

Vintage & Historic Annual Meeting Minutes
January 28, 2017
Sheraton Gateway Hotel, Los Angeles, CA

The meeting was called to order at 9:00 AM by Chairman John Krebs, with approximately 15 people in attendance. Vintage representatives in attendance were Rich Evans, Vintage inspector; Dan Joseph, Region 4; Rob Holt, Region 7; Phil Mitchell, Region 8; and Jay Marshall, Region 9. A quorum was not present so no voting took place; motions were tabled for discussion and voting at the February Vintage conference call.

A moment of silence was held for those whom we have lost this year from the V&H family, and Jay Marshall led the meeting in prayer for their families.

Jim Olson will be head for a committee to write the rules for which the money in the V&H promo fund can be spent. The freeze on how this money can be spent will continue until this committee issues its recommendations. The committee will review requests on how the money can be spent, and will issue its recommendations to the V&H reps for approval.

The \$55 associate APBA V&H membership was approved for 2017. Of the \$50, \$5 will go to the V&H promotion fund and \$50 to the APBA. The participating V&H participating membership will remain at \$110.

A new insurance carrier, Hawk Race Consultants, will be covering the APBA this year. Vintage fees have gone down marginally. There are some minor changes that will be in place from the new insurance company, most notably new versions of the Waiver and Release of Liability. There is also a new Minor Release form that must be used for Florida events only.

The development of a national boat registry by Dave Richardson has been stalled because of the unavailability of a listing from APBA. Dave will contact Phil Kunz for more information.

Tana Moore is back as editor of Propeller for APBA. Vintage & Historic articles may be submitted to her for inclusion in Propeller.

2017 V&H officials will be Jim Olson, Vice Chairman, Doug Brow, Chief Referee, Rich Evans and Bill Thompson, Chief Inspector. Bill Thompson will write the inspector's test.

HRL has been taking over many inboard events on the east coast, resulting in the potential loss of events for V&H. Efforts are being made to reestablish contacts with these events to try to gain new sites for V&H. Some HRL events are including V&H, but without APBA sanction.

Rich Evans presented new proposals for by-law changes:

1) Article XI – Outboard Performance Craft Rule 1

a) Current Rule

E. Cockpit: A padded headrest (1/2 inch thick “ethofoam” recommended minimum) is required behind driver’s head. Similar padding inside the capsule around the driver’s head is recommended. Padding may be added to the cockpit interior for driver comfort provided driver egress is not impeded. Driver head clearance minimum is 2 inches, with 4 inches clearance recommended. The top of the front of the capsule should be a minimum of 4” below eye level. For forward visibility, a windscreen may be

incorporated in the opening of the reinforced structure such that the lowest edge of the opening is not more than 7" below eye level and must be a minimum of 2" below eye level. Steering wheel shall be removable with a 360 degree spring loaded release collar. A suitable arrangement shall be installed capable of closing the throttle(s) when the driver's foot is removed from the throttle pedal.

F. All reinforced cockpit hulls are required to have a left side and a right side rear view mirror attached exterior to the capsule.

G. The following information shall be labeled on the hull bottom under the cockpit using black letters on a white or orange background: boat number (12 inches high with 2 inch stroke); capsule; restraint release type (rotary or latch); air (if used); head restraint (if used). Letters for info other than boat number shall be 3 inch minimum height

H. A driver in a reinforced cockpit shall:

1. Wear a type B or C lifejacket manufactured to APBA Life Jacket Basic Manufacturing Standards dated March 1, 2013. Specifically, A-100 rated life jackets shall NOT be worn in a capsule equipped tunnel hull. Likewise, the capsule life jacket does NOT qualify for use in other V&H classes where the A-100 rating is required.
2. Wear a flame retardant driving suit (SFI- 3.2A/1 certified minimum).

I. Drivers of reinforced cockpit hulls must complete APBA Approved Capsule Training Program per the criteria established in APBA General Safety Rule 4, with frequency of test and evidence of completion per current OPC Safety Rules.

