race since this is no longer a “national championship”.

k. Inspection or Inspection Manual Changes

i. Yamato cooling (Chamfering/Fileting)

Rule: 16 (page 72) and chart (page 77)

Water inlet hole, Yamato model 302/321 .297” max.

Action: Water inlet hole on Yamato model 321 only: .310” max. with a leading-edge chamfer not to exceed .310” (5/32” radius) and not to go past the leading edge of the exhaust snout.

Reason: This allows the Yamato 321 to cool.

Chamfering: Pro’s

- 1) Has been shown that it improves cooling.
- 2) No cost.
- 3) Water flow cannot be restricted/altered.
- 4) Engine maintains stock appearance.
- 5) Optional
- 6) Legalizes what some are currently doing.

Chamfering: Con's

- 1) May not provide enough cooling.
- 2) Needs more development.
- 3) Permanent process that cannot be reversed easily.
- 4) Need rules and templates to inspect.
- 5) Not legal for 300SSH, other organizations or UIM.
- 6) Tuck and set back rules may be needed if approved.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

The chair stated that he would entertain a motion to discuss for each proposal on Yamato cooling separately. Once the motion is received, one person from each side of the proposal in the gallery will have five minutes each. Once complete all gallery comments will end. Then we will allow each commissioner in region order, one through twelve to state his opinion for a time period to not exceed two minutes. Once complete, the chair will call for the vote.

A motion to discuss was received by Howie Nichols. Gallery speakers were Matt D'Agostino for the Cool Tool and Joe Pater for drilling and chamfering due to both of them personally testing one or both of the proposals provided.

Motion carries. (7 – 5 – 1)

For: Ed Hearn, Don Allen, Tom Johnston, Howie Nichols, John Runne, Ed Runne and Scott Clark.

Against: David Hale, Matt Yarno, Ron Magnuson, Brian Mitchell and Mike Akerstrom.

Abstain: Steve Wilde.

NOTE: At the end of the meeting, this rule was amended.

Motion by Howie Nichols for all Yamato engines to be drilled and chamfered as listed in the previous proposal.

Motion carries: 12 for, Ed Runne abstained.

ii. **Yamato cooling (Cool Tool)**

Rule: Add the sentence below to create a new rule #31 on Page 32 for the Model 80 and #21 on Page 72 for the 102, 302 & 321.

New rule: It is permissible to use the “Cool Tool”, manufactured by Machined Components Inc. on all models of Yamato engines. The Cool Tool must be mounted as instructed by the manufacturer with no alterations, modifications or restrictions permitted.

The Cool Tool consists of the mounting bracket, the cooling pipe, water hose and the mounting hardware. The mounting bracket must be mounted on the top of the cavitation plate, on the back starboard rear corner per the mounting instructions within the kit supplied by the manufacturer.

The fitting that is chosen to attach the water hose to the tower water inlet opening must have a 1/4" +/- .025" inner diameter. The water hose connecting the cooling pipe to the tower water inlet fitting must have a 3/8" +/- .025" inner diameter. It is not permissible to restrict the water going through the Cool Tool cooling pipe, water hose or tower water inlet fitting in any way.

Reason: To provide cooling to all Yamato engines.

Cool Tool: Pro's

- 1) Proven to cool the engine by multiple race teams.
- 2) Inexpensive and available through one manufacturer.
- 3) Reversible & easily disconnected.
- 4) Easy to install in towers with a flush plug.
- 5) Proven, existing technology.
- 6) Optional to be used at any time.

Cool Tool: Con's

- 1) Not pretty to some.
- 2) Water pressure/flow altering rules need to be considered.
- 3) Tuck and set back rules may be needed if approved.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

A motion to discuss was received by Matt Yarno.

For: Matt Yarno, Ron Magnuson, Brian Mitchell and Mike Akerstrom.

Against: Steve Wilde, Ed Hearn, David Hale, Don Allen, Tom Johnston, Howie Nichols, John Runne and Scott Clark.

Abstain: Ed Runne

Motion fails. (4 - 8 - 1)

iii. **Yamato exhaust nipple**

Rule: Add a new sentence to the bottom of Permissible Modifications on page 72.

Wording: It is permissible to drill out the Model 321 exhaust nipple that currently has a 4 mm hole to .315" maximum which is the same as the Model 302 exhaust nipple.

Reason: Technically, this is already permitted since we can switch parts between the two models. Since the 302 nipples are no longer available, this makes an easy fix to the lack of availability.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

*Motion to discuss by Don Allen.
After discussion, the motion was withdrawn.*

A new motion to approve was presented by Tom Johnston to allow the above, but exempt the 300SSH class.

