

International Model Power Boat Association

2012 March Conference Call Board of Directors Meeting

Short Format (no District Director reports)

March 29th, 2012

7:00 PM Central Time

MINUTES

Present:

President, Kevin Sheren
Executive Secretary, John Equi
District 1, Luc White
District 2, Chris Rupley
District 3, John Otto
District 4, Paul Bychowski
District 5, Paul Traufler
District 6, Allan Hoyle
District 12, Don Ferrette
District 13, Doug Smock
District 14, Mike Schindler
National Fast Electric Director, Chris Harris
National Gas Director, Chris Rupley
National Record Director, Doug Smock
Past President, Bill Zuber (also Safety Director)

Absent:

District 7, Jim Nissen

At 7:03 Secretary took a roll call and determined a quorum was in attendance.

President Kevin Sheren started the meeting by advising everyone that if they checked our official world records lately, that you would see “pending” for several records. He then explained why this word was added to our N stock and N super stock. He received several phone calls from the west coast stating that a member of both IMPBA and NAMBA was getting paid for setting records. This is not allowed per IMPBA rules. Four individuals called Kevin about this which prompted Kevin to investigate further and contact the companies that allegedly offered money. Two of the companies did not provide money and Kevin doubts the other two companies did not give money. Reports of \$500.00 per record were originally reported but not substantiated. Kevin doubts the individuals’ claims of receiving any money for records. Kevin further explained that it is the Board’s decision whether to allow or disallow the records because of his comments of receiving money.

President then requested Chris Harris to comment on this Bill Oxidean claim since Chris knows him. Chris told the Board that he has known Bill for a long time and doubts the claims of receiving money. It’s just an attempt of trying to impress a listener, not realizing what he was saying. It’s Chris’ opinion that if we have no proof of payments, we cannot make a judgment against Bill; it is basically “hear-say” at this time. Kevin agreed with Chris, but believes we should send Bill a note reminding him that receiving money is not allowed in IMPBA. Kevin then asked if Chris would compose a letter to Bill, and Chris accepted the task. Chris also added that he had already called Bill about the claims. Records Director Doug Smock agreed with sending a letter. Bill Zuber mentioned to include reporting of this problem in the Roostertail. Kevin rejected the idea.

Chris and several others elaborated that a sponsorship is OK since there were only products given, not any money, which would constitute a professional racer. Chris would send the letter and provide copies to Kevin and the office plus receipts for incurred costs. Kevin then called for comments from anybody. Don Ferrette mentioned that the proof is on us, and so far we cannot prove anything. This is a warning letter. Alan Hoyle agreed, rest of the directors agreed. Kevin offered a suggestion that when Bill responds to the letter, we will reinstate the records. Additional comments were offered by several with their opinions. **Final outcome was that Chris Harris would compose and send a letter to Bill Oxidean, and copies sent to Kevin and the IMPBA office**

Multi Engine Proposal – Doug Smock

Kevin asked Doug Smock to explain the proposal. This is a change to the original multi engine rule to allow multi engines to be used in any gas hull, not just riggers. The original Twin Large Scale Gas (TLSG) rule would be simplified and now become “TLSG 54 Multi Engine Classes”. Discussion ensued by several and was ultimately agreed for inclusion in a Roostertail for one year trial for 2012, after a vote. Kevin called for motion on it. D2 offered motion, D1 seconded. Vote is as follows: D1-Y, D2-Y, D3-Y, D4-Y, D5-Y, D6-Y, D7-absent, D12-Y, D13-Y, D14-Y, FE-Abstain, Gas-Y, PP-Y, vote is unanimous. **Final outcome: include in Roostertail for 1 year trial.**

