

International Model Power Boat Association
2009 Telephonic Board of Directors Meeting
December 8th, 2009
7:00 PM Central Time

Present:

President, Kevin Sheren
Executive Secretary, John Equi
District 1, Randall Thomas
District 2, Bob Nauss
District 4, Paul Bychowski
District 5, Doug Dalme (also IMPBA VP)
District 6, Allan Hoyle
District 7, Buddy Stone
District 12, Don Ferrette
District 13, Jim Ragan
District 14, Bruce Jacobs
National Fast Electric Director, Randall Thomas
National Gas Director, Don Ferrette
National Technical Chairman, Mike Schindler
National Record Director, Doug Smock
National O/B Director, James Clegg

Absent:

National Technical Hydro, Ron Zaker
National Technical Mono, John Finch
National Scale Unlimited Director, Steve Ball
IMPBA Treasurer, Brian Schymik
Past President, Bill Zuber

President Kevin Sheren determined a quorum was present and called the meeting to order at 7:00 PM Central time after the roll call. The minutes of the previous meeting were accepted with changes. Buddy Stone mentioned that on page 4 of the minutes, it states that "D13 Jim Ragan and D7 Buddy Stone utilize the same displacement approach in there areas". Buddy in D7 does not utilize the same displacement approach. This will be removed. Motion for amended minutes by D13 and seconded by D12, voice vote approval.

A short financial report was voiced by the Secretary and accepted with a motion by D7, seconded by D5. Kevin called for approval, voice vote approval was heard.

Kevin then called for District Reports.

D1 - Randall mentioned that registration paperwork for 3 clubs has arrived. The district has 7 races planned and 2 SAW only timed events.

D2 – Paperwork is coming in for races, that’s about all.

D3 – No director

D4 – The district has 9 races planned for next season, paperwork for 7 of these has arrived.

D5 – Doug told the Board that the GAS Nats was just finished in November at the VooDoo club pond and was well attended. He has 1 club application and 1 sanction to send to the office, which is for the Gas Nats in 2010 to be held in Huntsville. He plans to get in touch with the clubs for a 2010 schedule. Nothing much going on till February. There will not be a January race since the Nitro Burners club has no pond, and also the Slidell Southern Gentlemen group has no pond. He is just waiting for more club paperwork to arrive.

D6 – Allan elaborated that they are planning for 5 races in 2010, adding one more club, the Midwest Boating Association & their race. Ryan Williams is the President, and they operate in the Olathe Kansas area. The district will also get together next year to start having a D6 meeting to try to promote more racing and see if anyone has concerns they need to discuss.

D7 - Buddy reported that they are currently in a bit of a transition period. The Lone Star Club that he belongs to has voted to join NAMBA in 2010. He knows that the Dallas R/C Thunderboats have already sanctioned with IMPBA for 2010, and does not know if they will dual sanction. He thinks there will be a new D7 club forming in Henderson with Ed Sidders as club president. They have a pond and want to host some races. It is unknown if they will sanction with IMPBA or go with NAMBA. Buddy is trying to sort things out down there.

D12 - Don said that there is not a whole lot going on in the district. They are in build season, and starting to put together some dates for next year. He mentioned that the Old Dominion Club has lost their pond due to construction for a minimum of 1 year and maybe indefinitely. The club members are scrambling to find another pond to use for the Old Dominion’s point series event.

D13 - Jim stated that everything is going good; they are gaining a few members. For the closing year, their attendance was above normal. They have 8 races scheduled for 2010, and he credited Doug Smock for the increase of Fast Electric growth in the district. In their last race of the year, the largest class was Fast Electric.

D14 - Everything is shut down for the winter, but Mike did tell the Board that they will have 9 races for next year. Their Indy Masters will again be held in Hobart Indiana and the club is negotiating with Hobart officials to improve the event.

Outboard Director - A new series is being formulated in the South Eastern region near

Florida. The people are planning a 4 race per year program for outboards only, which will also include outboard hydros. James noted that the race locations will decide if the series will be IMPBA or NAMBA. Existing clubs will host the events. There has been a good turnout in the Southeastern region with outboard activity, and even the outboard electric class is coming along very well.

Technical Review - Mike said that there was not much technical activity, but he did receive several emails inquiring about the possible use of the Evansville Indiana site for the 2011 Fast Electric Nats. He is in contact with the group to determine what they want.

Fast Electric Director - Randall reported that FE is sporadic in various clubs and districts and is growing in other areas. He requested the other Directors to promote FE. He solicited the FE community for feedback on the stock & super stock rules, but has not received anything. Randall then asked Mike Schindler about the 2011 FE Nats that he mentioned & requested that Mike insure that those who emailed him also contact the FE Director to keep the official presentation concerning the possible FE Nats a FE Director concern to the IMPBA Board of Directors.

