

**American Power Boat Association  
Stock Outboard Category Meeting  
117<sup>th</sup> Annual Meeting  
January 22 & 26, 2021**

**I. Call to Order**

Chairman Brewster called the meeting to order at 8pm EST after APBA Director Becky Nichols introduced the process for participating in the Zoom meeting. He began with a welcome and moment of silence for all those who we lost in the past year.

Chairman Brewster asked the commission to reaffirm the oath of the rules and by-laws of the APBA.

**II. Opening Ceremonies**

- a. Meeting specifics
- b. Moment of silence
- c. Oath of office

**III. Introductions & Roll Call**

<b>Name</b>	<b>Region</b>	<b>1/22/2021</b>	<b>1/26/2021</b>
Pete Nichols	One	Present	Present
Steve Noury	One	Present	Present
Scott Clark	Three	Present	Present
Dave Breisacher *	Three	Present	Present
Kurt Romberg	Four	Present	Present
Shawn Breisacher	Four	Present	Present
Tom Nuccio	Five	Present	Present
Tom Johnston	Six	Present	Present
Brian Mitchell	Six	Present	Present
Peter Lauer	Six	Present	Present
Don Allen	Seven	Present	Present
Roger Hewson *	Nine	Present	Present
Ron Magnuson	Ten	Present	Present
Jason Diamond	Ten	Present	Present

\*denotes first year on the SORC

#### **IV. 2020 Chairman's Report**

Chairman Brewster read a report of the past season and highlighted bright spots against the dark shadow of COVID-19 in 2020. He observed that we had 5 races in stock outboard, and a safe season. He thanked racers for their persistence in holding racing in such a difficult environment and looked forward to a better 2021.

#### **V. Appointment of Committees**

Chairman Brewster reviewed the appointed subcommittees before the Commission.

Technical Committee:

Tom Johnston - Chair, Roger Carr, Tom Smith & Kurt Romberg.

300SSH Committee:

Jason Diamond – Chair, Dave Deck, John Wlodarski III, Kyle Bahl, Joe Johnson, Aaron Adams & Tom Johnston

Tammy Dawe Advocate Award Committee:

Jeff Conant – Chair, Steve Noury, Shawn Breisacher & Tony Lombardo

SO Chief Inspector: report by Kurt Romberg

Mr Romberg noted that the lack of racing minimized activity in the technical manual. He noted that the 2021 Springfield Nationals inspection team has been reassembled; however, given that the Modified category is also joining he will be seeking additional assistance.

Mr Clark asked for a clarification of the port specifications given the port spec size. Mr Brewster noted the Tech Committee is working on getting that information for communication to members, after they ensure they are correct. Mr Romberg noted that the existing tolerance is generous as-is and should be close even after expansion given the allotted +/- against the 45 degree angle of the port edge.

SO Chief Referee: report by Steve Noury

Mr Noury reported that limited racing in 2020 minimized discussion in referee matters. In 2021, he noted that the 2020 approved referees will be continued forward, and this passed unanimously by the Board. Referees from 2020 were notified by email in January 2021 of this decision. Any new referees will need to take the 2021 class. All referees must have a copy of the insurance certificate in their possession before boats take the race course. They must also ensure the integrity of the waivers.

Referees must approve 1 qualified judge in each turn for each race, and review the rules of overlap with these designated judges for the integrity of stock outboard. He encouraged members to be proactive and get involved to make racing the best that we can make it.

SO Chief Scorer: report by Jill Glossner

Ms. Glossner commented that with few races they had few issues to discuss. They did; however, score the Top O Marathon Nationals with a computer scoring program created by Nathan Carmon. She also traveled to Big Rapids, MI and Jesup, GA to train other scorers on this program.

She continued that the single event fee for non-members is \$95, and the driving school fee is \$35. There will not be a scorers meeting, but they are doing remote training on virtual registration and scoring processes. She shared a video on this process with the meeting attendees.