Jersey Skiff – Not on Agenda

Chris Rupley explained that the class was formulated in Florida and neither IMPBA nor NAMBA had written rules. The class is working well in Florida and Chris believes we should adopt the rule. Kevin likes these boats, but as a side note, would like to eliminate the obsolete SLS Gas Class. Questions were raised about this elimination by Bill Zuber since it’s a Records Class. We could just leave the class wording in the rule book. President told Bill that the availability of engines has caused little activity in the class. Kevin called for other comments. D12, Don Ferrette, suggested removing the words “guidelines for scratch building” and have the noted items become part of the specs. The wood hulls and fiberglass hulls need the same specifications. Doug asked if the noted items (specs) include all known hulls. Answer was yes, per Kevin. Hulls would not be eligible for records during the one-year trial. Engines would be any LSG 27, stock or modified. Secretary called for wording clarification, which was offered by Kevin and Don. Kevin then called upon the Board for a motion to proceed for a trial period. D12, Don Ferrette offered a motion to accept as amended, D3, John Otto seconded. Vote was as follows: D1-Y, D2-Y, D3-Y, D4-Y, D5-Y, D6-Y, D12-Y, D13-Y, D14-Y, FE-Abstain, Gas-Y, PP-Y, vote is unanimous. **Final outcome; approved for a 1 year trial rule in the Roostertail.**

Boat Length Proposal – Terry Keeley

Kevin asked IMPBA Secretary, John Equi, to read the proposal. Basically on page G-7 of the rule book, Section G, remove the “must establish a minimum three boat length interval before gaining that right.” Replace it with “shall not impede the progress of the boat being passed.” Comments by D4, D1 and others were positive, since it is confusing exactly how to determine if 3 boat lengths were utilized. This new wording is easy to understand. Kevin asked if there were any objections, there were none. D4 made a motion to accept as written, D6 seconded. A district vote followed: D1-Y, D2-Y, D3-Y, D4-Y, D5-Y, D6-Y, D12-Y, D13-Y, D14-Y, FE-Y, Gas-Y, PP-Y, vote is unanimous. **Final outcome: approved for a 1 year trial in the Roostertail.**

General Racing Rule, Clock Time – Chris Rupley

This proposal concerns Section G, heat racing rules how boats travel in their lane during the last 10 seconds of clock time. D5 Paul Traufler had questions about the proposal wording that required boats passing buoy number 4 to steer a straight course. Several comments were voiced and then Paul offered changing it to “maintain their lane”. Chris agreed, as well as other directors. The revised proposal was read and then Kevin offered reasoning for change, to move good driving back to Buoy 4 instead of Buoy 6. Kevin called for comments, D14, D5, D6, and Past President commented. Paul Traufler of D5 suggested adding the word “or” which changes the wording to “during the last 10 seconds of clock time or boats passing the No. 4 Buoy must maintain their lane...” Discussion continued for an extended time, D4 Paul, FE Harris, President Kevin, D5 Paul, D14 Mike, D3 John, Past President Bill Zuber commented on their actual race observations and how the proposal would affect racing. Kevin then asked if there was a motion to accept the proposal as amended. D14 made the motion, and D5 seconded. President asked if any director objected to a voice vote, none responded and voice vote resulted in unanimous approval. **Final outcome: approved for a 1 year trial in the Roostertail.**

IMPBA Procedures, International Regatta Proposal – Don Ferrette

President asked Don to explain his proposal and reasoning. Don told the Board that he jumped the gun and approved the Charleston Club request for regatta timeframe since it had been done in the past. He elaborated that several people did not remember that the regatta timeframe was changed before, and acknowledged that the rule book had a specific timeframe. He wishes to clarify the rule procedure in the rule book. Kevin called for discussion. D4 Paul spoke at length and mentioned that many families still have kids in school if the regatta is in others months, but did understand that the event must continue to be held. Comments by Kevin, D12 Don, and D13 Doug Smock continued for several more minutes. Doug did say that the previous D13 Director was not aware of violating the rule, and that Doug as current D13 Director did not like the way things were handled this year. Kevin then called for a motion to accept this for a trial, PP Bill offered the motion and D4 Paul seconded. President Kevin handled this proposal differently. He asked if any director would vote “abstain”. Chris Harris, FE entered “abstain”. No other objections were voiced so the proposal was approved. **Final outcome: approved for a 1 year trial in the Roostertail.**

