SORC ballot #6 announcement of rules adoption

All proposals below have been approved by the majority in the balloting of the SORC which concluded last evening.

The Stock Outboard Racing Commission has voted to approve a change in the current class structure.  These changes will remove the confusion of multiple engines of choice in two classes and provide consistent direction for our members.  Essentially, there are no new classes or classes being removed.  The changes are slightly confusing, so I will do my best to explain.  A little history first.  In 1991, the SORC eliminated the B (20ci) class and renamed the 15 (15ci) class as the new B class.  This decision was mostly based on the lack of drivers using the 20ci Hot Rod engine in our category.  The basis of the two classes was to have a lighter driver in the 15 and heavier in the 20.  When we lost the 20ci class, the medium to heavy driver had to move up to the 25 or C classes and the 15ci class stayed the same for the light to medium driver.

Now, with the use of the Sidewinder 20s engine we can return to the 1991 structure once again and provide a perfect stepping stone for driver size and ability.   Essentially, The current B class will become the 15 class again in using the restricted 20s Sidewinder and a new B class will be added.

To avoid adding more classes to our schedule, we are starting off by reducing our current structure by two classes.  Our DSR class will become a "marathon only" due to a lack of interest in racing closed course.  Also, our 25SSH class will become the new BSH class.  (Currently the 20s Sidewinder & the unrestricted Mercury 25xs are the legal engines in 25SSH)

The new BSH will have the Yamato 80 added in the current 20SSH format to help get the class up and running.  The Mercury 25xs will be restricted and lowered on the transom.  After three seasons BSH will only use the Sidewinder 20s as long as the class numbers are over 30 entries with this engine.

The Sidewinder 20s will race in the BSH class at 1/2" below the bottom and will no longer be an entry in the 20SSH class.

The new BSR class will not have hull restrictions on turning.  Roll up or side fin boats will be permitted for the Sidewinder 20s engine.  The boats will be slightly larger, due to the engine running unrestricted.  This setup is exactly how it has been ran in the 25SSR previously and will no longer be a qualified entry in that class.

One additional change effects the 15SSR class that has been a "roll up" only.  It will still follow the same technical rules as in the past, except for a provision that will allow a side fin boat to race with them.  The side fin entry will be required to be 15 lbs heavier and 3/8" lower to create parity within the class and hopefully add more participants.

With the above, we stay at 13 classes in Stock Outboard and create the much needed classes for our medium to heavy drivers.  Most importantly, we provide a clear direction of where our category is headed.  This is where every class has a motor of choice that is the currently manufactured engine.

These changes to become effective 30 days after posting on the APBA website, pending approval of the APBA New Class Committee and the Board of Directors.

On behalf of the SORC, we look forward to an exciting new era of our category.

Please contact your local commissioner if you have any questions or email me at stockoutboard@apba.org

Thank you,

Jeff Brewster

Stock Outboard Chair

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**All proposals below have been passed by the majority of the SORC and are copied directly from the SORC ballot. Most do not have reasons why the proposal was brought forth since the SORC had already discussed the issue previously. See your commissioner or email me with any questions and we will be happy to explain. – Jeff Brewster**

**(Vote = For - Against – Abstained)**

**Ballot #6 (part one)**

**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.

**Vote = 14 – 1 – 1**

**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.

**Vote = 15 – 1 – 0**

**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.

**Vote = 15 – 1 – 0**

**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.

**Vote = 14 – 2 – 0**

**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.  
  
**Vote = 14 – 2 – 0**

**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.

**Vote = 16 – 0 – 0**

**DSR**  
  
Proposal:  Make the class "Marathon only"  
  
Reason:  It is no longer raced in closed course racing.

**Vote = 13 – 3 – 0**

**Ballot #6 (part two)**

**Item 1**

Return the weights of BSR & BSH back to 360 & 365 respectively and return to the NO side fin rule in the BSR class.    
  
(This measure would bring the class back to the 2017 rules & create a pathway for the following proposals to add new interest to our class structure).

**Vote = 13 – 2 – 1**

**Item 2**

If ballot item #1 passes:  
Add a side fin option to the BSR 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)

**Vote = 13 – 2 – 1**

**Item 3**

If ballot item #1 passes:  
Add a side fin option to the BSR 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)

**Vote = 13 – 2 – 1**

**Item 4**

If ballot item #3 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.

**Vote = 13 – 2 – 1**

**Item 5**

If ballot item #3 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.

**Vote = 13 – 2 – 1**

**Item 6**

If ballot item 5 passes:  
Add the Mercury 25xs with restrictor at 3/4" below and raise the 25ssh current weight to 420 lbs.   
  
(This measure will discontinue the existing 25ssh class.)

**Vote = 14 – 1 – 1**

**Item 7**

If ballot item 5 passes:  
Add the Model 80 Yamato at 1/2" below & 400 lbs (as raced in 25ssh)

**Vote = 13 – 2 – 1**

**Item 8**

If the ballot items 6 &/or 7 pass:  
The Yamato Model 80 & the Mercury 25 will be removed from the BSH class after three seasons.  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.

**Vote = 13 – 2 – 1**