## **VI. Approval of Annual Meeting Agenda**

Mr Brewster asked for a motion and vote to approve the meeting agenda.

Motion: P Nichols  
Second: S Clark  
Vote: Unanimously Approved

## **VII. Manufacturers' Reports**

*a. Tohatsu – report by Alex Poliakoff.*

Mr Poliakoff presented an update on the Tohatsu Ram50 to the commission – see Exhibit A attached to these minutes.

*b. Yamato – report by Tom Johnston*

Mr Johnston reported on behalf of Yamato and Ric Montoya. He provided a status on the Yamato line of motors, along with manufacture and import dates and quantities, and discontinued parts. He noted availability of the most recent 300-series models continues to be limited. RPM Marine has received 30 racing motors in 2020 and are expecting to get another 20 motors in 2021. As the units are sold, the funds will be used to help support spare parts. Mike Ward in Europe has also been helpful in getting spare parts. Costs have increased due to the labor expense and shipping for breakdown of motors needed for US import requirements. Motor costs are now about \$3,000.

– see Exhibit B attached to these minutes.

Mr Brewster read a message from Mike Ward, noting that everyone has been under significant pressure and racing in Europe has also been difficult under COVID protocols. He is not expecting another

shipment of motors until August from the factory as a result of limited returns of motors from racing stadiums in Japan.

Mr Johnston reported that he is purchasing \$3,000-\$4,000 of parts every 3-4 months and is trying to stay ahead to support US-based racers.

Mr Wartinger noted that the factory is communicating with him on the status of shipments. He noted they assisted the factory leadership in 2020 with some requests in order to promote friendly and diplomatic encouragement with the factory on supplying motors. He noted the OSY400 racing in Europe has been slow as a result of local conditions on the virus.

Mr Brewster observed that the efforts of the prior year SORC to get Mr Wartinger to Japan to work with the factory greatly opened dialogue and shipments. He thanked Mr Wartinger for his efforts.

In answering questions from the audience:

- Mr Wartinger noted Yamato was not making oversize pistons at the moment although dealers are asking for these items. Other spare parts are being stripped from motors.
- He also confirmed the presence of the thirty motors in Region 10, and the work being done to create shipping containers. The motors are supposed to be for-sale and interested racers should call Ric Montoya. 206-283-4773

*c. Sidewinder – report by Ed Runne*

Mr Runne thanked the racing community for their support in 2020 given the complicated circumstances, noting everyone looked forward to sharing good times and checkered flags in 2021. They have 120 engines in the field, and new engines are in-stock being finished in assembly.

They are also delivering a batch of gearcases for the Junior category for the Mercury 15 motors.

The new flexplate flywheel is nearing completion, parts for 75 flywheels are being finished and will be available for sale. All new motors will be delivered with the new flywheel design.

He commented a goal of the Sidewinder product was to ensure continuity of parts and not be reliant on adapted parts from other manufacturer components. With the completion of the flywheel,

all parts for these motors are designed and sourced for this platform and purpose.

Taking questions from the audience:

Mr Runne could not provide an estimated price for the bare flywheel as an aftermarket part at this time.

Mr Runne stated that electric start will be available after the new flywheel is delivered and once a ring-gear is sourced.

– see Exhibit C attached to these minutes.

*d. Mercury – report by Mark Wheeler & Mike Pavlick*

Mr Wheeler reported on behalf of APBA and the Junior category on the status of the Mercury 15. APBA has four brand-new engines, which should mean a 6-year supply based on the past record of sales. 9-10 long-blocks are available via the APBA website. They also have 6 gearcases in-route from Racing Outboards soon to be available for sale.

