

Minutes (Amended)
Vintage & Historic Regional Reps Conference Call
February 13, 2017

The meeting was called to order at 8:15 PM by Chairman John Krebs. Those in attendance were Jim Olson, Doug Brow, Rich Evans, Bob Moore, Donnie McLean, Dan Joseph, Jeff Buckley, Jay Marshall, Roger Hinsdale, and Harry Holst. Absent were Bill Thompson, Billy Noonan, Richard Delsener, Rob Holt, Phil Mitchell, Paul Russell, David Williams, and JP Squires.

The major item for discussion at this meeting was the proposed changes to the bylaws by Rich Evans. Following lengthy discussion, a motion to approve the changes to the bylaws as printed at the end of these minutes was made by Jim Olson, seconded by Donnie McLean. The motion passed unanimously.

The Vintage Promotion Fund was discussed. Jim Olson, Dan Joseph, Jay Marshall, and possibly Steve Compton will form a committee to receive requests for funding. These requests would then be approved by the Regional Reps and Vintage Officials. \$5280 has been collected from boat fees from Fiscal Years 2015 and 2016. The balance in the Vintage expenses fund is \$7993.34, for a total of \$13,273.34. Agreement was reached to produce East Coast and West Coast posters, showing boats from those areas. The APBA Vintage logo will be included on the posters, and the first run of posters will not be dated until we know how many posters will be used. Jim Olson will take care of organizing the West Coast posters, and John Krebs will determine who will organize the East Coast poster. A standard size will be used so that they can be put into poster frames.

The issue of organizing a central registry of vintage boats was discussed. Jim Olson will collect the information. Name, number, hull designer, and current location will be collected, and Krebs will send out an email asking region reps to begin to collect and submit this information.

Discussion took place on possibly including race organizers on some conference calls.

Debbie Joseph has been designated Chief Scorer for V&H. She described the changes that will be included in the 2017 Scorer's Handbook. Race organizers and scorers are encouraged to look for these changes, and reps were instructed to be sure that organizers in their region are aware of the changes. A copy of the 2017 V&H Registration Instructions is included with these minutes. Debbie invited anyone with questions to contact her.

The meeting was adjourned at 9:40 PM on motion of Jim Olson, seconded by Donnie McLean.

Respectfully submitted,

Debbie Joseph
Secretary, V&H Division

ARTICLE I: NAME

The name of this division shall be the Vintage and Historic Division, abbreviated V&H throughout this document.

ARTICLE II: PURPOSE

1. The purpose of this Division shall be:
 - A. To provide a means by which individuals sharing a common interest in vintage and the history of race boats and racing can meet, share experience and information, exchange ideas and generate enthusiasm for all aspects of their interest.
 - B. To promote the preservation of the American Power Boat Association's (APBA) racing history.
 - C. To serve as a repository and clearinghouse for all information relating to vintage and historic race boats.
 - D. To report to the membership through a monthly column in Propeller magazine, and communicate with the public regarding its activities, purposes and goals.
 - E. To promote, further and encourage a love and enjoyment of vintage and historic boats at its highest level in all of its aspects.
 - F. To promote Vintage and Historic Race Boat Shows and rendezvous (possibly in conjunction with APBA sanctioned races) for the benefit of the public at large, and to educate members of the Association and the public by conducting research. In the long term, maintaining a library with information regarding classification, restoration and authenticity of vintage and historic boats. In general, to promote sponsored activities designed to create an interest and educate the public at large about vintage and historic boats.
 - G. To promote safety in the operation and display of Vintage and Historic boats and assist in the planning and organization of V&H Division events.
2. The President of the APBA will appoint the Chairperson of the V&H Division.
 - A. The V & H Chairperson shall be a member in good standing of the APBA.
 - B. The V & H Chairperson shall be responsible for all required sanction approvals.
 - C. The V & H Chairperson shall Annually appoint the Vintage and Historic Vice Chairman, Chief Referee, Chief Inspector, Region Representatives and any other necessary Committee Member's, all of whom shall be members in good standing of APBA and of its V&H Division.

ARTICLE III: MEMBERSHIP

The membership of the APBA V&H Division shall consist of persons or other entities who are interested in and willing to be active and participate in furthering the aims and purposes of APBA and V&H. The members of the V&H of APBA will receive a membership and registration card for their vintage boat(s).

1. The V&H is open to all classes of former racing boats from Outboards through Unlimiteds. The expanding popularity of Vintage activities makes it appropriate to clarify the types of boats that can be categorized as APBA V&H. The mission of the V&H Division has been to promote and preserve the rich history of APBA boat racing. To accomplish this, it is important that standards are in place to help participants restore, replicate or create boats that will reflect that mission. The goal is not to

create a series of rules to enable static judging contests or inhibit participation, but rather to offer guidelines to members, participants, restorers and boat builders that will make it possible to continue the growth of V&H and thus achieve the Division's stated mission.

2. Vintage Class Boats: A "Vintage" boat is designated to have been a hull style that was approved for racing between 1946 and 1992.

The Vintage Class designates the various hull types using Groups. The Vintage Class Groups are defined as:

Group A - Outboards - hydroplanes and runabouts, stock, modified, PRO

Group B - Outboard Performance Craft (OPC) - outboard tunnel, V bottom, and flat-bottom hulls

Group C - Inboards all types

Group D - Gentleman Racers

Group E - Unlimited Hydros

3. Historic Class Boats: A "Historic" boat is designated to have been a hull style that was approved for racing prior to 1946.