Motion carries unanimously.

1. Stock Outboard Safety Rule changes

i. 20SSH engine mounting height

Rule: SR 3.1 (page 7)

Action: Lower the Model 321 engine mounting height to $\frac{3}{4}$ " from the current $\frac{1}{2}$ " below.

Reason: To allow the 321 to cool better and make the 321 more compatible with the other four motors in the class.

Effective: After passage of the SORC, this rule would go into effect 30 days after posting on the APBA website.

Motion to discuss by John Runne.

For: Eleven commissioners

Against: Don Allen

Abstain: Mike Akerstrom

Motion carries (11-1-1)

An amendment was added by Ed Hearn to define the fact that the Model 321 will be defined by the baffled tower housing.

For: Twelve commissioners

Against: John Runne

Motion carries (12-1)

ii. Throttle locking

Rule: SR 4.1 (page 10)

Action: Reworded rule:

Locked throttles are prohibited while getting on plane, while milling and in competition. The throttle can only be locked while starting the engine and until the driver assumes their driving position in the cockpit and begins to accelerate. While getting on plane, drivers must keep their hand on the throttle and one foot in the cockpit. No driver may assume a driving position, which requires that he/she remove his/her hand from the throttle. A foot throttle may be used in lieu of a hand throttle, but it must be operated in the manner described for hand throttles. While racing, one knee must remain below the top of the cockpit at all times, unless the driver is in a sitting position. The Referee and Race Committee will make the final decision regarding driving safety issues.

Reason: This rule change is to clarify when a driver is and is not permitted to lock the throttle. The main focus of this change is to not allow drivers to operate their boat while on plane with the throttle in the locked position and keep the rest of the rule intact.

Effective: After passage of the SORC, this would go into effect 30 days after posting on the APBA website.

*Motion to discuss by Howie Nichols
Motion carries unanimously*

iii. Set Back

Rule: SR 3.4 Engine Mounting Heights

Action: Add new set back rule for 20SSH & CSH **if** either Yamato cooling proposal passes.

Reason: To avoid extreme set ups and/or specially designed hulls due to the impending cooling rules. This rule works well for all in the current classes and will be a great step in safety.

New Rule:

4. In 20SSH and CSH the leading edge of the gear foot (nose cone) may not be closer than 5” to the trailing edge of the bottom of the boat.

Effective: After passage of either (or both) of the cooling proposals on this agenda, this rule would go into effect 30 days after posting on the APBA website.

*Motion to approve by Steve Wilde
Motion dies due to a lack of a second*

XI. Other Matters

Motion to approve by Ed Hearn.

“An additional point shall be awarded to any driver who wins a high point championship in one of the three largest Stock Outboard classes as determined by the prior year’s participation.”

Motion fails unanimously

Abby Pond gave a report on the Tabor City, NC Eastern Winter Nationals.

Afterward, a motion to discuss by John Runne.

John will be the referee and requests to allow a shortened three minute gun for milling and water condition safety if all are out of the pits at the 2017 Eastern Winter Nationals.

For: 11 Commissioners

Against: Scott Clark

Abstention: Howie Nichols

Motion carries

(This issue had been discussed prior to the meeting in a phone conference/ballot and was brought up again).

RR 2. 13 (Millville issue)

Current rule: 13. It is permissible for the race committee to schedule and run two races for any class or classes it chooses on any single day so long as the same is published on the circular. However, if the race committee determines that inclement weather or other circumstances warrant, the second race may be cancelled by the race committee.

Proposal: Add at the end: or run on any day of the event if announced at the drivers meeting.

Reason/Intent: 1. If it is discovered that weather is approaching it allows the conducting club to put in a full weekend of events giving the drivers the benefit of a full weekend of events. 2. This has been done in NJ twice now and has created animosity and confusion among drivers towards other drivers, officials, and categories.

3. This would only help a poorly attended event where the club is trying to make ends meet. It would not be possible to accomplish at a regatta with a large number of entries.

Motion to discuss by Howie

Motion fails unanimously

A discussion was held on who will be interested in being the next Stock Outboard Chairman and how the national meetings of the future may be changing into a convention type format.

New commissioner comments:

Brian Mitchell explained his first three years in our sport and how he got started. Thankful that the Sweeney's have mentored him and his family. Racers schools got him hooked and his family is helping with them now.

Gallery comments:

The chair asked several in the audience and all passed.

XII. Adjourn

Motion to adjourn by Don Allen at 2:55 pm, January 27.

*Respectfully submitted,
Jeff Brewster
Stock Outboard Chair*