Mr Mike Pavlick reported on the status of testing a 20hp Mercury 4-stroke supplied by Mercury Marine. They tested 3 separate times so far on a C-runabout size platform. Mike Pavlick noted they made a few tweaks to adapt the motor for steering bars, and that they are reviewing potential prop designs to understand potential of this engine platform. They are encouraging a thoughtful approach to make any class based on this motor to be easy, drop-on, reliable and accessible. The rev limiter is capped at 6,000 rpm which led to analysis of other propellers towards more pitch to accommodate the gearcase specifications. Racer Cody Olson, who has experience in J/AX racing, noted it was a very promising ride.

Questions from the audience:

Mr Pavlick noted they used 87 pump gas, and with integrated oil mixing inherent to the 4-stroke, it was easy to fuel. The rev limiter capped RPM at 6000 rpm and they wanted to be cautious about creating reliability issues in pushing limits until more is known.

Mr Pavlick clarified that a discussion with Mercury representatives had occurred about increasing the rev limiter but with a focus on reliability nothing was being done at this time.

Mr Pavlick reported the online pricing for the basic fishing motor was \$2600-\$3200 which would help make the class accessible.

The engine weighs about 100 lbs with the integrated electric starter. The motor does come with a guardian mode to protect it during break-in and they feel confident by the last test session they were achieving the rev limit.

They tested the motor at roughly 4” deep at the prop-shaft.

The engine is readily available and has been on the market around 2-3 years and after talks with Mercury it is expected to be produced as-is for about 10 years before any significant updates.

They are interested in creating a design that could work on rougher water to increase water usability in varying conditions.

Speeds of 40mph for junior racing, and 50-60mph for adults is a target they have in mind.

Mr Poliakoff asked whether we might consider a handout/traded prop as they have done with the 300-class. Mr Pavlick stated they do have a list of next steps to understand limits and parameters for racing and inspection, such as taking lessons from other classes experiences, what it might take to seal the motor from the factory, to minimize cheating, and to make it simple overall.

Mr Pavlick clarified this is a private project and not currently being overseen by the Stock category, nor has it been officially presented for adoption into any category at this time until further scoping can be done. Mr Brewster observed creating a relationship with Mercury is a major benefit of this initiative. Stuart Halley from Mercury Racing was in attendance in the gallery and indicated their support and excitement for this program.

## VIII. Old Business

### a. Approval of Minutes from last year's 116th Annual Meeting.

Mr Brewster called for approval of prior year minutes:

Motion        S Noury  
Second        P Nichols  
Vote            Unanimously Approved

### b. Approval of Decisions of Race Committees and Referees for 2020

Motion        S Breisacher  
Second        S Clark  
Vote            Unanimously Approved

### c. 2021 Championship Reports

#### *i. Eastern Championships - Jesup, GA April 8 - 11* Report by Howie Nichols

Mr Nichols reported that Jesup is still on-schedule. All permit applications have been submitted and are awaiting approval. The sanction has been submitted and is in tentative status pending APBA reviews. They are planning to have testing on Thursday afternoon. Championships will begin on Friday and a second day of racing will occur on Saturday or Sunday. J and Pro classes will only be on Saturday and Sunday. A marathon event is also planned but will be a regular event. Mr Nichols later clarified it will NOT be the Eastern Championship which was previously already awarded to TOMORC at Grand Lake, MI on June 5 & 6. They will be planning a banquet for awards on Friday night. Camping fees which were a surprise at the fall 2020 event are still being negotiated.

- ii. Closed Course Nationals - *Springfield, OH July 12 – 18*  
Report by Bill Pavlick

Mr Pavlick reported the website is live and updated for 2021. Information on the hotels was shared and will be released this weekend. RV camping will be available; however, the vendors are reporting that private sales are limiting availability of rental units. The fairgrounds manager has a good relationship with the Clark County Department of Health and they are also planning to hold the County Fair.

- iii. Marathon Nationals - *Indian River, MI August 14 & 15*  
Report by Peter Lauer

Mr Lauer reported planning for the Marathon Nationals is on schedule and they do not expect any issues, barring any new conditions from state or local health officials.

