

**American Power Boat Association
Stock Outboard Category Meeting
103rd Annual Meeting
Los Angeles CA 2007**

I. CALL TO ORDER

II. OPENING CEREMONIES

- a. Pledge of Allegiance
- b. Invocation
- c. Moment of silence for members who have passed away in the last year

III. Oath of New Commission Members

IV. Roll Call

Dave Schubert Present
Donny Allen III
Brian Trolian Present
Bob Trolian Present
Tom Johnson Present
Steve Warnock Present
Jerry Davids
Jeff Thompson
Tammy Dawe Present
Jim Nilsen Present
Steve Wilde Present
Dave Anderson Present
Scott Clark
Rodger Carr Present
Ed Runne Present
John Runne Present
Dudley Smith Present

V. 2006 Chairman's Report

VI. Appointment of Committees

OMC Tech Comm: Roger Pryzbyla (R7) Chairman; Ed Runne, Brent Backus members

Merc Tech Comm: Mark Wheeler (R6) Chairman; Dave Scott, Steve Warnock, members

Tohatsu Tech Comm: Russ Bircher (R10) Chairman; Darren Goehring, member

Hot Rod Tech Comm: Don Hagerl (R6) Chairman; Don Jones, member

Yamato Tech Comm: Thomas Johnston (R6) Chairman, Jerry Davids, member

Hydroplane Tech Comm: Marc Johnson Chairman; Tammy Dawe

Runabout Tech Comm: Darrell Sorensen (R11) Chairman; Matt Gallagher, Ryan Burdick

Inspection Manual Comm: Don Hagerl (Chairman); Steve Wilde, Roger Carr

SO Awards Comm: Brian Trolan, Chairman

Promotional Comm: Steve Johnson (R8), Dan Lawrence, Dana Holt, Doug McLarney, Chicago Paul Nielander

SO Website Committee: Matt Boyes (R11), Nate Forshey, Mike Hauenstein

SO Rules Committee: Brian Williams (R6) Chairman, Pat Wright, Jim Nielsen

SO Steering Committee: John Runne, (R4) Chairman; Dana Holt, Bob Trolan, Gary Romberg, Mike Johnson, Scott Reed & Dave Schubert

D Class Parity Committee: Ed Hearn, Chairman, Steve Wilde, Mark Wheeler

SO Secretary: Mike Ross

SO Chief Inspector: Roger Carr

SO Chief Referee: Ed Hearn

SO Commissioner Appointments: Robert Trolan, Sr., Roger Carr

The SO Chairman is an ex officio member of all committees.

Motion to Approve New Committee Appointees- Passes

VII. Approval Of Annual Meeting Agenda

Motion to approve meeting Agenda - Passes

VIII. Manufactures' Reports

- a. Yamato- Rick Montoya 302 availability, All Yamato parts availability
- b. Hot Rod/Sidewinder- Ron Selewach, Ed Runne
- c. Bass/Tahatsu- Russ Bircher (appointed by Neil Bass)
- d. Mercury 44xs- Dave Scott

IX. OLD BUSINESS

- a. **Approval of Decisions of Race Committees and Referees**
for 2006

Motion to approve race committee decisions - Motion - Passes

- b. **2007 Championship Reports**

- i. Winter Nationals-Bakersfield California
2-17 & 2-18 2007
- ii. SO Short Course Nationals-Moses Lake Washington
8-6 thru 8-12 2007
**Motion to loan Seattle Outboard \$6000.00
for costs of setting up the SO nationals -
Motion - Passes**
- iii. SO Marathon Nationals-Indian River Michigan
8-18 & 8-19 2007

- c. **2008 Championship Reports**

- i. Winter Nationals-
- i. SO Short Course Nationals- Whitney Point New York
- iii. SO Marathon Nationals-Indian River Michigan

- d. **Approval of 2006 Awards.**

- i. Hall of Champion Inductees
 1. Joe Zolkoske III
 2. J Michael Kelly
 3. Edward Hearn
- ii. Gerald Waldman Award- Joe Zolkoske III 9200pts
- iii. Henry Menzies Award- J Michael Kelly 22913 pts
- iv Rookie Of The Year- Jason Miller 45ss 2991
- v Approval of awards for Waldman, Menzies

Motion to approve all 2006 awards - Motion- passes

e. Boat, Engine, Accessory Supplier List.

