

**American Power Boat Association  
Stock Outboard Category Meeting  
116<sup>th</sup> Annual Meeting  
Seattle, Washington  
January 23 & 24, 2020**

**I. Call to Order**

Meeting called to order at 1:30pm by Chairman Jeff Brewster.

**II. Opening Ceremonies**

- a. Pledge of Allegiance
- b. Moment of silence
- c. Introductions
- d. Meeting specifics, lunch, breaks, etc.

**III. Oath of New Commission Members**

*Do you and each of you solemnly swear or affirm that you will faithfully discharge the office of Stock Outboard Racing Commissioner and that you will uphold and defend the rules and by-laws of the American Power Boat Association and the rules of the Stock Outboard Category? If so, say 'I do'.*

**IV. Roll Call**

<b>Name</b>	<b>Region</b>	<b>Jan 23, 2020</b>	<b>Jan 24, 2020</b>
Pete Nichols	One	Present	Present
Steve Noury	One	Excused	Excused
Scott Clark	Three	Present	Present
John Wlodarski III	Three*	Present	Present
John Runne	Four	Present	Present
Kurt Romberg	Four	Present	Present
Tom Nuccio	Five	Present	Present
Tom Johnston	Six	Present	Present
Brian Mitchell	Six	Present	Present
Don Allen	Seven	Present	Present
Mike Pavlick	Seven	Present	Present
Buzz Rasmussen	Nine*	Present	Present
Ron Magnuson	Ten	Present	Present
Jason Diamond	Ten*	Present	Present

\*denotes first year on the SORC

**V. 2019 Chairman's Report**

Chairman Brewster presented highlights, opportunities and challenges facing the Stock Outboard Category. Engine supply and sales continues

to be a significant issue. 2019 was a safe year with no significant incidents. The 300SSH class continues to be a highlight with growth specifically in Region 10 catching the initial interest in the eastern regions. The trip by Bob Wartinger to Yamato is paying benefits and we will hear more about the results during this meeting.

## **VI. Appointment of Committees**

### Technical Committee:

Tom Johnston, Lee Sutter, Jerry Davids, Tom Smith & Kurt Romberg.

### 300SSH Committee

Jason Diamond, Dave Deck, Joe Johnson, Aaron Adams and Tom Johnston

SO Chief Inspector: Kurt Romberg

SO Chief Referee: Steve Noury

SO Chief Scorer: Jill Glossner

Chairman Brewster noted a particular need for a Stock Category Safety Committee to address opportunities and needs in stock outboard to protect our racers. He is seeking interest and volunteers from the membership to form this committee in the future.

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

**Motion: K Romberg                      Approval: P Nichols**

**Vote: Passes Unanimously**

## **VIII. Manufacturers' Reports**

### *a. Tohatsu –*

Chairman Brewster presented a summary provided by Alex Poliakoff in his absence. No RAM 50 packages were sold in the past year. There are 3 motors ready for sale at this time for \$6,895. Racing members who need a powerhead will find these available for \$3,795. A complete Drive System is \$3,595.

Specific part pricing was read by Chairman Brewster, and replacement parts continue to be available from the manufacturer via Alex.

### *b. Yamato – Bob Wartinger / Ric Montoya -*

Chairman Brewster introduced Ric Montoya for a report on the Yamato. He explained changes to manufacturing parts which have been greatly affected by the lean and just-in-time manufacturing processes at Yamato. He noted changes in his own personal life reduced his own availability towards handling communication. He had paid for an order 2 years ago that was not delivered yet. Two weeks previously he was

assigned a new point of contact at Yamato, and they have an active discussion about filling this order.

Mr. Montoya reported that after 2006 the EPA required the importers name to be permanently etched on the motor, which created a liability for himself and he has not sourced the necessary insurance to help cover this. Further he explained that the labor of shipping motors was complicated to the US because of the requirement for US imports to be sent as parts and not whole motors. Without the staff to do this and handle packaging at Yamato he reported that Mike Ward had helped our supply by processing motors in Europe to be sent to the US as split parts.

Mr. Wartinger reported on his visit to Yamato in Japan. He said the idea was to understand the viability of Yamato. He visited the old Motorboat Association of Japan to see friends and explain the situation of the APBA and the state of Kyōtei, which led to visits at Yamato Corp. While at Yamato he shared pictures of our racing format and answered many questions. The current President of Yamato raced with Mr. Wartinger in Finland several years ago. He also met several new people involved in the company while there.

Mr. Wartinger stated that the story of our racing was shared by Yamato to their personnel while he was there. Consumer racing has not existed in Japan for 10-12 years. They have 2 four-strokes in production and continue to work on environmental laws but are still unfinished on these. They also have larger electric motors but they are still evolving battery technology. Photos from the current production Yamato 331 were shown the commission including the magneto and cylinder heads. He reported that each stadium effectively controls the motor design, and the primary goal is parity to support the Kyōtei format.

When the 331 is eventually imported to the US, we may need to make our own parts to support consistency. The design changes from 302 to 321 and now 331 were around reducing noise, and removing some power to help reduce accidents. Bob speculated that using an earlier head and pipe could allow the 331 to run like the 302/321.

He showed photos of current Kyōtei boats being made noting that the boats are within 220g once completed. They make about 1,600 boats per year and use them for about 1 year.

They do not have a parts department which is one of the reasons we have problems sourcing special runs of component pieces. 64 engines per year go to a stadium and they build over 1000 motors per year.

Yamato installs a propeller that remains with the engine and they do not change or hammer on props at the stadiums any longer.

Mr. Wartinger asked how APBA might gain access to any set amount of motors periodically, which is nearly impossible given the current design, build and delivery method.

Mr. Wartinger visited Kyoto to learn that we may need to get engaged with the core Kyōtei gambling business to break in to the sourcing needed for motors. He remains in conversation with his contacts to connect Yamato, the gambling industry and himself. They continue with calls roughly once/week to manage the process, answer the questions, address the EPA, and engage the necessary legal counsel.

Mr. Johnston asked about the Australian connection. Mr. Wartinger replied that they did not seem to be actively pursuing it at this time. They had also explored a single stadium connection in Korea.

