

International Model Power Boat Association

Board of Directors Special Meeting Minutes Wednesday, March 13, 2019

- Phone Conference •

Present:

President, Matt Schofield

Vice-Pres/Past Pres, Chris Rupley

District 1, Luc White

District 4, Dave Halverson

District 5, Nick Hartdegen

District 6, Larry Conrad

District 14, Mike Schindler

National Gas Director, Matt Schofield

National FE Director, Mike Ball

National Tech Chair, Rick Grim

PP Bill Zuber

Secretary, Lynne Rupley

Treasurer, Mike Chirillo

Absent:

National Nitro Director, Mike Betke

National Records Director, Brad Schafer

District 2, Tom Kelly

District 3, John Otto

District 7, Jim Nissen

District 12, John Crouch (voted by proxy)

District 13, Doug Smock

National Tech-Hydro, Don Ferrette

National Tech-Mono, John Finch

National O/B Director, Bob Kensill

National Scale Director, Joe Wiebelhaus

National Safety Director, Robin Stebbins

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 President Chris Rupley for his two terms of service, and noted that Brad Schafer will be taking over the Records Director position from Doug Smock. He welcomed newly elected D5 Nick Hartdegen, and D4 Dave Halverson who was appointed to fill the remainder of George Albrecht's term.

A reminder was given to all to turn in their reports for the upcoming April 1 newsletter. There are only two weeks remaining until publish date and time is needed to put the book together.

All directors were encouraged to help chase clubs for sanction paperwork. If turned in, the website will state "sanctioned for 2019". If races are not listed on the Races/Events calendar pages, then nothing has been sent in. New insurance company wants as complete a list as possible by end of this month (first quarter) and a few are still tentative and not confirmed.

Vote Power for 2019 based on 2018 year-end voting totals. (*attached for reference*)

The meeting's agenda is the LSG Tunnel Class Displacement, LSG 36 language clarification, conflicting "Protests" language in Rule Book Section K-Technical Standards.

MOTION by VP/PP Chris Rupley to suspend the regular order of business to discuss limited items during this meeting. **SECOND** by D5 Nick Hartdegen. Motion carried without dissent.

Item #1 – LSG Tunnel Class displacement:

Current rule states displacement to be 30.5cc.

A recent record trial event brought to light the issue that a stock motor when measured may be slightly over the 30.5cc measurement, thus making the record ineligible. Pres. Matt feels we need to update the rule to 31cc the same as LSG Scale class.

VP/PP Rupley noted that measurements are way to close. Tech chair Rick Grim noted he has received member questions about the tools used to measure at Time Trials. He noted that special adapters are required for Nitro and LSG measuring (members who do machining make theirs). Others stated that IMPBA might consider supplying/or mandating specific tools like a screw-in dial indicator for use. Discussion followed concerning timing equipment owned by individuals, the costs of certain tools, and the possibility of specifying tools the same as we specify tear-down specs. One thought was to only approve Time-Trial sanctions for locations that have precision instruments. PP Bill Zuber proposed we list the suggested items and where they can be obtained as we do for safety equipment.

Going to 31cc for this class, plus proper testing equipment should solve the issue. Tech chair, Rick, also noted that the 2 mm cranks being measured have variances that were not taken into consideration when the rule for 30.5cc was approved, thus the 31cc change is needed. Even bearing condition can cause a variance on the measure.

MOTION by VP/PP Chris Rupley to update the LSG O/B Tunnel displacement to 31cc. **SECOND** by D14 Mike Schindler. None opposed. **Proposal is passed.**

ACTION: *Secretary to clarify Rule Book Section I- LSG, Article V-Specialty Classes, Item I- O/B Tunnel Class, paragraph 2(b) for immediate implementation. Will also be listed in April newsletter.*

Further discussion took place on the Time Trial tech tools. Bill Zuber recommended Rick Grim Tech Chair and Records Director Brad Schafer gather a list of recommended equipment for teching Nitro, LSG, and FE. This list could be added as recommended equipment. This information will be discussed at the annual meeting.