1/16 Mile Straight Record Runs Proposal – Terry Keeley

Kevin asked Records Director Doug Smock to go over the details. Basically, Terry would like to add one sentence to Section G, Contest and Racing Rules, Page G-9, Subsection D, Establishing Speed Records. The sentence would read “the two passes must be within 10% of each other” and it would be placed in Number 4 of that section reading 1/16th Mile Straight Record Runs. This change resulted from an incident in Elizabeth City, NC. One pass was very fast and the back up was only good. The contestant declined the time since the very fast pass was questionable in his mind; he felt it was an equipment glitch. This new rule would maintain the integrity of our records. Comments were offered by D12 Don who actually observed the run. Don suggested raising the limit to 15%. PP Zuber postulated to use 15% for one year and change, if needed, after one year. Chris suggested that we go with that scenario. Records Director could gather actual data during the year and report back. Don likes the plan. Kevin mentioned that Terry used NHRA specs to arrive at 10% for our records. Kevin called for additional comments. D5 Paul, Bill Zuber, D14 Mike and Records Director Doug had suggestions. FE Chris then offered a comment, that if we find the data shows that runs are well below the 15%, then why add the rule? We have always used the average and it is working fine, don’t change rules in mid stream. He now feels we need to keep continuity in the rules that we currently use.

The group agreed to change the proposal to 15%. Kevin called for a motion to move to a trial period, PP Bill offered the motion of 15% for a one year trial, D12 Don seconded. Kevin called for a voice vote; all were in favor except D4, Paul Bychowski, who abstained. **Final outcome: Approved with change to 15% to be run for a one year trial for 2012.**

IMPBA Sportsman 20 & Sportsman 40 Rules Proposal – Paul Bychowski

Kevin asked Paul to explain his proposal. Paul wrote the proposal to better define the Sport Hydroplane rules, make them clearer. The changes would not affect any boats that are being manufactured. Phil Thomas hulls are OK, Phil agrees with the changes. Kevin mentioned that he thought about combining the Sport 20 & Sport 40 Rule change, but now decides to leave them separate for at least the trial period. D12 Don has questions and suggestions. In item number 4, he would like the work “canard” to be placed before the word “wing or wings” at four places. This would eliminate any confusion if someone was to add wings at the rear of the hull. Discussion followed about the exact wording by Kevin & Don. Don also mentioned that the wording about belly pans that stipulated they must terminate “smoothly.” He has seen hulls that are not smooth and have water drains in that area. Those have a minor step there, why does the proposal have smoothly? Paul asked if there are any existing boats that have steps. Kevin mentioned that the Phil Thomas hulls have steps in that area on his Sport 20. Don suggested removing the word “smoothly” from the pictorial. Don also mentioned Rule Number Nine, in the picture that shows a broken keelson. Maybe change the wording to “a sponson ride pad relief is allowed.” The whiplash boat has the broken keelson which would make them illegal and maybe some others. Discussion by Don, D4 Paul and Secretary John followed with final wording as “a sponson ride pad relief is acceptable” to be added on both Sport 40 and Sport 20. Secretary then went over the various suggested changes. Kevin added another improvement, in pictorial change wording to say “belly pan must terminate as per drawing.” D12 Don liked the wording. D14 Mike asked about the Rule #14, ride pads terminating before the back of the front sponson. He knows that the Blazer Sport 20 Air Traps are from the end of the transom and go forward about eight inches. These boats have had these air traps for years. Don told everyone the rule has been around for a long time. Mike reminded us that the old rule only mentioned the width and depth of the ride pad, nothing about the length. Kevin mentioned that his new boat does not have any ride pads. Conversation by Kevin, Mike, D1 Luc, D4 Paul, concerning the ride pads, but nothing more was changed. Kevin then called for a motion on this proposal, D4 Paul made the motion to accept the proposal with all of the noted input changes by Don, followed by a second to the motion by D14 Mike. Kevin called for a voice vote, all approved. **Final outcome: Proposal for Sportsman 20 and 40 go into the Roostertail for a one year trial with noted changes.**

Kevin then thanked the new and older members of the Board for working with him as IMPBA President. Kevin’s time in office would be over at the end of the year.

Kevin then called for a motion to adjourn, D14 Mike offered and D6 Alan Hoyle seconded, meeting adjourned at 8:39 PM.

International Model Power Boat Association
2012 April Special Conference Call Board of Directors Meeting
April 25th, 2012
7:00 PM Central Time

MINUTES

Present:

President, Kevin Sheren
Executive Secretary, John Equi
District 2, Chris Rupley
District 4, Paul Bychowski
District 5, Paul Traufler
District 6, Larry Conrad
District 12, Don Ferrette
District 13, Doug Smock
District 14, Mike Schindler
National Gas Director, Chris Rupley
Past President, Bill Zuber

Absent:

District 1, Luc White
District 3, John Otto
National Fast Electric Director, Chris Harris

At 7:02 Secretary took a roll call and determined a quorum was in attendance.