Motors that come out of the stadiums are returned to the factory to confirm they run and they have explored eliminating this step to help reduce impact on the stadium which could help influence supply.

Chairman Brewster thanked Mr. Wartinger for his continued efforts on our behalf.

*c. Sidewinder – Ed Runne & Ron Selewach*

Neither were able to attend but Ed sent many documents that were printed and shared with the commission and gallery. These documents included a proposal for several specification changes and acceptance of a new flex plate flywheel kit. Since they were not available for questioning, Chairman Brewster stated a phone conference after this meeting would be necessary.

*d. Mercury – Mike Pavlick / Chris Fairchild*

Chairman Brewster introduced APBA President Chris Fairchild. Chris introduced Stuart Halley, the President of Mercury Racing. Chris shared that APBA was in receipt of a 20hp Mercury motor for testing as a new racing power plant. Mike Pavlick is handling some testing of the product and is asking questions about the design and certain options. They had discussed mapping of the ECU for outboard racing as a development opportunity. Mr. Halley discussed the joint venture with Tohatsu on the new 4-stroke, for a lightweight, specific output product. He commented the UIM was also evaluating this product and he wants the input of APBA on the platform for development.

Mr. Pavlick shared pictures of a potential boat platform, perhaps as a future J/AX motor. Currently it is using the stock gear case and propeller on a 300SSH size boat. They are exploring height requirements, whether a racing gear case or prop would be available. A

throttle kit was made available by Mercury which worked very well, similar to designs seen previously. They believe this could run in the 50mph range as-is, but potentially approaching 60mph after some refinement. Mr. Pavlick noted it weighs 111lbs as-is. They are discussing approaching Dewald about a propeller, and list pricing was around \$3,800. Mr. Halley noted they would like to have a chance to meet requirements of the Commission so that Mercury could be a single source and avoid problems where racers were needing to modify a factory motor. Mr. Wlodarski asked if the changes could help support the current approach to our racing. Mr. Halley noted “tens of thousands” of these motors were already produced. Mr. Pavlick was gathering a list of questions for next steps to provide to Mercury.

Mr. Johnston noted a previous testing platform on a Honda four-stroke using the OMC racing gear case only approached 30 mph. A request was made to remove the rev-limiter in the ECU but this development and reprogramming closed this testing. The ECU is made by Kokusan and they would need to see how the rev-limiter might be softened. Mr. Halley noted they would like to present a complete solution.

Mr. Wlodarski asked about the timeline for production, Mr. Halley observed production on the current racing motors were developed to be reliable and remain in production, as seen with the current product offerings. The production will likely occur in Japan by Tohatsu once a design is finalized, and they can coordinate with their Japanese counterparts. Mr. Pearson asked what a minimum run might look like for a shorter tower. Mr. Halley was not able to comment with analysis of the investment and development process. Mr. Bahl asked about availability for a larger product such as a 30 or 40hp line, and Mr. Halley noted they could not comment at this time. Sealing the motor, propeller selection and other cost management strategies would be excellent. An electric start is currently on the test motor but it could be made available as a manual start.

The Commission thanked Mr. Halley for his attendance with the Commission and the interest of Mercury in re-engaging with stock outboard racing.

## **IX. Old Business**

- a. Approval of Minutes from last year’s 115th Annual Meeting.  
Minutes were made available to the Commission following last year’s meeting to all Commissioners and are posted on the APBA website.

**Motion made to approve previous year minutes, as published.**

**Motion: P Nichols**

**Second: S Clark**

**Vote: Approved / Unanimously**

b. Q&A with APBA President Fairchild

Chairman Brewster introduced APBA President Chris Fairchild who thanked everyone for attending the National Meeting and taking the time to travel and commit to the growth of the organization. He noted Mr. Pavlick is leading his development of the Mercury motor program. The Commission thanked Mr. Fairchild for stepping up to lead us forward.

c. Approval of Decisions of Race Committees and Referees for 2019

**Motion made to approve, as reported.**

Motion: P Nichols

Second: Tom Johnston

Vote: Approved / Unanimously

d. 2020 Championship Reports

i. Eastern Championships - *Jesup, GA April 4-6*

Mr. Nichols reported the criteria and conditions around the race are the same as prior years. One entry fee will get you racing all scheduled races for that class for the weekend. Testing will be held on Thursday.

ii. Western Championships - *Castle Rock, WA May 4 & 5*

Kyle Bahl, Race Director, reported that the sanction had not been submitted but the race will match criteria from prior year events. This is a private resort area with a small hotel and RV/trailer parking available. The ownership had changed in the past year but the new owner has been amenable to continuing racing at this location.

iii. Closed Course Nationals - *Springfield, OH July 13 – 19*

Mr. Pavlick reported that the race is moving full steam ahead. The course for Nationals will have a smaller first turn than the Central Divisional held in 2019. Several sponsors have made contributions to help support the event. Mr. Runne generously donated a boat to be raffled at the Saturday banquet. Beginning Feb 1 the website will be open for racing registration, RV reservations and pit assignments. The website is: [www.springfieldnationals.com](http://www.springfieldnationals.com) Attendees and interested parties can sign up for information on the mailing list through the website.

iv. Marathon Nationals- *Indian River, MI August 8 & 9*

The race course has been updated to prevent head-on racing as the traffic had historically worked both ways in the channel. Dustin Pearson reported that the TOMORC club had met earlier in the week and voted to remove the inflatables to reduce safety

issues. Attendance has been approaching 100 the past few years. Mr. Allen encouraged anyone interested to contact TOMORC members because they could connect weekend rides for racers who want to try this historic, unique and exciting event in boat racing.

e. Approval of 2019 Awards.

i. Hall of Champions Inductees

1. *Mikey Pavlick, Oswego, IL – 27 pts.*
2. *John Wlodarski III, Newton, NJ – 20 pts.*
3. *Nate Mitchell, Columbus, OH – 16 pts.*

ii. Gerald Waldman Award – *John Wlodarski III, Newton, NJ 9,500 pts. in 24 BSH races.*

iii. Henry Menzies Award – *John Wlodarski III, Newton, NJ 27,141 pts. in 72 races.*

iv. Rookie Of The Year- *Nathan Carmon, Richfield, OH*  
Chairman Brewster introduced Nathan Carmon who was in the audience. Nathan noted that the boat racing experience, and specifically the Top O' race 'blew my mind'.

