

Inboard Racing Commission
Meeting Minutes
National Meeting – Chicago, IL
January 21-23, 2016

Call to Order: Meeting of the Inboard Racing Commission was called to order at 10:30 am CST.

Roll Call: Attending: Mark Weber-Chairman, Sandy Cody-Inboard Administrator. IRC Members: Bert Henderson, Rob Garratano, Ed Thompson, Jim Aid, Rich Falcinelli, Sean Bowsher, Aaron Stephens, Julian Rucki, Scott Schatz, Alexis Weber, Dutch Squires, Jeff Bernard, Thom Heins, Kent Henderson, Corey Peabody, Dave Rankin, Jim Sechler. IRC Deputy Commissioners: Ann Fitzgerald, Dale Hernandez Jr., Paul Palm, John Shaw, MaryAnne Wilson.

Not Present: Mark Wheeler, Shawn Waters, Kim Liddycoat. IRC Deputy Commissioner: Gene DeFalco, Bobby Kennedy.

Moment of Silence

Chairman's Address: Chairman thanked the Commission for their time. Thanked Ann Fitzgerald, Sheryl Rucker and Kim Liddycoat for all their hard work on the Inboard Banquet and awards. Dave Shaw will announce and Sean Bowsher will do the video presentation at the Inboard Banquet. EPIC and MACH series did well in 2015. Updated the IRC on School Boats, Spec Boat, JSS Engine Program, H350 Cylinder Heads and the Esslinger Heads. Thanked Jim Sechler for all of his help. Insurance increase of \$600.00 for Inboard races in 2016, asked that a line item be placed in the 2016 Budget to help race sites with the increase which would be paid out after the event has run. Need new ideas for the future of Inboard racing. The Runabout Committee will appoint Class Reps for all runabout classes.

Approval of Conference Call Meeting Minutes, December 10, 2015: Motion to approve Meeting Minutes by Aaron Stephens, seconded by Julian Rucki. Motion passed.

Referee Report: Dave Shaw gave report. East Coast needs more referees and scorers.

Inspector Report: Jim Sechler gave report. As of May 2015 only 4 inspectors and none of them wanted to inspect title races. Need more inspectors.

Rookie of the Year: Brian Schmeltz won the Kyle Bement West Coast Rookie of the Year. Tom Winarske won the East Coast Rookie of the Year. Brian and Tom both will be present at the Inboard Banquet to receive their award.

Technology Committee: Sean Bowsher gave report. Looking at the possibility of having drones at races.

Safety Committee: Jeff Bernard gave report. Same Committee as last year, the accident in Pateros the driver's air mask was attached incorrectly.

Spec Boat: Mark Weber gave report. Spec Boat motor still having issues, looking into the software program.

Inboard Equipment Inventory: Inboard Office is keeping track with a spreadsheet of Inboard Equipment. If in possession of Inboard equipment contact the Inboard Office.

J Stock Hydro Report: Report given by Mark Weber. The inboard office received a detailed inventory and accounting of inventory.

Inboard Poster: Ann Fitzgerald gave report. This year's poster income was \$5,000.00 with expenses of \$2,200.00 for printing and layout and \$800 to \$1,000 for shipping. Posters have been shipped to Regions and Race Sites. Posters and Business Cards were available at the Chicago National Meeting. If you need or want posters or rack cards please contact the Inboard Office.

Hall of Champions: Dave Shaw gave report. Three Inboard drivers were inducted into the Hall of Champions this year which are Jeff Bernard, Sean Naffziger and Andrew Tate as an At-Large nomination.

Bruce Broussard Award: Dave Shaw gave report. Had an article in the Propeller magazine a month or two before nominations began requesting nominations, would like to receive more nominations for this award.

Flatbottom Capsules: Chairman has had several conference calls with President Wheeler and the Runabout Committee regarding safety issues and slowing down boats 10-15 MPH. Katelyn Shaw spoke about new head and neck restraint systems that available, with manufacturers and safety equipment present at the Chicago Convention. Paul Palm spoke to the Commission about the results of the Flatbottom survey that was sent to members. There are 10 active boats with capsules, which 5 of them are K boats. A Flatbottom PowerPoint presentation was presented to the Commission and the Chairman will present it to the APBA Board of Directors. Chairman presented the Board with the presentation and was advised that the Board wants a final proposal from the IRC in sixty days. Dave Rankin to test and document different ways to slow down boats. Runabout Committee met and recommended the following points must be completed before un-capsuled boats will be allowed to run again in APBA.