President Kevin Sheren started the meeting by informing everyone that the reason for this special meeting was the concern for the recent Sport 20 & 40 rules change proposal. He has received lots of phone calls concerning the rules. Many of our current hulls do not meet the rules; these hulls include Blazer, Phil Thomas, MTO, Betke, and Peterson. There were also problems with the ¾ inch rule from the transom to the prop. Particularly when using a 1455 or 1457 prop. The hub is almost an inch long which would violate the rule (note: this may have been misunderstood, the new rule proposal is stated as, “the leading edge of the prop”. The prop hub is of no concern.)

The people calling Kevin are hull manufacturers; D2 Chris has also received these same phone calls. Another Board member talked with Mr. Peterson for almost an hour. Kevin then asked the author of the proposal, D4 Paul Bychowski, what was the intent of the change. Was it to make the class more like the 1/8 Scale Hydro Class? Paul answered “No.” The intent was to keep the class the same, to prevent people from running the gas boats. D12 Don voiced “to preserve the integrity of the class”. Paul responded “exactly”. Kevin then asked what was wrong with the old rules. Those rules did not allow the “stuff that the gas guys run. D14 Mike thought that the problem was that the racers that run the nitro sport classes were afraid that the gas hulls changes would filter over.

Kevin thinks that if the existing Sport 20 & 40 rules are not broke, then don't fix them. Racers seem to be happy with the old rules. Mike suggested that the new proposal be rescinded and the president form a rules committee to study the new rules proposal, and then present them to the general membership for comment. This would be better than the Board to pick through the rules right now. Kevin explained that the options are very limited on what we can do at this meeting. There are only two options: to rescind the trial rules and then the rules automatically go out for a member vote. If it's approved, then it goes into effect in 2013. The other option is that the author can withdraw his proposal and meet with other people to arrive at a fix. D5 Paul asked if the proposal could be submitted to the Technical Committee for review. Kevin told us that there was only one person on the Technical Committee because nobody wants to do it. D4 Paul asked for clarification, if we send it to the membership, what happens in 2013? Kevin replied that if the membership says yes to the rule, it goes into effect 100% in 2013, which would outlaw every one of the mentioned hulls.

D4 Paul then asked if he pulled the proposal and have it rewritten, could someone give him some information. President Kevin recommended that Paul contact Betke & Peterson since D2, D4 & D14 have lots of Sport 20 & Sport 40 boats. D2 Chris then mentioned that rule items #6, #7 & #10 have boaters concerns, racers want to put the strut on the transom, which has never been allowed. The #10 concerning the keelson is making lots of current boats illegal. Kevin then asked if Paul would mind getting in touch with the mentioned builders, and also Brian Blazer. Paul ran down the list he had compiled and D12 Don mentioned to include the MTO Roundnose. Minor discussions followed, and then Kevin told D4 Paul that he needs to make a decision, Paul agreed to pull the proposal. Kevin will get Paul Email addresses and phone numbers to manufacturers.

D14 Mike mentioned that he has MTO information. D12 Don had another name, Mike Mosey, to add to the list. Paul then asked about timeframes for the revisions, May was suggested. Paul thought he could do something by June. Kevin volunteered to post something on International Waters concerning the withdrawal of the proposal. **Final outcome: the proposed Sport 20 & 40 change was withdrawn by the author. It would be revised after conference with a list of manufacturers to eliminate problems and reintroduced at a later date. The rule proposal would also be removed from the Roostertail.**

D4 Paul then made a motion to adjourn, D12 Don seconded, meeting adjourned at 7:21 PM.

