

# International Model Power Boat Association

## Special Executive Board Meeting Minutes Tuesday, February 13, 2018

- Phone Conference •

### **Present:**

President, Chris Rupley  
Secretary, Lynne Rupley  
District 1, Luc White  
District 2, Tom Kelly  
District 4, George Albrecht  
District 5, Paul Traufler

District 13, Doug Smock  
District 14, Mike Schindler  
National Gas Director, Matt Schofield  
National FE Director, Chris Harris (outgoing)  
National FE Director, Mike Ball (incoming)

### **Absent:**

Vice/ Past President, Kevin Sheren  
Treasurer, Mike Chirillo  
District 3, John Otto  
District 6, Larry Conrad  
District 7, Jim Nissen  
District 12, John Crouch  
National Nitro Director, Mike Betke –votes by proxy

*(Natl OB Dir., Natl Scale Dir., National Safety, Records Dir., National Tech Rev. Chair, Natl Tech Rev. Mono, Natl Tech Rev. Hydro Treasurer, & Past-Pres are non-voting positions)*

### **CALL TO ORDER:**

President Chris Rupley called the Special Meeting of the Voting Board to order at **8 p.m. ET / 7 p.m. CT**. The Secretary took roll call.

President Chris Rupley welcomed new D4 Director George Albrecht whose term began Jan. 1. He also welcomed incoming FE Director Mike Ball who is filling the remainder of Chris Harris' term. This was approved by the board last week. Mr. Harris will be stepping down after of tonight's meeting.

The meeting's agenda is six FE proposals recently received.

### **Proposal #5 – FE Scale Registration:**

Proposal to eliminate registration requirement for FE Scale boats.

President notes that all powers are currently using a registration process for Scale. Board members agreed it should stay consistent, and did not feel it is too labor intensive to complete.

**MOTION** by LSG Matt Schofield to terminate this proposal. **SECOND** by D13 Doug Smock. None opposed.  
**Proposal is terminated.**

*NOTE: Scale director agreed to waive any fees since they are not collecting for points series, and class is very small at this time. FE just needs to file the form with the Scale Director.*

### **Proposal #3 – Eliminate “N” Class:**

Proposal suggests we need to eliminate the “N” class from the rule book as it is not run at races and may be distracting members from more viable classes.

It was noted that although this class is not heavily raced, it is still run for records. FE boaters discuss with each other, so are unlikely to build one if they don't hear it is an active class. It was questioned whether ROAR motors are obsolete. It was stated they are not. This proposal somehow ended up on International Waters and led to much misinformation that there was a “petition” to eliminate it being distributed. It is simply a proposal and had not been discussed by the board. The point was made that since these are smaller boats, they may be run in smaller areas where large boats are not able to run.

**MOTION** by D4 George Albrecht to terminate this proposal. **SECOND** by D5 Paul Trauffer. None opposed.  
**Proposal is terminated.**

#### **Proposal #4 – FE Scale Motor List:**

Proposal suggests eliminating the motor list from the FE scale rules. The submitters felt the original intent was for Nitro and FE to run scale together, and the motor list is limiting power and hull choice for FE.

It was stated that was the original intent. It was noted the largest scale club in the northwest is running the exact same motor list we have up to 8s. IMPBA allows 10s, so there should not be an issue with limitations. Opening the motor list could potentially make an expensive class even more expensive, thus hurting participation. FE scale boats are currently competitive with Nitro speeds.

Pres Chris noted that the current SAW record for FE scale is over 100 MPH. The current rule also leaves it open for motors to be added to the list if comparable ones become available. He would rather see that part of the rule utilized if changes are needed vs. opening it wide up. Chris Harris agreed to research that issue.

The point was made that the intent is to try to keep a level playing field. That does not mean that no racer will ever have an advantage, but the starting point is somewhat even. The point is to keep with the spirit of the class. With the ability to use 8s or 10s that gives additional options in IMPBA.

Board members did not feel that this proposal would increase participation.

