

**American Power Boat Association  
Stock Outboard Category Meeting  
115<sup>th</sup> Annual Meeting  
Orlando, Fl. February January 6-9, 2019**

**I. Call to Order / Thursday 2-7-19 1:30 pm to 6:30 pm**

The meeting was called to order at 1:30pm by Chairman Jeff Brewster.

Mr Brewster presented opening comments and general instructions on the format of the meetings to be held in the following days. He noted specifically the work completed during the weekly phone calls leading up to the national event. The Committee was advised to act with civility and the best intentions of Stock Outboard Racing in all matters.

Mr Brewster followed by reaffirming the oath of the APBA Stock Outboard Racing Commission:

**Oath – By answering roll call, you once again shall confirm your oath as presented on our phone conference on November 20, 2018.**

**II. Roll Call**

<b>Commissioner - Region</b>	<b>Day One 2/7/2019</b>	<b>Day Two 2/8/2019</b>
Pete Nichols – Region One	Present	Present
Steve Noury – Region One	Excused	Present
Scott Clark – Region Three	Present	Present
Shawn Breisacher – Region Three	Present	Present
Matt D’Agostino – Region Four	Present	Present
Kurt Romberg – Region Four	Present	Present
Tom Nuccio – Region Five	Present	Present
Tom Johnston – Region Six	Present	Present
Brian Mitchell – Region Six	Present	Present
Joe Pater – Region Six	Present	Present
Don Allen – Region Seven	Present	Present
Mike Pavlick – Region Seven	Excused	Present
Mike Hauenstein – Region Eight	Excused	Excused
David Hale – Region Nine	Present	Present
Ron Magnuson – Region Ten	Present	Present
Kyle Bahl – Region Ten	Present	Present

### **III. 2018 Chairman's Report**

Mr Brewster recognized the work of Mark Tate and Bob Wartinger on the sourcing of Yamato engines through Mike Ward. Mr Tate noted that he will begin work on the EPA permits and processing through this company within the next month once Mike Ward returns from a vacation. Mr Tate noted the goal is to help avoid the expense and timing with splitting the motors for import. His initial goal is to process an order for 30 motors, and that timing for the order is dependent on the responsiveness of Yamato Corp. He will be touch with Mr Brewster with next steps, and they expect to split the 30 motors to 10/10/10 between SO, MO and PRO. If requests for motors are unused in a certain category, they may defer to other categories after a certain amount of time. Mr D'Agostino asked if this program would affect personal orders by US racers to Mike Ward. Mr Tate responded that there were many details to be worked out as discussion proceeded, and more information would be forthcoming.

Pat Gleason asked if all SO motors would be for 300ssh. Mr Brewster replied that he had already ordered 5 motors specifically for 300ssh, but that the next 10 through Mr Tate would be for the SO category – not specifically 300ssh. Mr Brewster added that the last order of motors came in November, and had been ordered in January with no interim communication from Yamato, and the protocols for working with the Japanese-based supplier are different than customs and processes that we may be used to.

Mr Hale asked if an individual ordering specifically from Mr Tate could get a sealed 300ssh motor, to which Mr Brewster answered the sealed shipping crate could be delivered from Mr Tate to Mr Johnston or shipped to Jerry Davids for sealing and be used for 300ssh. Mr Tate affirmed that any and only APBA members will be able to use a website published by Mr Tate for placing orders.

Mr Brewster reported that SO had an increase of 40 net new members in 2018, and that a large portion of this increase was a direct result of driving schools, shows, and word of mouth marketing by APBA members to new racers. So far in 2019, we have a net increase of 11 new members. The 300ssh class and support of motors is necessary to support the participation of new members. Region 10 has reported that it will have up to 12 racers in this class this season, and we would like to focus our help on Region 3 and 4 in 2019.

### **IV. Appointment of Committees**

Mr Brewster reported that he is not creating individual committees at this time, and that the SORC would address all issues.

All Committee members will be the members of the SORC unless announced differently this season.

SO Chief Inspector: Kurt Romberg  
SO Chief Referee: Steve Noury  
SO Chief Scorer: Jill Glossner

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

For: 13                      Against: 0

Notes: Mr. Johnston motioned approval, Mr. D'Agostino seconded

## **VIII. Manufacturers' Reports**

### *a. Tohatsu – Alex Poliakoff*

Mr Brewster provided the written report by Mr Poliakoff on the Tohatsu platform for the committee. He specifically made note of new motors coming forward, and a prototype Tohatsu 20hp that he has imported, and will be tested in spring 2019.

Mr. Magnuson provided information on the gears available through Sid Bass. He has over 60 gears available in various states of production. They have plenty in stock.

Mr Brewster commented that an inflatable class has been created and 6 motors were sold for this purpose. The DSH class has shown growth in some areas but no new engines have been sold for the class this past season.

### *b. Yamato – Tom Johnston*

Mr Johnston read a report from Ric Montoya, containing reports on the Yamato platforms, including overall import quantities, dates and current replacement part availability.