Mike Ross finished list and it is now on the Hydroracer.net site and also is being added the APBA download sections. All Commissioners will be provided a CD with info on it to bring back to region for distribution among all clubs so it may be added to there site for local reference. This is in WORD so it can be added to or changed at anytime to update info when needed.

f. Stock Outboard Promotional CD/Video

Ed Hearn has copies for who ever would like them. It is also available to be downloaded from both APBA and also Hydroracer.net.

X. NEW BUSINESS

a. Steering Committee Chairman

John Runne- SO Steering Committee Chairman Dana Holt, Bob Trolan, Gary Romberg, Mike Johnson, Scott Reed & Dave Schubert would like to make a presentation and go over what they think Stock Outboard should look like going into the upcoming years. Get ideas and suggestions from the SORC as to what we are going to do going forward.

I Thought this might be helpful to all.

Stock Outboard Mission Statement

Stock Outboard is a form of affordable, amateur, outboard powered boat racing, achieving maximum recognition and reasonable rewards for successful competitors. Our object is to have competitive equipment, commercially available to all competitors on an equal basis. We wish to promote this sport on a national level and support it on a local level, giving safety a foremost consideration.

We will achieve this mission by:

- Having a clearly defined set of rules. However, the General Racing Rules shall prevail in all situations not specifically covered in the Stock Outboard Rules.
- Legislating up-to-date safety equipment, requirements, rules, and standardized interpretation.
- Having fair, impartial, and trained judges and officials.
- Cooperating with the engine manufactures to meet our mutual goals and needs.
- Affecting a competent inspection procedure to avoid any unfair advantages.
- Promoting the sport to encourage new competitors to join.
- Promoting responsibility and participation of all members.

Motion made to table discussion from the Steering Committee until after manufactures report on the Sidewinder motor - Motion passes

Motion made to approve up to 500.00 to supply food for the category awards ceremony at the National Meeting - Motion passes

b. Bids for upcoming Closed Course Nationals:

- i 2009 **Motion to grant Region 6 & MHRA to conduct SO summer Nationals (Dayton OH) Motion-Passes**
- ii 2010

c. Bids for 2007 Divisional Championships:

- i. Northeast –Millville NJ, DVRA April 28,29 2007 **Motion Passes**
- ii. Southeast- Wilson NC, CVRA May 12, 13 **Motion to table site and club to conduct Divisionals.**

**Motion made to award the SE Div to Ocoee FL.
3-16,17 2007 Motion- Passes**

iii Central - Depue IL June 9,10 2007 **Motion Passes**

iv West -Orville CA June 16,17 **Motion-Passes**

d. Bids for North American Championships:

i. 2007 - ASH,CSH,20SSH,DSH,25SSH Awarded to IOA to be run in conjunction with the 2007 MOD Nationals in Zanesville OH. July 11-15 2007

e. Bids for future Winter Nationals:

i. 2008 Ocoee FL (*Awarded Last Year*)

ii. 2009 Alexandria LA , CLOA **Motion - Passes**

iii. 2010 Motion to award CVRA to host WN **Motion - Fails**

f. Bids for other Future events:

**Motion Made to eliminate the Winter Nationals and develop a East, West coast Championship
Motion - Fails**

g. Stock Outboard Promotions:

i. Report from Steve Johnson (Chairman)

ii. Proposal to give Hydroracer.net a donation for the 2007 racing season for there support to the SO division.

Motion to approve a \$500.00 donation to Hydroracer for 2007 racing season. Motion - Passes

iii Paul from Chicago is going to bring some ideas to help promote local races. He has done some promotional things to hand out at local races to help get new people interested as well as promote the sponcers of the race being run.

