

**American Power Boat Association  
Stock Outboard Category Meeting  
110<sup>th</sup> Annual Meeting  
Reno, Nevada  
January 23-25, 2014**

**I. Call to Order**

*Meeting called to order by Chairman Jeff Brewster at 10:30 a.m. on Thursday, January 23, 2014.*

**II. Opening Ceremonies**

- a. Pledge of Allegiance
- b. Moment of silence for members who have passed away.
- c. Introductions

**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 so as you would answer unto God? If so, say 'I do'.*

**IV. Roll Call**

Charlie Gonyea - absent  
Doug Pearsall - absent  
Rich Runne – present (became ill and left the meeting Friday)  
John Runne - present  
Brian Trolian - present  
Tom Johnston - present  
Mark Kurz - present  
Don Allen - present  
Ed Hearn - present  
Dave Anderson - present  
Kyle Bahl - present  
Steve Wilde - present  
Jeff Conant - present

## **V. 2013 Chairman's Report**

*Stock Outboard Chairman Jeff Brewster reported that after a tough year with our lack of champions due to our summer nationals flood, we can still have a bright new season in 2014. The Chair also stated that his desire for this meeting would be to establish the much needed stability and direction for Stock Outboard to be able to move into the future.*

*Note: Jeff Brewster will be titled "Chair" in the rest of this document to avoid confusion with Commissioner Jeff Conant.*

## **VI. Appointment of Committees**

Technical:

OMC: Ron France

Mercury: Tom Smith

Tohatsu: Alex Poliakoff

Hot Rod: Darrel Ludwig

Sidewinder: Ed Runne

Yamato: Tom Johnston

302SSH: Dave Anderson, Will Smoot, Tom Johnston, Mike Deck & Dean Sutherland

302SSH Service Centers: Tom Johnston, Jerry Davids, Roger Carr & Ric Montoya

Tammy Dawe Advocate Award: Jeff Conant, Don Allen & Scott Reed

Chief Referee: Rick Sandstrom

Chief Inspector: Tom Johnston

Secretary: Christine Brewster

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

*Motion to approve: Tom / Second: Steve*

*Discussion: Ed – asked the chair if the agenda is closed. Chair – no it is not, motions from the floor will be accepted.*

*Vote: Motion carries unanimously.*

## **VIII. Manufacturers' Reports**

- a. Tohatsu: – no report
- b. Yamato: Ric Montoya – report given to Chair.
- c. Sidewinder: Ed Runne & Ron Selewach – no changes to the manufacturing process. Business is doing well with many new orders.
- d. Mercury: Mark Wheeler – current market is flooded due to many used motors. Eight new engines are available.
- e. Hot Rod: – no report
- f. OMC: – no report
- g. Others: report read by the Chair that was forwarded by Doug Pearsall due to his absence.

*Short discussion on Sidewinder entries using an existing HotRod tower housing. Some confusion is present on whether or not they are a legal part. The SORC agreed that it definitely is acceptable and asked the Chair to make sure that this was clearly stated in our rules via general housekeeping.*

## **IX. Old Business**

- a. Approval of Minutes from 109th Annual Meeting.

*Motion to approve: John / Second: Dave*

*Discussion: none*

*Vote: Motion carries unanimously.*

- b. Approval of Decisions of Race Committees and Referees for 2013.

*Motion to approve: John / Second: Don*

*Discussion: none*

*Vote: Motion carries unanimously.*

- c. 2014 Championship Reports

- i. Winter Nationals - Jesup, GA – John reported that all is a go for April 10 & 11 and there should be plenty of water for racing.

- ii. Closed Course Nationals - Moses Lake, WA – Kyle reported on the championship. Rick Sandstrom will be the Chief Referee and the same rescue will be used as in the past. Kyle then asked for a loan for Seattle Outboard from the SORC for \$3000.00 to help cover the sanction and insurance costs of approximately \$4400.00.