J. Fuel tank: It is recommended that the fuel tank is equipped with a check valve on the vent or other device to prevent fuel loss in case of an accident. Overboard venting of the fuel tank is recommended.

K. If a canopy is used, it is to be removed for participation in a V&H Event

b) Proposed Rule Change

E. 1. Cockpit: A padded headrest (1/2 inch thick "ethofoam" recommended minimum) is required behind driver's head. Similar padding inside the capsule around the driver's head is recommended. Padding may be added to the cockpit interior for driver comfort provided driver egress is not impeded. Driver head clearance minimum is 2 inches, with 4 inches clearance recommended. The top of the front of the capsule should be a minimum of 4" below eye level. For forward visibility, a windscreen may be incorporated in the opening of the reinforced structure such that the lowest edge of the opening is not more than 7" below eye level and must be a minimum of 2" below eye level. Steering wheel shall be removable with a 360 degree spring loaded release collar. A suitable arrangement shall be installed capable of closing the throttle(s) when the driver's foot is removed from the throttle pedal.

2. **Canopy. If a canopy is used, it is to be removed for participation in a V&H Event**

F. All reinforced cockpit hulls are required to have a left side and a right side rear view mirror attached exterior to the capsule.

G. The following information shall be labeled on the hull bottom under the cockpit using black letters on a white or orange background: boat number (12 inches high with 2 inch stroke); capsule; restraint release type (rotary or latch); air (if used); head restraint (if used). Letters for info other than boat number shall be 3 inch minimum height

H. A driver in a reinforced cockpit shall:

1. Wear a type B or C lifejacket manufactured to APBA Life Jacket Basic Manufacturing Standards dated March 1, 2013. Specifically, A-100 rated life jackets shall NOT be worn in a capsule equipped tunnel hull. Likewise, the capsule life jacket does NOT qualify for use in other V&H classes where the A-100 rating is required.
2. Wear a flame retardant driving suit (SFI- 3.2A/1 certified minimum).

- II. Drivers of reinforced cockpit hulls must complete APBA Approved Capsule Training Program per the criteria established in APBA General Safety Rule 4, with frequency of test and evidence of completion per current OPC Safety Rules.
- J. Fuel tank: It is recommended that the fuel tank is equipped with a check valve on the vent or other device to prevent fuel loss in case of an accident. Overboard venting of the fuel tank is recommended.

c) Rationale

The prohibition on running canopies was the most consistent wrong answer on the 2016 V & H Inspector's Test. Moving the prohibition into the reinforced cockpit section rather than following the fuel tank specification should help clarify this for both inspectors and participants

2) Article XI – Outboard Performance Craft Rule 1

a) Current Rule (note: Assumes Proposal 1 was adopted)

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2. Canopy. **. If a reinforced cockpit was fitted with a canopy, it may be run at the discretion of the owner and/or driver.**

- **A canopy must be fitted with either a handle or a handhold to facilitate opening,**
- **A canopy with a latching system must be fitted with releases operable from both inside and outside the cockpit,**
- **Flow through ventilation must be provided**
- **The hinge must be fitted with a quick release pin to facilitate rescue operations, and**
- **As the strength of materials has substantially improved since reinforced cockpits were introduced, it is recommended that a new canopy be fabricated using current materials.**

c) Rationale

This change is sought to improve the safety of drivers in reinforced cockpits in the event of a flip. In this case, without a canopy, the force is applied directly to the top of the helmet of a restrained driver; a canopy takes the first hit, even though it may break free from the cockpit in the course of the accident. The removable hinge pin allows the rescue team to generate an opening through which an oxygen mask may be passed if the hull comes to rest in an inverted position.

3) Article XI – Outboard Performance Craft Rule 1

a) Current Rule (note: Assumes Proposal 1 was adopted)

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2. Canopy. . If a reinforced cockpit was fitted with a canopy, it may be run at the discretion of the owner and/or driver.

