

International Model Power Boat Association

Board of Directors Special Meeting Minutes Tuesday, November 5, 2019

- Phone Conference •

Present:

President, Matt Schofield (V)	National Nitro Director, Mike Betke (V)
Vice/Past Pres, Chris Rupley (V)	National Gas Director, Matt Schofield (V)
Secretary, Lynne Rupley (NV)	National FE Director, Mike Ball (V)
Treasurer, Mike Chirillo (NV)	National Records, Brad Schafer (NV)
District 1, Randy Rapedius (V)	National Tech Chair, Rick Grim (A)
District 4, Dave Halverson (V)	Ntl. Tech Review Hydro, Don Ferrette (A)
District 5, Nick Hartdegen (V)	National O/B, Bob Kensill (A)
District 12, John Crouch (V)	National Scale, Joe Wiebelhaus (A)
District 13, Doug Smock (V)	Past Pres, Bill Zuber (NV)
District 14, Mike Schindler (V)	

Absent:

District 2, Tom Kelly (V)	National Safety, Robin Stebbins (A)
District 3, John Otto (V)	Ntl. Tech Review Mono, John Finch (A)
District 6, Larry Conrad (V)	Other Past Presidents (NV)
District 7, Jim Nissen (V)	

(V= Voting Executive Board; NV= Non-Voting Executive Board; A= Board Advisor position)

CALL TO ORDER:

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

President's Remarks

President thanked outgoing Director's John Crouch and John Otto for their service, and welcomed Randy Rapedius to for stepping up to fulfil the D1 Director term.

Races were down in numbers, but overall had a good year. No major incidents at any events.

The meeting's agenda is the Procedures Proposal, "Nationals" request, Thunderboat discussion, P-Ltd. Class Proposal and an additional special accommodations request.

MOTION by D5 Nick Hartdegen to suspend the regular order of business to discuss limited items during this meeting. **SECOND** by D4 Dave Halverson. Motion carried without dissent.

Item #1 – Request for Waiver of Radio Rule on Driver's Stand:

Current rule in Sec. G. Contest and Racing Rules, Article II-Heat Racing, item C(4)(i) states that only the driver may touch the transmitter after the start and until the conclusion of the race or timed event.

President Matt received a call from John Borden of Texas who races with his son Brandon who has Cerebral Palsy. John assists with the radio. They currently race in NAMBA in District 7. They are requesting the rule be waived to allow them to race at the Gas Nats. President would like to see this accommodation made. Board members had no objections, but the point was made that there should be an additional person to serve as pit man who is able to concentrate on the race course. There was additional discussion concerning modifying the rule. President noted we

could address that at a future time. Reasonable accommodations for disability should always be made wherever possible when a request is made.

MOTION by Nitro Director Mike Betke to allow, as an accommodation, John to assist his son, Brandon Borden, with radio on driver's stand with an additional pit person for safety reasons. **SECOND** by D5 Nick Hartdegen. None opposed. **Motion is passed.**

ACTION: *President will send email to the Bordens.*

Item #2 – Request to Board of Directors for use of “Nationals” in race title:

A request was received from the Northern Lights Model Boat Club for permission to use the title “Can-Am Nationals”. Discussion followed about what direction the organization wants to go with “Nationals”. Grandfathered titles are not put out for bid once the grandfathered club ceases to hold. Point was made that it is difficult to find clubs able to host the Nitro, Gas, and FE National/International Regattas. It was noted that due to pond restrictions, NLMBC would not be able to hold one of the organization Nats/Internats, so approving the request would not affect them ever putting a bid in for those events. One issue is that there is an additional proposal for changing the Procedures rules to allow for expansion of Nationals (other than the FE, Nitro, and Gas) requests, and also for use of deviated classed. This is another agenda item, but based on this, it is assumed that the club would also be requesting to run deviated classes.

Suggestion was made to consider Can-Am Summer Nationals as a way to help distinguish the club race from the organization's Nats/Internats. This idea was rejected by the D1 Director as a potential issue. Discussion of history of grandfathered races followed.

VP Chris expressed concern that having potentially 6 National events in one year could detract from the significance of a true National title (one where IMPBA Classes are run and “National Champion” or “International Champion” is put on trophy). President noted that complaints are received yearly from clubs that feel we hold too many National events which pull racers from their district races. Previous requests have been denied on the grounds that the rule was written to phase out anything other than the organization's Nats/Internats. Concern was expressed about handling additional requests where only First, Second, and Third place trophies are awarded to deviated classes under a National race name.