v. Tammy Dawe Advocate Award – *Jean Mackay-Schwartz, San Leandro, CA*

vi. Craig Dewald Award – *Nathan Carmon, Richfield, OH 4,694 pts. in 11 races.*

**Motion made to approve awards, as reported.**

**Motion: P Nichols**

**Second: J Wlodarski, III**

**Vote: Approved / Unanimously**

**X. New Business**

a. Bids for future Closed Course National Championships

1. 2021 – MHRA, Grass Lake, Michigan
2. 2021 – MRC, Springfield, Ohio

Chairman Brewster strongly emphasized the importance of aligning the decision on the award for the closed course championships with clear communication to the APBA Modified Category. A decision and discussion on this topic will occur with the SORC on day two of the National meeting. The Committee discussed a joint SO/MO meeting to meet at 8am on Friday and sent a request to the Modified Commission.

**Motion to discuss**

**Motion: P Nichols**

**Second: S Clark**

Chairman Brewster called for a paper vote of the Commission for a vote between the 2021 Closed Course National Championship proposals. Votes were tallied by Rachel Warnock and Christine Brewster.

**Vote: Springfield – 12 / Grass Lake - 1**

b. Bids for future Marathon National Championships

1. 2021 to 2025 – TOMORC – Indian River, Michigan

Chairman Brewster explained that the approval that the Marathon National Event had will close a five-year arrangement this season which helped with coordinating the community interest on the second weekend of August every year. They now ask for another five years.

**Motion made to approve Marathon Nationals as proposed.**

**Motion: T Johnston**

**Second: P Nichols**

**Vote: Approved / Unanimously**

c. Bids for 2020 Divisional Championships

1. Closed Course

- i. *Northeast – DVORA – Millville, NJ on October 17 & 18*
- ii. *Southeast – CVRA – Wilson, NC on October 3 & 4*
- iii. *Central – MHRA - Grass Lake, MI on August 1 & 2*
- iv. *Western – SOA - Castle Rock, WA on May 2-3, 2020.*

**Motion made to approve**

**Motion: P Nichols**

**Second: B Mitchell**

**Vote: Approved / Unanimously**

2. Marathon

- i. *Central – TOMORC - Grand Lake, MI June 13 & 14*

**Motion made to approve Central Marathon Divisional, as reported.**

**Motion: D Allen**

**Second: P Nichols**

**Vote: Approved / Unanimously**





ii. Explanation of the 2020 Promotional Budget	
Trophies & Awards	\$1000.00
Rookie of the Year jacket	\$85.00
Postage	\$200.00
Safety inspection decals	\$50.00
HOC jackets 3 @ 85.00	\$255.00
Office supplies & printing	\$100.00
Travel	\$900.00
Delivery	\$800.00
Miscellaneous Expense	\$500.00
Annual meeting/ HOC	\$1000.00
2020 Net Income Projection	\$5500.00

Chairman Brewster explained the Stock Category budget details, noting that an additional 300 motor had been sold recently which makes the available balance around \$15k. M Pavlick asked about the category of 'Delivery', and Chairman Brewster explained that it involved costs above regular shipping such as cash outlay for motor transport to sell motors, which would be recovered during the sales.

Chairman Brewster explained that \$10 of each membership went to the Stock Category promotional funds. Any questions may be submitted to him at any time.

**Motion made to approve Stock Outboard budget, as reported.**

**Motion: P Nichols                      Second: J Wlodarski, III**

**Vote: Approved / Unanimously**

- g. Safety rule proposals
  - 1. Safety clothing discussion

Mr. Wlodarski reported on a discussion with the owner of Lifeline noting that when the current supply of cut-suit material was gone he would no longer be selling cutsuits. Lifeline will remain in the business of selling life-jackets. Mr. Pavlick asked if we could get the name of the source for the material, and Mr. Wlodarski stated he believed we could get this information from the vendor.

Mr. Gleason reported that SRP will continue to manufacture cut suits from Kevlar. He noted that the demise of Tuff-n-Lite was a sourcing problem with the manufacturer requiring a minimum mill-run quantity (similar to what occurred with the cut-socks) that was prohibitive to the cash flow of many vendors. Mr. Gleason noted that SRP had worked

through labor issues with the seamstress and outsourcing sewing and appears to have located a good vendor including the addition of some previously discontinued apparel designs.

Mr. Pavlick asked what a minimum quantity might be to make socks viable. Mr. Gleason responded that a minimum purchase of about \$6k per size. Mr. Wlodarski stated he had been told quantities were around 500 / per size. Chairman Brewster asked Mr. Gleason to share the appreciation of the Stock Outboard Commission towards their continued support of our racing.

2. BSR – BSH minimum age – lowering to 15 years old.

Location:

SRR 7.1 – Age Requirements – Page 9

Current rule:

1. The age minimum requirements by class shall be as follows. Age shall be determined by the birth date.

- Age 14 – ASR, ASH & 300SSH
- Age 15 – 15SSR, 15SSH & 20SSH
- Age 16 – BSR, BSH, CSR, CSH, DSR & 25SSR
- Age 18 - DSH

Action:

Lower the minimum BSR - BSH age from 16 to 15 years.

New rule:

1. The age minimum requirements by class shall be as follows. Age shall be determined by the birth date.

- Age 14 – ASR, ASH & 300SSH
- Age 15 – 15SSR, 15SSH, BSR, BSH & 20SSH
- Age 16 – CSR, CSH, DSR & 25SSR
- Age 18 - DSH

Reason:

The age minimum for 20SSH is 15, but BSH is 16. Speeds are similar for both classes and a Y80 setup is identical. This change would allow a 15-year-old to race in both classes.

**Motion made to discuss this topic.**

**Motion: P Nichols**

**Second: T Nuccio**

Mr. Wlodarski asked how many 15 years old might be running 20ssh but Chairman Brewster reported we do not have this information. Mr. Allen shared that we need to consider where this class could go with the SW20 once supplies were coming more steadily. The Commission discussed the merits and risks of lowering B-classes or raising 20ssh because of readiness, maturity and ability.