International Model Power Boat Association

2012 Regatta Board of Directors Meeting

Charleston, South Carolina

May 31st, 2012

8:00 PM Eastern Time

MINUTES

Present:

President, Kevin Sheren
Executive Secretary, John Equi
District 3, John Otto
District 12, Don Ferrette
National Nitro Director, Don Ferrette

Telephonically

District 1, Luc White
District 2, Chris Rupley
District 4, Paul Bychowski
District 5, Paul Trauffer
District 6, Allan Hoyle
District 7, Jim Nissen

Absent:

National Technical Mono, John Finch
National Scale Unlimited Director, Steve Peterson
National O/B Director, James Clegg
National Fast Electric Director, Chris Harris
Treasurer, Brian Schymik

Meeting Visitors

Bob Morton Anthony Black
Bob Kensill Karen Kensill
Dick Tyndall

District 13, Doug Smock
District 14, Mike Schindler
National Record Director, Doug Smock
National Gas Director, Chris Rupley
Past President, Bill Zuber (also Safety Director)

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NOTE: The meeting was slated to begin at 8:00 PM EST, but the telephone line at the host hotel meeting room would not allow outgoing 1-800 calls. We were assured beforehand that the phone would indeed work. Hotel personnel attempted to rectify the situation with no success. Kevin Sheren then verified that the outgoing call was possible from his hotel room, the group relocated to his room to continue about 8:30 PM EST.

President Kevin Sheren called the meeting to order. Kevin then asked the Secretary to take a roll call. Secretary determined a quorum was present for the meeting. The minutes of the previous August 2011 Regatta meeting were accepted with a motion by D2 Chris Rupley, and seconded by D4 Paul Bychowski; voice vote approval.

Treasurers Report - IMPBA Secretary had prepared a financial document paper for Treasurer Brian Schymik and the BOD. John told everyone that as of the date of the meeting IMPBA has \$39,800 in total available assets which included \$2,800 in the PayPal account, \$15,400 in a newly opened Money Market, and \$21,800 in the checking account. We were closely following the 2011 bank statement balance. We have adequate funds to pay all bills and yearly insurance which did go down a small amount. John expects that IMPBA will end the year with around 1100 members, just like last year. We currently have 639 seniors and 177 family giving a total of 816 members which is 76 members less than last year at this time. 1000 members is a technical minimum. Bill Zuber had a question about the medical account which was answered by John & Kevin. D4 made a motion to accept, D1 Luc White seconded, unanimously approved by voice vote

1

DISTRICT REPORTS

D1 - Luc reports not much going on at present; they have finished 2 events and he is excited to attend the upcoming big D1 Championship Race. The Ottawa Valley Club has a brand new site which they are still in the process of getting set up, and the Quebec club is also improving their site.

D2 - Chris told us he has a full schedule as usual and it looks like attendance is up this year when compared to last year, even though they have only had 2 races. Their next race is in Tilbury this Sunday and expected attendance looks very good. They have 13 races on the calendar.

D3 - John explained that there is not a lot going on. He talked with Marty Davis about possibly sanctioning some of the clubs in the Tampa Bay area with IMPBA as well as NAMBA, but they did not want to drop their NAMBA sanction. He talked with Glover Jeffcoat about the clubs in northern Florida and heard that the area was real dry, and water levels were low.

D4 - Paul told us that they have already had 1 race so far and their second race coming this Sunday in Kenosha, Wisconsin. It should be a good turnout if they have good weather. They are a bit low on scheduled races this year; one club is searching for water and another decided not to have a race for unknown reasons. He expects a good racing season with their 10 scheduled races this season.

D5 - Paul mentioned they already had 1 record trial in April, and an upcoming race on June 22 & 23, The John Hall/Gene Taylor Memorial race. They have 4 more record trials scattered throughout the year with the next one geared for Fast Electric the latter part of July. The attendance list for the Hall/Taylor race is beginning to pickup, and he hopes for a good race.

D6 - Kevin announced that Allan Hoyle wishes to step down as director (but would remain as an assistant) and that his assistant Director, Larry Conrad would like to take his place with board approval. Kevin then asked for a motion for this action. D12 Mike Schindler made the motion, and D3 John Otto seconded. All were in favor by a voice vote. Kevin then called upon Larry for a District report. Larry called upon Allan who reported that The Shoal Creek race in Joppa, MO was cancelled due to lack of entries. Then their second race in Wichita reported the smallest number of entries they have ever seen. He expects that the Oklahoma race to be better since they often draw racers from Texas. Entries at the South end of the District have been down. Larry continued the report with the Twin Cities Club having their first race on May 20th with real bad weather, but a good turnout. Their next race is in June. They have a 5 event point race series during the summer, then a Minnesota Championship in October. Kevin then thanked Allan for serving as D6 Director and asked that he continue sending race reports.