- 1) Mandatory head and neck restraint system for a list of recommended manufacturer.
- 2) Slow the boats down
 - a. Restrictor plate
 - b. RPM limiter (ignition)
 - c. Adding weight
- 3) No new records will be allowed
- 4) KRR, PS, SS racing will be suspended at Parker, AZ
- 5) Work on a "New Generation" reinforced cockpit for development and construction

Technical Committee: John Shaw gave report. Updated the IRC on the Technical Proposed Rule changes for 2016.

Championship Bids: Sue Troxell stated that the 2018 Summer Nationals in Spanaway, WA will release the 1.5 Litre Stock and Jersey Speed Skiff Classes from the bid.

Bid 1 –

Hampton, VA - 2019 –Summer Nationals, all classes invited. Projected date August 10-11, 2019 (dependent upon tides) will have actual date as soon as possible. Inboard office received an email dated January 26, 2016 that Lisa Adkins releases the Crackerbox Class from the 2019 Summer Nationals bid.

Motion made by Bert Henderson and seconded by Rich Falcinelli.
Passed Yes 15 No 1

Bid 2 –

Spanaway, WA - 2019 Western Divisionals, all classes invited. September 7-8, 2019.

Motion made by Aaron Stephens and seconded by Jim Aid.
Passed Yes 16 No 0

Open bids for Summer Nationals: For coastal classes (1.5 Litre Stock, Jersey Speed Skiffs and Crackerbox). Discussion followed. Motion by Jim Aid, seconded by John Shaw. Passed Yes 16 No 1.

2016 Committee List: Motion by Ed Thompson, seconded by Bert Henderson. Motion passed 15-0. The 2016 Committee List will be posted on the APBA website.

Rule Changes: Proposed Rule Changes #1 thru #22 are posted on the APBA website under Resources, Category Inboard, Resource Type By Laws and Rules. Below is the vote of #1 thru #22 rule changes. Also posted on the APBA website under Resources is the voting record of each Inboard Commissioner.

Rule 2016-001 – Passed - Yes 17 No 0 - Motion by Bert Henderson, Seconded by Scott Schatz
Rule 2016-002B – Passed – Yes 11 No 6 – Motion by Jim Aid, Seconded by Ed Thompson
Rule 2016-003 – No motion made
Rule 2016-004 – Failed - Yes 6 No 11 – Motion by Dutch Squires, Seconded by Kent Henderson
Rule 2016-005 – Passed - Yes 17 No 0 - Motion by Dutch Squires, Seconded by Corey Peabody
Rule 2016-006 – Failed - Yes 0 No 17 – Motion by Bert Henderson, Seconded by Dutch Squires
Rule 2016-007 – No motion made
Rule 2016-008 – No motion made
Rule 2016-009 – Failed - Yes 0 No 17 – Motion by Julian Rucki, Seconded by Jim Sechler
Rule 2016-010 – Failed - Yes 6 No 11 – Motion by Ed Thompson, Seconded by Jim Aid
Rule 2016-011 – Failed - Yes 4 No 11 – Motion by Ed Thompson, Seconded by John Shaw
Rule 2016-012 – Passed - Yes 16 No 0 - Motion by Ed Thompson, Seconded by John Shaw
Rule 2016-013 – Failed – Yes 3 No 13 – Motion by John Shaw, Seconded Ed Thompson
Rule 2016-014 – Failed – Yes 7 No 9 – Motion by John Shaw, Seconded Ed Thompson
Rule 2016-015 – Passed - Yes 16 No 0 – Motion by John Shaw, Seconded by Scott Schatz
Rule 2016-016 – Tabled till 2017
Rule 2016-017 – Failed – Yes 2 No 13 Abstain 1 – Motion by John Shaw, Seconded by Rob Garratano
Rule 2016-018 – Passed – Yes 16 No 1 – Motion by Thom Heins, Seconded by Julian Rucki
Rule 2016-019 – Passed – Yes 17 No 0 – Motion by Ed Thompson, Seconded by Sean Bowsher
Rule 2016-020 – Passed - Yes 17 No 0 – Motion by Aaron Stephens, Seconded by Jim Aid
Rule 2016-021 – Passed - Yes 17 No 0 – Motion by Aaron Stephens, Seconded by Bert Henderson
Rule 2016-022 – Passed – Yes 16 No 1 – Motion by Aaron Stephens, Seconded by Jeff Bernard

EPIC Series: Ann Fitzgerald gave report. EPIC racing had a good season with 5 events in 2015, payout of \$18,010.00 for 2015. EPIC racing promotes participation in Regions 1, 2, 3, 4 and 5. 2016 is looking positive with 5 tentative events on board with a possibility of a 6th. Website is EPICboatracing.com.

MACH Series: Jennifer Falcinelli stated that with only one race in Region 6 for 2016 need to rethink the series.