Ryan Gowin discussed driver limitations of 14 or 15 year-old drivers who may be ready or not to move up.

Mr. Diamond stated that lowering the age should not be reactionary on a temporary issue for motor supply. Chairman Brewster asked if we believed the B-class would be faster than 20ssh now or in the future, and the Commissioners agreed a B could be moving more quickly than 20ssh.

S Reed commented on the physical and mental requirements for running Yamato classes, and the maturity could be a real problem.

**Motion made to table this request.**

**Motion: K Romberg**

**Second: P Nichols**

**Later, a call was made by Chairman Brewster for a motion to return the issue: No motion was received.**

h. Racing rule proposals

1. Marathon racing class designation numbers

Location:

Rule No. Rule 6 – Racing Numbers Page No. 16

Current rule:

(No current rule)

Action:

Rule to be inserted in Rule 6 - Racing Numbers, after subparagraph 2.

Proposed new rule:

Marathon entries must also have a class designation affixed to both sides of the boat and within 12” of the transom. Class designation characters must be a minimum of 4 (four) inches in height and 3/8" stroke.

Characters shall be black on white or white on black. The background must be solid. Class designation characters shall be capital letters as

follows: “A” for ASR, “B” for BSR, “C” for CSR, “15” for 15ssr, “25” for 25ssr, and “D” for DSR.

ALSO:

Add the following words in all caps on the next subparagraph in rule 6.3. It shall be the driver’s responsibility to make ALL numbers AND CHARACTERS legible. The numbers AND CHARACTERS must be so displayed as to be clearly visible at all times and shall be securely attached in such a manner that they will not be lost or defaced during a race. The race committee shall have the power to warn, or disqualify without previous notice, any driver who races with improper or illegible numbers AND CHARACTERS.

Reason:

Scoring and timing during marathon events in 2019 were challenged to keep track of boats where the same boat number was used in multiple classes. “Big Boat,” “Red Boat” and other mnemonics were used to keep track of the correct class. This easy fix will provide enough information for timing and scoring to accurately place each boat in the correct class.

Mr. Pavlick shared samples made by John Peeters of the proposed class designation numbers with the Commission. John has volunteered to donate the first set for all boats this season.

**Motion made to discuss the proposal**

**Motion: T Johnston                      Second: J Wlodarski, III**

Chairman Brewster noted the manufacturer of the decal would be anyone capable of meeting the size and color specification. Various members of the TOMORC club were asked and replied that establishing a minimum requirement decal would be helpful.

Jill Glossner requested the SORC to establish a recommended placement in front of the transom for consistency to assist training of marathon scorers. Mr. Reed asked if a drawing showing approximate location could be established to allow some leeway on boat design.

Motion amended by Mr. Johnston to require the location of the class designation to be aft of the racer number and fore of the transom of the boat. Seconded by Mr. Nichols.

**Motion Approved: 14-1**

## 2. Marathon Eastern – Western Championships / NAC

Location:

RR 18 – Championships (page 30)

Current rule:

see below

Action:

Remove all words crossed out.

Also add the correct verbiage to the “Marathon Championships” portion of the rule in #3

Reason:

To allow marathon racing to hold the same championships as closed course racing.

### RULE 18 • CHAMPIONSHIPS

#### 1. General

A. During each racing year, Championship regattas shall be held for full racing members of the American Power Boat Association and are open only to APBA members.

B. ~~In closed course racing,~~ there shall be one Divisional Championship in each geographic division, one Eastern Championship, one Western Championship and one National Championship.

C. ~~In closed course racing,~~ there may also be one North American Championship awarded by the SORC for each racing class.

D. ~~In marathon racing, there may be one Divisional Championship in each geographic division and there shall be one National Championship.~~

#### **Motion made to discuss, as presented.**

**Motion: P Nichols**

**Second: T Johnston**

The Commission discussed merits of creating consistency in marathon racing as a forward-thinking movement to grow this unique racing format. Mr. Wlodarski noted opportunities in east-coast racing and some of the locations being looked at in Region 10.

Mr. Johnston shared that the Marathon racing lost their July date at Grass Lake this summer due to the Nationals being moved up. This would help create the draw to the race. Mr. Pavlick agreed this would create appropriate and needed consistency.

Mr. Nichols suggested we not place the same date limitations as we do on the closed course event to open up locations. Mr. Allen noted that we should really look at the minimum number of events required for Hall of Champion points to create consistency.

Chairman Brewster asked M Pavlick, J Wlodarski, N Carmon, D Pearson to meet to discuss how we create alignment across all the rules to match closed course and marathon rules.

**Motion to table: P Nichols**

**Second: D Allen**

The following morning, Mr. Carmon reported that brief discussion was held given limited time.

**Motion to discuss: P Nichols**

**Second: J Wlodarski, III**

Mr. Carmon shared information about the points being equal between closed course and the only difference being the minimum number of races. He stated the Hall of Champions requirements are the same between formats, with the minimum requirement on qualifications being 10 for marathon and 12 for closed course. He noted there is no East/West championship for Marathon and there are no records – each having points for Hall of Champions consideration. Mr. Nuccio suggested consideration being given to creating separate Hall of Champions inductee for Marathon racing, and Chairman Brewster noted this had been discussed in the past but would need to go to Hall of Champions Committee.

Chairman Brewster clarified the proposal to have an Eastern/Western Championship for Marathon racing in the rule structure, and perhaps an exemption could be given to the format to address issues around the date rule. Mr. Pavlick commented that we need to avoid creating exemptions to rules for clarity.

Mr. Allen questioned the intent of the rule change, and whether we are trying to accommodate scheduling concerns over a single event. The Commission clarified the rule on the allocation of the current Eastern/Western Championship is only for the closed course format. Mr. Carmon sorted 3 questions:

- Should there be an Eastern/Western Championship for Marathon?
- A club wants to do this for Marathon and is outside approved dates – is this allowed?

- How to normalize Marathon racing for Eastern/Western Championship and records for Hall points.