RPM has no 300-series Yamato's in stock. He continues to import used motors from Japan. A new overseas sales representative has been appointed by Yamato, and they are currently very busy with domestic sales.

Mr Johnston is processing 8 motors that have been sold, and Jerry Davids has 5 motors that have been sold. Mr Johnston provided the names of all current sold motors awaiting fulfillment.

Mr Johnston has a waiting list of 1 driver and 2 clubs with outstanding orders.

Mr Brewster reported that SORC is in possession of 2 sealed 300-motors, and that anyone interested can contact SORC.

c. *Sidewinder – Ed Runne / Ron Selewach*

Mr Selewach reported that the new website is being published with the eCommerce service for purchasing motors and parts. He noted that they had ordered 200 rods in early 2018, and provided specific information on problems they had with suppliers in casting and preparing rods for racing service. They only received 176/200 rods in the initial casting order, and a problem with copper plating meant that the rods were not usable. Racing Outboards bore the cost of replacing these rods. The new rods are nearing completion for assembly. They have not experienced any problems with EPA exemptions for the racing motors.

Mr Runne provided samples of rods to the SORC that had broken and bent due to inappropriate preparation by their suppliers, noting these failures are why they could not use the rods. He also provided updates, material/alloys, and machining improvements being made on other parts such as blocks, crank pins, and crankshafts. He has 4 complete sold A motors awaiting spray shields and those will be shipped once the shields are delivered. He is working with alternate suppliers on these items. He expects to be able to deliver 10 more motors based on parts in process. They have approximately twenty A motors on order. They have approximately five B motors on order.

They are still using OMC flywheels for the A motor, and the flex-plate design is being finalized for the B motor. This flex-plate design will be required for shipment of the updated B motor.

Mr Runne was not able to provide a specific delivery date on the 20SW motor only commenting that it would be prior to the racing season. Mr Brewster commented that the flex-plate flywheel has been in process for the previous 3 national meetings and it was difficult to understand how to get the B motor orders moving. Mr Brewster commented that the lack of supply is a liability to racing as we try to grow these classes.

Mr D'Agostino asked if motors were still ordered without a deposit needed, and Mr Selewach confirmed no payment needed until a motor is ready to ship.

Mr Brewster thanked Mr Selewach for his continued persistence on the development and delivery of a stock outboard racing engine.

Mr Selewach reported they are working on a new large order of OMC Gearcases for APBA as well.

d. *Mercury – Mark Wheeler / Howie Nichols*

Mr Nichols stated that APBA has 5 Mercury complete, new motors available. Once these are sold we will no longer have new motors as Mercury no longer makes these motors. APBA has sold an average of 1 per year recently.

APBA does have 9 Mercury short-blocks in stock.

APBA is also ordering 15 complete OMC gear cases and 5 empty gear cases from Racing Outboards, LLC to support assembly of motors from other converted fishing motors. All equipment has to be purchased from the APBA website.

**IX. Old Business**

a. Approval of Minutes from last year's 114th Annual Meeting.

For: 13                      Against: 0  
Motion: Mr Breisacher                      Second: Mr Clark

b. Q&A with APBA President Nichols

Mr Howie Nichols gave an update to the SORC. His emphasis as APBA President and the BoD is the enforcement all rule books explicitly. All drivers deserve the opportunity to compete fairly under a common rule book. Mr Nichols requested all members of the Commissions be unified after approval of any rule, noting that there are always two (or more) sides to these discussions, but after fair dialogue in the meetings we need to show a unified resolve on approvals. He noted that his email and phone number are available to all members with questions and comments, and he is here for the membership. He noted that he may not be able to address each and every item but he will at least hear these items. He also noted that he is prone to mistakes but is also willing to hear those concerns and will follow-up accordingly.

Mr D'Agostino asked about the status of the new website. Mr Nichols replied that this will be discussed at the upcoming Technical Seminar, along with demonstration of current state. They have emphasized closure of this redesign as a priority for the designer. This will include quicker results, including a draft 'unofficial' results that can be posted by the scorers so that the membership is more readily able to see results. This will put the on the scorers to submit the unofficial file as quickly as possible, and create the opportunity for racer dialogue before publication of the official results.

Mr Reed asked about the ability of the system to support a better overall racer and result database. Mr Nichols said the website is first, and the registration and scoring database will come next. They have identified a company called RaceDay used by other motorsports that specializes in

this type of work, automates registration, scoring, information sharing, and overall accessibility to information. Mr Nichols noted that the costs on the scoring system are complicated by the variances in the categories if we pursued this with the web designer, so making decisions about the financial costs of a new system required further careful consideration. This new system will also manage number assignments and show how current numbers are allocated to racers.

Herb Lamphear asked if the Lakeland race in April 13-14 would be a 1-mile record run. Mr Nichols said it would be, but he is concerned about participation due to the date adjacency to the Jesup race. Mr Nuccio commented that over \$80k is spent putting on the Inboard race (Orange Cup Regatta), so it is important to get a sufficient turnout to show the local supporters our interest in getting a separate dedicated event for kneel down racers. Mr Clark observed that using the Lakeland location as the Eastern Divisional would help drive attendance. Mr Nichols stated the purpose of moving the Stock event to April was to specifically avoid the March date that was historically used, and the associated wind.