*Meeting recessed at 10:01pm EST after the first day of discussion*

*Meeting resumed at 8:34pm EST on 1/26/2021 for the second day of meetings.*

Chairman Brewster presented a video created by Jill Glossner for the online registration tool developed by APBA headquarters to the SORC. This tool is available to any club with coordination in advance of the meeting and supports pre-payment of racing fees. The system facilitates the capture registration forms including the image of APBA and club cards, testing fees, trailer/pit fees, and additional flexibility is available should clubs need other information captured.

## **IX. New Business**

- a. Bids for future Closed Course National Championships

- i. 2022 – MRC, Springfield, Ohio

Chairman Brewster announced MRC had rescinded the bid for 2022. Bill Pavlick discussed the impact of COVID on the MRC club and they did not feel they could host a proper nationals two years in a row. Other clubs interested in using the Springfield location can seek that option and MRC would be willing to assist to a certain degree.

Chairman Brewster noted that in working the Modified Commission, together with the Stock Commission will seek bids through April 1, 2021 and then work to award a location.

b. Bids for 2021 Divisional Championships

1. Closed Course

- i. Northeast – DVORA - Millville, NJ on Oct 16-17
- ii. Southeast – CVRA – Wilson, NC on October 2 & 3
- iii. Central – MHRA - Grass Lake, MI on August 7 & 8
- iv. Western – SOA – Silver Lake, Everett, WA on June 5 & 6

Motion: Don Allen  
Second: Pete Nichols  
Vote: Unanimously approved.

Kyle Bahl asked if there was a contingency plan if a location had a race cancelled due to circumstances. Chairman Brewster noted that we would work using past precedence to allow a first right to the conducting club to hold the championship at one of their other events. The SORC will provide every effort to help reassign a divisional championship.

2. Marathon

- i. Central – TOMORC - Grand Lake, MI on June 5 & 6

Motion: T Johnston  
Second: Pete Nichols  
Vote: Unanimously Approved

c. Bids for North American Championships

- i. 300SSH – SOA – Angle Lake, Seatac, Washington  
September 11-12, 2021
- ii. CSH & CSR – CORA or Newberg Boat Club - Newberg, Oregon  
May 29-30, 2021

Motion: P Nichols  
Second: K Romberg  
Vote: Unanimously Approved

Bids for future Eastern & Western Championships

2. Closed course

- i. Eastern – 2021 has been previously awarded to Jesup, GA.
- ii. Western - 2021 – SOA - *Castle Rock, WA on May 1 & 2*

Motion: P Nichols  
Second: K Romberg  
Vote: Unanimously Approved

d. Stock Outboard Promotions

- i. Our previous projected budget totaled a net income of \$5,600.00. At the year-end, the actual figure was \$2,240.49. Our balance on 12/14/20 was \$10,016.36
- ii. Explanation of the 2021 Promotional Budget

Trophies & Awards	\$1500.00
Rookie of the Year jacket	\$85.00
Postage	\$200.00
Safety inspection decals	\$65.00
HOC jackets 3 @ 85.00	\$255.00
Office supplies & printing	\$100.00
Promotions	\$2500.00
Travel	\$900.00
Miscellaneous Expense	\$500.00
Annual meeting/ HOC	\$1000.00
2021 Net Income Projection	\$1350.00

Chairman Brewster added \$500 to Trophies and Awards to address some new materials to be discussed later in the agenda. The membership estimate is lowered to \$1350 based on data and projections. We hope to see a recovery on this in the coming years.

Insurance costs are up 10% so expect a cost of \$2,750 for a weekend and a standalone driver school is \$619 in the coming season.

K Romberg urged clubs to get sanctions in early. APBA Director Becky Nichols noted that we need to get races on the schedule in order to help improve reporting and risk pooling for the subsequent year. Clubs can submit the draft sanction without a fee.

Motion: S Breisacher  
Second: K Romberg  
Vote: Unanimously Approved

e. Safety rule proposals

1. Safety discussion

Chairman Brewster reported an update on the safety equipment available. Several members have completed research on the status of safety equipment.