Mr. Hearn suggested the SORC consider a revision allowing the SORC to award Championships at the National Meeting and avoid the current situation where we have to tweak and accommodate each year. It was clarified that awarding Championships and allocating Hall points for events are two different requirements. Mr. Reed noted that without bids it could create uncertainty, but Mr. Hearn replied that, in effect, is what is already occurring as we attempt to adapt. Mr. Hale offered that the reason we now have Eastern/Western Championships is because certain states can race year-round, and members in these areas were attempting to use this time of the year. What was originally intended to be a winter race has now extended, and eliminated winter, and continues to evolve as we change rules. Mr. Nichols asked if we considered placing this in Marathon should we require consistency in all other areas such as minimum races and boat counts. Mr. Allen stated he felt this was all around helping the Hall and that we needed to remove the Eastern/Western Championship from the Hall of Champions. Mr. Carmon offered that in 2019 only 2 racers made the minimum race count. He stated that if Grass Lake wanted to hold more races they could just do that. Mr. Gleason commented that having 2 Championships does cheapen the overall quality, and if they want a double-point race they could look at crediting the NAC events accordingly. Mr. Wlodarski observed that the Marathon racers have historically not traveled well, so they may not go to Jesup or New Jersey. Mr. Johnston said when they have a Marathon on either date at Grass Lake they have 20 runabouts. He felt that doing this rule would increase numbers, and given some prior experience this may only benefit 1-2 classes who could draw minimum numbers for Hall criteria.

**Mr. Johnston made a motion to allow and hold a Marathon Eastern/Western Championship No Second was heard.**

### 3. Eastern/ Western Championships

Chairman Brewster explained that the commission had previously approved the removal of the third weekend in May deadline date. The thought was that any race site could then have the opportunity to hold the race. After that vote, several commissioners responded that this may have been a mistake, and this could kill racing in our southern states and dilute attendance for races on the same weekends. Due to this Chairman Brewster added the issue to this agenda for further discussion.

**Motion made to discuss, as presented.**

**Motion: M Pavlick**

**Second: P Nichols**



Mr. Allen asked for clarification on what the goal of this rule change might do? And whether to assist certain regions who might be able to participate in these events? Mr. Clark noted we will hurt certain existing races, such as Jesup, GA. Mr. Reed observed it will help closed course racers. Mr. Nichols stated that if this allowed to move into the summer time, it will affect travel decisions from region to region. Several Commissioners acknowledged that this will affect participation for existing sites and regions. Mr. Wlodarski commented we are changing what the original Winter Nationals used to be, and how it was initially split to East/West to help reduce the trans-continental travel and how we are talking about reducing this further. Mr. Allen noted an opportunity through awarding certain races like this to support creating large-format race in each area of the country. Mr. Reed commented by removing the date requirement the race has no value to the broader benefit of stock outboard racing. Mr. Allen asked the Commission to consider what we are trying to create and why we would advance this rule. Mr. Diamond commented that this could help the west coast, and that without removing dates we may be in a situation where they may not get a race. Mr. Runne noted that too many bonus point races actually hurts the local races when racers were making key decisions on where to travel and spend their racing money. Mr. Nuccio commented Jesup, GA was 150 entries or more in the current format. Mr. Johnston received clarification that Jesup and Spring Tabor were not competing for Eastern Championships at this point.

Mr. Runne commented that when the SORC conference calls started this season we would do no harm to racing. He felt that pulling the dates for the East/West Championships would be detrimental to stock outboard racing. We need to consider this carefully.

**Motion withdrawn by: M Pavlick and P Nichols**

**Motion to table: P Nichols, Second: D Allen**

**Brought to the floor Day 2**

**Motion by: J Wlodarski, III Second: P Nichols**

Chairman Brewster reiterated key points from the previous day where race sites could be hurt and explained the new rule that Mod had just passed.

Mr. Nichols proposed the SORC follow the Modified Rules moving the date one week later to June 1, effective 2021.

**Vote: Approved / Unanimously**

4. Championship racecourse size

Location:

Add the sentence between K & L in RR 18.1 on pg 30.

Proposal:

All championship racecourses must be not less than 3/4 mile and not more than 1.1 mile in distance.

Reason:

Due to the importance of the race, a racer should not have to deal with surprises when attending a championship event.

**Motion made to discuss, as presented.**

**Motion: J Runne**

**Second: K Romberg**

The Commission noted that the length is disclosed on the sanction, and that it is approved by the SORC along with the race location.

Mr. Wlodarski asked if this also covered North American Championship or the Eastern Championship events by name. Mr. Allen noted that clubs could define the course in the sanction as between .75 and 1.1 mi and not implement the requirement. Mr. Bahl pointed out the Referee was required to check the course as part of the implementation, and felt a rule covering this was not needed.

Mr. Diamond noted that the Commission had heard a comment from Mr. Wartinger about specific corner angles which could affect the overall length but not promote the necessary safety. Mr. Allen commented that the rules allow the Committee with the approval the Commission to make adjustments during the race week to adapt to available conditions. Mr. Mitchell asked what we are trying to solve with this rule, and Mr. Allen reiterated creating rules can create problems.

**Motion was withdrawn by J Runne, K Romberg**

i. Inspection or Inspection Manual Changes

1. Measuring Fluid

Location:

Tech Manual pg 11 #4

Current rule:

4. A mixture of 50% mineral spirits and 50% TCW II or III outboard motor oil should be used as the measuring fluid. This mixture should be prepared in a separate container not the burette.

Action:

Replace the first sentence with the following:

A mixture of 50% mineral spirits and 50% TCIII outboard oil, or a 50% mixture of mineral spirits and 50% TCII outboard oil, or a 50% mixture of mineral spirits and 50% Marvel Mystery Oil shall be used.

Reason:

- 1) To coincide with the new Modified Category rule.
- 2) To ensure the same viscosity for all combustion chamber measuring fluids.
- 3) To provide direction to our inspection team.

**Motion to discuss: P Nichols**

**Second: K Romberg**

**Motion to approve: P Nichols**

**Second: K Romberg**

**Vote: Approved / Unanimously**

## 2. Aftermarket 300 series exhaust pipes

Location:

Tech manual page 62 – under Permissible Modifications - add a new sentence between 16 & 17.