In motor updates, Mr Nichols noted that he purchased three 302 and one 80 Yamato motors through APBA for sale to new racers. Mr Clark asked if APBA would consider being the order-entry for the Yamato motors being handled by Mark Tate. Mr Nichols noted that as Mr Tate is investing the funding it would be complicated to intervene on this. Mr Brewster observed the 300 motor is already sold on the website, so the setup might be straightforward as a one-stop-shop.

The committee discussed an upcoming presentation by Mercury for the SORC on the interest by the manufacturer to reenter kneel-down outboard racing.

- c. Q&A with APBA Vice-President Chris Fairchild  
He reported that Mercury has approached APBA about returning to small-motor racing. Mercury has a 20hp 4-stroke in production that weighs 99lbs, and has tooling available to produce the gear case that was originally used for the 25xs and 44xs. They need to know they have the full support of all relevant APBA categories to advance this interest.
- d. Approval of Decisions of Race Committees and Referees for 2018  
For: 13                      Against: 0  
Motion: Mr P Nichols                      Second: Mr Johnston
- e. 2019 Championship Reports
  - i. Eastern Championships - Jesup, GA April 4-6  
Howie Nichols reported that plans for Jesup were similar to the 2018 race, noting that testing will be available at Jesup, GA on Thursday once the course is setup. The priority will be on the

Eastern Championships and Modified Winter Nationals first, and then all other racing will follow.

- ii. Western Championships - Castle Rock, WA May 4 & 5  
Mr. Bahl is Race Director for this event, noting it is a great location in front of Mt St Helens. There is a hotel right off the launch dock and the remaining pit area is a campground. The local community is excited and supportive of this event. When this was last held they had 3-4 trailers attend from CA.
- iii. Closed Course Nationals - Wakefield, MI July 20 – 28  
Mr. Allen reported that planning is continuing, the race committee has been set.

Mr D'Agostino asked if the schedule was being advanced/accelerated. Mr Allen reported they believe, weather permitting, they can be done by Thursday. The banquet will still be Friday.

Mr Bahl asked if a testing window would be available each day. Mr Allen said they have an aggressive schedule and testing daily would not be likely.

Rooms for Wakefield are available for reservations now. Campground reservations can be booked starting Feb 19.

- iv. Marathon Nationals- *Indian River, MI* - August 10 & 11  
Mr. Brewster reported that the rules structure for Marathon racing has been identified as an area for opportunity. Development was done with updating wording and confirmation by TOMORC, and was subsequently approved. Mr Brewster did encourage the club to continue addressing specific details on safety, rule-administration, and execution. For 2019 they expect to make changes in the race course in response to comments and observations from insurance and Coast Guard feedback. He provided specific details on bi-directional traffic, management of the locks, use of video at checkpoints and buoys, but TOMORC has worked very hard to make this a success.

Mr Allen reminded everyone to be mindful of their use of social media, noting how quickly and easily misinformation is spread to observers when it is used incorrectly and inappropriately. Mr Brewster agreed that these problems are exacerbated when insurance carriers see this information and create misunderstanding about the execution of races and the impact on risk management.

Mr Brewster recognized Chas Dodge as the Chief Referee of APBA for 2019. Mr Dodge spoke to the Committee about racer behavior and the responsibility of every racer, crew member, and official on applying risk management effectively. Each person needs to police the risk management of races and say something immediately to offenders. This is absolutely necessary for us to contribute to the success and future of racing.

e. 2020 Championship Reports

Closed Course Nationals - *Springfield, OH*

Mr. Mitchell provided an update on the new Springfield location. He stated the planning for the 2020 event is being developed with the July 2019 race for working out course and infrastructure details. Mr Mitchell stated that Bill Pavlick is working with the Chris Fairchild, the promoter and the fairground manager on specific site details. He described the race location with 113 acres of water and 6 acres of adjacent pit are inside of a chain link enclosed fence on the fairground property. He noted that the fairgrounds has 470 campsites with 30/50 amp service, that there are 8 hotels in the area, along with common retail such as Home Depot and Walmart. Mr Brewster commented that he had counted over 20 restaurants within the general area. Mr Mitchell noted that local energy is very high for this location and there is interest in supporting multiple events per year. It is important that we identify any concerns about the site and share those with Bill Pavlick so that it can be addressed. The fairgrounds is regularly used throughout the year and has onsite bathhouses, access to concession vendors, and traffic control. They do not use the lake area which was transferred to their administration from a quarry company, and this is a great opportunity for dedicated racing water.

f. Approval of 2018 Awards.