Drones/Video: Technology Chairman Sean Bowsher asked about the possibility of using drones at Inboard races. Sean to research drones and get back with the Commission. Videos cannot be used to make a call. With using drones there is an insurance cost. Discussion followed. Motion by Jeff Bernard, seconded by Alexis Weber. Passed Yes 14 No 2

Promotions: MaryAnne Wilson spoke to the Commission and asked for ideas. Promotions Committee Mary Anne Wilson Chairman, Sean Bowsher, Ann Fitzgerald, Kent Henderson, John Shaw, Alexis Weber and Ana Cappelletti. Some ideas were for race sites; parade, assign a mentor for new races sites, social media, make up a manual for race management, keep website updated. Committee to meet and update the Commission. Committee came back with:

- New or old race sites – help out
- Have a contact list
- Communication with race site
- Race Director – conference call
- Boat/Driver profiles easily available for races sites
- Simplify website – Sean Bowsher looking for a domain name for the Inboard website
- Have all race sites have an APBA display

Take Back the Stock Classes: Sean Bowsher spoke to the Commission regarding his ideas on how to take back the Stock Classes.

Take Back the Stock Classes:

1.5 Liter Stock - 2.5 Liter Stock - 5 Liter Stock – GNH – JSS – SE

The Inboard category needs to reel in our stock classes and get them back to stock status. Inboard can control three major aspects of stock racing: engines, propellers and boat weight. By defining and limiting these three factors we can bring back close competition, reduce costs and reduce barriers to a new owner to the stock classes. The term stock itself might be outdated term and we should discuss calling the above classes “spec” classes as we will define what specifications they can run. Class polls should be done to determine these spec parts.

Engines:

Our rule book is woefully outdated and lists several engine combinations for our stock classes, leaving options for owners. Options are a bad thing in stock/spec classes. Inboard needs to define one engine per class along with the other parts attached (ie carbs, heads, pistons ect). We are already moving in that direction with the new heads for 2.5 stocks and 5 liters. I would expand and state what carbs each class can run and other externals. Having a partially “spec’d” engine would streamline inspections and clean up the rule book.

I know we have been working on a new engine for 1.5 stocks. The new spec motor for this class will have the ability for Inboard to control several factors. The engine is newer with parts readily available at a low cost. To even go further Inboard could purchase several (qty 8-10??) of these spec engines that are ready to drop in a boat and have them ready. An owner would just have to call and order it and have it within a week. Having Inboard order, purchase and seal these engines would ensure

the “spec’s” and any modifying done after purchase would be easy to determine. 1.5 stock is considered our beginner inboard class and anything we can do to make it easy on new boat owners should be done.

2.5 stocks are already going to the Esslinger head which gives Inboard control over it. Each head is stamped and can easily be tracked for any modifications. Specify one carb for the 2.5 stocks and zoomie headers only. A Holley 500 carb and zoomie headers keeps it simple for new owners and keeps prices down by only allowing a simple header design (zoomies) and off the shelf, readily available carbs and heads.

5 liter, JSS and Super Stock should run the exact same engine. Much like the 2.5 stocks these classes will have stamped heads and can be easily tracked for modifications. Inboard will specify one carb for these classes and zoomie headers for 5 liters. A class poll will be conducted to decide on exhaust for JSS and SS.

GNH while not usually considered a stock class needs to be revamped and brought back under Inboard control to save the class. GNH’s boat will run one big block engine, head, carb, header combination determined by class poll. All participants in GNH will follow this spec combination and effectively run the exact same engines bringing competition back to GNH and get rid of the attrition that has cursed it for years. Reliability above all else will be considered when considering the engines for this class.

Propellers:

Props are mythical icons in boat racing with cryptic number, names and designations. Everyone has the one “hot” prop and everyone else is looking for that one prop that works best. This can be a very confusing and daunting subject for a new owner or owner on a limited budget. Many times owners feel they cannot do well because their prop budget is not what it is for other teams. Typically props range from \$500 to \$2000 a piece and owners may own several it not dozens of them, often times buying props to keep out of competitors hands. Prop pricing is also determined by supply and demand as they are not readily available or off the shelf item.

To reduce prices, create closer completion and level the playing field in stock classes Inboard needs to go to something similar to what the J stock classes do. J stock classes run the same size props and are handed out at the beginning of the race day and collected at the end of the day. A class poll will determine what prop is best for each stock class. I know this sounds very ambitious with lots of details to be worked out. Many of you will state “what if my boat won’t run with that prop?” My answer is simple – make your boat run with that prop. Inboard is not about the individual owner and we will not cater to one owner. There are still plenty of prop builders out there that can make identical props for each stock class in quantity to have at each race site.