J Wlodarski reported on the status of Lifeline who has stopped production of cut-resistant clothing such as sleeves and pants. They will continue to make life jackets at this time.

Bob Wartinger reported that SRP is still in business and are contracting seamstresses for this work. Lead times may be longer and measurements should be as accurate as possible. They may in a year or so be transferring ownership to another family member which should increase flexibility of custom work. Mr Wartinger noted that sleeves, pants and lifejackets remain available.

Howie Nichols was introduced for wearing a brand called SlashPro. The material is produced in Europe and designed for knife/slash resistance. It is very comfortable and comparable to Tuff-n-Lite. The pricing is reasonable and with the conversion rate is about \$200 for sleeves and \$220 for pants. Mr Wartinger spoke up that the SlashPro and similar garments are ASTM Cut Level 5 where some of the current material is only Cut Level 3. Mr Yarno asked if this was designed to be worn under a cover material and required a cover material. Mr Nichols indicated he had asked the manufacturer about using it for boat racing and they replied that it was ok to wear as-is.

Mr Mitchell asked what racers in Europe were wearing. Mr Wartinger responded that a German manufacturer was supplying a Cut Level 3 product but there is a mix of some other Cut Level 5 materials equivalent to the Tuff-n-Lite. Some of the newer materials are approaching level 7 or 8. Mr Akerstrom reported he had purchased a set of SlashPro this year and found the primary material involved Ultra High Molecular Polyethylene which is not UV resistant. It would be fine to wear for race but you would not want to leave it out to dry in the sun.

Mr Brewster reported that he had found fluorescent cover shirts to evaluate visibility on the water. He stated an experience a couple years ago where he had a racer ahead of him blow over while wearing a yellow

lifejacket in which he saw clearly through the spray on a cloudy/rainy day. He encouraged racers to think about colors and maintaining visibility.

John Mathews asked about the recommended drying process for SlashPro. Mike Akerstrom said he usually hung in his trailer or under his EZ Up.

Pat Gleason reported that the SRP website indicates they use 2 layers of level 4 material to make a Cut Level 8.

Bill Pavlick asked about the availability of socks. Mr Nichols indicated SlashPro is not producing those yet. Director Nichols indicated APBA was working with a potential manufacturer.

f. Awards

1. Report by John Wlodarski III on upcoming patches and decals.

Chairman Brewster reported he was currently in the process of catching up the physical award plaques with the latest names and he planned to take them to the Springfield National event in 2021 to share with racers, along with a promotional and information booth. Mr Johnston advised that we place “COVID-19 / No Award” for the 2020 place.

2020 winners of the Marathon Nationals will receive their awards from the home office via USPS in the coming weeks.

Mr Brewster introduced a proposal that other annual awards, such as the Menzies, Dewald, Waldman, Rookie of the Year, and Tammy Dawe received an award but lacked a decal and patch to be displayed on their boat or jacket. Images of a rough design were shared with the SORC. Mr Wlodarski indicated he had a designer reviewing options for consideration as well. SORC or members with comments should reach out to John Wlodarski or Steve Noury.

g. Other Technical or Rule Proposals

1. Several are under review by the Stock Outboard Tech Committee.

Chairman Brewster discussed a few rules are in final review, including port dimensions on the oversize cylinder needed for the new O/S Yamato

piston. A meeting should occur in the next week or so and a recommendation will be made to the Commission for approval. Among the considerations before the Technical Committee:

The new Sidewinder Flex-Plate flywheel is being reviewed.

Allowing aftermarket spray shields for the Y102/302.

We may be adding a restrictor plate thickness to the 25xs engine based on the manufactured plate from Brown Tool & Machine.

Connecting rod washer specifications for the new O/S Wiseco Yamato pistons

To allow any piston or ring in the 25xs.