ACTION: *Rick Grim to contact Brad to gather information to present to BOD.*

Item #2 – LSG 36 Engine Classes:

Members have questioned the wording in Sec. I- LSG, Article IV – Engine Classification, under paragraph B. General Engine Rules for the LSG 26 Engine Class. Currently states: LSG36 – 1.648 cid thru 2.196 cid maximum (36.0 cc maximum). Many are confused as to whether this does or does not allow for the long standing practice of “bump-up” of lower cc engines (small blocks) to run with higher cc engines (big blocks).

President would like to see it clarified by changing the language to read:
LSG36 – Up to 2.196 cid maximum (36.0 cc maximum)

MOTION by VP/PP Chris Rupley to make the proposed clarification. **SECOND** by D4 Dave Halverson. None opposed. **Proposal is passed.**

ACTION: *Secretary will make the clarification in the Rule Book and post for immediate implementation. Will also be listed in April newsletter.*

Item #3 – Protest Language Issue:

Various conflicts of language were discovered concerning procedures for making protests of equipment. It is detailed in two areas: Sec. F-General Rules of Competition, page F-4 and F-5 under VII-Records; and Sec. K-Tech Standards under Article IV- Protests. (*Note: Contest Racing Rules references the General Rules of Competition protest procedure, and FE section reference to protest procedure needs updated*)

The area of concern is paragraph “2. Protest After a Contest or Record Run.”

President notes that this section was added to the Rule Book around 1971, but no information as to why can be found. It is unclear as to how this could even be implemented as once an engine/motor has left the premises, it could not be determined that it was the same one used in setting the record. Only protest made during a contest should be allowed.

It was noted that in the event a ruling cannot be made at the time, item (f) under paragraph (1) already allows for post-contest ruling by the Technical Committee (provided pictures/sketches/measurements are taken at the Contest.)

In General Rules of Competition under VII-Records, it states that a protest can only be made “up to 30 minutes after the run”. That language appeared in all old books back to 1969. The addition of paragraph (2) in Tech Standards is a direct conflict and the entire paragraph should be deleted. Also delete the words “or after a contest” in the heading of paragraph (A) of that section, and add language “30 minutes” as in Record protests.

MOTION by President Matt Schofield to delete contradictory language of Paragraph 2, and add language to state protests can only be made up to 30 minutes after last run. **SECOND** by D1 Luc White. None opposed. **Proposal is passed.**

ACTION: *Secretary will make changes and update any references. Draft language will be sent to the BOD for approval before publishing.*

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

MOTION by Pres Matt Schofield to adjourn. **SECOND** by D5 Nick Hartdegen.

Meeting adjourned 8:43 PM. ET.

Respectfully submitted,

Lynne Rupley,
Secretary

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2019 VOTING POWER - based on 2018 voting member totals

DISTRICT	2019 VOTING POWER	S,F,PL,L VOTING #s	J & JR non-voting	2018 Total
D1	2	118	8	126
D2	2	197	11	208
D3	1	67	11	78
D4	1	85	12	97
D5	2	108	5	113
D6	1	34	2	36
D7	0	9	0	9
D8	0	3	0	3
D9	0	3	0	3
D10	0	0	0	0
D11	0	2	0	2
D12	2	103	15	118
D13	1	88	8	96
D14	1	100	19	119
D21	0	4	0	4
		921	91	1012

VOTING #s

- 15-100 voting members = 1
- 101-200 voting members = 2
- 201-300 voting members = 3

2018 VOTING MEMBERS BREAKOUT

District	S,F,PL,L VOTING	Senior	Family	Paid Life	Life/HL
D1	118	99	16	2	1
D2	197	171	16	5	5
D3	67	54	6	1	6
D4	85	72	6	3	4
D5	108	85	15	4	4
D6	34	30	2	2	0
D7	9	4	2	3	0
D8	3	3	0	0	0
D9	3	3	0	0	0
D10	0	0	0	0	0
D11	2	2	0	0	0
D12	103	83	16	2	2
D13	88	70	16	1	1
D14	100	74	20	5	1
D21	4	4	0	0	0
	921	754	115	28	24

VOTING