D7 - Jim just got off the phone after talking with Tim Martin and Duane Oldfield of the Dallas Thunderboats Club in Texas, which will be hosting the GAS Nationals. Things are going good, the site is looking good, the club has had numerous discussions with the City, they will dredge the lake to remove a small island. Trophies have been selected, T-shirts, raffle, food is lined up for the event. The park will be closed to car traffic in the race area and lots of other details are in good shape. Jim explained an upgrade to the Dallas club clock which will have an output to activate a countdown camera on the start finish line to provide a display of starts. Corner judges will also have a pushbutton to record any violations. All of D7 is looking forward to the race.

2

D12 - Don said that they are rolling along with 2 races already held and a Record Trial. The Old Dominion Club is trying to get their pond back by the latter part of the summer.

D13 - Doug told everyone things are going very well, they have had 3 races behind them, now 4 counting the Internats for 9 races total for the year. Attendance is suffering a little bit, but the clubs are putting on good races. Kevin mentioned that it's his first time in Charleston; the club is doing a good job to make IMPBA look good. Doug agreed with Kevin.

D14 - Mike explained that 2 races have been run, and that attendance has been down a bit at both of them. It seems like everyone has something else to do right now. He hopes that as the season progresses, things will get better. Mike also mentioned that if there were any clubs looking for a start clock, Mark Hopper of the Jackson Club has a digital that they want to sell. Kevin mentioned that Tony Jacuzzi wanted to buy one.

Fast Electric (FE) – Chris Harris was not available. Kevin asked Doug Smock to get in touch with Chris and have him send a report to John at the office.

Gas Director – Chris reported that things are looking good, previously Jim Nissen D7 reported on the Gas Nationals in Texas in September and it looks like the club has a good handle on things.

President's Report – Things are going really good for IMPBA right now, the updated Rule Book is on the website and is up to date and current with everything I have. There is also an addition to the website. Every Thursday night or Friday morning a current membership list is uploaded that every club that has a race for that weekend can print it off and use it. There are also several other things on the website that Kevin wishes to do and will call on several Directors for help. The recent Rule Book task was a lot of work and needed to spread out to several people

OLD BUSINESS

IMPBA Guidelines for Proposal Voting - Kevin explained that this proposal that was submitted by District 12 Director Don Ferrette had been tabled two times already, and now it was time to act on it. If anyone has questions, please direct them to Don & the Board. Don proceeded to explain the proposal. Currently any proposal that is submitted to the Board has only 2 options. It must be considered and either be approved by Director vote for a 1 year trial, or not be approved and sent out in the next Roostertail for a membership vote. (A third option of being tabled was mentioned) This new proposal will add the option of rejecting a submitted proposal if the majority of the Board members vote the proposal down, if it does not benefit the IMPBA. Don believes the Board needs more options. Kevin explained his personal proposal test: Does the proposal benefit the IMPBA membership? Does it benefit the IMPBA? He believes the proposal must pass both questions. He also thinks Don's proposal has merit and called for questions. Past President Bill Zuber explained past board practices, which were questionable. Kevin & Don had additional comments. Kevin asked visitor Past President Dick Tyndall for comment. Dick explained the usual proposal process: the proposal came up in time to get it out to the District Director to read and then get it out to his membership where they discuss it and get word back to their Director. He then goes to the board meeting and votes. D14 Mike thinks the Board needs to handle this proposal, the membership voting has been pathetic at best, and we should do this. Kevin explained that we can't do that per our By-Laws.

3

He elaborated that we can vote on it and pass it for a 1 year trial, but it ultimately has to go to the membership for a vote, he does not want to bypass the membership. If we send it out now for a membership vote, and it passes, it becomes permanent in January. Jim Nissen D7 offered a motion and Larry Conrad D6 seconded. Kevin called for a vote to send it to the membership by voice vote. All were in favor, except Past President Bill Zuber who opposed. **Outcome: The proposal will go out in the June Roostertail for a Ballot vote by the membership.**