**Motion to reimburse Paul Nielander for his expenses to do this presentation on promotional ideas.
Motion Passes**

Motion to spend \$3000.00 to have 2nd marketing Video to be produced by Dana Holt's Company for sponsorship promotion . Motion Passes

**Motion to allocate \$1000.00 to the promotional committee for large apba stickers for advertising on racers trailers so to advertize and promote our sport.
Motion - Passes**

Motion to up this amount to \$ 2500.00 for trailer sticker advertising, Motion - Passes

h. Racing Rule Changes:

i. We had a proposal for a flag rule change which we sent to the Race Management Committee for review.

ii. 1) APBA General Racing Rules

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>Rule 29.11 Inspectors and Duties

>Remove/Delete - "the engine and boat shall be assumed to have been raced in the same condition in which it appears during post inspection."

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>Replace with - If the equipment is determined to be illegal, the participant shall be disqualified from the heat of which the inspection took place.

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>Reason - Assuming is not factual. Participants should not be disqualified from a previous heat if no inspection was accomplished. It should not be assumed that equipment was illegally raced without an inspection.

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>2) APBA General Racing Rule

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>Rule 28 Inspectors and Duties

>Remove/Delete Rule 28.6 - The Chairman of each Racing Commission shall appoint a number of persons qualified to act...

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>Replace Rule 28.6 with - All Inspectors must have completed and passed a yearly Inspectors Test before being approved to work an event.

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>Reason - This is required for other race officials, Referee, Scorers, and also required for Mod Inspectors. This would make approver inspectors for Stock/Mod/Pro/Junior treated equally and allow Race Chair persons a list to choose from. This also helps to deal with emergency situations if they arise and the sanction approved inspector is unable to attend, an on site approved inspector can step in. A Qualified Inspector is capable to inspect all classes Stock/Mod/Pro/Junior.

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>3) APBA Outboard Racing Rules

iii Yellow Card System on and off the water actions.

Motion made to include off the water conduct at the race site as well as on the water conduct into the yellow card system. Motion - Passes

iv Records requirement of surveyor on site

Motion to not require any surveyor on site during the running of the event. Motion - Passes

Motion made to have the course surveyed immediately after a record was set. Motion - Fails

Motion made that if a buoy is dislodged on a record course the buoy shall be reset with the guidance of the surveyor . Motion - Fails

v Minimum boat counts

Motion made to add the words in any heat of the race Motion- Passes

Motion made to allow the referee to cancel the heat when there are less than 3 boats starting the race. Motion - Passes

i Safety Rule Changes:

i. Safety Rules: On Safety Rules, I propose the following: add to RULE 3, Paragraph 9 (it's page 2 of the '06 rulebook): boat fins and brackets for stock outboard classes shall be constructed of an Aluminum

material. **No action taken**

Safety rule on Hydro's: Air traps shall be constructed of wood or aluminum material (1/8 inch thick minimum). (I don't know enough about composite materials to know where they would fit in this rule). **No action taken**

Reasons for my suggestion: The new Steel Alloys, Titanium, and Stainless Steel are very impressive. They are also very expensive, very thin, and I believe could slice through a Yamato lower unit.

I think this rule is in good spirits with stock racing. It would keep costs down, provide for safer racing, and prevent racers (including me) from a competitive advantage.

Aluminum works well and "gives way" in a collision or debris on the course.

ii. SAFETY RULE 3 • EQUIPMENT

6. Drivers must wear life jackets, helmets, eye protection and cut-resistant, wrist-length sleeves and cut-resistant, ankle-length pants at all times while on the water for the purpose of driving racing equipment. In closed course racing, when stopped on the course, the driver's helmet only may be removed when no other racing craft are underway anywhere on the course or when the driver's boat is tethered to a towboat. The helmet only may also be removed by drivers of stalled boats during point-to-point marathons. Helmet restraints are recommended for use in (ADD - Stock and) PRO racing. All drivers in PRO classes must also wear impact/flak jackets (ADD - impact/flak jackets are recommended for all drivers in Stock classes). These impact/flak jackets may be worn separately or incorporated into the life jacket. The coverage area of the impact/flak material, whether in a separately worn impact/flak jacket or incorporated into the life jacket itself, will provide full coverage of the front and back of the torso. The intent is to provide impact/flak coverage of vital internal organs. Drivers in boats equipped with reinforced cockpits are exempt from the portions of this rule requiring impact/flak jackets and cut-resistant clothing. The referee or inspector has the power to prohibit the use of any helmet or life jacket that he/she determines to be potentially unsafe