D1 expressed extreme disappointment and stated that the lack of support for this request was personal, and that the IMPBA was not supporting Canada. President Matt noted that the Can-Am is a well-run and respected race, but that this decision is based purely on how the organization wants to handle all requests of this nature. D13 Director pointed out that the grandfathered races (Spring Nats and Fall Nats) only give out First, Second, Third, etc., place trophies, and are aware that if those events are not held for a year, the titles are gone.

President called for a Director vote on the request.

YES VOTES: D1=2; D4=1; D12=2. **Total 5 YES.**

NO VOTES: D5=2; D13=1; D14=1; Nitro=1; FE=1; LSG=1; VP=1. **Total 8 NO.**

Request Denied.

ACTION: *President Matt will inform The Northern Lights MBC of the decision.*

Item #3 – Procedures Amendment Proposal:

Proposal submitted by Terry Keeley #5394 S CD with supporting signatures. Proposal to amend the Section E-Procedures, Part II-Sanctioned Regattas (RACES and RECORD TRIALS), paragraph E. Entitlement, item 4(a) and (b). Proposal is to allow new clubs to use term Nationals with deviated classes (noted were LSG 30 (27s with stroker cranks), E/F Hydro, P Limited, and Novice), and to eliminate the Grandfather Clause. Submitters stated the rule was contrary to “fostering of Model Power Boat Building” per Article II(B) of our constitution, and not in line with Part III “Annual International and National Regattas” which do allow for specialty events.

President Matt recommended the proposal be terminated as the way the submission is written does not allow for “National Champion” to be put on ANY trophies whose title uses “National”. Currently IMPBA is not encouraging expanding running deviated classes under a National titled race.

MOTION by President Matt Schofield to terminate this proposal. **SECOND** by VP Chris Rupley. None opposed. **Proposal is terminated.**

Item #4 – Thunderboat Discussion:

President Matt had sent out an email highlighting issues seen on the hulls of Thunderboats in recent season. Holes and cuts in decking, and exposed exhaust in clear violation of current rules. Some models have exposed header and small portion of pipe. Current rule states: "Exhaust system must be concealed within the hull and may exit from rear, side, or bottom. Only the outlet may show." Many boats have been running this way, unprotected, for nearly a decade. Now, newer models and member modifications are getting even more extreme which brought this to light. President would like the BOD to address the direction of this popular class, as boats are no longer looking like 1950s to 1970s era boats.

Tech committee members agreed that many current boats, if protested, will be found in violation of rules. Lengthy discussion followed. Main issue surrounds asking members to rework existing boats they have been running for many years, vs. drafting language to allow for some venting while putting limits on it. Limits could be by size and by requiring clamshells, louvers, or mesh of some type to conceal vents.

Additionally, the performance advantage (less weight and cooler engine temps) that chopped-up hulls have over traditional appearing full-deck Thunderboats was discussed. Those adhering to the letter of the rule and intent of the class are at a disadvantage.

Enforcement was discussed. Point was made that the participants of a class must protest boats that do not meet the rule to bring it to the BOD's attention. The fact that these infractions were ignored, and then built on, has brought class to the current point. Manufacturers/members have not submitted their hulls designs to the IMPBA. Lack of protest does not imply boats have met the rules of a specific class or were granted a hull classification. The need to address updating the rule to allow cross-organization participation in class was also noted.

Pres. would like the BOD to explore language that will keep the class resembling 1950s to 1970s era boats, while allowing some venting/slots to help with cooling issues, which seems to be one of the reasons behind the chopping up of the decks. Several ideas were discussed based on feedback received since original email sent. A drawing along with measurements/limits for vents and slots was mentioned. BOD members expressed concern about the perception of writing new rules around specific equipment. Many felt current rule should stay as is. Any language changes considered should go before membership to decide as this cannot be considered a clarification. President was not ready to commit to exact wording at this meeting, but wished the BOD to decide "for" or "against" sending something to membership.

MOTION by President Matt Schofield to drafting language for a Thunderboat Proposal to present to membership. **SECOND** by VP Chris Rupley.

Secretary clarified that Members who wish current rule to remain as is should vote "no" at this time.

YES VOTES: D4=1; D5=2; Nitro=1; LSG=1; VP=1. **Total 6 YES**

NO VOTES: D1=2; D12=2; D13=1; D14=1. **Total 6 NO**

Abstain: FE

Tie vote.

Tie-Breaker vote cast by President: Yes.

Total: 7 YES; 6 NO. Motion Carries.