**MOTION** by LSG Dir Matt Schofield to terminate this proposal. **SECOND** by D14 Mike Schindler. None opposed. **Proposal is terminated.**

*ACTION: Chris Harris offered to research current engines for any additions that might be suggested.*

#### **Proposal #6 – FE Single Source Proposal:**

Proposed to eliminate single source rule in Battery Specifications. Submitters feel this rule serves no purpose and actually complicates twin motor setups. Additionally, other organizations do not have this requirement.

President Chris stated that he feels twins should actually be run as a separate class in FE much as they are in the other power source rules. This may be the larger issue that needs addressed *before* changing this rule that affects twin setups. Both LSG and Nitro classes have separated twin setups to their own class due to similar discussions as to whether advantages existed. He suggests to table or terminate this proposal until the twin issue is discussed.

Discussion followed concerning pros and cons of dual vs. single setups and the wiring of those. Parallel double capacity, Series doubles voltage. Running the wiring for the total allowed pack to each speed controller gives each controller the full voltage, thus no need to separate it. Board members disagreed with the sentiment of the proposal that it was that inconvenient to do the additional wiring needed. The argument is the same one that was discussed when the original rule was written. Questions about how insurance might count total voltage in twins with dual setup vs. single source were asked. Putting a volt meter on a single source is easy to tech for legal voltage.

Allowing twins to run with single motor setups was discussed. Members feel it is a flawed system and agreed it should be discussed before dealing with wiring of twin setups.

**MOTION** by Chris Harris to table this proposal until we address the twin class. **SECOND** by D1 Luc White. None opposed. **Proposal is tabled.** *File attached for future reference.*

*ACTION: D13 offered to work with Mike Ball to look at twin as a separate class issue.*

#### **Proposal #1 – Sec. J - FE Race Starts:**

Proposal was submitted to revise the FE starts to change the 30 seconds of Mill Time to 20 seconds. Requiring FE to mill for 30 seconds is unnecessary.

Pres Chris explained that the launch window still would remain begin at 60 seconds. The FE boats would only need to be “moving” at the 20 seconds mill time mark. This would leave 40 seconds of clock time.

Board members had no issues with making this an optional start for FE only heats.

**MOTION** by D13 to offer this as an optional start to FE only heats as 1-Year Trial Rule. **SECOND** by D4 George Albrecht. None opposed. **Proposal passes for 1-Year Trial Rule.**

*ACTION: Secretary will draft language and send to FE Dir for approval before posting 1-Year Trial Rule.*

## **Proposal #2 – Sec. J – FE Spec Class:**

Proposal was submitted to add an FE Spec class (a variation of NAMBA P-Ltd class) to Sec J. Class for hulls up to 34" length. The limitation to be "can size" maximum of 37mm x 62mm on an in-runner motor. There is limited power that can be produced from this size can and the submitters feel this will make the grow and give racers choices of new offerings not on the current approved motor list.

Chris Harris FE Dir. noted that IMPBA does not have a National rule set for P-Ltd. because it was started as an entry level class to get newer boaters into the hobby for a reasonable amount. It grew in popularity with the experienced boaters and morphed into a more serious racing class, thus changing the original intent. Additionally there is no plan to allow them to run for records due to the issue of ability to tech the motors.

Lengthy discussion followed. Points were made that the idea to go to can size may be too over simplistic. Cases of members ordering expensive special winds in those can sizes, then using the argument that they are not modified because they came that way were brought up. That negates the purpose of having a limitation to keep the class competitive for newer boaters. The feeling is that this proposal will turn the P-Limited or Spec class into a big money class which was never the intent. Members agreed that Stock classes and RTR classes should remain simple/less expensive for new boaters.

It was noted that D4 uses the approved motor list, but has added a DP motor to the current list in their district. It was noted this same discussion has been going on for 9 years. It was noted that Gas stock classes are the most popular in LSG now. Members would like to see a rule set made, but want it to be a definite stock or RTR class. The discussion of leaving the current P-Ltd (or spec) at the district level followed. D13 still uses the approved motor list and runs this class regularly. It was noted that the issues began when "any speed controller" became allowed.