Motion made to recommend helmet restraints and impact material in life jackets Motion - Passes

Motion made to adopt the rule that requires the impact material to be mandatory in life jackets starting Nov 1 2007
Motion - Passes

iii. Proposal 2. Change Safety rule 8 paragraph 4 to read; At Stock Outboard National Championship the distance from the starting line to the entrance buoy shall be at least 1000'.

Motion to have the starting line to the entrance buoy be at least 1000 ft. at a Stock Outboard National Championship.
Motion - Passes

iv. Adopt the UIM rule for Reinforced Cockpits.

UIM Example

509 - REINFORCED COCKPITS

These rules provide only a minimum standard for reinforced cockpits. It is important that constructors continually develop cockpits beyond these minimum's and produce cockpits that exceed these standards.

The approved Newton standard for a cockpit is to be found from the cockpit registration number. A list of registration numbers and the corresponding Newton standards is available from the UIM Secretariat and the UIM website.

All cockpits must meet the following requirements :

- For outboards classes from 1501-2000 cc and upwards, cockpits must have passed the 1000 Newton test. Such 1000 Newton cockpits may race until January 1, 2006. Cockpits that have not passed the 1000 Newton test, must not race internationally in the above listed classes.
- For all other reinforced cockpit classes, any registered cockpit may be raced until January 1, 2006.
- Cockpits builders who have cockpits that have passed the 1000 Newton test and who

certifies that their cockpit built prior to 1999, is built by the same method will be valid for racing until January 1, 2006. All such certificates must be approved by the U.I.M. Cockpit

Committee. (Sample of certificate at the end of this document)

FOR OUTBOARD CLASSES UP TO 1500 cc AND ALL OTHER COCKPIT BOATS

Any cockpit of 1000 Newton must from 2006 be updated to 2000 Newton by the addition of

enough composite material, to have 2000 Newton cockpit, $1000 + 1000 = 2000$.

It is

recommended to upgrade cockpits to 3000 Newton.

FOR OUTBOARD CLASSES FROM 1500 cc AND ABOVE

Any cockpit of 1000 Newton must be upgraded to 3000 Newton by the addition of enough

composite material, to have 3000 Newton cockpit, $1000 + 2000 = 3000$.

UPGRADING

This upgrading on cockpit must at least be done on both vertical sides above deck, over the

helmet area, over the leg area, the backplate, and the entire bottom. An approved cockpit

builder who has passed the at least 2000 Newton panel test must do the upgrade.

Upon any upgrade completion, his cockpit registration number must be moulded or ground

into the upgraded cockpit.

Cockpits must have two cockpit registration numbers, one for the original cockpit and one for

the updated reinforcement. These two numbers must be written in the measurement

certificate.

Cockpits built in 2002 and onward must have passed the 2000 Newton test.

Cockpits built in 2005 and onward, for outboard classes from 1501 – 2000 cc and upwards,

must have passed the 3000 Newton test

3 OTHER EXAMPLES.

1. Proposal: To mandate that all new boat constructed **after 12/31/09**, must follow the UIM guideline rule 522.02 (pgs 180 – 182 in 06 UIM Rule Book) for

the use of carbon fiber and Kevlar composites in cockpit sides.

Reason: To mandate the use of these proven safety products in the construction of new boats.

Explanation: These composite materials have increased the safety and protection of drivers in other parts of the world but have been met with resistance here in APBA. This rule would bring our racing hulls up to the same safety requirements that the UIM has had for years. This is the next step to increase safety and much like Kevlar pants and sleeves, must be taken in order to protect racing's most precious resource, it's drivers. It is a shame that only a few builders are currently using this technology

2. Proposal: To mandate that all existing hydros utilize composite materials (carbon fiber & Kevlar) made up of the same materials as required by UIM rule 522.02 (pgs 180 –182 in the 06 UIM rule book) **by 12/13/10.**

Reason: To mandate the use of these proven safety products in existing boats. I propose that all the commissions work together to get several suppliers to build pre-made sheets that must be affixed to the current boat sides. These suppliers would be the only "official supplier" of this retrofit and would supply a standard composite sheet where a novice driver could order a size and then just have to affix it to their hull by an approved manner.