4. Additionally, Vintage and Historic Class boats will fall into one of the following construction categories:

A. Un-restored Original: Self-explanatory. (Note: An un-restored original boat may not meet safety requirements and may only qualify for static display.)

B. Restored Original: A boat that raced in APBA sanctioned events at the time of its original construction. A measurable part of the original hull structure, hardware, engine or appendages (cowlings, etc.) must be included in the restoration of the boat. The engine type used in the restoration must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained.

C. Spirit of Vintage or Historic: A boat resembling a race boat from the Vintage or Historic eras. The dimensions, configuration, and date of construction should be similar to boats that could have participated in APBA events of that era. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained. A Spirit of Vintage or Historic boat can be named and numbered after a vintage or historic boat that it resembles if the original boat is not in existence. The V&H Chairman should be contacted prior to naming the boat to ensure the Name/Class-Number's eligibility.

D. Re-creation (Complete reproduction or replicas): A recently constructed boat that closely resembles a racing boat that could have participated in APBA sanctioned events from the Vintage or Historic eras. The original boat that is being re-created must no longer exist. No apparent content or components from the original boat are used, but all dimensions, basic construction technique, engine type, hardware, paint scheme and name/number accurately closely replicate the boat that it is patterned after. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained.

Article IV: Equipment

1. Capsule, cage or reinforced cockpit Inboard hydroplanes and runabouts are not permitted to participate in active running at V&H events. The V&H Chairman will have the final judgment should disputes exist concerning capsule, caged or reinforced cockpits.

2. All modifications to V & H hulls must be made in the "spirit of Vintage". Hull modifications are subject to review by the V & H Chairman and if deemed not in the "spirit of Vintage", the hull will be designated for static display only. Examples of modifications not in the "spirit of Vintage" include, but

are not limited to, overpowered engines, technological advances not period to the hull, enclosed cockpits, safety cells, cages, driver's restraints, etc.

3. All Jersey Speed Skiff engines shall use one (1) four (4) Barrel Carburetor, maximum of 750 CFM with the Throttle Bore not to exceed 1.75", on all engines, up to a maximum displacement of 350 Cubic Inches. Hydraulic or electric trim tabs must be disabled.
4. All Vintage and Historic boats are encouraged to carry the APBA's Vintage logo.
5. Boats would be eligible for any class letter, number and name that the original hull may have had in its racing career. It is highly suggested that to maintain the relevance of the historic preservation mission of V&H, the boat's most famous or noteworthy name be used. The owner can use the name and number of his choice as long as he does not attempt to recreate a boat currently registered in V&H. The Vintage Chairman should be contacted prior to naming the boat to ensure its eligibility.
6. History and restoration photos are strongly encouraged to be displayed with the boat.

Article V: EVENTS

1. Events which only include Vintage and Historic boats ("stand-alone" events) will be given preference over dual-sanctioned events when the yearly schedule is determined.
2. All requests for sanctions shall be submitted to the Chairperson no later than the Annual APBA meeting.
3. Event organizers of a potential new event must contact their region rep with the details of their proposed event. All sanction requests for V&H participation must state which V&H classes will be accepted. Some venues may not have launching facilities or space to accommodate all V&H classes. For purposes of event planning, events shall list the group classifications of vintage boats that are invited to attend the Regatta on their sanction request. Group A, Outboards; Group B, Outboard Performance Craft and Tunnel Boats; Group C, Inboards; Group D, Gentleman Racers; Group E, Unlimited Hydros. Should an event wish to restrict entries, they should add "By Invitation Only". If V&H participation is requested by Inboard, Outboard, Unlimited or any other APBA Category, a V&H Inspector and V&H Driver's Representative must be listed on the sanction request. Sanctions will not be approved if these are not listed. The V&H Chairman will decide whether a V&H Inspector is required or if the hosting Division Inspector, using V&H Checklists, can do all of the inspections.
4. There will be a minimum of 500 miles between V&H stand-alone events and other V&H sanctioned events which occur on the same weekend.
5. Agreement has been reached between the APBA and the CBF (Canadian Boating Federation). Members of either Organization will be permitted to register and run at events organized by either Organization. The two Organizations will maintain their own individual insurance policies.
6. Each event shall forward to the APBA Office at the conclusion of the Event \$10 per registered V&H participant to be deposited in a Vintage Promotional Fund and managed by the responsible party at APBA Headquarters. The summary of all Vintage entries shall be forwarded to the Vintage Chairman by the Event Vintage Rep listed on the Sanction. This fund can ONLY be used for the promotion of Vintage and Historic ~~and is frozen for the 201 membership year.~~
- ~~7. Points shall be awarded to all V&H participants at each sanctioned event in the following manner: 50 points for starting a flight, 50 points for finishing a flight and 25 points per day for Static Display. An East Coast High Point Champion and a West Coast High Point Champion will be recognized at the next Annual Meeting.~~
7. Certain boats may be eligible to participate as both a competition boat (class racing) and as a Vintage boat. Under no circumstances shall the same hull participate as both in the same event. This includes participating with different drivers.

