

Minutes  
Annual Meeting of the Vintage & Historic Committee  
American Power Boat Association  
January 25, 2018  
Crowne Plaza Hotel, Chicago, IL

Chairman John Krebs called the meeting to order at 4:30 PM. Vintage & Historic officials present were Vice Chairman-Outboard Roger Hinsdale, Chief Inspector Rich Evans, Chief Referee-East Coast Jack Meyer, Region 4 Dan Joseph, Region 6 Billy Noonan, Region 6 Dick Delsener, Region 7 Rob Holt, and Region 9 Jay Marshall. As a quorum was not present, any issues brought up will be discussed and brought to the next conference call for voting. Additional attendees to the meeting numbered approximately 15.

2017 was a tough year on APBA as 17 people were lost to either boating accidents or other life events. A moment of silence was held in memory of these people, and Jay Marshall led the group in a prayer.

A review of the proposed changes to the V&H Bylaws was presented. A copy of these proposed changes is included at the end of these minutes. They will be referred back to the next V&H committee conference call for further consideration and voting. Several proposed changes will need to be referred to APBA legal representatives before voting.

V&H showed a 12% increase in membership in 2017, 28 people. The new participating members membership at \$65 greatly helped in this increase.

The V&H Promo Fund brought in \$2910 for 2017, with 3 events yet to submit their money.

Insurance – there will be no rate changes for 2018 for V&H.

APBA is considering realigning regions for the 2019 racing season. If adopted, these changes will affect V&H and will be addressed at that time.

The tentative schedule for 2018 was announced; this is included at the end of these minutes.

The following awards for the East Coast were announced (West Coast Awards have already presented):  
East Coast Rookie of the Year—Hugh Long, Mahogany Rush  
East Coast Events of the Year—Wolfeboro, Wheeling  
East Coast Team of the Year—Mark and Debbie Cravens  
Chairman's Award—Dan and Debbie Joseph

Under open floor discussion, supporting V&H and APBA by encouraging crew members to become participating members was discussed.

Roger Hinsdale proposed that an informational website for V&H members be developed. Communication and dissemination of information among members would be greatly enhanced. The infrastructure is already available on Phil Spruit's *vintagehydroplanes.com* website. Roger would be available to spearhead this project.

Clarification regarding V&H status as "committee" vs "special event" was requested. Special events is a category of APBA that acts as an umbrella for start-up groups. V&H is a committee of APBA; the chairman is appointed by APBA and the committee of regional reps is appointed by the chairman.

A question was raised of what happened to the Tavares, FL events for 2018. There was discussion by the Tavares organizing committee that they wanted to add offshore boats to their sanction. John Krebs inquired of Rick Felsen of Hawk Race Insurance whether APBA insurance would be available if the Tavares event included offshore boats on their application; the answer was a definite "no." Dave Richardson relayed this decision from Rick Felsen to the Tavares committee; the sanction would be approved as in past years if offshore was not included on their sanction. Recent announcements online indicate that the spring and fall Tavares events for 2018 have been cancelled.

Discussion of including boats with safety cells/reinforced cockpits was referred to the regional reps committee on motion of Billy Noonan, seconded by Jack Meyer.

Jack Meyer discussed a system used in car racing where participants wear an earpiece that allows communication by referee to each participant in the heat. These could be used at V&H events.

Discussion of a strobe light system on boats, controllable from within the cockpit when the motor quits or automatically when the boat is disabled, was brought up by Dave Richardson.

Rich Evans discussed that boat numbers and names are added to trailers in inboard, and that this would be a good thing to consider in V&H.

The next V&H regional reps conference call has been scheduled for February 7 at 8:30 PM.

The vintage gathering will take place in room 302 of the Crowne Plaza, Friday night January 26.

The meeting was adjourned at 6:30 PM on motion of Dave Johnson, seconded by Dick Delsener.

Respectfully submitted,

Debbie Joseph  
Secretary  
V&H Committee

**2018 Vintage & Historic Proposed Schedule (sanctions have not been issued for any events)**  
AS OF JANUARY 25, 2018 (East Coast events with ?? are still in planning stages and are extremely tentative)