i. Hall of Champions Inductees

1. Kyle Lewis, Seattle, WA – 36 pts.
2. Mikey Pavlick, Oswego, IL – 18 pts.
3. Peter Lauer, Harbor Springs, MI – 18 pts.

ii. Gerald Waldman Award – *Mikey Pavlick, Oswego, IL*  
*10,525 pts. in 27 20SSH races.*

iii. Henry Menzies Award – *Mikey Pavlick, Oswego, IL*  
*33,366 pts. in 88 races.*

iv. Rookie Of The Year- *Michael Sharphouse, Wayne, NJ*



v. *Tammy Dawe Advocate Award – Bill Pavlick III, Aurora, IL*

vi. *Craig Dewald Award – Josh Pearson, Berkley, MI*  
*4,000 pts. in 8 races.*

For: 13 Against: 0  
Motion: Mr. Allen Second: Mr. Clark

## **X. New Business**

### a. Bids for future Closed Course National Championships

#### i. 2021 – MHRA, Grass Lake, Michigan

Motion: Mr Johnston Second: Mr D’Agostino

Discussion: Mr Allen commented that splitting the nationals from the Modified Category five years ago created a rift that will carry repercussions if we continue to promote separation. Mr Mitchell made a motion to table this motion pending a formal discussion between SORC and MORC. Mr Clark seconded this motion.

For: 12 Against: 1

Mr Brewster reported he had spoken with Mr Sutherland (MORC chairperson), who indicated that MORC racers did not want to attend a long week. This information was contrary to the conversation that had been held by SORC members with other MORC membership.

Mr D’Agostino noted that the 2019 Constantine Modified National Championship is already five days covering a Wed-Sun schedule, as compared to a traditional Mon-Sat event in a joint SO/MO situation.

Mark Wheeler commented that the MORC would like to run Divisionals at Springfield, OH in 2019 in order to plan for what might occur in 2020. They are not planning for 2021 at this point. Mr Pater responded that if we wait too long it could become difficult to put on a national event with at least 12 months to prepare, and if we defer a decision on Grass Lake it will complicate the preparations and sponsor contributions.

Motion made by Mr P Nichols to un-table the decision on Grass Lake.  
Second by Mr Nuccio.

For: 14 Against: 0

Mr Nuccio noted that other national championship events had been held on less favorable water, and that it was difficult to understand what other objections could exist. Mr Johnston reported that he had talked with Mr

Sutherland that the Modified category wants a short (3 day) week. Mr Clark noted that a joint event can more than double entry counts.

Motion made by Mr P Nichols to hold on a decision for the 2021 National Championships until the next legislative session of the SORC. Second by Mr Johnston.

Mr Johnston noted that a new village manager was in place at Grass Lake and was enthusiastic to get moving on the planning. Mr. Nuccio replied that if they are interested now they should be interested next year, and if they choose to remove support, so be it. Mr D'Agostino expressed support for not making a decision until after the Springfield event so that adequate information can be had.

Mr Pater commented that he would not be in favor of holding on a decision due to the time and energy it takes to get momentum working for the race planning. He continued that the MO category has stated they like going to Constantine, so that if we would hold on a decision they might still then go elsewhere.

Mr Hale observed that the Commission has not seen a 2021 bid from Springfield or anywhere else, as a competitor to a Grass Lake bid. Mr Allen replied that with the 2020 bid confirmed the decision to award a 2021 bid would depend on proceedings for this summer. Mr Pavlick noted that many drivers, lots of racers/families, race both categories and he feels that the small majority is complaining against this. He feels it is important to rejoin the two categories.

Mr Brewster instructed that the current vote would be to award the 2021 National Championships to Grass Lake, MI. A vote against would be to hold at this time.

For: 3                      Against: 11

Mr Pater asked if Springfield was committing money to the sport for holding races. Mr Mitchell replied that Mr Fairchild and the promoter had been working with Mr (Bill) Pavlick on the specific finances, and that offsets for expenses such as ambulance, insurance, sanctions or other fees could be negotiated as the interest from the site includes selling spectator seats, campsites, concession rentals, and other income sources.

Members of the SORC will pursue discussion with MORC between the 2/7 and 2/8 meetings.

ii. 2019 – 45ss - Newberg, OR May 25 &26  
For: 13      Against: 0  
Motion: Mr. Bahl      Second: Mr. Allen

b. Bids for 2019 Divisional Championships

1. Closed Course

i. Northeast - *Franklin, PA May 25 – 27*

ii. Southeast – *Lakeland, FL April 13 & 14*

*(Note: This location was changed to Jesup, GA several days after the meeting and prior to the completion of these minutes due to the cancellation of the race in Lakeland)*

iii. Central – *Springfield, OH July 6 & 7*

iv. Western – *Seaside, OR June 22 & 23*

For: 13                      Against: 0

Motion: Mr Nichols                      Second: Mr Breisacher

*(Note: The motion, the associated second and vote covered approval of all short-course Divisional Championships for 2019 listed above.*

2. Marathon

i. Central - *Grass Lake, MI July 12 & 13*

For: 13                      Against: 0

Motion: Mr. Johnston      Second: Mr Nichols

c. Bids for North American Championships

Note: None were submitted. Mr. Brewster reminded all that these need to be submitted and approved by May 1, 2019.

d. Bids for future Eastern & Western Championships

i. Eastern – *Jesup, GA April 3-5, 2020*

For: 13      Against: 0

Motion: Mr. Mitchell      Second: Mr. P Nichols

ii. Western

Notes: This year would be from CA – none have been received so far.