*Motion to approve: Ed / Second: Dave*

*Discussion: The chair asked for specifics on when he needed the funds and when they would be returned. Kyle stated "by May" and "by the end of the nationals" respectively.*

*Vote: Motion carries unanimously.*

iii. Marathon Nationals – Indian River, MI

*Motion to approve: none needed – in year four of a five year bid.*

*Discussion: Mark Kurz reported that no major changes would occur for this year. Mike Ross will be the Chief Referee. TOMORC expects to pay out prize money again this year to participants. The Chair explained the need to attain the second weekend of August for the future. Mark shared many letters of recommendation to hold this weekend by local officials.*

*The Chair explained to Mark that the club should consider adding the specific weekend to future bids. It is understood that this is Stock Outboards oldest race and is very important to not only our racers but to many inhabitants of the Northern Michigan area.*

*Discussion followed on approving TOMORC to hold the race at the same time as Moses Lake this summer.*

*Motion to approve: Kyle / Second: Mark*

*Discussion: It was decided that it may be the best for Stock Outboard as a whole to do this. The SORC will leave it up to TOMORC if they wish to do so.*

*Vote: Motion carries unanimously.*

e. 2015 Championship Reports

i. Winter Nationals – West coast? *Jeff commented that Puddingstone, CA may bid for this next year. This location is still undetermined.*

ii. Closed Course Nationals – Wakefield, MI. *Report by Rachel Warnock. All is going according to schedule. BSOA will discuss moving the race up a week to accommodate the Marathon Nationals the following weekend.*

iii. Marathon Nationals – Indian River, MI *(last year for bid)*

f. 2016 Championship Reports

i. Winter Nationals – East coast? *No bids were presented.*

ii. Closed Course Nationals – Hinton, WVA. *The Chair read a letter from Chris Johnson of CVRA. The dates will be July 31 to August 7, 2016.*

iii. Marathon Nationals - *No bids were presented. TOMORC will bid next year at the Detroit, MI annual meeting.*

g. Approval of 2013 Awards.

i. Hall of Champion Inductees

1. Donny Allen
2. Ed Hearn
3. Tony Lombardo

ii. Gerald Waldman Award – Tony Lombardo from Concord, CA with 8419 points in 21 races.

iii. Henry Menzies Award – Manny Dias from Riverside, RI with 12959 points in 40 races.

iv. Rookie Of The Year – Jeff Dobis from Munster, IN with 2967 points in sixteen 302SSH races.

v. Tammy Dawe Advocate Award – Steve Warnock

*Motion to approve: Dave / Second: John*

*Discussion: Tom has updated the Menzies and Waldman awards at the home office. They both have room for at least twelve more years now.*

*Vote: Motion carries, 10 for, Ed abstains.*

h. East Bay Boat Club loan from the SORC promotional fund in 2013.

*From EBBC / Jean Mackay*

*To Me Edward Hearn Steve Wilde*

*Jan 15 at 9:56 PM*

*Hi Jeff,*

*I would also like to request a discussion item to be placed on the agenda for 2014 SORC meeting regarding the loan.*

*EBBC does not want to shirk its responsibility to repay, but rather to discuss some options.*

*Please send me your thoughts. Thank you for this consideration, Jean*

*Jean proposed to pay back 750.00 of the 1500.00 loan this week and the balance during the season.*

*Motion to approve: Don / Second: Brian*

*Discussion: Jean explained that the 2013 season races were a loss for the club.*

*Vote: Motion carries unanimously.*

Soon afterward, the Chair called upon Bill Chilcott who raised his hand in the gallery. Bill stated that he and his company, Marine Testing Co. from Grass Valley, CA would pay the 750.00 balance owed. All were pleasantly surprised by his generosity and thanked Bill for his contribution.

## **X. New Business**

### a. Bids for 2014 Divisional Championships

#### i. Closed Course

Northeast – Whitney Pt. NY

Southeast – Tabor City, NC

Central – Grass Lake, MI

Western – Seaside, OR

#### ii. Marathon

Central - Grass Lake, MI

*Motion to approve: Ed / Second: Don*

*Discussion: none*

*Vote: Motion carries, 10 for, Tom excused for the Region Chair meeting.*

### b. Bids for 2014 North American Championships

*Elek Hutchinson proposed for MHRA to hold the 302SSH NAC for Constantine, MI on Father's day weekend.*

*Motion to approve: Mark / Second: John*

*Discussion:*

*Vote: Motion carries, 10 for, Tom excused for the Region Chair meeting.*

### c. Bids for future Marathon National Championships

Bid previously received and approved. (2015 is last year for five year bid)

*Discussion for the next five year bid in Detroit that will state specifically the 2<sup>nd</sup> weekend of August for a race date.*

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

Discussion on the importance of continuing a combined category nationals with J and Mod.