Current rule: None

Action:

Add this sentence –

Aftermarket exhaust pipes for the Yamato 300 series engines that are provided by Tom Johnston shall be permissible. All specifications will be met and they will be identified by the word “Johnston” imprinted on the casting.

Reason:

Due to the pipes now being NLA and the debut of the Model 331 a supplier is needed for our exhaust pipes. See page 68 for specs & the diagram on page 73.

**Motion to discuss: T Johnston**

**Second: P Nichols**

**Motion to approve: T Johnston**

**Second: P Nichols**

**Vote: Approved / Unanimously**

## 3. Forced Air

Location:

Tech Manual – General Guidelines & Restrictions (new #12) on pg 13.

Current rule: none

Action: add a new rule stating:

It is not permissible to collect and direct or redirect air toward the engine to attempt to increase performance.

Reason:

This is solely an attempt to obtain artificial power from the engine.

**No motion made to discuss**

4. Sidewinder Specification Changes

**Motion to discuss: J Runne                      Second: J Wlodarski, III**

The Commission discussed the motivation in making these changes, and the intention to increase reliability of the motor as they were produced from the factory. Mr. Nichols asked if the Technical Committee had reviewed the specifications. Mr. Romberg stated he had received the specifications and had questions about the proposal due to certain influences they could have on motor technical questions.

**Motion withdrawn by J Runne / J Wlodarski**

**Motion to discuss (Day 2): P Nichols                      Second: M Pavlick**

Mr. Allen suggested that we have a conference call with Ed Runne to discuss these changes, such as moving the exhaust port heights by such potentially dramatic numbers. Mr. Wlodarski agreed, and noted similar concerns on the flexplate flywheel where development on the part could be expensive. Chairman Brewster stated we could invite Mr. Runne to talk to the SORC on the next call after the National Meeting about the changes and the impact. The information could be reviewed by the Technical Committee who could then present the recommendation to the SORC.

**Motion withdrawn: P Nichols                      Second: M Pavlick**

5. Mercury 15ci reeds

Prototype carbon fiber reeds were expected to arrive for inspection by the commission. They arrived too late for discussion. Testing this season will proceed for possible approval next season.

Reasons:

- 1) Reeds are not sold alone and must be purchased with the reed block causing an unnecessary cost.
- 2) The current reed is made of metal and recent failures have caused cylinder damage on several engines.

6. Aftermarket Parts

Proposal: Aftermarket parts may not be approved until the original OEM parts have become NLA.

Reason: To provide direction in the future of when aftermarket parts should be made available.

**Motion to discuss: T Johnston                      Second: J Runne**

The Commission discussed the pros/cons of requiring a rule on this, and Mr. Pavlick pointed out that waiting until a part went NLA may create supply issues later.

**Motion withdrawn by: T Johnston / J Runne**

7. Tuner pipe / water passage inspection

Location:

Tech Manual pg 4

Current rule:

Minimum Levels of Inspection

1. Level 1 - Inspection at all races.

Check height, weight, fuel with Digitron meter, and tuck where applicable.

2. Level 2 – at Divisional, Western Championships & Eastern Championships. (min.)

Level 1 inspection, plus fuel specific gravity or water solubility, cc's of engine, carburetor dimensions, gear case dimensions, gear ratios, water inlet (where applicable), stroke & bore with thru spark plug hole checker.

3. Level 3 – at Summer National Championships, Marathon National Championships and Record Runs, this will be mandatory.

Level 1 & 2, plus tear down and internal inspection to verify all internal dimensions comply with the current inspection manual. A level 1 inspection will be conducted prior to sealing a motor.

Action:

Add to the bottom of Level 2:

If the minimum championship boat count is obtained:

The tuner pipe shall be inspected for legality, which includes shape, dimensions and coatings.

Water passages will be inspected for alterations from OEM specifications.

Reason:

This important part of our engine inspections at a championship race, was not included in our rule.

**Motion to discuss: D Allen**

**Second: K Romberg**

Mr. Pavlick asked Mr. Johnston and Mr. Romberg if this should be added and was necessary. The inspectors commented that it may not be necessary but they would not fight this requirement either. The Committee discussed the merits of making this change.

**Vote: Approved / 13-0-1**

**K Romberg Abstained**

j. Other Technical or Rule Proposals

1. Step ups

Proposal:

Remove the first two sentences of RR 2.6

Rule:

~~There shall be no entry step-ups in classes. Each class run at a regatta must consist only of boats eligible for that class.~~ Classes may be combined but must be scored separately.

(The model below was provided to begin the discussion)

Allow the following step-ups:

ASR may enter 15SSR  
15SSR may enter BSR  
BSR may enter 25SSR  
25SSR may enter CSR  
CSR may enter DSR.

ASH may enter 15SSH  
15SSH may enter BSH  
BSH may enter CSH  
300SSH may enter 20SSH  
CSH may enter DSH.

Step up entries are not permitted at championship races.

Step up entries do not count in the four-boat minimum needed for high points.

All technical, safety & racing rules apply to the slower class that is stepping up to the faster class.

The minimum age criteria must be met for the faster class.

**Motion to discuss: M Pavlick**

**Second: J Runne**

Mr. Pavlick commented we need to find ways to get drivers on the water, and with reduced boat counts promoting Step-Ups could help retain participation. Mr. Wlodarski observed that creating Step-Ups is not putting new racers in boats but simply retaining existing drivers with insufficient entries in their own classes.

Mr. Bahl questioned why we would do this since the minimum count would not qualify. He suggested creating a local or open class that could be used to create seat time, and place it on the sanction.

Mr. Nichols agreed that with needing 4 bona fide class entries this would not help a national point chase. Mr. Allen emphasized the context of this discussion is great to help look forward so perhaps we could start by doing this a class at a time to mitigate sizing issues as we address Yamato supplies.

Mr. Pavlick suggested that a 300ssh without a restrictor being legal for 20ssh at 1 3/8" without a restrictor could be an alternative to help expand racing entries on existing racers. Mr. Johnston noted that 321 with the baffle is 3-4 mph slower in 20ssh, so if the 300ssh was added as discussed (with the restrictor) they would be 50mph.

Ms. Glossner observed that Step-ups will become a problem for scorers to track, particularly if this expands to be cross-category.