Boat Weight:

Lighter materials and technology have come a long way and made boats lighter, stronger and safer. A by-product of that is speeds have increased. Stock classes should not have to worry about speed but about competition. If you want to go fast as possible in an 850lb boat get yourself a One Liter. Right now the weight specifications for each class seem to be right on for each class. If we pass the above engine and propeller changes Inboard needs to be able to make quick decisions on the weight of each class determined by what the engine/prop combo did to each class. If we find one class needs to have a weight changed to keep the competition close that needs to be done. The stock classes should not be

about who has the best equipment but about who the best driver is. Changing the weight of the boat to keep completion close, safe and enjoyable for the fans is a priority. The term stock or spec racing is defined as identical equipment which puts a larger emphasis on driver skill and provides exciting race action.

Pro Stock Record: Chairman received an email asking the Commission to look into the Pro Stock Record made in April 2010. Chairman stated the boat passed inspection and the record has stood for 5 years, but stated he could discuss with the President and Legal Counsel. No motion made.

13.1.1 Water Depth Rule: Dave Shaw spoke to the Commission regarding 4 to 6 ft. of water depth in racing lanes for insurance regulations. 6 ft. water depth was motioned by Ed Thompson and seconded by John Shaw. Ed Thompson and John Shaw pulled the motion. Motion was amended to 4 ft. of water depth in racing lanes. Motion by Bert Henderson and seconded by Thom Heins. Passed Yes 16 No 0

Rule will read as follows:

Rule 13 General Rules

Rule 13.1 Courses

13.1.1 Minimum water depth in the racing lanes of the course shall be 4 ft. The Race Chairman shall be responsible for confirming the minimum depths.

“5 Litre Classic” Class Proposal: Mike Weber presented to the Commission a proposal to create a less expensive alternative class to bring existing hulls and engines back to the sport. Discussion followed. Commission informed Mike Weber to proceed and see if there is interest and to update the Commission with his findings.

New “5 Litre-Classic” class proposal

Mission: *To create a less expensive alternative class to bring existing hulls and engines back to the sport.*

This class is being started as a “Special Event” program until participation level is evaluated and adequate.

- Registered reinforced cockpits / capsules are mandatory
- Boats must be constructed of only wood; except the belly pan and cockpit.
- Absolutely NO composite, fiberglass, honeycomb construction (skins / framing) throughout the hull.
- Maximum dimensions:
 - o Length: 18’ 6” (max) at longest point (including rudder / shaft / strut hardware).
 - o Overall width: 9’ 6” (max) at widest point (including skid fin / hardware).

- Tunnel width: 68" (max) at widest point in tunnel.
- Sponson primary runner: 14" (max) at widest point
- Weight limit:
 - Boat and driver must weigh a min. of 1600 lbs (measured immediately after competition).
- Props: No more than 3 blades allowed. Thickness spec / inspection technique to be determined.
- Prop shaft specifications: Minimum of 1" required. Stainless steel only.
- Strut: Adjustable struts are allowed but may not be adjustable from cockpit / while boat is moving.
- Skid fin specifications:
 - Thickness: Minimum of .250" in all areas of fin except bevel section on leading edge
 - Length (up/down): No more than 18" at tallest point on fin
 - Width (fore/aft): No more than 14" at widest point on fin
 - Kick under angle to air trap: Max angle specification to be determined.
- Engine specifications:
 - 305 Chevy engine (current rules will be used)
 - 302 Ford allowed? (current rules will be used)
- Any form of adjustable or stationary aerodynamic wing, canard or flap shall be *prohibited*.
- Air fences / air dams must be stationary and mounted to only the bottom of the boat in the tunnel.

Additional points / suggestions:

- Dimensions / weight limit are estimates that need to be evaluated and finalized.
- Hulls will be checked and registered to compete in the class before being allowed to race.
- Existing hulls with composite / fiberglass or honeycomb type components (not wood!) may be grandfathered into the class if hull meets all dimensional and weight specifications.
- All new hulls must be 100% wood (except for cockpit, belly pan and engine cowling).
- Class structure – the class Chairman shall have control of rules, rule interpretations, hulls and racing.
- Make 350 class designation "H" and the 5 Litre Classic designation "E"
- Delay championships, points, records or other national recognition until class is determined to be sound.
- J class and SE class models may provide good examples on how to structure the class in the beginning

- Research the idea of offering a hull “kit” to be for sale to perspective owners / builders.

Inspector/Inspection and Technical Committee Rule Book Update: Jim Sechler presented to the IRC update of Inspector/Inspection Rule 6.6 and Technical Committee Rule 30. Motion by Bert Henderson, seconded Scott Schatz. Passed Yes 15 No 0.