*Elek Hutchinson proposed for MHRA to hold the Stock & J closed course nationals at Grass Lake, MI July 30 to August 4, 2017. Elek explained that the intention is to hold a "speed week" with the Mod category racing at a nearby location and then those members that want to race at Grass Lake can do so.*

*Motion to approve: John / Second: Kyle*

*Vote: Motion carries, 10 for, Tom excused for the Region Chair meeting.*

e. Budget

Rookie of the Year jacket	80.00
Category award ceremonies	600.00
Annual meeting / HOC	1300.00
Video Streaming West Coast upgrade	500.00
Promotional items	2000.00
Postage	500.00
Home office awards updating	500.00
Phone conferencing	500.00
Travel	2500.00
Video Streaming air time fees (6 months @ 350.00)	1400.00
Safety Stickers (less this year due to combining w MOD)	50.00
J Scholarship Fund donation	250.00
Loan to SOA for Moses Lake	3000.00
Racer school donation (3 clubs @ 200.00 each)	600.00
Total	13780.00

*Motion to approve: Dave / Second: Don  
Vote: Motion carries, 10 for, Rich absent.*

f. Group photo – *Special thanks to Patrick Gleason for our photo.*

g. Stock Outboard Racing Rule Changes

*At this point it may be helpful to study the new CBF reallocation of classes and discuss if any of their changes would be helpful for our category prior to moving forward. (handout given out to SORC)*

i. Third Lap - *(No motion received)*

Currently SO Racing Rule 4 par 7 reads as follows:

*7. A legally started heat cannot be cancelled. In the event that a stoppage of a heat is necessary and the lead boat is on the final lap, the order of finish shall be determined by the order of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored. If the lead boat is not on the final lap, the heat must be restarted and cannot be cancelled unless there are no legal starters.*

Proposed Change: add the following sentence to the end of rule to read as follows:  
*"This rule only pertains to regular races and does not pertain to record or championship races."*

Reason/Intent: At local events this process is used to save time. However, at the races specified above, complete races should be used to determine champions and the drivers competing for records will lose an opportunity if the race is stopped on the final lap.

ii. Clarification needed in Rule 22 #3

### 3. STOCK OUTBOARD CHAMPIONSHIPS

#### A. Stock Outboard Closed Course Championships

1) During each racing year Championship regattas shall be held for members of the American Power Boat Association only, as follows:

a) One Regional Championship in each Region, open to any APBA driver for points, trophies and prizes, but only to regional drivers for placing.

b) One Divisional Championship in each geographic division open to any APBA driver for points, trophies and prizes, but only to divisional drivers for bonus points **and nationals qualification. A driver from out of the division may be named the divisional champion, but will also be listed as, "out of region".**

c) One National Championship open only to APBA members.

d) There shall be no other Stock Outboard race sanctioned within the same geographic Division on the same dates as a Stock Outboard Divisional or National Championship.

e) ~~During the calendar period of winter, the SORC shall be empowered to award a Winter National Championship.~~ **The SORC shall also be empowered to award a Winter National Championship to be held prior to May 1st.** The only qualified driver will be the defending Winter National Champion.

Qualifying will be run on a race basis for which national race points will be given. Bids for this race must be submitted prior to the Annual Meeting.

f) Date security for the Divisionals and Nationals as described in (d) above shall only be protected if the bid has been awarded before December 15th for the Nationals and Divisionals. If the bidding organization changes their date after the prescribed deadline, their race date security is voided.

g) ~~All closed course~~ **Summer** National Championship races must have a minimum of eight (8) bona fide **starters in either heat to award a national championship. Triple points will not be awarded if the minimum is not met.**

**h) Winter National Championship races must have a minimum of four (4) bona fide starters in either heat to award a national championship. Double points will not be awarded if the minimum is not met.**

Proposal: 1)b) Sentence added for clarification on “out of division” champions.

*Motion to approve: Brian / Second: Kyle*

*Vote: Motion carries unanimously.*

*Sent to ballot of all members:*

1)e) We continually convene the SORC to approve Winter Nationals dates that occur after the winter solstice. This rewording of the rule (which is exactly like the Mod rule) will keep us from breaking our own rule. (We do not have a rule that states we can ignore our own rules).

*Motion to approve: Don / Second: Tom*

*Vote: Motion carries, 7 for, 4 against (Jeff, Dave, Steve & John).*

*Sent to ballot of all members:*

1)g)&h) This separates our winter and summer national championships and explains the minimum starters needed to crown a champion and award national points.

*Motion to approve: Don, with amendment of 8 starters for winter nationals instead of the proposed 4 starters.*

*Second: John*

*Vote: Motion carries unanimously.*

*Sent to ballot of all members:*

III. Protests - (No motion received for all three)

1) Rule #14 Add a new sentence, after the first sentence: “In Stock Outboard, only the driver may file said protest and must have been a participant in the same class as the driver or entry being protested.”

