

Inboard Racing Commission Meeting Minutes

2009 APBA Annual Meeting 22 Jan 2009 – 23 Jan 2009

1. Roll Call

Roll call was taken at all sessions; all members present with the exception of Jeff Wooton who was excused. Note: Updated IRC contact information is shown on Attachment I

2. Moment of Silence – Russ Dodge

Russ conducted a Moment of Silence in honor of the members of the Inboard Racing Community who have died since the last Annual Meeting.

3. Chairman's Address – Dutch Squires

Chairman Squires gave a brief address stressing the following points:

- The need and obligation to balance representation of our constituency vs. the overall needs of the organization as a whole,
- The need to look at long range affects of our actions,
- The need for improved communication when we all return home – listening to our members and responding appropriately to their input, and
- The need to work for uniform interpretation and enforcement of APBA Inboard Racing rules and guidelines.

4. Old Business - Committee Reports

a. Water Depth Committee - Hank Wendt

The committee found that organizers have made a good faith effort to meet the water depth requirements and has no recommendation to make. Problems will be dealt with on a case by case basis.

b. Technology Committee - Dan Kanfoush

Continuing problems with the Inboard Web Site stem from lack of consistency in maintenance of the site on the part of the server operators. The committee believes that the most cost effective solution is to redo the site and code it in such a fashion that maximum flexibility is maintained. APBA is investigating a 'super site' which will serve the needs of both the APBA as a whole as well as its constituent activities. The APBA Committee consists of Dan Kanfoush, Elizabeth Wolfe, and Mark Wheeler.

c. Promotion Committee - Travis Johnston

Ten thousand dollars were distributed to thirteen sites. Five sites received grants totaling \$4175; eight sites received a total of \$5825 in co-op funds. The process will be revised this year to distribute funds (\$8500) on a case by case basis as requests are received until funds are depleted.

d. Schedule Poster & Rack Cards - Ann Fitzgerald

Posters printed in Eastern and Western Division versions (8000 each) along with 20,000 rack cards. The project turned a profit of \$2400.

e. Review of New Rules for Race Uniform - Jim Codling

Jim reviewed the new standard for race uniforms: for owners and drivers a collared shirt with the team racing identity and the team must have a minimum of a T-shirt with the team racing identity. See Rule 34.1.1

f. Capsule Testing – Jim Codling

Jim reviewed Rule 3.11.2 which describes the new criteria for capsule testing.

g. Officials – Referees - Jim Codling

The new Referee Discussion Board had 67 invitations issued, 33 acceptances, and 15 have been active. Jim felt that it was a useful tool and would continue. He also urged that referees become more active in the Race Committee as it will help avoid issues during the weekend.

h. Officials – Inspectors - Jim Appley

There were 26 who took the Inspector's Test this year; more inspectors would be welcome! Fuel bottles have been distributed to inspectors in the event that they are needed. Encourage your inspectors to use the Inspectors' Discussion Board.

i. Officials – Scorers - Carol Dodge

Racing Year 2008 was a 'safe' year for the scoring community with very few complaints. As with the referees and inspectors, broader participation is being encouraged. There is a move in APBA to consolidate scoring systems to two: one for circle racing and one for endurance type racing; it is estimated that a proposal will be on the table in the 2011 time frame.

j. J Stock - Robin Shane

J Stock had 6 races with 10 full members (who earn points in the J Hydro class) and 24 single event memberships. Six new hulls are under construction and two new sites are under consideration. In addition there is a summer camp looking at adding J Hydro to their program. There is a minor issue with granting points at Inboard Races when Outboard is also running J Hydro the same weekend in the same region. The Historical Society will be approached for larger lifejackets and helmets. A request was made and granted for new tires for the trailer. The J Stock rules are currently mixed in with small outboards. There is consideration to pulling J Stock out and printing as a separate set of rules. It was moved, seconded, and passed to have a copy of the J Stock rules added to the Inboard Rule Book.