ARTICLE VI: SAFETY RULES:

1. Driving former racing boats is an inherently dangerous sport and each participant assumes the risk when he/she participates in an event. While everyone involved - owners, drivers, crewmembers, officials, promoters, and the sanctioning body - can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present. It is the participant's responsibility to advise their spouses and next of kin APBA cannot be, and is not, responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events as follows:

A. APBA: APBA officers, officials, agents, and representatives are not present at APBA events with sufficient frequency to make any representations or warranties of safety to any participant or other person. As a result, APBA cannot and does not take responsibility to ensure the adequacy - for purposes of safety - of the racing facility, safety personnel or equipment, or conditions of the premises including the waterway. The participants are solely and ultimately responsible for satisfying themselves as to the safety of the premises, pit areas and event course.

B. Participants: All participants are obligated to inspect the facilities, including the pit area and event course, including all of the conditions that would affect their participation in, before and after the event. Participants are solely and directly responsible for the safety of their craft and equipment, are obligated to perform their duties whether as an owner, driver, or crew member in a manner designated to minimize, to the degree possible, the risk of injury to themselves and others. NEITHER APBA NOR THE PROMOTER / CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S CRAFT, EQUIPMENT, OR ACTIVITY TO ACCOMPLISH THIS PURPOSE.

2. The Referee of a sanctioned regatta must require that:

A. All proper officials are present and functioning during the conduct of the regatta.

B. Adequate facilities are available for the efficient conduct of the regatta before the on the water activities begins.

C. A properly equipped ambulance will be used and a doctor, registered nurse, paramedic, or an EMT will be in attendance at all times while boats are under power.

D. Two patrol boats as an absolute minimum and more if conditions warrant, are available for duty on the course at all times. Only authorized personnel shall man safety and/or patrol boats.

E. Two designated rescue boat capable of carrying one or more accident victims in a supine position shall be present and the craft shall be staffed and ready for use at all times when racing boats are under power. A patrol boat, properly staffed and equipped, may be used as a rescue boat. It is recommended each boat carry a qualified diver

F. All persons on the water in patrol boats or rescue craft must be 18 years of age or older.

3. It is mandatory that all courses have outside course marker/buoys and it is recommended that these are to be different than the markers used to mark the course.

4. A driver or rider who is ejected from their boat and is in the water uninjured should signal the rescue craft by clapping their hands above their head as an "okay" signal.

5. The areas in which the cranes are located shall be separated from all other pit areas. Access to the crane area shall be restricted and limited to authorized personnel.

6. With regard to weather conditions, the event shall take place at the Referee's discretion.

7. The Referee shall immediately submit incident (accident) report forms following the event and follow all instructions contained in the current form. This does not preempt local authorities from reporting those accidents required by state and federal law. Event officials will assist local authorities in completing reports if necessary.

8. No participants are allowed in an V&H event with any type of splint, including, but not limited to, a cast or brace applied to his body without showing written authorization from a medical doctor and approval by the Referee at the particular event.

9. The minimum age for drivers or riders to participate in an exhibition run is 16 years old. A waiver must be signed for the underage participant by their parent or **legal** guardian. **A guardian may sign the waiver on behalf of the parent.**

10. All boats participating in a V&H regatta must be safety inspected at each event and will comply with Article VI Safety Rules. Boats and/or drivers found in noncompliance with these by-laws will not be allowed to participate in in-water activities. The V&H Inspector shall prohibit use of any equipment he/she deems unfit for service. When approved a V&H Safety Inspection sticker will be attached to the boat.

11. An approved V&H safety checklist will record any discrepancy found at the first event, or any other event thereafter. The safety inspector will classify the problem as follows:

A. Level 1 - Discrepancy found - allowed to launch by call of safety inspector for in-water activities but must be corrected for the next event.

B. Level 2 - Discrepancy found - not allowed to launch for in-water activities and must be corrected for the next event. Any discrepancies found on a particular hull must be forwarded by the Chairman to the next sanctioned event site, and proof of correction must be demonstrated to the appointed safety inspector. The Inspector will remove the inspection sticker from the boat indication a Level 2 discrepancy.

12. Kill switches are mandatory for all vintage boats. The kill switch shall render the ignition and electric fuel pump (if so equipped) inactive.

13. A driver (and passenger, if any) when operating registered equipment at any time on water while at a sanctioned event, must wear complete safety equipment, including helmet and life jacket, with the following exception: Helmets may be removed only (a) when the boat is stopped or operated off-plane at idle speed, and (b) when there are no other boats operating on plane on the course or in the vicinity so as to create a danger, or (c) when the driver's boat is tethered to a tow boat. Considering the fact that there is no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket.

A. Vintage Class Helmets must meet the specifications set forth by any of the following: American National Standards Institute, Inc., Snell 2000 or newer (SA, M, K, CMR/CMS 2007, CMH); SFI competition 31.1 and 31.2; SFI spec 24.1 youth helmet for drivers age 16 and under. Effective November 1, 2015: All helmets must be Snell 2005 or newer.

a) The upper fifty percent (50%) of the helmet must be a single color of the following: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Participants may put writing or artwork in an area across the front of the helmet directly above the opening. This area is not to exceed 8" wide and 2" high.

b) Half-shell and 3/4 type helmets are not allowed.

c) Cameras and other protruding devices may not be mounted on the helmet.