DATE: Weekend of	EAST COAST	WEST COAST
Feb. 3-4		
Feb. 10-11		
Feb. 17-18		
Feb. 24-25		
Mar. 3-4		
Mar. 10-11		
Mar. 17-18		
Mar. 24-25		
Mar. 31-Apr. 1		
Apr. 7-8		Kenmore, WA, Sammamish Slough Race, Vintage Only
Apr. 14-15		
Apr. 21-22		
Apr. 28-29	Dayton, OH??	Yelm, WA, Lawrence Lake, Dual event
May 5-6	Dayton, OH??	
May 12-13		
May 19-20		
May 26-27		
June 2-3		
June 8-10	Walled Lake, MI??	Richland, WA, Dual event
June 16-17	New Martinsville, WV, vintage only	Soap Lake, WA, Dual event
June 23-24		
June 30-July 1		
July 7-8		Olympia, WA, Black Lake Regatta, Dual event
July 14-15		
July 21-22	Waterford, MI??	
July 27-29	Leonardtown, MD?? Outboard vintage	Kennewick, WA, Hapo Columbia Cup, Dual event
Aug. 4-6		Seattle, WA, Seafair, Unlimiteds and Unlimited Vintage
Aug. 11-12		
Aug. 17-19	Clayton, NY	Pateros, WA, Dual event
Aug 25-26		
Sept. 1-2	Wheeling, WV, vintage only	
Sept. 8-9		Spanaway, WA, Neil Yapachino Mem. Regatta, Dual Event
Sept. 15-16		Oak Harbor, WA, Dual event
Sept. 22-23	Madison, IN	
Sept. 29-30		Manson, WA, Norm Evans Memorial, Dual event
Oct. 6-7	Leonardtown, MD?? Outboard vintage	Chelan, WA, Mahogany & Merlot, Vintage, ACBS
Oct. 13-14		
Oct. 20-21		
Oct. 28-29		
Nov. 3-4		
Nov. 10-11		
Nov. 17-18		

**PROPOSED CHANGES: 2018 VINTAGE & HISTORIC DIVISION BYLAWS** 11/20/17

**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 Hydroplanes

3. Historic Class Boats: A "Historic" boat is designated to have been a hull style that was approved for racing prior to 1946. **Due to the vast difference in construction and performance of a Historic boat, they will require their own set of rules and definitions to be added within these Bylaws.**

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~~ **should** be a minimum of 500 miles between V&H stand-alone events and other V&H sanctioned events which occur on the same weekend. **Exceptions could be inboard or outboard only events on the same weekend. Exceptions to the 500 mile distance may be requested and decided upon by the Region Reps and V&H Chairman.**

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.

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. **(add) The Rescue Squad is appropriate and qualified for all of the boat types entered at the event. If the Rescue Squad is not qualified for a boat type presented to participate on the water, that boat(s) shall be prohibited to run.**

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 clasping 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.
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 **and Outboard** participants, **with exception of reinforced cockpit / capsule Outboard tunnel hulls**. 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. **(note: I am not aware what the OPC capsule life vest color requirements are. They may be the same???)**
    - 5) Every driver shall demonstrate that his life jacket will function properly when requested by the referee.
    - 6) All life jackets equipped with a parachute must, in addition to the above specifications,**
      - 1) Be tethered to the boat if they are intended to be functional, or**
      - 2) Be rendered inoperable if worn for vintage appearance.**

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

**D. Due to recent violations in regard to personal safety equipment, the following requirements are being added to personal safety equipment By-Laws:**

- 1. All personal safety equipment MUST be inspected at each event for each driver of each boat. Violation of this will be considered a Yellow Card violation for the driver.**
- 2. Use of safety equipment different than that presented for inspection will result in two yellow cards for the driver and one for the owner.**
- 3. A second violation will result in a 30 day suspension for both the driver and the owner.**
- 4. A driver added to the boat must also present his/her safety equipment for inspection prior to running.**

14. All participants (**drivers and riders**) ~~and must wear closed toe footwear in the restricted area~~ pit crew (working on boats, launching boats, or retrieving boats) **must wear closed toe footwear 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. **If the boat does not have its own extinguisher, the owner / driver must be aware and able to identify, to the inspector, where one will be borrowed when required. Failure to comply to these conditions and use shall be noted on the inspection form and require a dedicated extinguisher at this boat by the next event. Complying during refueling and firing shall be required throughout the event duration, not just at inspection time.**

16. Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged **or in the water.** 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:

- Boats using a marine transmission and coupling assembly. The shaft coupling must have a minimum of two safety-wired setscrews; or
- A propeller shaft retention system, such as prewar Gold Cup racers that have the propeller shaft gimbaled and connected to the rudder.

