

## 2011 Vintage and Historic National Meeting    Detroit, Michigan    January 29, 2011

The meeting was called to order at 9:00 AM by Chairman Doug Whitley.

Regional reps in attendance at the meeting were Bob Moore Region 1, Marv Hart Region 2, Dan Joseph Region 4, Billy Noonan Region 6, Ron Snyder Regions 7 and 14, Jay Marshall Region 9, and Frank Banducci Region 11. Doug described the structure of the national regional representative system and the conference calls that take place every 8 weeks.

The first order of business was a review of major discussions from 2010.

- At one race, a driver was found to have changed his life jacket from what was presented in the inspection process. This issue was addressed by the reps, and the necessity of using equipment that has been inspected at that event will be discussed at the driver's meeting at each event.

-Dual kill switches for driver and passenger in jersey speed skiffs and other two seat boats were discussed and it was decided to not require them for safety reasons.

-Vintage boats running with horsepower significantly greater than was used in the original boat was discussed, and will be brought up to the owner of a boat on a case by case basis.

-A reinstatement of the 100 mph club was discussed and for safety reasons was not brought back.

-Issues relating to driver training were discussed.

- A change to the rules has been made. Article VII, item 3, paragraphs B & D in the current vintage rulebook (which follow) will be removed from the vintage rulebook:

*B. New drivers must be available the afternoon prior to the event for detailed boat inspections and instruction on special procedures on the racecourse. The Safety Committee or specially selected experienced drivers will perform this instruction.*

*D. During the afternoon session prior to the event, experienced drivers will observe novice drivers and have them go through typical maneuvers and situations so that their skills can be evaluated and guidance offered. This is especially necessary in the case of single seat hydroplanes. In this case an experienced driver will observe the new driver from a chase boat or from land.*

-The serious fire during an event in Moses Lake this year was discussed by Jerry Wortman, the driver involved. He related that he wanted to describe the series of events that led to this accident to try to encourage other drivers to learn from what he experienced. While fueling his boat, he didn't realize that the filler tube from the deck of the boat was not connected to the fuel tank and the gas was going into the hull. He remembers thinking that the boat seemed to be taking a lot of fuel, but was hurrying to get the boat to the crane so dismissed the thought. When the boat was put into the water, Jerry's wife noticed that the boat "seemed to already be taking on water" but it was actually fuel she was seeing in the bottom of the boat. As the boat was pushed away from the dock Jerry attempted to start it, and a huge explosion and fire followed. Jerry received very serious burns on his ankles and wrists because the cuffs of his driver's suit were not made of flame retardant material. Also his helmet strap and lining melted and burned him. Considerable discussion on safety followed among the membership present, including recommendations given by those who previously were racing drivers.

Don Worth, co-founder of Friends of Miami Marine Stadium, addressed the meeting. This group is working to save the stadium from being demolished and the site has been designated as a Historic Site by the City of Miami. The goal is to bring boat racing back to the stadium. Those involved in this initiative are hoping to be able to hold an event in the spring of 2012 at the stadium which would include all classes of race boats and vintage. More details will be forthcoming through 2011 on the progress of these efforts.

Marv Hart presented the work he has been doing to develop a business plan for vintage and historic. He created a questionnaire that was completed by the regional reps to gather information on each region. Criteria for approving sanctions were developed from this information. As of the 2011 season the following sanction criteria have been adopted:

-All requests for sanctions must be in writing.

-Vintage Only Events have priority over dual sanction events.

-Existing events have priority over new events.

-Vintage only events should have a one week protection prior to and after the event within the 500 mile range of another event.

-Dual sanction events will require the Vintage entrants to participate on a equal basis with any other class for scheduled water time, tow money (if available to other classes) and participation plaques.

-An appeal process is available through the regional representative. The appeal should be in writing and should include an explanation of why there should be reconsideration.

A committee of Marv Hart, Tom Bertolini, Dan Joseph, Bill DeGlopper and Doug Whitley went through the sanctions submitted prior to the submission deadline. The list of sanctioned events for 2011 is at the end of these minutes.

Marv continued his report by stating that dual sanction events are recognized as a tool for vintage to grow. It is important that the relationship between inboard and vintage be enriched so that a high number of vintage boats are attracted to the event and to ensure that a great show is put on at the event. It is noted that more respect is being given to vintage for the contributions they make to an inboard event, and as such vintage should be accorded participation plaques, scheduled water time, and inclusion in tow money distribution if that is offered at the inboard event. It is also important that the referee for the event meet in advance with the vintage referee or drivers' representative to discuss the participation of vintage during the event. The vintage members involved with the event will work prior to the event to determine which boats will be in attendance so it is clear that there will be enough boats in a class to put on good vintage demonstration laps.

Buddy Byers presented for the Antique Boat Museum at Clayton that the APBA Historical Society will present a perpetual trophy beginning next year at Clayton to encourage an increased boat count at this historic event.