Inspector and Inspection rules update

6.6 Inspector: *At sanctioned races an Inspector, selected from a list of approved Inspectors, shall be present. To be considered to be on the approved list, all inspectors must have completed and passed a yearly Inboard inspectors test before being approved to work an event. **An Inspector approved in the prior year is eligible to work an event the following year when the regatta takes place prior, to or up to 45 days after, the official release of the current year’s Inspector’s test.** It is highly recommended that all helpers also take this test. *The Inspector shall act as a member of the Race Committee in connection with the race or regatta. He shall have power to enforce all provisions of the technical rules.**

6.6.1 *The Chairman of the Inboard Racing Commission shall appoint a number of persons qualified to act as Inspector who shall serve during the racing year of their appointment.*

6.6.2 *In case of an emergency, any member of the Inboard Racing Commission may designate an Inspector for any Inboard regatta.*

6.6.3 *The Inspector shall supervise the technical aspects of the competition, and may appoint a committee to assist with the following specific duties and authorities: To conduct before, during and after a competition such inspections and examinations of the equipment entered in such competitions as may be deemed necessary or appropriate to determine compliance with all supplementary regulations applicable to such competition, and to as-certain whether any potentially dangerous conduct may exist; To supervise and maintain control of the inspection areas during the course of an event; to take possession and conduct such examination of any and all equipment, to determine compliance with applicable rules and regulations at the conclusion of competition; and, to prepare and deliver to the Referee immediately following each competition any reports as may be necessary for the Referee to make during the course of the event.*

6.6.4 *It shall be the responsibility of the Inspector to attend the Drivers’ Meeting and any meeting of the Race Committee. The Inspector shall inform the drivers on the number of finishers required in inspection after the race.*

6.6.5 *It shall be the duty of the Inspector to see that all provisions of the technical rules are complied with by contestants and report in writing to the Inboard Chairman.*

6.6.6 *Technical questions regarding the legality of a boat or motor shall be referred to the Inspector at each respective race site.*

6.6.7 *Motors, hulls, and other equipment subject to rules shall be inspected by the inspector and a report of any violation of rules and regulations submitted at the earliest possible moment to the Referee for action.*

6.6.8 *The Inspectors shall have the power after the finish of any race to order any contestant to dismantle his motor for inspection and measurement. Any contestant refusing to comply with the orders of the Inspector shall be disqualified by the Referee.*

6.6.9 *Each winning boat and motor and such others as may be designated by the Referee, shall be torn down, inspected, measured and weighed, when weight is a requirement. The Referee may waive inspection except at National Championship regattas or if a protest has been filed or records are claimed.*

6.6.10 *The Inspector shall inspect and check the boat with the same powers and requirements defined for motors. Boats in each weight-regulated class must be weighed at the Inspector’s discretion. If the category requires the boat to have its own lifting bridle, it will be disqualified if the bridle is not available at weigh-in. All water must be removed from the boat prior to weigh-in.*

6.6.11 *The owner shall be responsible for the condition of the motor and hull as raced. Errors on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse noncompliance with the rules.*

6.6.12 *Whenever the Inspector has a technical disqualification he must immediately complete the APBA standard form “NOTICE OF TECHNICAL DISQUALIFICATION” and have the Referee sign the form. The Referee is to see that this completed form is given to driver or owner as soon as possible.*

6.6.13 *Expenses of the Inspector shall be paid by the organization holding the sanctioned event.*

6.6.14 Tools and equipment

6.6.14.1 *It is expected that the Inspector/Race Committee/Region provide the inspection tools and equipment necessary to perform the inspection of any component within these rules.*

6.6.14.2 *It is the racer’s responsibility to present any part for inspection to the Inspector as called out within their specific rule set.*

6.6.15 – Inspections

6.6.15.1 Inspections: Hulls, motors, and fuels of Inboard Hydroplanes and Runabouts in the limited classes must be inspected **completely** per the respective class rules by the Inspector ~~appointed for the regatta by the Inboard Racing Commission~~ in the event of a Divisional or National Championship, ~~a claim for an APBA or UIM record, or a protest is properly filed by a contestant or owner.~~ It is further provided that any competing boat, motor or fuel may be technically inspected per the

respective class rules at the discretion of the Referee. At inspection the owner/driver must declare their fuel. It must be one of the fuels on the list as per **General Technical Rule 40.18.12**. Once declared, the inspector will use the data sheet for that particular fuel for comparison. If the sample tested does not meet the specifications on the data sheet, the fuel will be illegal.

6.6.15.2 Sponsors shall insure that an approved Inboard Inspector is available and equipped with instruments and specifications to inspect those classes scheduled for the regatta. Where applicable the P&G may be used to determine the cubic inch measurement of an engine. The contestant shall be allowed a physical measurement of the engine, if so desired; in the event of a protest or record, a physical measure of displacement is required.