Pres. Chris noted that NAMBA is currently proposing to change the P-Ltd. class to this very "can size" rule, and suggest we table this proposal to see what issues shake out this season, then revisit. This class can run at races using District rules. (*Sec. NOTE: NAMBA proposal was withdrawn after this meeting due to the teching issue*)

**MOTION** by Chris Harris to table this motion. **SECOND** by D4 George Albrecht.

**No vote.** Members felt further discussion was needed.

D4 noted that the class is not growing in his district, but members keep them around in event of newer boaters wanting to get started racing a less expensive class. Incoming FE Mike Ball made the point that we need to decide what we want to accomplish and then build a class that satisfies that goal. We won't help entry level boaters with this proposal if that is true intent. Point was made that even RTR is not easy to define because the hobby companies no longer consider NAMBA and IMPBA rules when deciding on offerings. It was noted that even RTR can be managed at District and club level. Districts make accommodations on rule sets when other districts groups attend their races. Point was made that the "can size" idea will take the cost to practically a P class cost. Board members felt it may be better to terminate this proposal. Record Director Doug Smock made the point that classes are added more for records purposes. The idea of using motor weight as a limiter (measuring tool) vs. can size was discussed.

**MOTION** by Doug Smock to terminate this proposal. **SECOND** by D4 George Albrecht.

None opposed. **Proposal terminated.**

*ACTION: Mike Ball will begin collecting data on motors to see if the weight idea is viable for teching.*

Pres Chris thanked everyone for their time, and especially Chris Harris for his many years of service, and Mike Ball for stepping up to fulfill the term. Chris Harris let the board know that he is still available for teching FE motors.

There being no further business, a motion to adjourn the meeting was requested.

**MOTION** by FE Chris Harris to adjourn. **SECOND** by D1 Luc White.

**Meeting adjourned 9:40 PM. ET.**

Respectfully submitted,

Lynne Rupley,  
Secretary

IMPBA FE Single Source proposal – Section J

TABLED FEB 13, 2018- will be addressed with any future TWIN class proposal

We propose that the single source rule be deleted from the rule book.

The fear was that a setup could in effect switch from two sources to a single series source inside the boat after closing up the boat. This technology didn't exist then, doesn't exist now, and likely never will. Today the rule serves no purpose other than to further complicate a twin motor setup. The potential for error increases with the additional wiring required to accommodate this requirement. No other organization requires this.

11-15-17

Name: TYLER DAVIS IMPBA # 20464 J  
Signature: Tyler Davis

Name: Dawn Berocke IMPBA # 21320 S  
Signature: Jean P. Berocke

Name: Kenneth Brode IMPBA # 21327 S  
Signature: Kenneth R Brode

Name: Tom Castellani IMPBA # 20833 S CD  
Signature: Tom Castella

Name: TERRY DAVIS IMPBA # 20464 SCD  
Signature: Terry Davis

**B. ~~A~~ Battery Specifications**

Batteries may be of any commercial manufacture that is available to the public.

These may include:

Lithium Polymer or Lithium Ion, etc. type cells. The battery/pack/cell is only recharged by the application of an electric current to the battery using a battery charger specifically designed for the type of cell being used. Any method of recharging or partially recharging a battery/pack/cell by any other means is not allowed. Liquid acid type battery, Fuel Cell or Radioactive batteries are not allowed. A voltmeter will be used to measure the total voltage applied to the input of the speed control(s), un-loaded, with a fully charged 'pack' will constitute technical conformance to a class voltage limit.

1. A 'pack' is defined as the cell(s) wired in series or parallel or any wiring combination that is used to provide electrical power to the speed control for the purpose of driving the electrical motor(s).
  - a. ~~Only one pack maybe used even if multiple speed controls are used.~~
  - b. The pack must be made up of only one type of cell chemistry.
  - c. In multiple speed control/motor installations the total pack voltage must be used as the supply input to each speed control. You are not allowed to tap off voltage or switch a packs' parallel/series configuration during operation.