- *A canopy must be fitted with either a handle or a handhold to facilitate opening,*
- *A canopy with a latching system must be fitted with releases operable from both inside and outside the cockpit,*
- *The hinge must be fitted with a quick release pin to facilitate rescue operations, and*
- *As the strength of materials has substantially improved since reinforced cockpits were introduced, it is recommended that a new canopy be fabricated using current materials.*

b) Proposed Rule Change

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- *Flow through ventilation must be provided*
- *The hinge must be fitted with a quick release pin to facilitate rescue operations, and*
- *As the strength of materials has substantially improved since reinforced cockpits were introduced, it is recommended that a new canopy be fabricated using current materials.*

3. **Windshields. It is recommended that the windscreen shall be constructed using a minimum wall thickness of 3/16" (0.187), of a shatterproof material. (The use of polycarbonate material "Lexan" or equivalent is recommended.)**

c) Rationale

OPC had no windshield specification until race year 2005 and this is taken directly from those rules. Adoption of this specification establishes a minimum thickness of sufficient thickness to prevent shattering of the windshield due to inadequate material thickness.

4) Article VI Safety Rules Rule 13

a) Current Rule

A. Vintage Class Helmets must meet the specifications set forth by any of the following: American National Standards Institute, Inc., Snell 2000 or newer (SA, M, K, CMR/CMS 2007, CMH); SFI competition 31.1 and 31.2; SFI spec 24.1 youth helmet for drivers age 16 and under. Effective November 1, 2015: All helmets must be Snell 2005 or newer.

- a) The upper fifty percent (50%) of the helmet must be a single color of the following: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Participants may put writing or artwork in an area across the front of the helmet directly above the opening. This area is not to exceed 8" wide and 2" high.*
- b) Half-shell and 3/4 type helmets are not allowed.*
- c) Cameras and other protruding devices may not be mounted on the helmet.*

b) Proposed Rule

*A. Vintage Class Helmets **are defined by the requirements set forth in the APBA General Safety Rules. Refer to the latest version of these rules for current helmet requirements.***

c) Rationale

The intent of this change is to let the General Safety Rules be the only rule applied to Vintage helmets. The sequence of rule changes has the GSR approved prior to submission of the V&H By-Laws. Depending on timing of BOD submissions, it is possible that V&H by-laws could be in conflict with the GSR if we continue to repeat the GSR in our By-Laws.

5) Article VI Safety Rules Rule 13

a) Current Rule

B. Life jackets: All new life jackets must be constructed in compliance with the "APBA Life Jacket Basic Manufacturing Specifications" dated 2013. Copies are available from APBA National Headquarters.

a) All life jackets must have a permanent affixed (sewn in) manufacturer's label indicating:

- 1) The date of manufacture or the date of recertification.*
- 2) The manufacturer's or certifier's company name.*
- 3) The A-100 lifejacket worn per the manufacturer's specifications and instructions shall be the only lifejacket approved for Vintage Class Inboard participants. When the APBA updates lifejacket specifications, any changes will be re-evaluated.*
- 4) All life jackets shall have at least 70% of the upper surfaces above the waist, both front and back, international orange or yellow in color.*
- 5) Every driver shall demonstrate that his life jacket will function properly when requested by the referee.*

b) Proposed Rule

B. Life Jackets:

1. Vintage life jackets **are defined by the requirements set forth in the APBA General Safety Rules. Refer to the latest version of these rules for current life jacket requirements.**
2. **Participants in unrestrained cockpits must wear Type A-100 Life Jackets.**
3. **Participants in restrained cockpit boats must wear Type B or Type C jackets.**

c) Rationale

The logic follows the proposed helmet change: Have safety requirements in one location. As our jacket usage (not construction) varies from the GSR minimums, these items are specified as part of this rule.