18. **Lifting Straps: All lifting straps, if used, shall be inspected for condition and compliance at each event.** 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. **For strap configurations that have a single lifting point or a single strap at either the bow and / or stern, the following shall apply: All** The lifting straps must be date tagged and load rated every three years **from the time they were put into service. For all other configurations the lifting straps must be date tagged. Additionally, the inspector, risk manage, or referee may require that the lifting straps be load rated before there are used again. This will be noted on the inspection sheet. Lifting hooks must have safety spring loaded or gravity type retainers or some other nmethod of positive retention such as a secured screw shackle. The risk manager and inspector can agree that a particular lift configuration or lifting straps may not be used at an event and should assist the participant in finding an alternate solution if possible. Lifting straps of this style shall be load tested if requested during inspection or replaced. In any case, they shall be replaced every ten years from the time they were put into service.**

19. Lifting points on the boat must be of full circle enclosed construction preventing slings from becoming inadvertently detached. **Lifting hooks must have safety spring loaded or gravity type retainers or some other method of positive retention such as a secured screw shackle.**

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) 1) 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.

**24. The Referee shall monitor each heat for competitive driving style, excessive speed mimicking competitive racing, and repetitive driver errors (e.g. driving on the wrong side of a buoy). At the Referee's discretion, it is recommended that the entire heat be black flagged and the responsible party(s) counseled. The heat may be restarted if the Referee chooses. Repeat actions must be addressed at the event and may include disciplinary actions.**

**25. The Referee / Driver's Representative, Inspector, and Risk Manager can question boats they feel are overpowered or drivers who appear to be over driving their boats. Over powered boats can be driven responsibly, in the spirit of Vintage, and participate at V&H events. Lack of adequate driving experience and / or ability should be addressed if exhibited (e.g. over driving while attempting to keep up with a faster boat). Should the individual disagree / dispute the issue, the consensus of the parties list above shall be enforced at the event. The individual may petition their decision with the V&H Chairman following the event.**

## 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](http://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](http://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](http://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 **designated on the sanction** 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 **and alternate drivers** who answer roll call will be allowed to launch for in-water activities. **Alternate drivers also need to be approved by the Referee to participate with a particular boat. An alternate driver also includes a "known" driver who's been asked to drive a boat they normally do not drive or were not registered to drive at the event**
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. **The Referee and / or the experience driver should emphasize the non competitive driving style appropriate for Vintage and review the safety aspects of participation.**
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)**

*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). **unless otherwise noted**
  - 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:**
    - a) 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.
    - b) **For OPC tunnel hulls with reinforced cockpits or capsules a** 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.
    - c) **For OPC tunnel hulls with reinforced cockpits or capsules built after 19xx a** 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 **tunnel** 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: (For OPC tunnel hulls with capsules only)** 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.
    - a) **Canopy.** If a reinforced cockpit was fitted with a canopy, it must be run **The canopy** ~~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.
    - b) **Windshields.** It is recommended that the windscreen shall be constructed using a minimum thickness of 3/16" (.187) of a shatterproof material. The use of polycarbonate material ("Lexan") or equivalent is recommended.

**Comment:** I feel this section is accurate for more modern tunnel hulls with capsules, but it is not representative of capsule and canopy construction for the time period we now allow (pre 1993). I strongly feel the V&H period capsule equipped tunnel hulls should be allowed to remove the canopy if meeting the requirements in a) are not possible or difficult to meet. For example, changing the windshield material would require a far more robust canopy frame that is not likely to be accommodated by the capsule. All of section E reads like it came directly out of the current OPC rules. I am not convinced that the rules committee, who wrote these rules, is familiar with what Vintage boats are or the manner in which our events are run.

- F. All reinforced cockpit **and capsule equipped tunnel** hulls are required to have a left side and a right side rear view mirror attached **to the** exterior ~~to the capsule~~.
- G. **(For OPC tunnel hulls with capsules only)** 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 **or capsule equipped tunnel hull** shall:
  - a) 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.
  - b) Wear a flame retardant driving suit (SFI-3.2A/1 certified minimum).
- I. Drivers of reinforced cockpit **and capsule equipped tunnel** 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. Flotation: All V&H OPC **tunnel hulls** ~~boats~~ with **reinforced cockpits or** capsules must have the appropriate amount of permanently attached flotation foam to float the combined hull, motor, and driver in a swamped state.
- L. 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.)
- M. Safety / rescue crews present at a **V & H** regatta shall meet or exceed OPC Safety Rules for minimum staffing and equipment before a **reinforced cockpit or capsule tunnel** hull with restrained driver is allowed on the water.
- N. Throttles: All Group-B boats shall be equipped with a throttle mechanism that will self return to idle if the driver is incapacitated in any way. This precludes the usage of "factory" and aftermarket hand throttles that do not self return. Springs or spring-cords may not be used to return these non self returning throttles. A foot throttle, incorporating a return spring, is recommended.**

**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

*This section is reserved for future use*

## ARTICLE XIII: GROUP D – GENTLEMAN RACERS

*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.