D4 Paul Bychowski then asked the question "How does it actually change what we are doing?" Paul then said that option #2 looks like the Board can terminate any proposal. Kevin offered a detailed explanation using a weird colored boat proposal as an example and told everyone that currently the submitted proposal must be taken into consideration. D7 Jim Nissen asked if right now "does the Board have option #2?" Kevin answered that we do not have the option. We can only put it out for a 1 year trial or put it out for a membership vote per our rule book. Bill Zuber mentioned we have the option to table it. Kevin replied yes, but only if the author allows the Board to table it. Kevin then said that we had a motion and a second; do we want it to go out to the membership for a vote? He then called for a District vote. D1 - yes; D2 - yes; D3 - yes; D4 - yes; D5 - yes; D6 - yes; D7 - yes; D12 - yes; D13 - yes; D14 - yes; Past President - no; GAS Director - yes; FE - Kevin offered an "abstain". The motion passes. **This second vote was identical; the proposal will go out in the June Roostertail for a Ballot vote by the membership.**

Sport 20/40 - Kevin called upon D4 Paul Bychowski for an update. He is in the process of speaking with all the designers and builders and should have some paperwork of their approval and then the proposal goes back to the Board. Kevin asked if he was getting positive replies from them, answer was yes. Paul anticipates that there will be some changes to the original proposal that should make the majority happy.

IMPBA Website - Kevin mentioned that everything was going well, but there were a few glitches here and there, he apologized that the previous minutes were not yet on the site. He has not been able to contact Marc Levac (webmaster) to get the new stuff uploaded. Kevin plans to change the process of adding items to the website to a PDF attachment rather than imbedded in the site. The secretary and Kevin have tried to add the minutes with no success.

He then told the group that if they have a race or something other to put on the front page then let him know, send it to him. He also requested that all Directors send him actual physical addresses for all of their club ponds. If you go to the master events calendar, some of the pond locations do not come up. He also mentioned that he needs Director and all assistant current information for the website.

Plastic Life Member Card - Kevin had the new card for exhibit and mentioned that he was going to change the text in one line on the back, add the words "I will comply with all current and future IMPBA safety and racing rules". He plans to send out a final special application to the life members. D4 inquired the date that members would start to receive the cards, answer was next month. The cards would be produced in batches to lower the cost. If the card is lost the replacement card would cost ten dollars.

New Business - D3 John Otto offered a motion to have IMPBA pay for the secretary's hotel room and give him another night of the rental car. Kevin expanded the motion to give John & his wife Judy another night to stay in Charleston and pay for the full week for the rental car. The secretary was so tight with IMPBA money that he rented the car for a week to get a better rate for the IMPBA then personally paid for the extra days he used it. He must keep his cell phone off on the extra day. D12 then seconded the motion. All approved by voice vote. John Equi thanked everyone.

Race Format for National Events – Kevin introduced a document that D2 Chris Rupley sent him concerning clubs that have events that carry the words "Nationals" in the race name. If the club has this nomenclature, then the event should be run using IMPBA national rules, no deviation. He further mentioned that we need to grandfather the Atlanta Model Boat Club, the Charleston Model Boat Club (plus the Thames Valley Model Boat Club) and continue letting them running events as they are. If they stop running the current classes for one year, then they have to change over and run the event under the national format. Kevin talked with Anthony Black of the Charleston Club and also Doug Smock from the Atlanta Club and both agreed to the stipulation. Kevin offered an example of a club in D3 that would switch affiliation between IMPBA and NAMBA and run the event using different rules that would follow the yearly affiliation. D7 Jim Nissen agreed that the national rules should be followed. D2 Chris had received calls that a race advertised a LSG30 class that was not an IMPBA class; we have LSG27 & LSG36. President then called upon the Directors for a motion to add this to the rule book in the section where it says that if a club wants to use the word "Nationals" it must obtain approval from the IMPBA Board. Past President Bill asked what is the "National Format"? Kevin