Mr Brewster asked for any additional comments from the Technical Committee. K Romberg noted the subjects presented are what are being reviewed to which T Johnston agreed.

After review and approval these will be updated and published in the manual.

Chairman Brewster noted that two housekeeping measures were already approved in the Technical Committee:

First, a request to copy the picklefork rules from the APBA Safety rule to the Stock Technical Manual under the 'Hulls' topic.

And second, Mr Brewster observed that we currently use the history section of changes in the Technical Manual to help communicate the active rule. Going forward we will place a comment in the glossary indicating the most current rule change in the history section to reiterate the validity of the rule in the history section.

Bob Wartinger asked about the washers for the new Wiseco Yamato pistons. Mr Johnston replied that they machined out the inside of the dome to reduce weight as a forged piston. The boss for the wrist piston goes all the way to the dome for strength. A Wiseco piston is 1/10 of a gram lighter than a Yamato piston. The distance between the bosses on the Wiseco piston are also slightly wider (120 thousandths). The goal is

to allow any size washer in that space. Mr Wartinger noted that the control end for the Yamato rod is on the crankshaft end, so the variability is allowed on the piston. Mr Johnston will share an email from Wiseco on their reply on the measurement.

Matt D'agostino asked if the rule on picklefork goes in the Technical Manual if it would become eligible for disqualification. Chairman Brewster replied that it would not since it was in the safety section and a clarification would be made in the technical manual addition.

Mr Sutter asked why any manufacture piston was being considered for the Mercury 25xs. Mr Brewster replied that this was proposed primarily as a cost issue in that other pistons are 1/3 of the cost of the OEM Mercury pistons.

Carl Lewis noted that the Technical Committee for the Mod Commission reported they were sorting the rule book technical rules by class for ease of access. He asked if there was any effort underway to perform something similar for the Technical Committee. Mr Romberg reported that he had spoken with Bob Koschka and was waiting to see the finished product to make a decision. Mike Akerstrom noted a good example of a rule book is the UIM copy where every class is broken out into just a few pages.

Matt D'Agostino asked if the aftermarket 25xs pistons were approved would they be legal for this season. Mr. Brewster reported they would be legal 30 days after approval.

## **X. Other Matters**

Mr Brewster reminded all members to join right away for 2021 for SORC voting rights to continue past this meeting.

- a. New commissioner comments? Dave Breisacher & Roger Hewson.

Mr Brewster introduced new SORC first-year members Dave Breisacher and Roger Hewson for comments:

Mr Breisacher thanked the commission for the opportunity and Mr Brewster for an efficient meeting. He thanked his region members for their votes, and John Wlodarski for his continued participation. He noted he's working to grow Lock Haven, PA and running racer schools with DVORA. He has

learned a lot working at the National level and encouraged Region 3 racers to reach out with questions.

Roger Hewson noted he started racing in the sixties and took a break until 1985 when he resumed racing C-class. He believes in the sport but recognizes that we have room to be better and he looks forward to getting more involved and making a difference.

## **XI. Adjourn**

With no other topics, Chairman Brewster accepted a motion to adjourn the meeting at 9:51pm EST on 1/26/2021.

Motion: P Nichols  
Second: K Romberg  
Vote: Unanimously approved

*Minutes respectfully compiled and submitted by B. Mitchell and J. Brewster.*

## Exhibit A

**The 2020 year** was anything but a disaster here at Richmond Aero Marine. Sales of spare parts, complete Bass Machines Drive Systems, complete Replacement Powerheads, along with RAM50 Bobcat engines have kept us real busy.

### **Currently:**

We continue in our effort to fully support APBA Stock Outboard "D" Class, we just test ran two new RAM50's and have another one going together. We have three complete Bass Machine Drive Systems (Tower, Bracket, Gearfoot), and Powerheads, on the shelf. Prices upon request.