Explanation:

These composite materials have increased the safety and protection of drivers in other parts of the world but have been met with resistance here in APBA. This rule would bring our current racing hulls up to the same safety requirements that the UIM has had for years. This is the next step to increase safety and much like Kevlar pants and sleeves, must be taken in order to protect racing's most precious resource, it's drivers. This process would also allow everyone to have access to the same level of safety. A novice racer, without experience and knowledge would not have to try and do it alone. It would also provide enough business for a few suppliers that they could produce the product economically. I have asked a current builder about this and was told that materials used should be ½ foam board with a layer of carbon on the inside and Kevlar on the outside for larger boats and 3/8 foam for smaller boats, to limit weight gain. Estimated total cost would be \$450 per side for the ½ and \$425 for the 3/8 foam. Sides could be cut and shaped by the driver and affixed with epoxy and screws to the outside of existing cockpit sides.

3. Proposal: To mandate that by **January 2009** all Hydroplanes must have either at least a 4-inch long removable/collapsible sponson tip/nose with a perpendicular bulkhead (UIM rule 509.02 pgs 160 – 162 of 06 UIM rulebook) **or 1 inch diameter sponson tip/nose** and that all new runabouts construction have a flat or rounded nose (ie. no sharp point).

Reason: To prevent the further injury due to sharp, hard, non-collapsible points from hitting other competitors.

Explanation: As boats evolved over the past 10 years, it seems that the pickle fork has becoming increasingly sharper with each generation. Regardless of construction materials, these sharp pickle forks are projectiles as we travel across the water. I was witness to a newly constructed wood hydros pickles go through the side of a hydro with 14 mil sides and carbon fiber & fiberglass sandwiched in between the layers of marine grade plywood.

It is my belief that the sharp pickle fork has no performance advantage and is just for looks, and these looks magnify the risk. This also holds true for runabouts, which also have no reason for coming to a point. However, since runabouts must meet minimum lengths, I cannot think of an easy retro fit.

This proposal would be for all new construction as well as retrofitting all current boats. All I am looking for is a tip the size of a pop bottle lid. That is approx one inch and would greatly reduce the amount of puncture ratio into our boats. I have already preformed this retrofit on one of my hydros and all that was required was to saw the tips off the pickle back 2-3 inches (depending on the taper of the sponson), shape to spec with a file and seal the end. The whole procedure took less than 1 hr (excluding drying time of epoxy

v. Adopt the UIM rule for Pickleforks and runabout boat fronts.

Motion made to have all classes included in the SO national championship at the same site that is approved for that racing year. Motion - Fails

j. Highpoint, Awards, or Hall of Champion Changes:

k. Inspection Manual:

Don Hagerl (Chairman) Steve Wilde & Rodger Carr

1. Class or Engine Technical Changes:

1. A Class

i. Proposal 1: Allow the use of Mercury's "High Energy Ignition Kit" (Mercury part number: 339-7370A40) on Mercury/Mariner engines used in ASH and ASR.

Reason: The ignition coils that come on these engines from the factory do not ground very well at times. Mercury's "High Energy Ignition Kit" solves this

problem. The kit is made up of coils, ground wires, all mounting hardware, and a set of spark plugs. The kit retails for approximately \$55.00.

Motion made to approve this ignition kit from Mercury. Motion - Passes

Proposal 2: It is permissible to use Genuine Mercury oversized pistons and rings in Mercury/Mariner motors used in ASH and ASR. (This rule should be placed on page 9 the current inspection manual. A new number 9 should be added to list on the top of page 9.)

Reason: Cylinder bores wear out. Also, Mercury oversized pistons and rings are already legal in Mercury/Mariner engines used in JH, JR, AXSH, AXSR. Currently, only .015 over pistons and rings are available.