6) Article VI Safety Rules Rule 13

a) Current Rule

- C. All Vintage Class drivers, riding mechanics, and passengers are required to wear; eye protection, long sleeves, and long pants, at all times while the boat is on the water. Eye protection will be in the form of a helmet face shield, goggles, or ANSI/OSHA approved safety glasses with restraint straps. It is mandatory for all drivers to wear drivers' suits. Coveralls are the minimum requirement; flame-retardant drivers' suits are recommended. Ballistic shorts are also recommended.

b) Proposed Rule

- C. All Vintage Class drivers, riding mechanics, and passengers are required to wear; eye protection, long sleeves, and long pants, at all times while the boat is on the water.
1. Eye protection will be in the form of a helmet face shield, goggles, or ANSI/OSHA approved safety glasses with restraint straps.
 2. **It is mandatory for all drivers to wear drivers' suits.**
 - a. **Absolute minimum acceptable driving suit consists of long pants and a long sleeved shirt with closed cuffs. Coveralls are preferable. Recommend cotton material**
 - b. **Flame-retardant drivers' suits are recommended.**
 - c. **Ballistic shorts are also recommended.**

c) Rationale

This section of the by-laws can be interpreted that long pants and shirt may or may not be permitted. Also, buying coveralls is not like buying a suit; not all body proportions can be packaged in a set of coveralls.

7) Article VI Safety Rules Rule 16

a) Current Rule

Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged. If the prop shaft is direct driven, the propeller and all accessories (spacers, splines, and nuts) shall be removed for dry firing. Props shall be covered, if mounted on the prop shaft, while in the pit area.

b) Proposed Rule

*Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged. If the prop shaft is direct driven, the propeller and all accessories (spacers, splines, and nuts) shall be removed for dry firing. Props shall be covered, if mounted on the prop shaft, while in the pit area. **A hull with a through-hull rudder post aft of the prop shaft is considered adequate cover as is a hull which has the propeller at least one foot behind the covering transom.***

c) *Rationale*

Permits boats which have a 'buried' propeller to be considered covered by the hull; it clearly defines the conditions that apply for this to take place.

8) Article V. Events

a) *Current Rule*

None

b) *Proposed Rule*

8. Certain boats may be eligible to participate as both a competition boat (class racing) and as a Vintage boat. Under no circumstances may the same hull participate as both in the same event. This includes participating with different drivers.

c) *Rationale*

For a given event a choice must be made; this precludes using vintage as an additional opportunity for test and tune.

Discussion took place on these proposals. No voting took place.

Chris Fairchild discussed the proposed Springfield, OH new site which is being developed on a 115 acre lake. The inaugural event will be an OPC event in July, and V&H and all categories are being asked to participate. No crane will be available, so boats that crane launch would be static display this year but cranes will be available in the future. The lake is 25 feet deep and does not currently have a name. It can be found by googling Clark County Fairgrounds; the lake is next to the fairgrounds.

The tentative **schedule** for 2017 is:

Region 1, Wolfeboro, September

Region 2, Rideau Ferry

Region 4, Wheeling, and a possible new event in June at New Martinsville, Kent Narrows is a possible for August

Region 5, Tavares, March and November

Region 7, 5 to the 5, Madison

Region 9, possible new events in Gunnersville and Morgan City are in the discussion stage

Region 10, several standalone and V&H events

The next V&H conference call will be February 13 at 8:15 PM.

Steve Compton presented Jim Olson's proposal requests for V&H promotion funds, once the criteria for using the funds is established:

1. \$1500 to be spent on engine work for a school boat in Region 10
2. funding for a poster with race dates for west coast and east coast events

Rob Holt discussed a small raceboat museum which is being developed with an existing building in Madison, IN. The building is in downtown Madison.

Jay Marshall initiated discussion of V&H bylaws concerning the date of 1992 as the outside date for inclusion in V&H. Discussion of founding father Tom D'Eath's vision of V&H using a 25 year rolling window rolling backward for description of the V&H division took place. The potential of having different divisions within V&H such as "classic" and "capsule" in the future were discussed. Issues of having the correct safety crew for a mixed event of this type were discussed.

The meeting was adjourned at 10:45 AM on motion of Jay Marshall, seconded by Dan Joseph.

Respectfully submitted,

Debbie Joseph
Secretary, V&H Division