Mr Brewster recognized Mr Hale from California and the newly constituted Region 9 as a result of the region realignment. Mr Hale commented on a recent region meeting and the results of measuring interest in the racing of boats. They had 20 people in the meeting and did form a new APBA club. A follow-up meeting on February 23<sup>rd</sup> would determine whether they have interest to host a race in 2019. They do have a site and equipment, but as a newly formed club they are asking for consideration in a loan from SORC to file the necessary paperwork. Mr Brewster asked what sort of payment schedule would be defined. Mr Hale noted that once the race was held and race fees were paid they could arrange for transfer the receipts back to SORC. Mr D’Agostino commented that loans to clubs for other events had been done in the past. Mr Reed agreed and provided specific examples.

Mr Bahl made a motion with second by Mr Allen to loan \$3,000 to the newly formed Southwest Racing Association for purposes of holding a race in the 2019 season.

For: 13 Against: 0

Southwest Racing Association Club officials include:  
Mr Ernie Dawe is the newly elected Commodore.  
Vicky Schwarzenbach is the secretary/treasure  
David Hale is the Race Chairman

Mr Breisacher asked Mr Hale if the club had boats. Mr Hale said they had a boat from a former club, and they may be able to sell an excess motor to purchase the remaining necessary equipment.

Mr Dawe observed that this a positive commitment towards the region in southern California in supporting this large portion of the overall population as prospective racers. This will also continue to support the possibility of maintaining the Bakersfield race location.

e. Stock Outboard Promotions

- i. Our previous projected budget totaled a net income of \$5,304.00. At the year-end, the actual figure was \$-256.84. This negative number occurred due to the monies from the sales of 300 engines has not been deposited as of this writing. Our current balance is \$14,236.88

- ii. Explanation of the 2019 Promotions Budget

Trophies & Awards	\$1000.00
Rookie of the Year jacket	\$85.00
Category award ceremonies	\$600.00
Postage	\$300.00
Safety inspection decals	\$50.00
HOC jackets 3 @ 85.00	\$255.00
Promotion - 300SSH engines	\$6300.00
Office supplies & printing	\$230.00
Equipment	\$200.00
Travel	\$900.00
Delivery	\$1500.00
Miscellaneous Expense	\$500.00
Video / Live streaming	\$300.00
Annual meeting/ HOC	\$1200.00
2019 Net Income Projection	\$5404.00

For: 13 Against: 0  
Motion: Mr. Allen Second: Mr P Nichols

Notes: Mr Brewster provided the operating budget for the Stock Outboard Racing Commission, noting it was already been submitted to the APBA Board of Directors for approval. Safety Inspection decals, awards and the RoY jacket were delivered on Feb 6, 2019. He would like to proceed with orders for the Menzies and Waldman in advance for the 2020 SORC to have inventory on hand.

f. Safety rule proposals

1. Rule 2.3 - Lanyards revisit to change our previous decision of 18” from the top of the transom to 12”.

Motion: Kyle Bahl                      Second: Tom Nuccio

For: 13                                      Against: 0

Notes: Cassandra Olson provided the SORC with a very interesting report on a survey that she conducted on ignition cut off lanyards. (see page 21)

g. Racing rule proposals

1. Rule 4.7 - Lead boat on final lap

The Committee discussed repercussions of removing or revising the rule as it is covered in General Racing Rule 13.4.

Mr Breisacher made a motion to remove Racing Rule 4.7.

Second: Mr Romberg

For:            13      Against:      0

Mr Breisacher made a motion to remove the second sentence of Safety Rule 5.1. Second: Mr Romberg

For:            10      Against:      3

Ms Glossner asked for clarification on re-allowing gun jumpers in a rerun of the heat if it were red-flagged, under SO Racing Rule (4.8c – page 17). The committee confirmed interpretation of the rule that jumpers would be allowed to restart if the race were red-flagged for any reason.

Mr Brewster asked the committee to consider if proposals are necessary to be changed on this point, and discussion could continue in this National Meeting or anytime up to May 1.

h. Inspection or Inspection Manual Changes

1. Yamato model 331

Motion: Mr Nichols                      Second: Mr Romberg

For: 13      Against: 0

Notes: Mr Brewster requested adding model 331 to the rulebook, noting that Mike Ward’s website does have a photo for reference. There is a filled-in area on the bottom of the block where distortion had occurred in the 2<sup>nd</sup>

cylinder. Mr Brewster suggested that the rule book be updated such that 331 is listed where 321 is noted because Mike Ward had received 331 powerheads in the latest shipment of 30 motors. There is not believed to be any advantage in the 331 powerhead with the revision by Yamato. Mr Romberg explained this as a casting change, and nothing to do with the tuner-pipe.