k. Administrative Asst Report - Rich Evans

Inboard Crew pit passes being distributed by APBA office in Detroit with membership cards; Inboard Office will catch up with those sent out before pit passes were received in Detroit. Two new capsule registrations have been issued with several others under design. Among projects for the year are updated forms and interactive inspection forms.

l. Inboard Equipment Inventory - Rich Evans

Request after last year's meeting did not result in any Inboard Category owned equipment being volunteered. After a brief discussion, several IRC members stated that they would help locate equipment.

m. Safety – Ken Smith

Ken discussed the need for capsule inspection (both structurally and for head clearance) as well as the need to improve the restraint of air bottles in the cockpit. He also made a strong recommendation to encourage drivers and owners to shift to polyester belt material due to its increased performance when wet and durability.

n. 2008 Financial Report and 2009 Proposed Budget - Dutch Squires

The 2008 budget performance was reviewed and was generally in line with projections. The 2009 budget was moved, seconded, and passed. There will be some deficit according to plan, but it will not seriously erode our cash reserves. The approved budget appears as Attachment IV.

5. New Business

a. Hall of Champions & Bruce Broussard Award – Dutch Squires

Inboard Racing has three inductees into the Hall of Champions: Jim Buturla (JS), Dan Kanfoush (Y and A), and Brandon Kennedy (T). A recipient for the Bruce Broussard Award has been selected and will be named at the Inboard Banquet. [Note: Dave Shaw was the recipient.]

b. Awards Banquet – Dutch Squires

The Banquet Committee consisted of Debbie Squires, Ann Fitzgerald, Shannon Johnston, Anne Timmerman, and Stephanie Weymouth. The charge that they were given was to put on a high quality banquet and break even. It appears that the goal is well within reach. A Chinese Auction will be held as part of the banquet.

c. Organization Chart/ Committee Approval - Dutch Squires

The proposed Organization Chart was reviewed and approved unanimously. The only significant structural change to the organization is the addition of Darryl Monette as the Inboard Safety Director. In this position Darryl will have responsibility for both the Rescue and Dive portion, headed up by Ken Smith, and an increased emphasis to be placed on boat safety, which Darryl will oversee. The approved organization chart is shown on Attachment II. Attachment III shows contact information for the Clkass Representatives.

d. Inboard Championships

Existing Championship race dates were reviewed and bids accepted for open Race Year 2010 dates. Championship dates were granted to Hampton, VA (13 Aug 2010 – 15 Aug 2010) for the 2010 Eastern Divisionals and Black Lake, WA (10 July 2010 – 11 July 2010) for the 2010 Western Divisional. A bid was accepted but not granted from Parker, AZ for the 2010 Western Divisionals (Flatbottom). The 2010 North American Championship was provisionally granted to Waterford, MI (16 July 2010 – 18 July 2010); this event alternates between APBA and CBF. [Note: While not known at the meeting, it has been determined that APBA controls odd numbered years and CBF the even numbered years with the understanding that, if there is no bid, the date may be awarded by mutual agreement.] A bid was accepted, but not granted, from Hampton, VA for the 2011 Summer Nationals. See Attachment III for current granted Championship dates.

e. ULHRA Discussion - Joe Frauenheim

Joe shared his thoughts on cooperation between ULHRA and Inboard Racing.

f. Safety Solutions Seminar

A seminar was presented by Safety Solutions (www.safetysolutionsracing.com) covering recommended steps to improve safety in driver restraint systems. Safety Solutions has a broad range of experience in auto racing and has much test data to support their recommendations. Videos shown at the seminar were most informative.