(SECRETARY NOTE: Procedural error occurred. Tie vote should have been recounted at 1 Director = 1 Vote. Result would have been: 5 YES; 4 NO. **Motion had carried with no tie-breaker vote necessary.**)

ACTION: *President will prepare draft language for Thunderboat Proposal. BOD members will receive by email for review and amendment suggestions. Once majority agrees on wording, Secretary will publish in December Roostertail as a Ballot issue for membership vote. SEE FOLLOW UP NOTES FINAL PAGE.*

Item #5 – P Limited Proposal:

Proposal submitted by Terry Davis #20464 S CD with supporting signatures. Proposal is for P Limited class to be added using maximum can size of 37mm x 60mm as a limitation to power. This measure would include any bearing protrusions. The class is popular even though it is not an official IMPBA class. Adding the class using this rule would allow cross-organization participation. (NAMBA instituted as an official class and has modified rule to 60mm can size.)

FE Director explained original motor list used by clubs to define this unofficial class actually fell into 56mm can size. The re-building of motors and re-winding within the cans (which translates to more available power) is being done in 56mm, and 60mm could potentially allow for even more. 58mm would be a compromise that would not affect

cross-over of racers from NAMBA, but might help limit the amount of modification room. Opposition is because what began as a starter class with a motor list, just becomes an expensive mod-motor class.

It was noted that NAMBA has attempted to do some rule updates to make crossover between the organizations easier, and the question was posed if IMPBA should be working to do the same. Members noted that the individual districts have been easily modifying the rules for this deviation of the P class as needed for individual races and areas. They have seen many members from NAMBA attend, and they have gone to NAMBA races. They abide by the rules of the host of the race, so do not see the advantage to adding these classes to the rule book. It was recognized that many areas have gone to can size as a method of defining this class on race listings. Others would like to see something settled on so they don't have to re-visit yearly or worry about different district rules. President noted that any rule set proposed is only going to affect a Nationals race, as it can be assumed many clubs/districts will still use deviations of the rules anyway.

President Matt reminded members that the issue is larger than the discussion on motor size. This proposal adds 5 classes. The concern is that it potentially kills classes (Q, S, T) leaving only P limited and P class. President would like BOD to consider adding at least a limited number of classes (for example P Ltd. Mono and Cat). VP Chris Rupley noted the popularity, but also recognized the issues of concern, and suggested allowing for racing only for now could potentially help move this forward as he would like to see something listed for the class. He noted that although this may have started out with a different intent as a starter class for IMPBA, we need to address what it has evolved into partly due to its adoption as a formal class by NAMBA.

President would like to go back to Author with suggested amendments for length, limited classes, and racing only.

MOTION by D14 Mike Schindler to send this proposal back to the author with suggestions for amending.
SECOND by President Matt Schofield. No vote taken as further discussion ensued.

Question was posed about procedure and options for this proposal. It was noted that Constitution states that the BOD is to review proposals and evaluate, approve, or disapprove, or amend all proposals. It further states that "All proposals amended by the Board will be returned to the Author". The board votes on the four options for the proposal, not the proposal itself. Proposals can be supported for 1-year trial and subsequent membership vote (option 1), the board may turn down a proposal (option 2), recommended it go to membership vote (option 3), or indefinitely table a proposal (option 4).

MOTION by President Matt Schofield to table this proposal. **SECOND** by D13 Doug Smock.
NO VOTE: D1. Nitro Abstains. Majority votes YES. Motion carried. **Proposal is TABLED.**

ACTION: *President will discuss proposal with author and suggest submitting a revised version based on board feedback.*

Item #6 – Nitro Nationals:

Nitro Director, Mike Betke, asked for Directors to reach out to their clubs concerning the 2020 Nitro Nationals. No bids received to date. D5 Nick Hartdegen expressed interest. Voodoo Club in Louisiana has the facility and the manpower, but would need assistance with contacts for class sponsors and raffle and door prizes. Mike would like feedback from Directors on whether Nitro racers would commit to traveling to that location. D5 also noted that many Florida NAMBA members will travel to attend. Mike will discuss with Voodoo Club further.

ADJOURNMENT:

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

MOTION by VP Chris Rupley to adjourn. **SECOND** by FE Dir Mike Ball.

Meeting adjourned 10:15 PM. ET.

Respectfully submitted,

Lynne Rupley,
Secretary

FOLLOW UP NOTES to Item #4 – Thunderboat Discussion:

Draft language was provided to board members via email on 11/12/19 for review. Revised on 11/15/2019.
Language was voted on. Final votes received 11/20/2019.

YES VOTES: D2=2; D5=2; D13=1; D14=1; Nitro=1; LSG=1; FE=1; VP=1. **Total 10 YES**

NO VOTES: D1=2; D4=1; D6=1; D12=2. **Total 6 NO**

(No vote received from D3)

A Majority vote approved the language to be used for a Ballot to go before membership in the December *Roostertail* Newsletter.