6.6.15.3 Inspection (other than laboratory tests of fuel samples, etc.) shall be completed no later than midnight of the final day of the regatta. If, through no fault of his own, a contestant's equipment is not inspected by this deadline, the contestant will not be penalized and will receive those prizes and points to which he would have been entitled had his equipment been inspected and found to comply with class rules applicable.

6.6.15.4 *Immediately after the finish of a race, contestants shall report with their boats and motors to the Inspector at such place as designated by the Race Committee. The boat and motor shall remain in the custody of the Inspector until dismissed. For the purpose of the enforcement of technical rules, the engine and boat shall be assumed to have been raced in the same condition in which it appears during post race inspection.*

6.6.15.5 Championships

6.6.15.5.1 At all listed events, it shall be mandatory that the first place boat of each eligible class be **completely** inspected to ensure that **all** class rules have been met; and the second and third place boats stand by. No other boat is required to stand by unless otherwise notified by the Inspector or Referee.

6.6.15.5.2 The midnight deadline shall not apply at Divisional and National Championships and where a boat has established a new record. In these cases the Referee shall be empowered to seal or impound any equipment which has not been inspected by midnight following the last heat of the regatta. Inspection of the sealed or impounded equipment which has not been inspected by midnight following the last heat of the regatta (other than laboratory tests of fuel samples, etc.) shall be completed within 24 hours of the last heat of the regatta. If, through no fault of his own, a contestant's equipment is not inspected by this deadline, the contestant will not be penalized and will receive those prizes and points to which he would have been entitled had his equipment been inspected and found to comply with class rules applicable.

6.6.15.5.3 Any contestant who has placed first (1st), second (2nd) or third (3rd) at a championship or series event who refuses inspection or leaves the race site or inspection area without permission from the Inspector or Referee will be disqualified, penalized \$300 and/or suspended for a period of 30 days. The same will apply at any event and/or anytime you are notified to report for inspection by the Inspector or Referee.

6.6.15.6 - Records

6.6.15.6.1 *No records shall be approved unless a Referee, appointed by the Inboard Racing Commission, is present and the boat and engine were inspected by a person approved by the Inboard Racing Commission.*

6.6.15.6.2 *Immediately after the conclusion of any event where a record is claimed, the Inspector must see that the boats and motors are inspected and make a report and shall file a copy of the report with APBA Headquarters, Inboard Racing Commission and Referee.*

6.6.15.6.3 **Hulls, motors, and fuels of Inboard Hydroplanes and Runabouts in the limited classes must be inspected completely per the respective class rules by the Inspector appointed for the regatta in the event of a claim for an APBA or UIM record.**

6.6.15.7 The following are four different acceptable methods of checking fuel. At the discretion of the Inspector, any one or all methods may be used.

6.6.15.7.1 Cerium Nitrate Reagent Testing: the purpose of this test is to determine if alcohol is present in fuel sample.

6.6.15.7.2 Water Solubility Test: the purpose of this test is to determine if water soluble additives are present in fuel sample.

6.6.15.7.3 Digatron Testing: The DT-15 and the DT-47 fuel testers are designed to detect the addition of oxidizers to a gas/oil fuel mixture. This is done by comparing the resistivity and the dielectric constant of a competitor's fuel to a known base. Fuel with oxidizers added (such as methanol, nitro, etc.) will cause the instrument to register more positive than the base. This indicates some type of additive in the competitor's fuel. When using the Digatron system a supply of Cyclohexane (C₆H₁₂) is needed, as this is the base called for by I.K.F. and W.K.A. It can be purchased from Klotz Special Formula Products 800-242-0489 and also Russell Karting 800-821-3359. To begin testing, use the following procedure: Turn the instrument on and allow it to warm up at least 15 minutes before doing any testing. This will allow the internal components to stabilize at their normal operating temperature. Attach the sensor to the instrument, insert the sensor in the Cyclohexane (C₆H₁₂) base, and adjust the instrument to read -75. (The reading is used to allow for minor variations in gasoline from one manufacture to another.) This -75 reading will be used as the zero adjustment in your testing. NOTE: When inserting the sensor in the cyclohexane and fuel samples to be tested, agitate the sensor to release any trapped air bubbles. Air trapped in the sensor can cause inaccurate readings. Draw a sample of the fuel to be tested and put it in a sample bottle. Be sure to use enough fuel to completely cover the sensor. Insert the sensor into the fuel and observe the reading on the instrument. If the reading is zero or a negative number, the fuel is legal. A reading of above zero (a positive number) indicates an illegal additive. When checking fuel at the race site, it is important that the temperature of the fuel being tested and the temperature of the cyclohexane be within about five degrees of each other. If the fuel being tested is more than five degrees hotter than the cyclohexane was at the time the instrument was zero at -75, the fuel will test more positive than it should. For testing ethanol concentrations, separate out the ethanol, measure the percentage, not greater than 25%, and then test the separated fuel with the Digatron.