B. Life jackets: All new life jackets must be constructed in compliance with the "APBA Life Jacket Basic Manufacturing Specifications" dated 2013. Copies are available from APBA National Headquarters.

a) All life jackets must have a permanent affixed (sewn in) manufacturer's label indicating:

1) The date of manufacture or the date of recertification.

2) The manufacturer's or certifier's company name.

3) The A-100 lifejacket worn per the manufacturer's specifications and instructions shall be the only lifejacket approved for Vintage Class Inboard participants. When the APBA updates lifejacket specifications, any changes will be re-evaluated.

4) All life jackets shall have at least 70% of the upper surfaces above the waist, both front and back, international orange or yellow in color.

5) Every driver shall demonstrate that his life jacket will function properly when requested by the referee.

C. All Vintage Class drivers, riding mechanics, and passengers are required to wear; eye protection, long sleeves, and long pants, at all times while the boat is on the water. Eye protection will be in the form of a helmet face shield, goggles, or ANSI/OSHA approved safety glasses with restraint straps. It is mandatory for all drivers to wear drivers' suits. **Coveralls are the minimum acceptable driving suit shall consist of long pants with closed cuffs and a long sleeved shirt with closed cuffs, tape will be an acceptable closure method. Coveralls are acceptable and under no circumstances should flammable synthetic materials (which may melt) be worn requirement;** flame-retardant drivers' suits are recommended. Ballistic shorts are also recommended.

14. All participants must wear closed toe footwear when driving boats or working as pit crew (working on boats, launching boats, or retrieving boats) in the restricted area.

15. Each boat shall have a 5 lb. dry charge, or equivalent, fire extinguisher readily available during fueling and engine trailer starting and firing.

16. Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged. If the prop shaft is direct driven, the propeller and all accessories (spacers, splines, and nuts) shall be removed for dry firing. Props shall be covered, if mounted on the prop shaft, while in the pit area. **A hull with a through-hull rudder post aft of the prop shaft is considered adequate cover, as is a hull which has the propeller at least one foot ahead of the trailing edge of the covering transom.**

17. Inboard V & H boats: A safety collar must be placed on the propeller shaft to prevent it from moving rearward should the thrust bearing come apart or loose on the shaft. Exceptions to this rule would be:

A. Boats using a marine transmission and coupling assembly. The shaft coupling must have a minimum of two safety-wired setscrews; or

B. A propeller shaft retention system, such as prewar Gold Cup racers that have the propeller shaft gimballed and connected to the rudder.

18. All lifting straps and hardware on the hull must be of sufficient strength and attached properly to support the entire weight of the boat from any one of the lifting points. All lifting straps must be date tagged and load rated every three years. Lifting hooks must have safety spring loaded or gravity type retainers or some other method of positive retention such as secured screw shackle.

19. Lifting points on the boat must be of full circle enclosed construction preventing slings from becoming inadvertently detached.

20. All participants or anyone entering the restricted area must sign an APBA Insurance Waiver and Release Form.

21. All drivers of inboard boats must submit a statement of good health, certified by either a physician (MD or DO), physician's assistant or nurse practitioner every two (2) years. The original or a photocopy of this current FAA Class I, II or III, or USCG or D.O.T. V&H or APBA Inboard Racing medical certificate, with no waivers except for corrective lenses, may be sent to APBA headquarters with membership application. If corrective lenses are listed on the medical certificate, they must be used in the event. If an individual prefers to submit his/her at the regatta site or applies for a single event membership, the same requirements given above must be met; however, the Scorer will have the responsibility attesting to the validity of the medical. Should the participant wish to submit their medical at the event site they must bring it with them to every event.

Canadian residents can submit proof of their CBF physical and membership forms along with their APBA application and waive the required FAA, D.O.T. or Inboard physical. Canadians who are not members of CBF must still provide an FAA, M.O.T., V&H or Inboard medical certificate.

A physical is not required for a vintage boat that can still compete in its class where physicals are not a requirement (e.g. Outboards).

A physical is required for all V&H participants regardless of class at the age of 60 years or older, every two (2) years.

22. No person shall participate in an event nor shall any official serve in an official capacity, after having consumed alcohol or controlled substances or while intoxicated.

A. The phrase "after having consumed or while intoxicated" shall mean from midnight before the day of the event and 30 minutes after the last heat has been completed.

B. Intoxicated means under the influence of;

Alcohol

A controlled substance

Any drug, or

Any combination of the above, such that there is an impaired condition of thought and action and loss of normal control of a person's faculties to such an extent as to endanger any person.

C. At all APBA sanctioned Regattas a Breathalyzer test may be required of any participant (anyone required to sign the insurance participant form) under the following guidelines:

a. An Event Committee may, at the time of issuing a sanction, set in place a program to test any or all participants.

b. The Referee has the authority to require any or all participants (including non-member holders of hot pit passes) to submit to a Breathalyzer test.

c. The Risk Manager or Event Director shall have the authority to require the referee to submit to a Breathalyzer test and/or to ask the referee to test any participant.

d. Permissible Breathalyzer tests include:

1) Breathalyzer test administered by Police, Sheriff, or other qualified agent.