Mr. Reed suggested that if a new guy showed up with a 300ssh they could have more heats of 300ssh to help create the water time. Mr. Bahl stated that Region 10 combines classes of 3 boats to make a 6 boat race. Mr. Johnston said he took his 300ssh to Tabor City a few years ago and he was the only attendee, so he ran CSH with the boat at that time.

Mr. Wlodarski stated that the Step-Ups could create eliminations in classes that might not have had them otherwise so we should consider whether we have to cap Step-Ups to prevent impact to race committees.

**Motion withdrawn by M Pavlick, J Runne**

## 2. Model 80 in BSR

Location:

Tech manual pg 14

Current rule:

BSR - Mercury 25xs with restrictor, Sidewinder 20s\* (w/o restrictor)

Action:

Add the Model 80

Reason:

Due to the success of the Model 80 in the BSH class, this addition may help the struggling BSR class while we wait for Sidewinder 20s availability.

**Motion to discuss: J Wlodarski                      Second: J Runne**

Mr. Wlodarski stated that it did not think this could hurt the class, and it could allow someone another class to race with the availability of the Yamato 80. Chairman Brewster noted it worked for BSH, where they used C-size boats, and in this case comments had been received about creating minimum boat sizes. Mr. Allen said he checked with some racers who indicated they would not be willing to expand to this class, and changing rules when the current B-size racers were not expressing interest. Mr. Nichols noted that we said we are trying to expand the 15ss classes but we are limiting with the restriction on the roll-ups.

**Motion withdrawn: J Wlodarski                      Second: J Runne**

## **XI.** Other Matters

### a. Buckeye, Arizona

Chairman Brewster introduced Ernie Dawe who reported on the success of the new race held in California last year. A new race in Buckeye, AZ will be held in April 2020 to continue that growth which will have cash prizes. Mr. Dawe thanked the Commission for the loan of funds from the SORC to have this race last year.



b. Racing Rule #1

Chairman Brewster discussed a potential change of the rule that prevents us from making changes after the National Meeting. This change would be a sentence added in the current page 1, racing rule 1 where it would state *"Except for the changes of technical and racing rules which shall be acceptable until May 1 without going to ballot of the category members."*

The proposal would be to allow changes to be made after the National Meeting up until May 1 of the current racing year.

The Commission discussed the implications and risks of making this change. Mr. Reed observed we still have a way to promote necessary rule changes by routing them through the Board of Directors, so a category rule may not be necessary. Mr. Allen read Bylaw 12.7.1 through 12.7.3 further for the benefit of the Commission. Mr. Diamond noted we could avoid conflict by promoting any further changes within a couple weeks after the National Meeting rather than waiting until May 1. Chairman Brewster suggested March 1 should be a realistic deadline. Mr. Johnston shared an experience when the Yamato 80 pistons went NLA, he was unable to get a Board meeting due to availability of the members. He subsequently called his own meeting to help influence the change and then polled the members to complete the legislative process.

Mr. Pavlick asked what had not been done, and whether it could be achieved yet this National Meeting. Chairman Brewster agreed it could be achieved.

Mr. Clark made a motion to reword *"Except for the changes of technical and racing rules which shall be acceptable until March 1 without going to ballot of the category members."*

**Motion: S Clark**  
**Item was tabled**

**Second: P Nichols**

**Mr. Nichols made motion to remove from the table.**  
**Second: J Wlodarski, III**

Mr. Nichols made a motion to reword Technical and Racing Rule changes allowing *"Except for the changes of technical and racing rules which shall*

*be acceptable until March 1 without going to ballot of the category members.” unless requested in the proposal*

**Motion: Mr. Nichols**

**Second: Mr. Allen**

Mr. Pavlick expressed concern that the Commission really needed to work ahead of the meeting to avoid making any changes after the National meeting. Mr. Romberg requested the problem we are facing is a reaction to not have sufficient time in the National meeting, and that we needed to communicate that upward in the organization to address the issue. Mr. Hearn shared that the Commission should not assume the wording of this rule would not be abused by a future Commission, and expressed opposition to the idea that we could change technical and racing rules to a point where up to 1/3 of the racing season is over. Mr. Reed agreed.

**Motion Approved 11-3**

c. Course Layout

Chairman Brewster introduced Mr. Wartinger to discuss the opportunities with safety in course designs and corners. He stated that any lap time less than 60 seconds (regardless of size: Junior, Unlimited, etc.), the water does not have sufficient time to eliminate waves upon return of the race boat to that location on the next lap. He shared visuals showing how courses were laid out with the imprecise techniques common in club racing – with angle on buoy of 45 degrees or 60 degrees or even 90 degrees. He noted that the parameters have to be adjusted to maximize safety and they had worked extensively in Europe on these issues. He commented that adjusting boat density was also a factor and could be manipulated by buoy placement. Boat length overlap could be used to influence behaviors conducive to safety.

**Mr. Clark made a motion to recess to day 2 at 6:07pm**

**Chairman Brewster called the meeting to order on Jan 24, 2020 at 9:00 am**

d. Pre-registering information – Jill Glossner – SO Chief Scorer

Chairman Brewster introduced a presentation from Ms. Glossner to promote electronic scoring supported through electronic registration. The process of pre-registration before the race, eliminates many of the manual processes currently in-use such as collecting cards, filling out forms on-site, collecting money, and most of all – waiting, waiting and waiting... the paperwork processes done onsite and during drivers meeting create schedule changes and delays.

One argument from the drivers might be that they do not know what classes they might race before the event. However, the goal of this electronic process is to greatly reduce this paperwork. She suggested racers get a copy of the APBA registration form and complete it, minus the signature, so that all the information is on the entry blank and email it to the scorer. She added that this could be done at the start of the season by getting a collection of ready-to-go forms prepared without the race dates or locations to be used at any race.

Ms. Glossner noted that taking electronic payments such as Venmo can be used to further accelerate the registration process. This method also supports last minute refunds when changes occur.

Some discussion in the scoring meeting is eliminating the paperwork of the entry blank, and changing how APBA cards are used.

Mr. Magnuson noted that SOA had influenced electronic registration by charging a late-fee (est. \$5 penalty) if you do not pre-register. It is listed on the sanction.