Our primary manufacturer, Tohatsu continues to make the M50D2 engine for the rest of the world. If you lived in Japan, you could buy it with Mercury decals labeling it the XR40. Being carbureted, it doesn't meet CARB emissions specs, or we'd see it here as a patriotic attempt to replace the 44XS. Sadly.., it's just not to be.

The manual start version of the M50D2 is now supplied with a plastic rewind starter. The aluminum rewind we are all used to is still available in the parts inventory. All new engines will arrive with the new rewind. Mounting hardware ( 3 bolts, 6mm) is the same, but the "pulley" commonly referred to as "the castle" is different shape and will only work with the plastic rewind. There have been no problems with the plastic rewind, and the NAVY SEALS use it.

### **New developments:**

Almost three years ago, while down at the Service School, Tohatsu introduced their new line of light-weight, fuel efficient, fuel-injected motors in the 9/15/20hp range. We brought one home thinking it might have some potential in Stocks. However, at that time, and in view of the relative turmoil in the smaller classes along with the valiant efforts by Sidewinder to really get rolling, we just kept it in the box.

Years ago, having been accused of demoralizing the here-to-for "44XS D Class" and perhaps contributing to its demise with the Tohatsu/RAM50., we opted to just "hang out" for a while. Welp.., it's been a while, and now, thanks to the revelations delivered by the fine Pavlick Family, it looks like time to break open the box. So, enter the RAM20.

**Conclusion:** As most of you may know, we hauled out of Maine with three RAM50 powered, hydraulically steered, O'Connor D hydros to support the Jesup show and had one heck of a good time. Billy Audette (666A Spooky) showed everyone even a Frenchman from Massachusetts can drive a D for the first time, and Wes Rogers (77A HonkyTonk) demonstrated that you can blow one over and survive smiling...further proof that "D" drivers just wanna have fun. And, for yours truly, after a 4 year hiatus, "have fun" is exactly what I did in *8A StaggerLee*.

**The RAM Challenge:** The first card (via snail mail) which I receive POSTMARKED after Jan 31st , answering the question: "Who builds the Mercury 20EFi"... , in other words, the name of the legendary manufacturer that produces that thing.., Yes.., I will send them a check for \$50. As judged by when I get it out of my PO Box.

Respectfully submitted,

Alex Poliakoff  
Richmond Aero Marine  
P.O. Box 95  
Richmond, ME 04357

## Exhibit B

To APBA - SORC

1-19-20

On behalf of the Yamato Motor Co. LTD., I would like to briefly report on the Yamato 80, 102 & 300 series motors and replacement parts.

**Yamato 80:** 1,000 units were imported to the US. Production discontinued Sept. 1979. Last motor sold in 1990.

**Discontinued 80 Parts:**

**Megaphone holder**

**14mm Cylinder heads**

**Carburetor Cover & Intake Funnel**

**Yamato 102;** 850 units imported to the US. Production discontinued Sept. 1985. Last motor sold in 1993.

**Discontinued 102 Parts:**

**Cylinder Block**

**Gear Case Housing & Cone** – SORC approved the Series 300 gear case as a replacement.

**Ignition Coil** – SORC has approved a coil alternative or use of the 300 magneto assembly.

**Carburetor Cover and Intake Funnel**

**14mm Cylinder Head**

**Yamato 300 Series;** Still in production, 572 units imported to the US. No expectations of discontinuing production at this time. However, availability has been limited.

**Discontinued Series 300 Parts:**

**Carb Cover & Intake Funnel,** model 302

**Tower Housing,** model 302

**14mm Cylinder Head**

**Sales Update:** RPM Marine has received 30 units each of the Yamato 331 Power Units, Tower Housing Units and Gear Case Units during the year 2020. Another 20 units of each are due to arrive 1<sup>st</sup> quarter of 2021.

**Parts:** No spare parts have been ordered yet. Funds are tied up in acquiring the 50 units of each as requested. As the units are sold funds will then become available for acquiring spare parts. Mike Ward and Tom Johnston have been very helpful in supplying the spare parts needed and I'm sure they will continue to do so.