Patrick Gleason from Security Race Products and Kent Fauntleroy from Lifeline gave presentations on safety equipment. Demonstrations of the most up-to-date life jackets, helmets, neck restraints, driver's suits and other items were presented. The differences between Snell M (motorcycle helmets) and SA helmets were explained. It was recommended by Mr. Gleason that cameras attached to helmets could present a danger to the driver if he is ever thrown from the boat. Question and answer sessions followed.

Bob Moore presented a report on safety and inspections in 2010. The 2011 inspection forms and inspectors' test will remain the same as 2010. Inspectors who were certified in 2010 will be required to take the test again in 2011; it will be online shortly.

Marv Hart presented information on drivers' clinics for new people entering the sport and previous racers coming into vintage. These clinics were initiated at Clayton several years ago and have been very successful. Drivers' clinics will be instituted in 2011 on a national scale in vintage and historic. A facilitator with a manual conducts the clinic and

moderates open discussion among attendees. The clinic can be put on at any event and veteran drivers are encouraged to attend to share experiences.

Marv reported that he had received funding from the APBA Historical Society for three radio controlled strobe light warning systems to be utilized at V&H events.

Marv also presented information on an awards program proposal for high points that is being developed. The program will reward participation in vintage events and has been in use successfully on the West Coast in the past year. Points will be awarded for each heat run, and a certain percentage of those with the highest points will be recognized at the end of the year. This program is still in development and input from members is encouraged.

Members are encouraged to take issues to the regional representative in their region. This system has been set up to follow a chain of command approach and to alleviate excessive communications with the vintage chairman or the APBA over minor issues that may be solved by the region rep for that area.

Chairman Whitley presented several awards at the meeting:

Rookie of the Year, East Coast: Wain Trotter and Michael Hill

Outstanding Events of the Year: Cross Lake Vintage Raceboat Regatta, Butch Dreher; Clayton Antique Raceboat Regatta, Kevin Hart; Wheeling Vintage Raceboat Regatta, Dan and Debbie Joseph; Buffalo Launch Club Vintage Raceboat Reunion, Bill DeGlopper; Lake George Vintage Raceboat Regatta, Terri Hoffman.

Team of the Year, East Coast: Bill and Judy Fisk

Judy D'Eath Award: Marv Hart

Chairman's Choice Award: Debbie Joseph

Special Service Award to Tom Bertolini for his dedication and service to vintage and historic as Chairman from 2004 to 2010

Rookie of the Year, West Coast and Team of the Year, West Coast will be announced at a later date.

Jay Marshall presented his "Hose Down" award to Doug Whitley for his actions at Wheeling in 2010.

It was announced that Billy Noonan was awarded the Bruce Broussard Award for Meritorious Service at the Inboard Banquet on Friday night at the APBA meeting.

The meeting was adjourned at 11:45 AM.

Respectfully submitted,

Debbie Joseph

DATE	PLACE	TYPE OF EVENT
April 14	Seattle, Washington – Stan Sayers Park	Testing
April 30-May 1	Moses Lake, Washington	Dual Sanction
May 13-15	Muscatine, Iowa	Testing
May 21-22	Nicolaus, California	Dual Sanction
May 21-22	Dayton, Ohio	Testing
June 4-5	Elizabeth City, North Carolina	Dual Sanction
June 11-12	Chautauqua Lake, New York <b>(tentative)</b>	<b>VINTAGE ONLY</b>
June 11-12	Lake Sammamish, Washington	Dual Sanction
June 25-26	Brockville, Ontario, Canada	Dual Sanction
June 25-26	Kent Narrows, Maryland	Dual Sanction
July 1-3	Madison, Indiana <b>(tentative)</b>	Dual Sanction
July 8-10	APBA Gold Cup, Detroit, Michigan	Dual Sanction
July 16-17	Quake on the Lake, Waterford, Michigan	Dual Sanction
July 29-31	Tri-Cities, Washington <b>(tentative)</b>	Vintage Unlimiteds
August 6-7	Hampton, Virginia	Dual Sanction
August 6-7	Cross Lake, New York	<b>VINTAGE ONLY</b>
August 13-14	Oroville, Washington	Dual Sanction
August 19-21	Coeur d’Alene, Idaho	<b>VINTAGE ONLY</b>
August 20-21	Rideau Ferry, Ontario, Canada	<b>VINTAGE ONLY</b>
August 26-28	Celina, Ohio	Dual Sanction
August 27-28	Pateros, Washington	Dual Sanction
September 3-4	Wheeling, West Virginia	<b>VINTAGE ONLY</b>
September 10	Grand Island, New York	<b>VINTAGE ONLY</b>
September 9-10	Spanaway, Washington	Dual Sanction
September 17-18	Hillsboro, Ohio	Dual Sanction
September 16-17	Wolfboro, New Hampshire	<b>VINTAGE ONLY</b>
October 1-2	Lake Chelan, Washington	<b>VINTAGE ONLY</b>
October 1-2	Morgan City, Louisiana	Dual Sanction
October 1-2	Isleton, California	Dual Sanction
October 15-16	Nicolaus, California	Dual Sanction

**2011**  
**APBA**  
**Vintage**  
**&**  
**Historic**  
**Schedule**