6. Proposed Rule Changes

a. General Inboard Racing Rules

The following rule proposals were passed by the IRC for implementation in Race Year 2010:

2009-131-P	Rules 2.2.1, 2.2.3, and 13.11 Eliminates Inboard Safety Inspection Card
2009-130-P	Rule 13.11 Revises Technical violation fine structure and makes Inspector responsible to levy fine.
2009-134-P	New Rule 21.16 All buoys must be picked up
2009-132-P	Rule 33.3.2 Inboard Chief Inspector is automatically seated on Technical Committee.
2009-127-P	Rule 35.1.4 Revises Pit Pass issuance.

b. 2.5 Litre Modified

The Technical Committee had two proposals for National Modified. A revision was made to Rule 42.2.1 to permit methanol, but require production block and head(s) if methanol is used. The change will be effective for 2009.

c. National Modified

Both proposals were defeated. However, Chairman Squires requested a working group consisting of Tony Black, assisted by Rod Bourke, to work with class members to develop a new engine proposal agreeable to the class. Jim Appley will serve as the IRC technical advisor.

d. Grand National Hydroplane

All proposals were defeated except for 2009-135-P which will add a 511 cid engine to the class. This proposal was referred to the Technical Committee for review.

e. Grand Prix

Both proposals were defeated.

f. Pro Stock

Both proposals were defeated.

g. Cracker Box

Rule proposals were discussed with the Technical Committee and Cracker Box owners. They were revised and passed by the IRC. The owners will meet to review them and propose revisions they feel appropriate by the end of March. Publication of the rules will be held until that point.

h. Jersey Speed Skiff

The bulkhead/foam rule previously passed was again revised to better define the required bulkhead. It was passed to be effective 1 June 2009. The rule appears below:

54.1.3b As of June 01, 2009 all Jersey Speed Skiffs must have the nose area of the boat foamed in order to participate in an APBA sanctioned event. The area must be foamed with a 2 pound density, marine floatation foam starting at the stem, following the deck line, going back a minimum of 30 inches and be at the height of the new bulkhead. To add the necessary strength and support the foam, a half bulkhead must be installed at this point. This bulkhead must be a minimum ¼ inch thick, fitted to the sides and be no less than 14 inches up from the inside bottom/floor of the boat.

The bulkhead is to be secured in an equal or superior method as the existing bulkheads

i. Fuel Rules

Proposal 2009-112-P (add PowerMist 112) passed

7. Discussion on Other Topics

- Engines
 - Brief explanation of the 1.3L GM Vortec 1.6L engine as a potential T class engine. This engine is a South American built for industrial use. Currently being run by Randy Browning as an experimental engine in the T-Class with good success.
 - GM also has a 2.4L version of this engine which would be available for the S-Class. This engine is a larger displacement version of the 1.6L engine and shares the same hardpoints. This engine offers the potential for use in the S-Class with a restrictor plate detune to run as a T.
 - Both of the Vortec engines are relatively low cost engines which are readily available through an industrial engine supply channel.
 - Other experimental engines running are the Focus Zetec and the GM Ecotec engines.
 - There is a need to review engine usage and to develop a long range plan for potential engine replacement.
- Name
 - After a brief discussion it was decided to drop the Inboard Powerboat Circuit name and adopt APBA Inboard Racing as the inboard racing identity.
 - Logos are under development
- From the Floor
 - Bobby Commander expressed concern over a carburetor currently used on some SS boats which, as designed, features abnormally deep/long venturis. His concern is that the cost of the carburetor, even if it is legal, places it out of the capability of most racers.
 - Terry Browning asked the IRC to consider allowing a boat to be eligible for a one class step up without regard to meeting the class rules. It was his opinion that this would improve the show without a safety risk.

8. Attachments

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| I | IRC |
| II | Organization Chart |
| III | Class Representatives |
| IV | Approved 2009 Budget |
| V | Championship Points Races |
| VI | Approved Rule Changes |
| VII | Assignments |

Attachments to Minutes

- I. IRC Contact Information
- II. APBA Inboard Racing Organization Chart
- III. Inboard Class Representatives
- IV. Approved 2009 Budget
- V. Championship Points Races
- VI. Approved Rule Changes
- VII. Assignments