Procedure:

1. In a 250ml graduated cylinder pour in 100ml of the fuel.
2. Add 100ml of water.
3. The ethanol will mix with the water, and the mixture will settle to the bottom of the cylinder.
4. Subtract 100 ml from the mixture to determine % of ethanol in the fuel (i.e. 110ml – 100ml = 10% ethanol).
5. Test the remaining fuel on top of water/ethanol mix with the Digatron.
6. The separated fuel remaining at the top of the cylinder must meet the requirements of rule 33.12.3.

6.6.15.7.4 Laboratory Test: The procedure would be as follows. The inspector is to advise the owner of the boat that his fuel is going to be sent to a lab, and get two samples from the fuel system in the boat. The samples are to be collected in sealable containers with the owner and inspector initialing a label that is to be affixed to the containers. One sample is then to be sent to a lab in an “expedient manner”. The second container is to be stored by the inspector in a safe, cool space until the test results are re-turned. A third sample may be taken if requested by the owner. It will also be put in a sealable container, signed by the owner and inspector and be kept by the owner. No official awards will be given or order of finish established until the fuel is determined to be legal or illegal. In a situation where the owner is not present, the person responsible for the boat will initial the seal (possibly requiring a third container.)

6.6.15.8 Engines operating on methanol will be allowed 5% contaminants, as long as the contaminants are not of the “power boost or oxy-gen bearing” category (i.e. nitro methane, nitro benzene, ether, etc.). The maximum allowable specific gravity is 0.800 at 20 degrees C (68 degrees F). Ethanol-based fuels are defined as fuels that contain ethanol amounts between 25% and 86% by volume.

6.6.15.9 Overall responsibility for all inspections conducted at a regatta is charged to the Inspector named on the race circular. No Inspector will inspect or be directly involved in the inspection of any racing equipment in which he has an interest, has manufactured or assembled.

6.6.15.10 No records, divisional champions or national champions shall be approved ~~by the Inboard Racing Commission~~ without the completed official inspection forms, signed by an Inboard Racing Commissioner.

6.6.15.11 The Technical Committee Chairman involved will be contacted by the Inspector and will determine the category of violations on engines and hulls.

6.6.15.12 Complete detailed fuel testing instruction will be supplied on request from the Inboard office.

6.6.15.13 *The use of the following substances greater than that allowed in commercial gasoline by the current EPA upper limits are for-bidden to be present in gasoline during any APBA event: Acrylonitrile, Aminodiphenyl, Aniline, Benzene, Benzidine, Beryllium compounds, Bromine compounds, Chloromethyl ether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitroben-zene, Nitrochlorobenzene, Nitrogen compounds, Nitrodiphenyl, Propylene oxide and Tert Butyl toluene. If concentrations of any of these substances greater than that allowed in commercial gasoline by the current EPA upper limits are found in a gasoline sample, The penalty for a first violation will be a disqualification from the race and a two-year suspension. A second offense will result in a lifetime suspension.*

6.6.15.14 Sponsors shall make prize money and trophies available upon request, not later than an hour after the final heat of the regatta to all scheduled classes except those under protest or undergoing inspection, unless a class rule and/or the race circular specifies otherwise.

RULE 33 - TECHNICAL COMMITTEES

Technical Committee

33.1 Responsibility and Authority: The Technical Committee will be responsible to produce and maintain all technical rules for engines, hulls and related hardware for all inboard classes, and will have authority to propose and change all said technical rules.

33.2 Tech Committee reports directly to the IRC Chairperson. The IRC Chairperson is also a member of the Tech Committee in an administrative/supervisory capacity and as such does not vote on technical rules.

33.3 Tech Committee members (TCMs):

33.3.1 The Tech Committee shall be made up of technically competent individuals who cover all the technical parameters of the Inboard classes. The committee shall be made up of a minimum of 7 and not more than 9 ~~active~~ members. The Tech Committee shall seek Associate Members to provide additional expertise in specific areas as the Tech Committee may deem necessary.

33.3.2 In early ~~November~~ **December, every other year**, the IRC Chairperson will announce that the IRC is forming the Tech Committee for the upcoming year and that nominations are open. Nominations, accompanied with a brief summary of qualifications, are to be submitted to the IRC Chairperson no later than ~~December 31~~ **November 30. By December 15th, the IRC chair will forward all properly submitted nominations, including resumes to the IRC for review.** The IRC will vote to approve a minimum of six (6) to positions on the Tech Committee for the next two years. The Inboard Chief Inspector shall be seated as the seventh member of the Technical Committee. The IRC Chair may appoint two (2) additional, if deemed necessary. The TCMs will be assigned their positions prior to the National Meeting; and their term will start after the National Meeting and continue through the end of the **two year term. -next National Meeting.**

33.3.3 Should it be necessary to replace a TCM, the IRC Chairperson will select a candidate, and submit the individual to the IRC for approval or disapproval. The new TCM will serve for the balance of the current term.