Intent: To avoid filing of protests from members not involved in the actual heat or race being protested. Currently, any member can say that they are an owner of an entry and file a protest in any class as long as their name is written on the entry blank.

2) Rule #14 – 2. Currently reads: Protests involving the sanction or the manner in which the regatta is being conducted must be made within sufficient time to allow the alleged violation to be corrected. The Race Committee shall consider the protest and render a decision.

Add a sentence after the first sentence: “In Stock Outboard, said protest may only be filed by a registered member and participant in the event.

Intent: To avoid protests by those not participating at the event.

3) Rule #14 – 2. Currently reads: Protests involving the sanction or the manner in which the regatta is being conducted must be made within sufficient time to allow the alleged violation to be corrected. The Race Committee shall consider the protest and render a decision.

Add a sentence to the end of the rule that states: “In Stock Outboard, in the event all members of the Race Committee abstain, said protest shall be held until the SORC may assemble to review the protest and decide the outcome.”

Reason: We have no rule that explains to a race committee what to do in this situation.

iv. Two days in three

Rule 2 Regattas #15 states: When three races are run in two days, 50% of the participating classes scheduled must be scheduled on the second day.

Add a second sentence for clarification: For scoring purposes, the third day of racing will be documented as occurring on the Monday after the weekend of racing.

Reason: Our home office documents our racing this way and they would like this specified in our rules.

*Motion to approve: John / Second: Tom*

*Discussion: Suggested action is the home office should log this as Friday instead of Monday since that day is insured.*

*Vote: Motion withdrawn by John & Tom.*

v. US shield

Rule 16 4. F. High Points states: Separate points for marathon racing will be tabulated on a national basis by National Headquarters. The driver earning the greatest number of points on a national basis in each Stock Runabout Class will be awarded the “US” shield ~~omitting the number~~ **high point championship and may add the letters “US” in front of their current boat number for the following year.** The points shall be totaled from November 1st through the following October 31st. For final tabulation, ~~and to receive the “US” shield,~~ a driver must have competed in a minimum of five (5) sanctioned marathons in the class for which the points are being tabulated.

Proposal: Reword the above rule by removing the words “shield” and adding the words in bold to explain how a champion will be honored.

Reason/Intent: We have not awarded the shield for over twenty-five years. Marathon racing is awarded the same decal, patch and certificate as closed course racing, but receives a different number designation than closed course. (US 31- M)

*Motion to approve: John / Second: Mark*

*Vote: Motion carries unanimously.*

*Sent to ballot of all marathon members:*

vi. Parity committees

Rule 20 H. 1) states: The SORC has established a Parity Committee for each of the classes listed below. The members of the Parity Committees shall be appointed by the SO Chairman and their term shall end on October 31st following their appointment. All decisions with regard to the technical rules for these classes shall be made by the Parity Committee for the respective class and shall not require approval of the SORC for implementation. Any rule change approved by a SO parity committee shall become effective thirty (30) days following publication in Propeller Magazine or on the APBA website.

2) The SORC has established the following standing parity committees:

- a) D Class Parity Committee
- b) A Class Parity Committee
- c) 20SSH Class Parity Committee

Proposal: Remove entire rule.

Reason: It has been seen that parity committees simply do not work in our sport. We never have the data needed to make accurate decisions and opinions are constantly in many different directions. The use of parity committees dissolves any chance of ever acquiring any stability for our membership. The committee's members are not elected and can be easily stacked in any direction. If parity committees did work we would have all three engines in the A class, all four engines in the 20 class and all 5 engines in the D class all running the same speed. That will never happen. Simply put, they completely remove all power from our elected SORC and are doing more harm than good.

*Motion to approve: Don / Second: Dave*

*Discussion: A long discussion ensued on the pros and cons of parity committees.*

*Vote: Motion withdrawn by Don & Dave.*

vii. Marathon National Champions

Rule 22 3. B. Stock Outboard Marathon National Championships: During each racing year the SORC will sanction one Stock Outboard Runabout and one Stock Outboard 45SS Marathon National Championship. The following special rules shall apply:

- 1) The contest shall consist of two (2) races to be run on successive days. The winner in each class shall be determined on the basis of total points scored in the two races.
- 2) Classes may run separately or together, at the option of the sponsor and with the approval of the SORC. They shall be scored separately.
- 3) Each race shall be not less than 30 miles or 30 minutes at the discretion of the Race Committee.
- 4) Prize money shall be awarded on a race basis, and bonus monies to the champion of each class.
- 5) The requirements for a photographic start will be waived for the Marathon National Championship heats.
- 6) There will be no change of equipment between races unless damaged beyond repair. If equipment is changed but not damaged, points for the first race shall not be counted in overall standings.
- 7) No claims for records will be entertained.
- 8) If handicap system is utilized, SORC must approve.