Christine Brewster commented that using the entry blank helps access to emergency contact information from the current paper form.

Mr. Johnston noted using a fillable pdf was easy to do. Ms. Glossner commented that we no longer need to imprint cards and we could write them on to the form. She added that making a copy of the club membership in one of the second open areas of the entry blank also helped streamline the process.

e. New scoring program – Nathan Carmon – SO Rookie of the Year  
Chairman Brewster introduced Nathan Carmon about a computer program he developed after the Marathon Nationals to facilitate the process of scoring the marathon race. This was developed with the assistance of experienced APBA scorers on how scoring workflow occurs before, during and after a race. He presented a demonstration of this product to the Commission noting:

- Racer information is imported from the APBA master file so that the registration by APBA number and class fills in the information for scoring;
- Duplicate entries or other edits/errors can be identified;
- The roll call report can be printed from the software for driver's meeting;
- The scoring program handles race start, race timing, and race finish processes through the integrated clock in the computer;
- DNF, DNS and DQ can be detailed, along with any associated penalties;
- The final results can be printed to pdf, shared on social media or printed for local posting;
- For purposes of marathon scoring on a two-day format, the program allows capture of both Saturday and Sunday with calculation of final results;
- He also created a closed course marathon version that adds lap counts for a timed marathon race, which can also be run as a one or two-day format.

Chairman Brewster noted that Mr. Carmon brought this forward after less than one year of participation and is sharing this contribution for marathon racing.

f. Cocktail class runabouts

Chairman Brewster introduced the topic of a cocktail class being raced in the Carolina and California area, and introduced David Hale. Mr. Hale shared that he was forwarded communication from a member in his region with concerns on the limited quantity of races and the expense. Potential racers who have been saving for a couple years but have been unable to make the investments. The cocktail class is a spec-boat built from a standard set of plans. There are only 2 classes with under/over 8hp and speed is limited to about 30mph. The racing format is a slalom. There is a cocktail racing organization with membership fees of \$50/year. The member's intention was to use these slower and less expensive boats as a potential gateway to faster APBA classes. Mr. Hale stated that they plan to bring 4 of these boats to some of the California

aces. Mr. Allen observed there is a special events category where these could be sanctioned. Chairman Brewster suggested that these types of innovative ideas are how 300ssh was originally started. It is an open ended idea, with potential concerns on integrating safety. Mr. Wlodarski commented that it started at Yacht clubs, and they wear inexpensive life jackets and helmets. Mr. Hearn stated we have to follow the rules for the APBA class, and would need to follow the APBA General Safety Rules.

g. Yamato Pistons

**Motion to discuss: P Nichols    Second: S Clark**

The commission discussed the opportunity to have Mark Tate produce an oversize (up to .30 over) piston for the Yamato engine. The Commission supported having Mark explore this build to address supply needs for the future. Mr. Johnston clarified how the rules are written in the book for this, and that the Modified Commission approved an aftermarket .20 piston that he has in stock. Mr. Reed noted that we do not know how these pistons will perform at this oversize level.

Chairman Brewster proposed the SORC accept a resolution expressing interest in receiving a proposal for aftermarket pistons for the 102 and 300-series Yamato engines.

**Motion: P Nichols**

**Second: Mr. Nuccio**

**Vote:** Approved / 13-0-1    Abstain: T Johnston

h. Yamato Model 80 funnel

**Motion: T Johnston**

**Second: J Runne**

A 3-D printed aftermarket carb funnel was provided for inspection.

Mr. Johnston shared feedback from the Chief Inspector. Mr. Romberg requested we make this a single source supplier to avoid conflicts in design. Mr. Johnston stated it had been tested for fuel resistance. Mr. Romberg suggested we add labeling to the part to indicate the single source, which should be easy with the 3D printing technology. Mr. Reed suggested that so long as it passes inspection measurements how would we know even if the current funnels were made by Yamato. No current specification is available. Mr. Carmon made the suggestion that we look over the next 12 months how do we create specifications and confirm that parts are formally NLA to get ahead of the supply issues that will continue as motors age and manufacturers evolve. Chairman Brewster noted he could assign this task to the Technical Committee. Mr. Diamond suggested we require the manufacturer name and not the supplier for clarity. Mr. Hale stated that he could find nothing in the rule book to prevent use of this part, and Mr. Johnston clarified that this part was not excluded from the rule "*as received from the manufacturer*". Mr. Johnston stated he had tested sanding the printing marks from one

sample that was provided. Mr. Allen encouraged us to thoughtfully write this rule to avoid a situation with a lack of necessary specification.

Motion to accept the Model 80 carburetor funnel as produced by John Korbis with his identifying initials on the outside.

Mr. Hearn suggested the Technical Committee create the necessary specifications and requirements.

**Vote: Approved 12-2 Abstain - M Pavlick & D Allen**

i. New commissioner & gallery comments

Chairman Brewster introduced rookie SORC members for comments:

Mr. Rasmussen was introduced as a new member to the SORC. He was impressed with the variety of topics and depth of conversation, and the quality of discussion. He looks forward to continuing his participation.

Mr. Wlodarski stated his history of the SORC was a newsletter from the meetings, and he appreciated being able to be a part of the meeting. He said other younger members need to be involved and work together. Chairman Brewster noted Mr. Wlodarski was a member of the Novice SORC last year.

Mr. Diamond said the SORC may be the most frustrating experience but also very enjoyable with the discussion and the extent of the knowledge around technical issues.

Mr. Nichols asked about the Novice Commission, and Chairman Brewster stated they had originally had a plan to coordinate it but with Mr. Wlodarski moving up from the Novice level we lacked a formal leader to take this into 2020. It could be reconstituted in the coming year. Chairman Brewster stated his own interest in this was from sitting in SORC in the eighties, and how difficult the rule making is and legislative process could be if not properly supported for young people to grow the future of SORC.

**XII.** Adjournment

Chairman Brewster thanked the commission and the audience for their participation.

**Motion made to adjourn at 11:40am on Jan 24, 2020**

**Motion: J Runne**

**Second: P Nichols**

**Vote: Approved / Unanimous**

*Minutes respectfully submitted by Brian Mitchell & Jeff Brewster 2/1/20*