## 2. Runabout width

Notes: Mr Brewster requested that the Committee consider current boats and members NOT be detrimentally affected by any decision to be made by the SORC in this legislative session on this topic.

Mr Allen provided a written recommendation created by Mike Pavlick and himself to the Committee adding drawings showing width measurements with 'chicken wings', and removed sentence 3 from the rule, and the following rule #4 to be renumbered accordingly.

Motion to discuss by Mr Nichols, second by Mr Bahl to discuss the drawing and proposal.

Mr Nichols suggested remove the left diagram in the rule book and "Traditional Chine", and keep the second photo (currently chicken wings) and remove the descriptive text such that we have one aft photo.

Mr Nichols amended his motion accordingly.

Motion to:

*Remove item 3, renumber the current #4 to #3;*

*And to remove the left diagram in the rule book and accompanying words "Traditional Chine";*

*and to keep the second photo (currently described as chicken wings);*

*and remove the words "with chicken wings" descriptive text such that we have one aft photo in the book.*

Mr Brewster suggested that we break up the motion

Mr Nichols rescinded his motion

Mr Allen motioned that we:

Remove the diagram on the left, including words;

Remove the words on the middle diagram.

Mr Allen revised his Motion to:

Remove words from existing diagrams covering runabouts.

New verbiage in letter A below the chart will be removed and replaced with:  
*“Minimum beam measured at the widest part of the boat”*

Second by Mr Nichols

For: 13                      Against: 0

Mr Bahl made a motion to discuss item 3 on the runabout rule

Second: Mr Breisacher

Mr Brewster read the current rule, under Hulls Page 15, bottom sentence  
*“Runabouts shall have no through air passages, vented surfaces or wings.  
The intent of this rule is to have the air flow over the outside surfaces of the  
hall.”*

Mr Brewster noted removal of this particular rule would fundamentally  
change runabout racing, and radical development could be detrimental to  
what runabout racing is intended to be.

Mr Bahl rescinded his motion and no further discussion was held.

Mr Clark commented on a CSR that appears to be illegal under the current  
rule. Mr Brewster encouraged the commissioners to educate the racing  
community.

### 3. Engine depth / hydro bottoms

Notes: Mr Romberg and Mr Mitchell were asked by Mr Brewster to review  
this rule which lacks clarity. Mr Romberg stated that the movement of the  
Committee is not to make a current boat illegal. Mr Romberg also stated  
that after careful review there are no rules associated with the current 48”  
diagram shown in the rulebook. Mr Romberg suggested we use 2019 to ask  
inspectors to review boat bottoms, with certain measurements so that the  
SORC can review the opportunity to change this rule with education on the  
current inventory of boats in-use.

Mr D’Agostino commented there are currently multiple ways to measure the  
bottom, including the channel checker, the rod-height measurement, and a  
long-version of the tool to be used. Mr Reed replied that at every event he  
has participated with they have used every version of the tool in the  
inspection area for benefit of the doubt. Mr Romberg restated his intent to  
gather accurate data this season.

Mr Nichols noted that the Brown Tool & Machine listed the measurement tool on the website as the 'Official' tool.

Mr Romberg made the motion to remove the diagram showing the 48" diagram box shown on the bottom of page 9 and associated wording "Back against prop shaft" of general Stock rules.

Second: Scott

For: 13                      Against: 0

Housekeeping item – Mr Brewster will remove the sentence on the top of page 9 in the Stock Safety Rules and move the 48" diagrams to the glossary.

- i. High Point Awards or Hall of Champion Awards changes  
Menzies Award – 300SSH issue

Notes: Mr Hale and Mr D'Agostino were previously asked to work on this issue for the SORC.

Mr D'Agostino reported that they have separated the question:

Page 29 of technical manual under 300ssh hydro rules. Mr D'Agostino proposed removal of the clause discussing intent: "*This class shall lower barriers to entry, have very low startup costs and provide a place for new members to hone their racing skills before making a transition into the faster classes. It will also offer a class to current drivers that no longer wish to race at higher speeds.*"

Motion: Mr. D'Agostino                      Second: Mr Nichols

For: 13                      Against: 0

Mr D'Agostino discussed the impact of the current rule about the use of the Menzies award. His recommendation includes comments that the Hall of Champions rule is very specific that the Menzies Award is an 'accomplishment' defined in the Hall of Champions content. The recommendation is to leave this alone and allow the chairman to use the 300ssh results towards this award.

Mr D'Agostino clarified the question that the inspection process and resealing of motors after an inspection process. The timing of getting a motor resealed could be an issue if the class is protested, for example, 2 weeks prior to a major event (such as a National Championship, they could risk not having the motor restored in time for the event. Mr Hale and Mr D'Agostino said they feel this is a risk that is taken in this class, and no action is needed.