Proposal: Add a sentence #9 which states: In each class the driver winning the Marathon National Championship shall be awarded the -US number for the following year with the class designation first. (Example: CSR champion would be C-US the following season.)

Reason/Intent: Stock Outboard does not recognize the previous year's marathon national champion like the closed course champion. In other words, there currently is no 1-US designation for the driver that has won the marathon national championship.

*Motion to approve: Rich / Second: John*

*Vote: Motion carries unanimously.*

*Sent to ballot of all marathon members:*

#### h. Stock Outboard Safety Rule changes

i. Pickle fork rule update from our category representative Tom Johnston. Tom has accepted my appointment to attend a meeting in Reno with a representative from each of the J, Mod & Pro categories with the intent to try to make one rule for all four categories.

*Motion to approve: Brian / Second: Tom*

*Discussion: Tom reported that we should follow the Mod rule as written.*

*Motion to table: Brian / Second: Don*

*Discussion: Actual verbiage is needed to vote.*

*Vote: Motion carries, 9 for, Kyle & Rich absent.*

*This subject was reconvened later.*

*Motion to approve: Brian / Second: Ed*

*Discussion: A full explanation on how to correctly add this to the rule book was given.*

*Vote: Motion carries, 10 for, Rich absent.*

ii. Footwear – (extremity protection)

Rule 3. 6. states: Drivers must wear life jackets, helmets, eye protection and cut-resistant, wrist-length sleeves and cut-resistant, ankle-length pants at all times while on the water for the purpose of driving racing equipment....etc..

Proposal: Add a new second sentence that states: It is highly suggested that all drivers should make every attempt to wear cut-resistant gloves and cut-resistant boots and/or socks or at very least durable work boots with steel shank and toe.

Intent/Reason: Over the years, the number of hand and foot injuries appears to be most common and we continue to do nothing about it. Many drivers do not wear gloves of any type and also wear tennis shoes or diver type boots with no protection at all to their extremities. This would not make it law, but hopefully would create more interest in driver safety.

*Motion to approve: Don / Second: John*

*Vote: Motion carries, 9 for, Tom against, Ed absent.*

i. High Point Awards or Hall of Champion Awards changes

i. HOC proposal

**3. STOCK OUTBOARD AWARDS**

**A. Stock Outboard Hall Of Champions**

1) To be eligible, a member must have:

i) Won a National Closed Course Championship with 12 bona fide starters in the event

ii) Won a National Marathon Championship with 12 bona fide starters in the event.

-OR-

i) Won a National Closed Course High Point Championship having competed in 12 or more races.

ii) Won a National Marathon High Point Championship having competed in 7 or more races.

2) Once eligibility is established, the driver shall be awarded points for accomplishments in that year according to the following table:

- a) Won a National Closed Course Championship with 12 bona fide starters ..... 5 points each
- b) Won a National Closed Course High Point Championship with 12 or more races ..... 5 points each
- c) Won a National Marathon Championship with 12 bona fide starters..... **2 points**
- d) Won a National Marathon High Point Championship having competed in 7 or more races.....**2 points each**
- e) Won a Winter National Championship with 8 or more bona fide starters ..... 2 points each
- f) Henry Menzies Award winner. .... 1-1/2 points
- g) Jerry Waldman Award winner ..... 1-1/2 points
- h) Won a Divisional Championship with 8 or more bona fide starters ..... 1 point each
- i) Set a Stock Outboard record (except those establishing a record) ..... 2 points each

Proposal: Increase the number of points awarded for a Marathon National Championship and a Marathon National High Point Championship from 2 points to 5 points to be in line with our closed course championships.

Intent: It is odd that a driver can win a closed course championship after two heats of approximately six miles and be awarded 5 points when a driver only wins 2 points for winning a marathon national championship after two heats and 87 miles. Also, bear in mind that the marathon national championship is not limited to a heat with only 12 boats, but is unlimited on how many can enter.