**General;** Shipments arrived steadily during the last 3 quarters of the 2020 year. 8 separate shipments in total. There was a cost increase as well as an addition fee for breaking down the motors to ship in multiple shipments. The brokerage fees are relatively standardized per shipment. The process of shipping a set, in multiple shipments increases the expenses by the number of shipments per set. Cost and Expenses have been calculated for the first group of 10. Racers cost is approximately \$3,000 for a power head, tower housing and a gear case.

**Thank You**

**Ric Montoya**  
**RPM Marine Inc. / Yamato Importer**  
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**Exhibit C**

**Racing Outboards Manufacturer's Report**  
**Stock Outboard Racing Commission**  
**January 21, 2021**

Racing Outboards is thankful that our racing community has weathered the Covid storm of 2020. The lack of events has truly brought home how big a part of our lives that boat racing is. As 2021 progresses we are looking forward to being in the pits with our friends and family, making new friends, and at some point seeing that checkered flag wave.

Since its inception the goal of Racing Outboards has been to help grow the sport of kneel down boat racing. This sport provides many benefits to those that participate, it is not an easy sport, and it requires a lot of work and time to become competitive. It is not a team sport on the racecourse but it definitely takes a team to get you on the course. The team in most cases is family, young and old, working together, passing on knowledge, wisdom, and history between generations. No "participation" trophies in this sport, kneel down racing shows everyone that they have to work for what they earn, and learn. Helping to keep that team together is what motivates our efforts.

Sidewinder Engines, current status:

- 120 Sidewinder engines in the field.
- 15S - 74
- 15H - 1 (A mod)
- 20S - 44

There are currently several new engines in stock with additional product being assembled.

Racing Outboards has been committed to supply the APBA Junior category with gearcases. We are in the process of delivering a batch of gearcase assemblies for the J and AXS classes' 15HP Mercury engines and OMC 15 hp motors exclusively, with more to come. Our last run of gearcase housings should be able to keep that program moving forward for the foreseeable future.

We informed the commission at the 2016 national meeting that the BRP flywheel used on the Sidewinder was going out of production. Our plan was to have a flex plate flywheel produced for the engines in the near future. Unfortunately, this project was a lot more involved, time consuming, and costly than originally expected.

After developing the prototype and finalizing the design, numerous hours were spent sourcing vendors and dealing with the frustrating delays caused by this past year's pandemic shut downs. Racing Outboards is happy to announce that the flywheel project is nearing completion. The parts production of 75 sets of flywheel parts is nearly complete, and the flywheel will be available later this winter or early spring.

**As soon as the new flywheel is available, all new Sidewinder engines purchased will be delivered with this updated part, and the new flywheel will be available as a service part.**

Racing Outboards will also have the former flywheel available as a service part for existing engines.

One of the key forces driving the Sidewinder project was to provide a racing engine that was not dependent on the use of parts adapted from other manufacturers' products. This goal insures that your engine would not be made obsolete when another manufacturer's part goes out of production.

With the completion of the flywheel project, Sidewinder owners will not have to worry about parts obsolescence due to another manufacturer discontinuing parts used in their racing motors. **Racing Outboards is not beholden to any other manufacturer to supply their parts adopted for use in the Sidewinder racing engine; we manufacture virtually every part in the Sidewinders.**

There are no other technical changes for the Sidewinder 15S and 20S engines at this time.

We would like to thank the APBA, the Commission and their members, the local clubs and all the volunteers for the hard work required to put on the few events that took place last year, and for their efforts in preparing for the upcoming racing season.

The Sidewinder is an engine that has been designed and is being manufactured for competition in the Stock Outboard category. It is not an engine that has been designed for a different purpose and adapted for our use. This engine is yours; it was designed for you; it is being manufactured for you.

*It's Not Just The Racing<sup>TM</sup>*

Respectfully submitted,  
Ron Selewach  
Ed Runne