Mr Clark discussed whether an inspector taking that motor apart as a result of a protest, could it be resealed at the race site. The committee noted it needed to be done by one of the five sealers who may not be there.

j. Other Technical or Rule Proposals

1. Video

Notes: Mr Brewster reported that a version of the Inboard category rule that was approved by Rules & Race Management previously at this meeting covers the overall use and administration of video in all categories of APBA racing.

2.  $\frac{3}{4}$  mile record course

Notes: Mr Brewster reported that a proposal to change the shape of this course at the Rules & Race Management session previously at this meeting failed.

3. Course rules

Notes: Mr. Brewster reported that this issue was covered in our General Racing Rules.

4. Violation warning

Notes: Motion to replace the wording "violation warning" under Safety Rule 8 in the Stock Rule Book, that currently reads: "*Any violation of a safety rule: a safety rule of a non-speed advantage nature: unless otherwise specified, will result in a violation warning to the driver.*"  
To read: "*Any violation of a safety rule: a safety rule of a non-speed advantage nature: unless otherwise specified, shall result in a yellow card to the driver.*"

Motion: Mr Nichols                      Second: Mr Bahl

For:        13                      Against:     0

The Committee discussed safety violations that were recorded on pickle forks in the 2018 season, and the emphasis on education that could be done on this in the coming year to inspectors.

5. Raise the Tohatsu engine in DSH  $\frac{1}{4}$ ". No motion received

6. Raise the weight for the Tohatsu powered entries in DSH from 480 lbs to 500 lbs. No motion received.

## **XI. Other Matters**

1. General housekeeping items for the rule book from the Commission:
  - Safety Rule 4.4 (page 10) – remove the word “riders” which was determined to be a carryover from the separation of rule books from the PRO category.
  - Racing Rule 19.3 (page 37) – second sentence under Menzies is repeated twice.
  
2. Our future – The SORC was split into three separate groups for discussion.
  - a. Engine tech & availability – Led by Matt D’Agostino  
Tom Johnston, Kurt Romberg, Scott Clark & Brian Mitchell  
Mr D’Agostino reported to the Commission:  
For the Sidewinder program they received reports of current orders and planned production for the 2019 season, and the goal to have all orders plus inventory in place by summer of 2019. There are 25 motors on order, primarily ‘A’ class.  
For Yamato, Mr D’Agostino noted the new relationship that was created at the 2019 National Meeting for 30 motors to be purchased by APBA with financial support from Mark Tate through Mike Ward was a favorable position for the future of this class.  
For the newly announced interest by Mercury for the 4-stroke, there are a variety of concerns including, but not limited to, weight, survivability, inspect-ability, and the overall creation of a new class as this would not be compatible with current platforms.

Regarding motor technology, there is a growing concern about the availability of inspectors, and the goal of this Commission is to ensure that we have a thorough, accurate inspection such that the racing membership is confident in the quality in the fairness of inspection process. It is important this be defined and supported. Membership must be encouraged to support the inspection process and volunteer to replace roles that are no longer available due to age/attrition, etc.

Kyle Lewis asked what could be done if these plans were not achieved. Mr D’Agostino replied it is challenging to know without a clear understanding for the future. Mr Johnston commented that if the APBA-Tate plan would not succeed, racers could still contact Mike Ward directly for support. Mr Pavlick commented that we need to consider an alternative plan, perhaps involving the Mercury 4-stroke.

Mr Sutter asked if Ric Montoya was involved in the long-term plan for Yamato sourcing, and Mr D’Agostino commented that he is not. Mr Sutter noted it is important that we do not turn away Mercury at this time. Mr. Mitchell replied that the workgroup discussed specific ideas, concerns and opportunities for this offer and that a formal position back to Mr. Fairchild and Mercury will be done in order to

address the concerns and opportunities rather than risk any perception of indifference.

Mr Brewster asked that anyone interested in testing 4-stroke technology may volunteer to participate in the planned event later this year in New England.

- b. Our long term goal – Led by Don Allen  
Shawn Breisacher, Ron Magnuson, Joe Pater & Jill Glossner

Mr Allen introduced several of the many variety of challenges facing outboard racing, including the availability of motors, the current class structure, the overlap between existing engines/boats. He reported that 60% of the membership runs less than 8 races. It is difficult to know what direction to take when the active membership is smaller.

Mr Allen stated that the position of their workgroup is that we need a spec-runabout class. Mr Clark agreed with the idea of a spec-runabout class but it creates the opportunity for making the spec-class based on the new Mercury 4-stroke. Mr Allen concurred.

Mr Clark added that a spec-hull could be purchased from the APBA website which makes the purchase of the motor and hull as straightforward as possible for prospective racers. Mr Brewster commented that the APBA website is completely usable for sales of products, and he works routinely with the main office on adding and updating inventory and products.