*Motion to approve: Steve / Second: Mark*

*Vote: Motion fails, Mark for, 9 against, Ed absent.*

*Discussion: Many felt the 5 points was not fair to hydro drivers. Discussion began on a separate award. The Chair explained to Mark that he will give him an opportunity to revisit this at the end of the agenda.*

*The following day a new proposal was read:*

*-raise the marathon championship points from 2 to 3.*

*-create an award like the Waldman award for closed course to be named the "Craig Dewald" award for the driver that earns the most points in marathon racing in a season. If qualified for the HOC, this driver would earn 1-1/2 points like the Waldman and Menzies Awards.*

*Motion to approve: Steve / Second: Mark*

*Discussion: Concern was given by the Chair that the cost of the award may go over our budget for the year. Brian then announced that Team Racecraft will cover any expense over budget.*

*Vote: Motion carries, 9 for, Rich & Dave absent.*

*Sent to ballot of all members:*

j. Inspection or Inspection Manual Changes – none presented separately from specific class changes.

k. Class or Engine Technical Changes

i. A Class

1) Class parity discussion: A long discussion ensued on class parity and what would be best for Stock Outboard.

Proposal: Create an A class parity committee for 2014.

*Motion to approve: Ed / Second: Brian*

*Discussion: The Chair stated that he would only create a committee if the majority of the SORC requested one for any of our classes. Since this action takes away the vote of the elected members of the SORC, the Chair stated that all members would be on the committee.*

*Vote: Motion carries, 7 for, 4 against (John, Rich, Steve & Dave)*

2) OMC A oversize:

Proposed new rule: Allow a larger bore of .040" oversize, including oversized piston and rings.

Reason/Intent: There are some good motors that are just worn out and they could be put back in service if this is done. The Modified category has adopted this rule several years ago. Our chief inspector will supply the manufacturer and part numbers that are available as soon as possible.

*Motion to approve: Don / Second: John*

*Discussion: Tom stated that he would fund the order of these pistons for the SORC.*

*Vote: Motion carries, 10 for, Mark against.*

ii. B Class

1) Class parity discussion: Ed presented a slide show of different times from past races showing Sidewinder success.

Proposal: Create a B class parity committee for 2014.

*Motion to approve: Brian / Second: Tom*

*Discussion: Another long discussion on where parity should go in the class. The Chair states that all will be on the committee if adopted.*

*Vote: Motion carries, 7 for, 3 against (names not documented), Jeff absent.*

2) Hot Rod cranks:

Proposed new rule: Allow balancing of new and old crankshafts.

Reason/Intent: Per the proposal, "Last year a new Hot-rod balanced crank was approved without the needed balancing. The balancing is not a horse power improvement, THERE IS NO SPEED OR RPM GAIN FROM THE NEW BALANCED CRANK. The crank is made heavier not lighter!! It is solely for the purpose to remove the very large imbalance in the rotary valve design of the billet H-R crankshafts. This is what causes the engine to harmonically shake itself apart at the racing rpm range. This will help all current and future H-R owners equipment to last longer and reduce repair costs from part failure. The imbalance is the main cause of the H-R blocks and cases to break and fail. It also induces rapid bearing failure in the connecting rods. All older Dave Little Billet crankshafts can be factory balanced identical to the new cranks."

Testing data states, "It still had no change in speed and no change in rpm. The only difference in the running is that the new balanced crankshaft has no vibration."

*Motion to approve: Kyle / Second: Don*

*Vote: Motion fails, 10 against, Jeff absent.*

3) Proposed new rule: Remove the 15 cu in Hot Rod from the B Class and bring back the 15SS class for the engine.

Reason: Parity is not possible with two different engines of different sizes. Several members are willing to resurrect the Hot Rod engine with the crankshaft it always needed. *(No motion received)*

iii. C Class

1) 302 tower:

Proposed new rule: Approve the new style tower for all classes in which the motor is legal except 302SSH.

Reason/Intent: Future shipments of engines will include this new part used to quiet the engine. It has been stated that this tower has an inner baffle.

2) 302 carburation:

Proposed new rule: Approve the new style carb/spray shield for all classes in which the motor is legal except 302SSH.

Reason/Intent: Future shipments of engines will include this new part used to quiet the engine.

(\* Note: The above also has implications for the 25SSR & 20SSH classes)

*Motion to approve: Dave / Second: Tom*

*Discussion: When to implement the new tower into the 302SSH class instead of the rest.*

*Motion withdrawn by Dave and Tom.*

*New motion:*

*Approve new tower housing as the only legal tower housing for the 302SSH class for the 2015 season and it is permissible to run the new tower housing after August 15, 2014.*

*Motion to approve: Brian / Second: Ed*

*Motion to divide the question: Ed / John*

*Vote: 8 for, 1 against, Rich & Brian absent.*

*New motion:*

*Approve the new tower housing as the only legal tower housing for the 302SSH class for the 2015 season.*

*Discussion: No part number for towers to identify. Will use a picture to display different shapes.*

*Vote: Motion carries, 10 for, Rich absent.*

*New motion:*

*In the 302SSH class, it is permissible to run the new tower housing after August 15, 2014.*

*Vote: Motion fails, Dave for, 8 against, Rich & John absent.*

iv. D Class

Tohatsu cc's:

Proposed new rule: CC minimum for the #2 cylinder will be 26 cc's and 25 cc's for the #1 & #3 cylinders.