2) Over-the-counter Breathalyzer test administered by the Referee or his designee. Participants failing this type of test may pursue, at their own expense, a retest as listed in 14.C.d) a) to verify results. The retest must be administered on site under the observation of the referee or his designee.

e. Tests may be administered on the day of the event from 7:30 AM until one-half hour after the final heat has concluded.

f. The maximum allowable test limit shall be no greater than .00 BAC. Refusal to take the test will be considered a failed test.

23. Rescue Boats:

A. The rescue craft shall have radio communications with the Referee, or his designee.

B. The rescue craft crew shall lift all accident victims from the water in as nearly a horizontal position as possible on a Stokes or backboard type litters.

C. The rescue boat staff shall consist of a minimum of two persons. All personnel on the rescue boat must be a minimum of 18 years old.

D. It is recommended that one person in the rescue craft shall be capable of providing basic life-support administration.

ARTICLE VII: EVENT SITE RULES:

1. A V & H Referee/Driver's Representative shall be designated by the Chairperson for each sanctioned event site. (The positions of Referee and Drivers' Representative may be combined into one position.) All Referees must take the V&H Referee test annually. It may be downloaded from www.vintagehydroplanes.com, and will be checked by a designated V&H Referee when submitted as directed. He/she will, in turn, notify the APBA of the results. The names of approved Referees will be posted on the Vintage and APBA websites. The Referee/Driver's Representative is responsible for the following:

A. Submitting APBA one-day membership forms.

- B. Serving as the single point contact for any V & H participants in regard to disputes and/or problems at an event site.
 - C. Submitting incident report forms. This form must be filled out for every sanctioned event whether or not there is an incident to report.
 - D. Notify the V&H Region Representative for the region hosting the event and the V&H Chairman of all warnings, yellow and red cards at the event within 48 hours of the offense.
 - E. Work with the Event Chairman to formulate appropriate heat assignments and sequence. Consideration will be given for, but not limited to, boat speed, driver experience, combining boat classes / groups, and accommodating participant's requests (run together, or driving in multiple classes).
2. A V&H Safety Inspector shall be designated by the Chairperson for each sanctioned event site. The V&H Chairman may designate a Racing Class Inspector to inspect on behalf of V&H. The Safety Inspector is responsible for the following:
 - A. Submitting safety check sheets for all in-water participants.
 - B. Serving as the single point contact for any V & H participant's equipment safety related issues.
 - C. All current inspectors must take the Vintage & Historic inspectors test annually. It may be downloaded from www.vintagehydroplanes.com, and will be checked by a designated V&H Safety representative when submitted as directed. He/she will, in turn, notify the APBA of the results. The names of approved inspectors will be posted on the Vintage and APBA websites. A separate inspection form is required for each class/group.
 3. The Event Chairman/Chairperson is to supply a package to the Referee, Drivers Representative and Safety Inspector. The package will include, but is not limited to, the Drivers' Meeting criteria list, safety check sheets, single event membership forms, inspection stickers, guidelines for new participants and incident report forms. All forms are available at apba.org, Inspection materials will be supplied by the V&H Chief Inspector.
 4. Region reps must provide inspection stickers to all organizers of events in their region. These will be provided to the region reps at the beginning of each year by the Chief Inspector.
 5. It is compulsory that all participants attend the driver's meeting. At an event that has a dual sanction, it is mandatory for members to attend both the V&H drivers' meeting and the event drivers' meeting. The Inboard referee for the event may also serve as referee for V&H with prior approval of the V&H Chairperson. A roll call will be held. Only participants who answer roll call will be allowed to launch for in-water activities.
 6. Each event shall have a handout for each participant, describing the course and a listing the flags being used at the event.
 7. The drivers' meeting will be conducted by the Event Chairman, or a designated representative.
 8. The Referee needs to insure that all event organizers download the agenda for the driver's meeting to be held at each event in their region.
 9. Any member whose appearance, conduct, associations or affiliations, at or away from APBA sanctioned events, which are deemed not conducive to the best interests of APBA or who exhibits conduct which is inappropriate, offensive, abrasive or in bad taste; and persons who have been convicted of criminal activity may be denied membership or a license or may be excluded or suspended from APBA at the discretion of the Chairman.
 - A. The yellow/red card system may now be used for on- and off-water infractions during a sanctioned event.
 - 1st offense: Verbal warning.
 - 2nd offense: Yellow card. Driver is not permitted to run for the remainder of the event.
 - 3rd offense: Second yellow card. Driver is not permitted to run for the remainder of that event or the next event that is scheduled within 500 miles of the driver's address on file with the APBA.
 - 4th offense: Red card. Driver is not permitted to run for the remainder of that season.

B. Both the referee and the vintage driver's representative are permitted to issue warnings, yellow and red cards. If the referee or driver's representative deems an offense serious enough, a red card may be issued at any time without first issuing a yellow card. A yellow card may also be issued at any time without first issuing a warning.

C. The Referee and/or driver's representative must notify the V&H representative for the region hosting the event of all warnings, yellow and red cards at the event within 48 hours of the offense. Such notification must be copied to the referee of the event at which the infraction took place. The V&H region representative must in turn notify V&H representatives by email or phone within 48 hours.

