

Conference Call of the Vintage & Historic Representatives – October 20, 2010

The meeting was called to order by Chairman Doug Whitley at 7:07 PM. Members in attendance were: Region 1, Brian Small; Region 2, Bill DeGlopper and Marv Hart; Region 3, Bob Moore; Region 4, Dan Joseph; Region 6, Billy Noonan; Region 8, Phil Mitchell; Region 9, Jay Marshall; Region 10, Don Kelson; Region 12, Stuart Ford; Canada, Sylvain Demers; Unlimiteds, David Williams. Also participating in the conference call was APBA President Mark Weber. Absent from the meeting were: Region 5, Chuck Woodruff; Region 7, Ron Snyder, and Region 11, Frank Banducci.

The first discussion item involved the issue of boats with capsules or reinforced cockpits running on a course at the same time that vintage boats are on the course. Following discussion among the reps, a motion was made to create a rule which states that inboard hydroplanes are not permitted to be on a course at the same time as vintage raceboats. Exceptions to this rule may occasionally be made for purposes such as special photo opportunities or ceremonies; these must specifically be approved by the Vintage Chairman or the on-site regional rep if the Chairman cannot be reached. These photo ops or ceremonies must not be more than two laps. The motion passed unanimously.

The next issue concerned life jackets, specifically that only A-100 life jackets be permitted in vintage. Other issues raised in this discussion concerned life jackets not being worn according to the manufacturer's recommendations and proper fit of life jackets. Following discussion, it was decided to further research this issue with Mike Weber and present it at the APBA meeting in Detroit in January.

Discussion followed about sanctions against someone who changes safety gear following inspection to gear which has not been inspected and may not be legal in vintage. Following discussion, a motion was made to use the yellow card system currently in place to deal with these infractions and not create a new rule to address them. The motion carried unanimously. This importance of having all safety gear inspected for every driver should be discussed at the driver's meeting before each vintage event.

The following items were tabled for discussion at the national meeting: the two-seater rule, dual kill switches, the 100 mph club, and the high point system.

Marv Hart reported about the development of a national strategic plan for vintage. A questionnaire will be sent in the next week to each vintage rep with questions about what's going on in their region and what kind of resources might be needed. The information received from the reps will be used to draft regional strategic plans, and this information will be very important in developing the national strategic plan and guidelines for approving sanctions for events. Reps were encouraged to complete the questionnaire and return it in timely fashion.

APBA President Mark Weber remarked on the challenges facing vintage as it grows. As more boats join the vintage ranks, the types of boats participating also increases, i.e., inboard hydros, outboard hydros, unlimiteds, OPC, etc. The sanction form will need to be changed to better reflect the types of boats that are invited or will be able to participate at vintage events due to reasons of launching areas, size of cranes present, water conditions etc.

Mark also shared that the APBA is very pleased with the way that vintage is being run. He applauded how the chairman and reps are handling issues and trying to address potential problems before they occur. He urged vintage leadership to stay the course and not to waiver in the face of those who are negative or confrontational about the job they are doing. Mark also said that the APBA "has our back" and will support vintage leadership when issues arise.

The meeting was adjourned at 8:25 PM.

Respectfully submitted,

Debbie Joseph