Reason/Intent: The minimum cc's needs to be changed from all three cylinders to a minimum number for each cylinder due to differences for each cylinder in the head. Our chief inspector will provide the numbers for entering into the tech manual.

*Motion to approve: Brian / Second: Dave*

*Vote: Motion carries unanimously.*

v. 20 Class

1) \*See C Class

2) Discussion on the pass or fail of the current petition of the removal of the Sidewinder 20S.

Motion to establish a parity committee for 20SSH to address the class after the results of the ballot.

*Motion to approve: Brian / Second: Don*

*Discussion: Entire SORC on committee.*

*Vote: Motion carries, 6 for, 4 against (Kyle, Dave, Steve & John), Rich absent*

vi. 25 Class

\*See C Class for 25SSR and proposal under XI. Other Matters (#5).

vii. 302SSH Class

1) Report: Current engine order status – *currently we have seven more engines reserved for this class in England.*

2) Report: Historical Society proposal status – *waiting on their vote that was delayed due to the absence of Buddy Byers and Stan Fitts.*

3) Request for racing rule freeze for three years. *(tabled until later)*

Motion to raise cc's higher for this class only. Change cc's from a minimum of 25.5 to 27.5.

*Motion to approve: Tom / Second: Don*

*Vote: Motion carries unanimously.*

Motion to lower the minimum measurement of Z3 & Z4 on the skeg diagram for this class only by .005".

*Motion to approve: Dave / Second: Brian*

*Discussion: Tom has stated that some skegs may be too thin in this area and a lower number is needed to avoid disqualifications.*

*Vote: Motion carries unanimously.*

### viii. Other Technical/Class Rule Changes

1) 45SST?

Motion to remove 45SST from Stock Outboard effective 2015.

*Motion to approve: Don / Second: Brian*

*Discussion: It was discussed on allowing another year to see if entries build in the west. The Chair stated, if passed this would go to ballot of our membership.*

*Vote: Motion fails, Don for, 10 against.*

## **XI. Other Matters**

1) Hydroracer

Response to the SORC decision in the January 7<sup>th</sup> meeting:

*Would knocking the ad back to 2013 pricing make any difference (\$250.00)?*

*I will continue to through **(throw in)** the APBA side bar ad in for free that goes to the calendar of events.*

*I just hate to see you guys lose such a great referral network. (Teresa Phillips)*

*Discussion ensued and the consensus was the SORC would use the APBA web site and forums for its primary source of information, discussion and announcements.*

2) Topics from Top 'O

Jeff,

a couple points I wanted to be discussed at national meeting.

1) if we were to have staff in the crooked river "no race zone" do they have to be APBA members? also would the race director or referee have the ability to use their information to make a call?

assuming of course that the referee would give instruction on the scope of their job.

page 7 in the rule book says turn judges "should" be APBA members.

*The consensus of the SORC was that the word "should" is a suggestion and not a rule.*

- 2) if we were to utilize a webcam at a race location for announcing purposes could that information be used as verification to validate or override a physical call made at a must make bouy or checkpoint?  
Or due to the remote course, could video be used exclusively to make a call at a remote location.

*The consensus of the SORC was that this cannot go against our general racing rules in place. This subject should be addressed at a future meeting of the race management committee.*

- 3) the rule book states that in the event of an appeal by a driver that in National

Championship race the category commissioners present shall consider the appeal if not directly affected. what happens when there are no eligible commissioners present. example: a CSR gets thrown out for any particular violation- the only commissioners at the event are Brewster, Kurz and Ross. does the race committee w/o Ross entertain the appeal and rule? just an example I imagined could realistically happen.

thank you for this consideration

Dave Umbarger, Commodore TOMORC

*The consensus of the SORC was that if there are no commissioners present then there is no meeting. If the commissioners present abstain, there is not majority so the motion would not pass. The appeal would be denied and then it must be passed on to the national commissioner of APBA with the monetary fee.*

### 3) Classic Division (RR 23)

Proposal to remove sentence #6 of this rule which reads, "No National High Points, records or championships will be granted".