explained that it is the established classes. (It was not clearly defined in the document as to what the author was attempting to regulate) D7 offered a motion to accept the proposal, D14 seconded. Then there was a request by someone to read/explain exactly what the proposal was. Kevin said "from this point forward when the IMPBA Board appoints the word Nationals for a club to use, which there are only three at the current time, the three clubs that will be grandfathered will be the Thames Valley Model Boat Club in London for the Northern Nationals. The Atlanta Model Boat Club for the Spring Nationals and the Charleston Model Boat Club for the Fall Nationals; these 3 can run with the engine classifications the way they are now. If these clubs choose to stop putting the race on for a year, they have to come back to use the rules in the rule book and the classes in the rule book for a race as a nationals, under the national rules." He further offered that we might have to fine tune it, but basically they have to use the national rules if they stop using it for one year. Then D2 seconded it. President then asked for a vote count by district. D1 - yes; D2 - yes; D3 - yes; D4 - yes; D5 - yes; D6 - yes; D7 - yes; D12 - yes; D13 - yes; D14 - yes; Fast Electric - Abstain; Gas Director - yes; Past President - yes. It passes unanimously. **Outcome: The proposal will go out in the June Roostertail for a Ballot vote by the membership.**

New Concept for International Regatta - Kevin voiced his opinion that IMPBA hold the US-1 competition only in the calendar years that end in zero (0) and five (5). He pointed out that the attendance at this event was down and added that the club really worked hard to put on the race. By going to the 5 year cycle we would save over \$9,000 in plaques and patches. Instead, we would buy US-1 jackets for every US-1 winner, which would show that we do care about the prestigious award. The main reason for the change is because the membership does not have 10 days that they can take off from work to attend the event anymore, or have the disposable income. It was also noted that the average age of this years contestants was about 55 years in age, and lots were retired. D14 commented that the National Champion format took fewer days and had a better turnout.

Kevin then called for comments from the guys on the telephonic connection. D4 asked about the monies spent for National Champion vs. a US-1 contest, answer was about \$8,000 over a 5 year period since IMPBA does not buy trophies for a National Championship except for the Bill LeFeber and the Presidents Cup. D14 made \$4,500 in 2011, and could top out at around \$10,000 if it was done correctly. D2 Chris wondered if the event held on the zero & five years would re-ignite the fire for racers to go for the US-1. President thought that the racers that wanted to go to the event would have time to plan and get ready. He would like to put this concept out there for the membership to read and also mentioned that it would need to be a membership vote proposal. Past President Bill Zuber said that the concept would allow a club to recuperate for a few years and possibly host the event again instead of back to back hosting. Bill was aware that it was difficult to find a club to step up and host the Regatta. Kevin mentioned that several clubs offered to host the Gas Nationals since it was a National event that only runs for four days. D2 Chris feels that the current US-1 format is not working out too well in the last few years it was held. Kevin then asked what the Board would like to do. He continued with the suggestion that Don Ferrette, our Nitro Director and D14 Mike (Mike has run the Regatta both ways) get together and put something down on paper and send it in to the office. The office can get it out to the Directors for evaluation and then take a poll to see how to proceed. After 30 days we can put it in the Roostertail for a membership vote. **Outcome: The Regatta zero & five year concept will be discussed by Don and Mike, they put something together on paper, get it to the office for dispersion to the rest of the Board members for a poll and proceed from that point. There is no vote on this at this time.**

Internet Host Fees - Marc Levac has been hosting our Internet site for IMPBA and it's time for him to get paid again, he charges us \$300 a year and does more than \$300 worth of work for us. D4 Paul offered a motion to pay the fee and D1 Luc seconded. President called for a voice vote. All replied in favor to pay the \$300 fee. **Outcome: Fee will be paid (Marc will need to submit a bill to us)**

New Business

International Regatta Guide Booklet - Past President Bill Zuber asked about the possibility of having the guide book placed on the website in a prominent place which would be helpful to host clubs. Kevin explained that it goes into effect with the new Regatta concept that D12 Don and D14 Mike were tasked with. Kevin would like to have a bid form on the site that lists the things the clubs are expected to do concerning the Nitro Nats and the Gas Nats.

Kevin then told the group that this meeting was his last official Board of Directors meeting as IMPBA President, he thanked everyone let us know that we have a phenomenal board, everyone works hard, makes good decisions for the most part. When we've made bad decisions, we always got it fixed. He appreciated all their help. President then called for comments by visitors, several thanked him.

Executive Session - Hall of Fame nomination for Randall Thomas remained from the last meeting. After some discussion, a vote was taken and Randall was voted in. Randall Thomas was selected by the IMPBA Board of Directors as the 2012 Hall of Fame recipient.

D14 Mike made a motion to adjourn, D13 Doug seconded, meeting adjourned at 9:52 PM EST