33.3.4 A minimum of one member of the Tech Committee shall be a member of the IRC.

33.3.5 Associate TCMs are appointed by the Tech Committee. Associate members serve in an advisory role, and as such do not vote on rules.

Associate TCMs serve for the current year.

33.3.6 Expertise: TCM candidates/members shall have engine expertise in one or more of the following areas: 2 cycle and 4 cycle engines, stock and modified; carburetors and injection; racing gas and methanol. Other expertise in the areas of Hulls and Hardware would be a plus. Technical expertise in hulls (runabouts, SS/PS, Cracker Box and Jersey Skiff, and Hydroplanes, materials/processes, wood and molded), and in hardware (steering, rudders, fins, struts, and safety systems) will be the primary focus for associate members.

33.4 Committee qualifications and structure:

33.4.1 The Tech Committee shall have TCM and Associate TCM representation from the East and West Divisions.

33.4.2 The IRC Chairperson shall select a Tech Committee Chairperson from the Tech Committee Members to run and administrate the Tech Committee.

33.5 Operating Procedures:

33.5.1 All rule proposals (new, deletions and changes) shall be distributed to the IRC (via the internet, hard copy or teleconferencing). This keeps the IRC fully aware of all proposals. No action is required by the IRC commissioners; however, commissioners may find it necessary to get involved.

33.5.2 Actions (rule releases, rule rejections, and communications to the general membership) by the Tech Committee shall be published to the IRC, two weeks prior to publication to the Inboard membership. Should the IRC have issues with actions being taken by the Tech Committee, this two-week period provides the time to allow any necessary communications or actions. Should the IRC find a proposed rule unacceptable, then by a majority vote, the IRC may repeal said rule.

33.6 Tech Committee members may be recalled by the IRC by a simple majority vote at any time during the year.

33.7 Tools and equipment

~~**33.7.1 It is expected that the TCMs provide their own tools and equipment to perform their job.**~~

33.7 Special tools and equipment necessary to complete testing and/or analysis, not normally owned by the **Inspectors/Race Committees/Regions TCMs**, may be acquired via a written request by the **Technical Chairperson** to the IRC Chairperson who, upon approval, would then furnish a check to pay for such rental or purchase.

33.8 Budget: The Tech Committee shall develop and submit an annual budget to the IRC for approval and inclusion in the IRC budget. The Tech Committee budget is to include as necessary the following items:

- Purchase or rental of "special" tools and equipment necessary to carry out the duties of the Tech Committee
- Travel and lodging for TCMs as may be justified
- Costs for communications, documentation and reproduction, and supplies.
- Parts and assemblies pertaining to specific classes that are required for testing and evaluation are not part of the budget, as they are to be provided by the class requesting usage of said parts and assemblies. Once the budget is approved, all expenditures by the Tech Committee shall require approval by the IRC Chairperson.

33.9 General Business Guidelines

33.9.1 The Tech Committee shall hold as many meetings/teleconferencing/Internet groups as necessary to accomplish their job.

33.9.2 The Tech Committee shall, as a general practice, process rule proposals on a first-in/ first-out basis. Some rule proposals may require lengthy analysis and testing, thus lengthening the process. The Tech Committee, based on an emergency request, may find it necessary to prioritize some rule proposals.

33.9.3 The Tech Committee will process rule proposals throughout the year. Rules will become effective as defined by the Tech Committee.

Inboard Budget: Inboard Division to reimburse IRC members Convention Registration and Inboard Banquet fees need to turn an expense report to the Inboard office. Add new line item to budget for \$4,200.00. Increase future budget for #573 Promotions to \$30,000.00. Insurance premium increase of \$600.00 to be reimbursed to Race Sites after the event is completed line item of \$21,000.00. Discussed the possibility of attending PRI Convention to promote the Driving School and get new sponsors, will research. Discussion followed. Motion by Jeff Bernard, seconded by Kent Henderson. Passed Yes 14 No 0.

Greenwood Lake date conflict: Date conflict with an ACHA race, Bert Henderson stated unable to move the race date.

The meeting was adjourned on January 23, 2015 at 12:03 pm CST. Motion by Bert Henderson, seconded by Jeff Bernard.

Respectfully submitted,

Sandy Cody
Inboard Administrator