*Motion to approve: Ed / Second: Brian*

*Discussion: The Chair stated that this sentence keeps this division of our category from growing and we need to enhance it or get rid of it. Discussion of intent on classes and engines ensued. The A, B, C, D & 25 class would be for the old Mercury engines. Include the Martin engine also in D. Also include the 35 & 36 classes.*

*Vote: Motion carries, 9 for, Dave & Rich absent.*

*Proposal to eliminate the Classic Division from the HOC.*

*Motion to approve: Kyle / Second: Brian*

*Vote: Motion carries, 8 for, Ed against, Don & Rich absent.*

***Sent to ballot of all members:***

4) Rule freeze for the 302SSH class. Effective November 1, 2014.

*Motion to approve: Don / Second: John*

*Discussion: Chair: This is necessary for the success of this class to show stability within our rules and as a strong selling point for our driver's schools to prospective new members.*

*Vote: Motion carries, 9 for, Rich & Kyle absent.*

**Sent to ballot of all 302SSH members:**

5) Motion to establish a parity committee for the 25 class.

*Motion to approve: John / Second: Don*

*Discussion: Chair: Entire SORC on the committee.*

*Vote: Motion carries 9 for, Rich & Kyle absent.*

6) Clarification on Classic entries that are eligible for high points.

*Motion to approve: Brian / Second: Ed*

*Discussion: Chair: This is needed due to the wording in Rule 23 #5 which states, "Activities: Racing, concourse and combination concourse and racing.*

*Proposal: Add to sentence #6: Classic entries are eligible for high points while "racing" only.*

*Vote: Motion carries, 9 for, Kyle & Rich absent.*

7) Addition to our Stock Outboard mission statement. (Add to end of RR 1 #11)

*Proposal by the Chair: Stock Outboard will attempt good competition in all classes via a philosophy of allowing the motor of choice in each class to be the currently manufactured engine. Every attempt will be made to keep our older engines reasonably competitive within the class through our class competition committees. Going into the future, our current SORC will honor the decisions of previous commissions to achieve stability in our category.*

*Motion to approve: Dave / Second: Mark*

*Vote: Motion carries, 10 for, Rich absent.*

8) Competition Committees.

*Proposal by the Chair: Remove all words "parity" in our rules and replace with "competition".*

*Motion to approve: Brian / Second: Don*

*Discussion: Chair: This word needs to be removed from our vocabulary. It is not possible in our category and is constantly misinterpreted by our membership.*

*Vote: Motion carries, 10 for, Rich absent.*

9) Remove Racing Rule 22. 3. A. 7) Referee and Inspector for Stock National Championships must be approved by Stock Outboard Racing Commission before granting sanctions.

Reason: This rule is never used. The Stock Outboard Chairman approves the sanction before the circular is released. If there are any concerns at this time, the Chair may consult with the SORC.

*Motion to approve: Ed / Second: Don*

*Discussion: This issue will go to ballot of the membership*

*Vote: Motion carries unanimously.*

**Sent to ballot of all members:**

*Note: (The Chair gave a demonstration on the value of the “resource” tab on the APBA website. If you click on “Resource Directory, then “Stock Outboard”, and then “apply”, you will view all Stock Outboard related documents, rule books, history and minutes. Keep checking back as the Chair is adding new information constantly.)*

10) Our high point awards is now based on 14 races and is now the same as Mod.

*Discussion ensued on the rule and no motion was received.*

11) Chair: Retired boat numbers do exist in our sport. Do we need a rule?

*Discussion: Should this require SORC approval?, Form a committee to create criteria?*

*No criteria due to subjective reasons for retirement.*

*Consensus: No rule needed. Chair will post these numbers on the APBA website.*

*Chair: We currently have four awards for Stock Outboard. Only the number 20-C of Tammy Dawe is on the list of retired numbers. Suggest adding the numbers of Gerry Waldman, Henry Menzies and Craig Dewald.*

*Motion to approve: Dave / Second: Brian*

*Vote: Motion carries, 8 for, Ed, Don & Rich absent.*

## **XII. Adjourn**

Motion to adjourn at 10:50 am, Saturday morning so that the members of the SORC have time to move into our meetings of the A & B class competition committees.

*Motion to approve: John / Second: Brian*

*Vote: Motion carries, 10 for, Rich absent.*

*Respectfully submitted by:*

*Christine Brewster, Stock Outboard Secretary*

*and*

*Jeff Brewster, Stock Outboard Chairman*