D. According to APBA rules, appeals may be made to the APBA on all offenses.

10. *It must be stressed that NONE of these events are competitive in nature but rather are exhibitions of vintage boats.*

ARTICLE VIII: MENTORING PROGRAM FOR NEW VINTAGE PARTICIPANTS

1. The Referee at an event should direct an experienced driver to take a new participant onto the course on a patrol boat to point out where the flags will be, placement of buoys, any hazards on the course, etc.

2. The Referee should have the new participant take a few laps alone on the course to gain experience before they enter exhibition heats with other boats on the course.

ARTICLE IX: PROMOTIONAL RIDES IN TWO SEAT BOATS

It is recognized that promotion of V&H and inclusion of future participants benefits from providing rides at V&H events. The Referee at any such event will apply the following rules to these rides;

1. All passengers (riders) must be members of APBA.
2. All participants, including passengers (riders) must sign an APBA Insurance Waiver and Release Form.
3. All drivers of Vintage Hydroplanes shall be approved, experienced drivers who have participated in a Vintage event in the current or previous year. All riders and drivers must specifically be approved by the Vintage Referee at the event.
4. The minimum age for all passengers or riders must be at least 16 years of age, verified with proper identification.
5. Drivers and passengers riders younger than 18 years of age shall sign the Minor Waiver and Release, along with their parent. A guardian is not sufficient.
6. No Vintage boat shall be allowed to carry passenger (rider) that does not have a designated seat for the passenger.
7. All passengers/riders shall receive basic training on the safety gear worn and what to expect in the event of an incident.
8. The number of passenger rides given during an event shall be predetermined in advance between the Referee and Regatta chairman.
9. All Promotional rides will be separate and distinct from regular regatta participation and not be run with other than other promotional rides.
10. The Referee will discuss top speed with the drivers based on weather conditions, driver's experience and the course layout.

ARTICLE X: Group A – Outboard (Stock, Mod and Pro)

1. This section is reserved for future use

Article XI: Group B - Outboard Performance Craft (OPC)

1. The following equipment rules will apply for Group - B OPC.

A. All reinforced cockpit tunnel hulls, or hulls that have had a reinforced cockpit added, must have been built prior to 1993. The only exception would be a modern hull manufactured to meet the definition of built "in the spirit of Vintage"

B. No hull originally built with a capsule / cell shall participate in V&H with the hull modified to remove the cell / capsule. Hulls that were built with a reinforced cockpit or built without a reinforced cockpit but subsequently added are subject to inspection by an APBA approved reinforced cockpit design builder, a qualified OPC Safety Inspector, or qualified individual designated by the V&H Chairman, and by an approved V&H inspector. The inspection shall address the hull and reinforced cockpit's adherence to construction specifications in effect in 1994 as a minimum and fitness for use (free from defects such as delamination, wet core material, structural fracture, etc.) in V&H events. All holes, slots, openings, etc. added must be sealed with epoxy to prevent moisture intrusion. See attached appendix for reinforced cockpit construction details.

C. **Electrical switches:**

1. Switches for ignition, starter, and electrical fuel pump (if so equipped), shall be mounted inside the cockpit, accessible by the driver when strapped in. The starter switch may be a momentary type and shall be labeled clearly; ignition and fuel pump switches shall be positive ON-OFF, with system and ON-OFF position labeled clearly.

2. A centrifugal force actuated or inversion actuated shut-down switch shall be installed to disable the ignition and electric fuel pump (if so equipped) if the boat is upside down. This switch may be resettable by a strapped in driver.

3. A positive on-off ignition switch for the ignition and electrical fuel pump (if so equipped) shall be mounted on the left exterior side of the cockpit, with system and ON-OFF position clearly labeled.

D. **Driver restraints:** All reinforced cockpit hulls are required to have a driver restraint system, consisting of a minimum of a 5-point restraint system: central release; mounted as recommended by the manufacturer; restraint system strap width minimum two inches and of polyester material; SFI 16.1 or SFI 16.5 certified. Replacement or recertification is required five years from the date of manufacture shown on tag attached to the restraint set by the manufacturer. Follow current OPC safety rules for suggested fastener installation methods. A head and neck restraint (helmet restraint) system, SFI 38.1 certified, is highly recommended. Driver seat arrangement shall minimize driver movement.

E. **Cockpit:** A padded headrest (1/2 inch thick "ethofoam" recommended minimum) is required behind driver's head. Similar padding inside the capsule around the driver's head is recommended. Padding may be added to the cockpit interior for driver comfort provided driver egress is not impeded. Driver head clearance minimum is 2 inches, with 4 inches clearance recommended. The top of the front of the capsule should be a minimum of 4" below eye level. For forward visibility, a windscreen may be incorporated in the opening of the reinforced structure such that the lowest edge of the opening is not more than 7" below eye level and must be a minimum of 2" below eye level. Steering wheel shall be removable with a 360 degree spring loaded release collar. A suitable arrangement shall be installed capable of closing the throttle(s) when the driver's foot is removed from the throttle pedal.

1. Canopy. If a reinforced cockpit was fitted with a canopy, it must be run Canopy must be fitted with either a handle or a handhold to facilitate opening. Canopy with a latching system must be fitted with releases operable from both inside and outside

the cockpit and flow through ventilation must be provided. The hinge must be fitted with a quick release pin to facilitate rescue operations, and as the strength of materials has substantially improved since reinforced cockpits were introduced, it is recommended that a new canopy be fabricated using current materials.

