

Meeting called to order by Chairman Whitney at 9:30 AM. Roll call: present were D. Whitney, K. Smith, Kent Fauntleroy, Pat Gleason, Bob Wartinger, categories: Bob Koshchka (MOD), Kritsti Ellison (PRO), Sam LaBanco (OPC). Approximately 25-30 additional attendees.

A - Reports: Rescue – Ken Smith offered a quick summary of Thursday's information. Bob Wartinger spoke of an international gathering of rescue teams, discussing techniques, teamwork, etc. Ken Smith was among the attendees.

Regarding capsule training, a commitment by Region 10 has been made to video an upcoming capsule training session, with Region 6 urged to do likewise if it can be arranged. The videos can be used to help inform students of the procedure, what to expect, how it works; this info is also useful to EMT's at race sites, so they understand how a rescue works at a race, the techniques used, etc.; it is also usable to train candidates for rescue teams. Pres. Mark Wheeler asked copies of the videos be sent to the APBA office, so that they may be available to any club or rescue team, (plus these can be used for APBA promotional purposes. It was noted that SIG (Specialty Insurance Group) representatives will be at the Region 6 capsule training to familiarize with the procedure.

Kent Fauntleroy urged use of stainless steel tees in the short air hose from air masks, as the often used brass tees are breaking in some instances.

B - Manufacturers Presentations: Lifeline, represented by Kent Fauntleroy, exhibited their new helmet / air system. Based on a Bell 2010 SA Snell rated helmet, the system features with adjustments to fit almost anybody (price about \$3000). Also discussed were the new carbon fiber shin and knee guards for capsule drivers (required in drag boats) and the newest version of the NexGen head / neck restraint. Other Lifeline products (seat belts/harness, gloves, jackets, etc.) were displayed in the meeting lobby.

SRP, represented by Pat Gleason and Scott LaPointe spoke of new driving boots made of Kevlar/leather with drain holes (\$175), of special import to kneeldown outboard racers. They also spoke of resuming manufacturing of cut suits, with materials alternatives of Kevlar/steel and 'Teflonite', a new tougher and lighter material. Also, driving suits will also be offered in Nomex, both single layer (SFI-3.1) and double layer (SFI 3.5), aimed at inboarders (car racers, too). They also have a full line of head and neck restraints, helmets including SFI 24.1 youth helmets, lifejackets, etc.

Stand 21, a French Company with 40 years of service in Europe with Formula 1 and other auto racing entities, has demonstrated a simple helmet removal system based on a driver's balaclava (head sock or hood), which enables safety or medical personnel to remove a helmet with much less disturbance to one's neck. Bob Wartinger displayed a sample, which is not yet in production. A short video is available. This product was introduced at the PRI show (Dec 2013) in Indianapolis. Stand 21 production target is late 2014.

Category Reports and Rule Change Review:

Stock Outboard – request from Jeff Brewster (Chairman SO) to review a Stock Outboard Safety Rule change approved by the SO Commission Friday 24JA14. A sentence has been added to SO Safety Rule 3.6: "It is highly suggested that all drivers should make every attempt to wear cut-resistant gloves and cut-resistant shoes / boots or at least very durable work boots with steel shank and toe." Reason for addition: reduce the number of hand and foot injuries, which appear to be the most commonly occurring for SO. Safety Committee Review: (comments summarized) good idea, why not PRO, OPC, MOD? D. Whitney will communicate change to each commission chair (note: each present in the meeting). Safety Committee vote: all yes, one abstention. This rule change will be reported to the APBA BOD with recommendation for approval by the BOD.

OPC – Sam LaBanco reported that 2013 saw few incidents, none of the serious kind. A written report will be forwarded.

MOD – Bob Koschka reported that there is a movement to upgrade the second rescue boat used by IOA club to improve its usability (meets basic needs, want to make it better). Funding is an issue.

Inboard – written report expected later, noted that the Inboard Safety Committee continues work on several issues controlled at the category level, that are not ready for report.

UIM-SFI: Bob Wartinger reported with a video / slide presentation on a variety of subjects, with charts and data to back up the information.

Boat racing has a fairly repetitive yearly pattern regarding fatalities. Most other forms of competitive motorsports are trending to fewer fatalities over the same period. These other forms have all increased engineering design, analysis, and testing to solve strength and crashworthiness unknowns. Boat racing has largely not done so, although there are current efforts to start. Reasons range from lack of resources to using only experience to guess at fixes (it it broke, make it thicker or heavier). Work by many, including Tom Stanley (APBA Safety Committee member), is progressing to correct this shortcoming.

Head clearance remains an issue within APBA. Desired clearance of 4 inches is not just vertical, it includes the areas +/- 45 degrees around the head. Examples were again shown. Tight side clearances , even with some padding, are causing known injury from repeated impact.

Use of safety equipment and practices need to improve. Primarily, this can be accomplished through education and training. Who needs the training? Drivers (of course), but just as importantly, owners, crew, officials (inspectors especially). Ideas to improve the education include holding seminars at region meetings and club meetings, such as the Sankuer Composite Technologies sponsored Safety Solutions (now part of Simpson Safety Equipment) sessions at the Raleigh National Meeting, where extensive presentations were viewed regarding driver restraints and head / neck restraints. Training and education of inspectors could improve in the area of safety equipment and practices, not just mechanical, engine, and hull performance factors. More use of resources within the motorsports world (one is baldspotsports.com for seat information, also Kirkey, Butlerbuilt) should help make the trend towards a downward direction.

In summary, keep up ongoing efforts to strengthen driver structures; communicate with and educate racing membership on safety equipment and practices; risk management – examine rules, look to communize, to help improve universal understanding; reducing incidents results in the potential for reduced insurance costs.

Snell 2015 – the next five-year update is coming approaching and on schedule, for racing helmets.

Zylon – a material useful for energy absorption and penetration resistance is coming into use. It is tougher than Kevlar, but does lose strength at approximately 160°F. It's use is developing.

Old Business:

Mil-spec helmet suitability for racing (topic suggested by Bill Chilcott for committee discussion) was not discussed. Remains on agenda.

No discussion regarding lifejackets. Remains on agenda.

New Business:

Do records of racing incidents exist to enable statistical analysis?

Safety rule commonality examination.

Next meeting TBA.

Meeting adjourned at 11:50 AM.