Motion made to approve the use of oversize pistons for the Mercury/Mariner Motion - Passes

Proposal 3: Reduce the minimum overall racing weight on Mercury/Mariner powered hulls used in ASH to 325 pounds. (This requires a change to the table on page 32 of our current rulebook and page 3 of the current inspection manual.)

Reasons: Bring the performance of Mercury/Mariner powered hulls closer to the performance of OMC power hulls. Also, make ASH more accessible to young people.

Motion to approve lower weight for the Mercury/ Mariner Motion - Fails

Proposal 4: Reduce the minimum overall racing weight on Mercury/Mariner powered hulls used in ASR to 330 pounds. (This requires a change to the table on page 33 of our current rulebook and page 3 of the current inspection manual.)

Reasons: Bring the performance of Mercury/Mariner powered hulls closer to the performance of OMC power hulls. Also, make ASR more accessible to young people.

No action taken

Proposal 5: Review the legalization of the 15 cu hot rod as a legal A engine for the 2007 year.

Reason- It was supposed to be a legal engine and it has yet to be totally completed and available to the membership. Review what time frame makes sense.

Motion to place the A class 15cc sidwinder motor on probationary status for the 2007 season. Motion - Passes (to BOD)

Proposal 6: Approve the use of aftermarket pistons & rings by Weisco to be used in the OMC 15 cu A engine

No Action taken

2. B Class

i. legalization of the 8 horse flywheel with specifications and part number to provided by Ed Runne and

**Motion to approve the use of this flywheel. (to BOD)
Motion - Passes**

**Motion made to make the sidwinder 15cc engine a probationary motor for 2007 and a legal motor for 2008. (to BOD)
Motion - Passes**

3. C Class

i. Proposal 1. It is allowable to use an external water pick-up for cooling purposes in all Yamato classes

Motion made to approve external water pick up. No second of this motion Motion dies for lack of second

ii. Propose to use any ignition coil on a Yamato 102 and can be mounted in any matter.

Reason- The coils are no longer available from Yamato and the coil manufacture in Japan.

Rick Montoya is going to Japan to investigate some other options. TJ is working on the possibility Y80 coil but those also are in short supply but could be used until we find another option.

**Motion made to allow the remounting of any coil on a 102.
(to BOD)
Motion - Passes**

iii. Technical Changes for 102/302 Parity

Motion to set up a advisory committee to monitor the CSH class in 2007 and come up with a solution to make this class more equally matched and report these findings to the SORC. Motion - Passes

Motion to approve the $\frac{3}{4}$ height restriction for all CSH class using both 102 and 302 Yamato motors.

(to BOD)

Motion - Passes

Motion made to allow any aftermarket roping plate on the 102 Yamato roping plate to the current factory specs due Motion - Passes (to BOD)

Motion made to add the thickness, diameter, dimensions for the aftermarket roping plate.

Motion - Passes (to BOD)

iv Discussion sanctions with OSY 400

Motion made to not allow the category chairman to exclude another category class on any racing sanction.

Motion - Passes

4. D Class

i. - D Stock Tohatsu Issues (maybe a D parity committee item). Proposed by Dean Hobart

>

>Three parts regarding the Tohatsu

>1) Allow plastic style reeds.

> The .008" thick steel reeds were designed for 5800rpm. At racing rpm's of 7000, a more robust reed is required. The reeds will only last a short time and then they will not seal. Bass Machines recommends a graphite/plastic reed. The group of Inflatable Boat racers who use this Tohatsu Motor use the Boysen reed. This is not a speed issue, only a maintenance/longevity issue.

>

>2) Remove the height restriction i.e. 0".

> The Bass Foot was designed to be run with the prop shaft even with the bottom of the boat. The 1" below the bottom will not work. The boat does not handle well with this restriction. The guys running the motor this year have run the prop shaft at 0" to 1/2" below the bottom. I feel this restriction should be lifted so it is compatible with the Mercury, i.e. 0".

>

>3) Remove the weight restriction i.e. 470 lbs.