- 2. Windshields. It is recommended that the windshield shall be constructed using a minimum thickness of 3/16" (.187) of a shatter proof material. The use of polycarbonate material ("Lexan") or equivalent is recommended.**

F. All reinforced cockpit hulls are required to have a left side and a right side rear view mirror attached exterior to the capsule.

G. The following information shall be labeled on the hull bottom under the cockpit using black letters on a white or orange background: boat number (12 inches high with 2 inch stroke); capsule; restraint release type (rotary or latch); air (if used); head restraint (if used). Letters for info other than boat number shall be 3 inch minimum height.

H. A driver in a reinforced cockpit shall:

1. Wear a type B or C lifejacket manufactured to APBA Life Jacket Basic Manufacturing Standards dated March 1, 2013. Specifically, A-100 rated life jackets shall NOT be worn in a capsule equipped tunnel hull. Likewise, the capsule life jacket does NOT qualify for use in other V&H classes where the A-100 rating is required.

2. Wear a flame retardant driving suit (SFI-3.2A/1 certified minimum).

I. Drivers of reinforced cockpit hulls must complete APBA Approved Capsule Training Program per the criteria established in APBA General Safety Rule 4, with frequency of test and evidence of completion per current OPC Safety Rules.

J. **Fuel tank:** It is recommended that the fuel tank is equipped with a check valve on the vent or other device to prevent fuel loss in case of an accident. Overboard venting of the fuel tank is recommended.

~~K. If a canopy is used, it is to be removed for participation in a V&H Event.~~

L. **Floatation:** All V&H OPC boats with capsules must have the appropriate amount of permanently attached floatation foam to float the combined hull, motor, and driver in a swamped state.

M. It is the driver / owner's responsibility to verify each event they want to attend will be staffed with capsule ready safety crews (divers, number of rescue boats, etc.)

N. Safety / rescue crews present at a regatta shall meet or exceed OPC Safety Rules for minimum staffing and equipment before a capsule hull with restrained driver is allowed on the water.

Appendix: Reinforced cockpit construction details, for reference or for use to construct a new or replacement capsule referenced in rule 7A and 7B:

1. 1994 - Construction details suggested (ref article April 1987 Propeller Magazine: Step 1 – Gel-cote mold and let dry. Step 2 – Apply ¾ oz. glass mat and let dry. Step 3 Apply layer of veil and layer of 3/8" Belcobalsa core. Vacuum bag until fully cured. Step 4 – Apply layer of veil, layer of 9 oz. Kevlar, layer of veil and layer of 9 oz. carbon fiber. Vacuum bag and apply vacuum until fully cured.
2. 2015 – as a recommended alternative, use specifications shown in current OPC rules, which specify passing a 3000 Newton load test of a sample of the cockpit layup schedule. In addition, it is recommended that the most current OPC cockpit design features (such as cockpit side and rear side intrusion prevention) are included in any new/replacement construction.

ARTICLE XII: Group C – Inboard

1. This section is reserved for future use

ARTICLE XIII: Group D – Gentleman Racers

1. This section is reserved for future use

ARTICLE XIV: Group E – Unlimited Hydros

1. Prior to the first event in which the Unlimited Hydro will participate for the calendar year, the Unlimited Inspection Checklist will be reviewed and verified by the Vintage Inspector for that event. The Unlimited Inspection Checklist form will be provided by the Vintage Unlimited Chairperson.
2. Passengers will be allowed, provided the cockpit is configured for two people, and has been deemed appropriate for such use by the Referee and Vintage Inspector. The passenger and driver must fit safely within the cockpit.
3. All passengers shall sign a Declaration of Health form, a physical is not required.
4. The minimum age for all passengers is 18 years of age, verified with proper identification.
5. The number of rides given during an event shall be at the discretion of the Referee and/or Regatta Chair.
6. Boats with a driver only and boats with a driver and a passenger may be on the course at the same time as allowed by the Referee. Boats with a passenger will maintain a safe separation from other boats on the course. In no case will a boat with a passenger run in close proximity to another boat on the course.
7. All riders must be APBA Vintage members.

VINTAGE & HISTORIC REGISTRATION INSTRUCTIONS 2017

1. The person responsible for registration (“registrar”) at any Vintage & Historic event must complete and submit the appropriate sections of the 2016 APBA Scorer’s Test, available at APBA.org, prior to the sanction being filed with the APBA. This person will be listed on the sanction for the event as Scorer and must be an APBA member. **Even though points are not recorded at some V&H events, the following procedures for registration must be followed at every V&H event.**

2. Prior to the event, obtain these forms from the APBA or from APBA.org:

- APBA Entry Blank
- Waiver & Release of Liability Forms (Adults) –**must be printed in color if not obtained from APBA**
- Waiver & Release of Liability Forms (Minors) –**must be printed in color if not obtained from APBA**
- APBA Membership Form (Full year)
- APBA Single Event Membership Forms (not available at APBA.org, must be obtained from APBA headquarters)
- APBA Additional Registration Forms (for members in other classes to join V&H, or for a participating V&H member to become a driving V&H member)
- Summary Sheets – APBA or vintage
- incident reports (these are new for 2017, please discard any you may have from previous years)

3. When handling registration at a Vintage & Historic event, please be aware that having Entry Blanks and Waivers completed and signed correctly is the most important way to protect your event and the APBA from potential liability in case of accidents. It is critical to be sure that every signature required on an Entry Blank or Waiver is obtained.