Mr Clark observed the potential for a new, sealed 4-stroke class means we don't need to worry about a parity question, and that the ultimate design could be developed as information is brought to light through testing. Mr Brewster commented that this class could be added to other categories as a filler. Mr Allen replied the majority of our racers do not want to involve the testing, preparation, and effort of racing that a small group of die-hards currently invest. We need to support those levels of interest. Mr Pater encouraged that we work on a 300 runabout design. Mr Brewster replied that he had talked with Chris Fabbro on the design for a new class. They cannot use the existing CSR design for this due to a terrible quality of ride so a new design is needed. Howie Nichols reported that he had talked to Chris about a spec-hydro as well, but they would need help on the design due to time-limitations towards his current business.

Mr Reed commented that getting Mercury to create the factory sealed 4-stroke Mercury is worthwhile to support the implementation of spec-hull classes and the concerns over a delivery timeline could be limited if the timeline is accelerated. John Wlodarski noted that if

Mercury loses interest or fails to come to market we could approach other manufacturers such as OMC with the e-Tec.

Mr Pavlick noted we need to create rule stability which drives away racers on the fringe/edge of participation. Mr Brewster noted that the 2019 legislative season changed very few rules so we are in the correct path to support stability.

- c. Teaching and mentoring – Led by Mike Pavlick  
Tom Nuccio, Kyle Bahl, Pete Nichols & David Hale

Mr Pavlick reported that the committee reports on 3 ideas:

SORC need a quick-start guide

- New racers have a learning curve for where to source supplies and parts, consumables, vendors. The guide to be produced would list things like oil ratios, where to get shear pins or prop nuts (for example), and certain members would be owners for contributions. They will defer to safety in terms of starter information – so that the new racers can participate reliably and safely.

Create mentors

- Mr Pavlick stated that it is sometimes difficult on race day to identify individuals who support new racers on a spur of the moment. He said Stock Commissioners need to help connect rookies to established racers so that they have a known mentor for support. Mr Pavlick said we need to support testing days for new racers, and share existing programs such as the one used by MRC at Rock Falls could be implemented nationally. This type of program lends to supporting new racers with extra equipment and help racers get faster. He used the example of a racer that they iteratively supported by finding ½ or 1 mph through continued sessions of testing, and this success creates excitement in new racers for growing their ability in boat racing.

Use video for education

- Mr Pavlick reported that John Wlodarski and Mikey Pavlick will be helping to create 15-20 three-minute videos on important topics, such as: how to set tuck or how to set timing, and these videos will be coordinated with the APBA website so that new racers can get to a one-stop shop for relevant education material. Doc Miller asked that this be clearly and consistently labeled. YouTube channels currently run by APBA will be a great portal for this. The committee agreed that boat time and testing are integral to effective application of this type of education. It is sometimes difficult to administer due to expense of resource such as

ambulance time, but it is an investment in the growth of the sport.

Mr Brewster encouraged racers to talk with successful race directors and promoters such as Commissioner Noury about enabling relationships with sponsors, including follow-up after races.

Ed Runne suggested that we do not understate the investment in this sport, nor the responsibility and education that can be taught to participants. When we sell this sport as inexpensive we ultimately undervalue what can be gained from participation. He used the example of getting what you pay for, in that there is an expense to get involved but once you are participating there are benefits far beyond going in a circle for 6 laps per race.

John Wlodarski noted that he and Mikey Pavlick are producing a weekly podcast and anything that they want shared can be sent to them. Mr Brewster extended appreciation to the team for their work in advertising and supporting Stock Outboard Racing.

Mr Pavlick closed that he will own the follow-up on the recommendations of this sub-committee.

3. Cassandra Olson provided a summary to the SORC on the current use and preference of ignition cutoff switches. She reported that 230 responses to a survey she had sent to Stock Outboard racers had been received in the preceding weeks. Of note, runabout drivers show a preference towards mounting the ignition cutoff switch lanyard to the jacket. Over half of racers responded that they would object to requiring a change to the relocation of the ignition cutoff switch attachment point (to the racer body).

Hydroplane attachment location:

Wrist	97	(42.2%)
Jacket	113	(49.1%)
N/A	20	(8.7%)

Runabout attachment location:

Wrist	75	(32.6%)
Jacket	96	(41.7%)
N/A	59	(25.7%)

Object to a required change of attachment location:

Yes:	146	(63.5%)
No:	84	(36.5%)

The Committee discussed the importance of using good data like that provided by Ms Olson for decisions. Mr Brewster asked the Commissioners to investigate during the 2019 season noting the type, style, location and racer use of ignition cut off switches. Mr Nuccio noted that education to racers is important to ensure that a clear understanding is made in the interest of safety. Scott Clark noted the responsibility of experienced racers towards changing expectations and behaviors, particularly of novice drivers.

4. Mr Brewster showed examples of the new rookie plaques that were approved and paid by SORC members for ten new racers that raced in their first then races.

## **XII. Adjourn**

A Motion to Adjourn was made at 11:29a.m. Saturday by Chairman Brewster, Seconded by Commissioner Nichols: Motion carries unanimously.

*Respectfully submitted by,*

*Commissioner Brian Mitchell and Chairman Jeff Brewster*

*February 8, 2019*