> These outfits are heavy enough already and the racing this year has shown the Tohatsu not to be faster than the Mercury. The weight should be compatible with the Mercury. I feel this weight restriction should be lifted so it is the same weight as the Mercury, i.e. 470 lbs.

ii. Cleanup to the 44XS rules: Add the work “tell-tale” to the first sentence of number 14 on page 26 of our current inspection manual. The sentence 14 should state, “Only one engine cooling water **tell-tale** outlet may be used.”

Reason: The first sentence in number 14 is currently incorrect. There is actually a main water outlet into the drive shaft housing **and** the tell-tale water outlet at the top of the block. Only the tell-tale at the top of the block can be changed to an alternative outlet in the cylinder head cover.

With out objection this rule will be corrected in the tech manual. (clean up item)

D Parity Committee passed 3 new parity rules.

1. The use of fiber reeds (Boyesen)

2. New weight for either motor configuration

DSH - 480

DSR - 515

3. Keep the 1 inch below bottom measurements for DSH. Only the measurements to be at the aft end of the propeller shaft.

5. 25 Class

i. Proposal 1: Remove the restrictor plate from all Mercury/Mariner engines used in 25SSH. (This requires the removal of numbers 13 and 32 on pages 20 and 21 of our current tech. manual. The diagram of the Mercury restrictor plate of page 20 should also be removed.)

**Motion to remove the restrictor plate in 25SSH (To BOD)
Motion - Passes**

6. 20ss Class

7. Other Technical/ Class Rule Changes

Motion made to approve the 8 items that need to go to the BOD for approval in the 2007 season. Motion - Passes

8. 45ss Class

- i. Remove the 45ss class from the SO division.

**Motion made to make 45ss a local class in SO Division
No second motion so motion dies**

m. Runabout and Hydro Rule Changes:

- i. Rule 19

1 The following hull dimensions apply

25SSR* 48" 11' 5"

*using Yamato Motors

Change to:

*using Yamato 102 and 302 motors.

Reason: Allow the use of the Yamato 80 on the smaller boat to promote the use of the Yamato 80 in the 25SSR class. Allow Y80 to be run on the 10ft boat.

NO ACTION TAKEN

n. Fuel Rule:

after the meeting on fuel come up with a standard for local, divisional, nationals so that we have a fair playing field to work from. Whether we have fuel brought to a sight or we test fuels prior to racing or what ever will work.

Motion to appoint a fuel committee to help identify future problems. Motion Passes

Committee Rodger Carr, Ed Runne, Dave Anderson

Committee came back with a recommendation to not change anything for the 2007 racing season.

o. Approval of 2007 SO budget:

Motion to approve the 2007 budget (\$31000.00)

Motion - Passes

Motion to authorize the expenditure to spend 2500 for promotional stickers and race site promotional package.

Motion - Passes

p. Discussion of SO Long Term Plan:

John Runne and his steering committee to give there ideas as well as the SORC and VP

Motion made to except John Runne's Minimum participation Proposal Affective Nov 1 2007.

Motion - Passes

A. In Order for a racing class to be recognized with National standing and be eligible for all awards for a racing season, there must be at least 35 participants in the preceding racing year.

B, Participants will be defined as any driver who garnered points in a SO class during the racing year.

C. Should a class not have 35 participants in a racing year, the class will be deemed a local/regional class for the next racing year. The class will not be eligible for National High Points, National Championships, Winter Nationals Championships, Divisional Championships, Waldman & Menzies Awards. Further, no activity in the class will count toward the Hall of Champion points.

D. If the class reaches a minimum of 35 participants in the year it is designated as a local/regional class, it will be reinstated as a National class for the next year. If a SO class falls below 35 participants for 2 consecutive years, that class will remain as a Local/Divisional class and be placed on probation. To be removed from Probation and return to National standing for the for the next racing season, a class must meet the minimum of 35 participants during the Probationary year.

Motion made to have a Steering Committee for the next 5 years. Motion - Passes

q. Discussion of Next SO Chairman:

Mike Ross will run as next VP.

r. SO Website:

x. Other Matters

xii. Adjourn