4. At registration for the event, check the APBA membership card to see if the entrant’s physical is current, where required (See Article VI of the Vintage & Historic bylaws, or below). If APBA card says PHY NO, entrant must present a physical dated in the previous 24 months.

-All drivers of inboard boats must submit a statement of good health, certified by either a physician (MD or DO), physician’s assistant or nurse practitioner every two (2) years. The original or a photocopy of this current FAA Class I, II or III, or USCG or D.O.T. V&H or APBA Inboard Racing medical certificate, with no waivers except for corrective lenses, may be sent to APBA headquarters with membership application. If corrective lenses are listed on the medical certificate, they must be used in the event. If an individual prefers to submit his/her at the regatta site or applies for a single event membership, the same requirements given above must be met; however, the Scorer will have the responsibility attesting to the validity of the medical. Should the participant wish to submit their medical at the event site they must bring it with them to every event. Canadian residents can submit proof of their CBF physical and membership forms along with their APBA application and waive the required FAA, D.O.T. or Inboard physical. Canadians who are not members of CBF must still provide an FAA, M.O.T., V&H or Inboard medical certificate. A physical is not required for a vintage boat that can still compete in its class where physicals are not a requirement (e.g. Outboards). **A physical is required for all V&H participants regardless of class at the age of 60 years or older, every two (2) years.**

5. If a member claims that his dues were paid but he has no current membership card or has a receipt dated more than 30 days ago, a new Membership Form (either Single Event or Full Year) must be completed and the appropriate fees collected. Make a notation on the Membership Form “Duplicate Membership”. If the member has actually paid the current membership dues, the fees collected at this event will be refunded by APBA headquarters.

6. If entrant is a current APBA member, make sure they are registered in Vintage.

-If they are registered in other APBA classes, have them fill out the APBA Additional Registration form and pay the crossover fee (\$30) to add Vintage to their current membership.

-If the member is a non-participating (non-driving) V&H member and wants to become a driving V&H member, have them fill out the APBA Additional Registration form and pay the \$70 crossover fee.

7. Imprint membership card on the front of the Entry Blank. The back of form may be used if additional room is needed to imprint cards or enter information.

8. If entrant is not an APBA member, have them print their name, address and phone number on Entry Blank. A copy of the current physical form must be attached the Entry Blank. Non-APBA members must also complete an APBA Single Event Membership Form or an APBA Full-Year Membership form; collect the \$25.00 fee which will be submitted to the APBA following the event. Indicate on the Entry Blank that the entrant has completed a Single Event Membership form or a Full-Year Membership form.

9. Please have any additional person who registers to drive a boat fill out a new entry blank so that the emergency contact information and equipment information can be recorded.

10. Have entrant complete the following information at the upper right of the entry blank:

-Emergency contact name

-Emergency contact phone number

-Is emergency contact at race site, yes or no, and phone number to reach emergency contact

-Helmet and life jacket manufacturer

-Boat information: category, class, #, name, hull make, motor make, cu. in. displacement

11. Have entrant sign the bottom of the Entry Blank.

12. Collect event entry fees, if applicable.

13. Every person registering to drive or ride in a boat must sign the bottom of the appropriate entry blank.

14. Have entrant sign the Waiver & Release of Liability form. Give entrant a wristband after waiver is signed; wristbands must be worn on the wrist, not on any other body part, article of clothing, camera bag, etc. **No wristbands may be given out until the person who will be wearing the wristband has signed the waiver in the presence of the registrar at the event.**

15. The registration person who witnesses the signatures on the Waiver & Release of Liability Forms must sign the bottom of each form.

16. EVERYONE who will be entering the hot pits must sign one of the Waiver & Release of Liability forms, either the adult or minor version. **If any person is under 18, a Minor Waiver must be completed by the parent or legal guardian. If a minor will not be accompanied by a parent or legal guardian to a race, the Minor Release Waiver may be completed by the parent or legal guardian off-site. If the Minor Release Waiver is completed off site, it must be printed in color, notarized, and the original must be brought to the race site. The Minor Release Waiver should not be folded.** Minors for whom a minor waiver has been completed must wear a wristband on their wrist, signifying that the waiver has been completed.

17. Waiver & Release of Liability forms will be used at driver's meeting roll call to verify registration. Any driver/rider who is found to not have signed the Waiver at the driver's meeting must have their APBA

membership (either Full year or Single Event) and current physical verified, sign the Waiver and receive a wristband before they are permitted to drive or ride in a boat or enter the pits.

17. Following the event, the following must be sent to APBA headquarters within 8 days of the end of the event:

- Completed APBA Entry Blanks
- All signed Waiver & Release of Liability forms, both adult and minor
- Completed Full Year APBA Membership forms and the fees collected for these
- Completed Single Event Membership forms and the fees collected for these
- Unused Single Event Membership forms (these are sequentially numbered and are recorded at APBA headquarters)
- Accounting of participants in the event and \$10 paid per boat for the V&H Promotion Fund and all fees collected.

18. Any questions with registration for V&H may be directed to V&H Chief Scorer Debbie Joseph, debbiejoseph26003@gmail.com or 304-650-0185.