Large Scale Gas Director - Don told the Board that the GAS people were contacting him as to the status of the engine rules; nothing else to report.

OLD BUSINESS

Insurance for 2010 - Kevin introduced this topic with the comment that he would like to purchase the insurance from the same provider if the cost remained at a comparable rate as 2010. He needed a motion and a second from the Board. D1 and D7 had several questions; these were directed to the Secretary who has the answers. John explained the recent insurance communications in detail with costing to the gathering with other possible alternatives. At the conclusion, D1 Director Randall offered a motion to buy the insurance with a cap of \$18 thousand, D7 seconded the motion. Kevin then directed the Secretary to call for a District vote on this matter since considerable IMPBA money is involved:

D1 - yes

D2 - yes

D4 - yes **Motion Passes to purchase the**

D5 - yes **insurance with the \$18 thousand**

D6 - yes **cap.** If the amount is more, the

D7 - yes Secretary will inform the BOD.

D12 - yes

D13 - yes

D14 - yes

FE - yes

GAS - yes

D5 inquired if there were any accident claims in 2009? No, there were none. D1 asked if we spent any of the medical reserve monies. No, none was spent.

Results of Ballot 09 - 003 - LSG general Engine Rule Change (ballot concerns major engine components that must remain original - OEM) Kevin reported that he polled all the Directors (except D3 since there is no Director) and the District vote was 0 votes for the change and 19 votes against the change.

The ballot was voted down, fails. Secretary commented that no District 3 ballots were received.

Results of Ballot 09 - 004 - LSG General Engine Rule Change (ballot concerns that engine classes are determined by displacement only) Kevin reports that the final vote was very close; the District vote is recorded as 11 votes for the change, and 10 votes against the change. Yes votes were reported by D1, D2, D6, D14, Fast Electric and Past President: Per the Voting Power the Ballot Passes. D5 and D7 voiced questions. Kevin repeated the vote tally. D4 inquired about the GAS Director vote. For the record, the GAS Director voted NO because he was on the fence and would go with the total head count of the actual voting members and not by District; and voted NO. The final total was NO and therefore he voted NO. D7 had more questions. It was finally clarified to all that the majority of the people who voted; voted NO, but under the IMPBA by-laws we have with the voting rights, the vote came out to the positive. It was just like an electoral college. Kevin also mentioned that the voting was “horrendous”, only roughly some 150 members voted. D7 mentioned that he accepted member’s votes by email. Kevin expanded on this by informing the Board that in only a few days, everyone would be able to vote thru the IMPBA website.

New IMPBA Website - Kevin introduced the topic and gave everyone a rundown on how the website will work and some of its features. He also explained how the Directors would be involved and how the site processes received emails. There were questions by several Directors, and all were answered. The current Directors emails that appear on the last few pages of the Roostertail will be removed, starting with the June issue. All emails that are directed to select Directors via the website will be automatically routed to the Directors personal email address.

2010 International Regatta - Before Kevin initiated a dialog on this topic, he asked all of the Directors to instruct their district people that the IMPBA office is NOT the complaint department. Our members need to contact their District Directors if they have an issue to discuss. Kevin will try to remember to mention this in his June report. President then called for a discussion. Mike Schindler asked if IMPBA had a proposal from the Seville group. No proposal was presented. This question opened the meeting to a lengthy discussion by almost all of the Directors. Complaints were received that the proposed format places specialty classes in the middle of the US-1 competition and that this violates IMPBA established guidelines and the fact that Sport 20 Tunnel is being offered as a US-1 class. Directors discussed the popularity of Sport 20 Tunnel and the process of bringing that class into US-1 competition. It was noted that it is too late to

offer it this year. The group continued to offer suggestions for resolution of the Sport 20 question, but none were viable. **Final outcome of the session was that the Gas classes and Sport 20 can not run for US-1, plus the specialty classes will not run in the middle of the Regatta event, they must be held at the end.** Another complaint was the 18 boat limit imposed on all of the classes. Comments were offered that apparently the event CD did not understand that some classes receive large numbers of entrants, and some classes will not even make the minimum. More discussions ensued about previous minimum class entries of 7 boats for US-1. Randall & Don offered historical data concerning the old minimums. D14 suggested that maybe Kevin call the Regatta CD Mike Laing & convey the IMPBA Boards re-direction concerning the event. Kevin clarified the established procedure that the D2 Director will initiate the contact with Mike and Kevin would follow up. A final revelation was that the 2010 Regatta officials would rebuild each heat based on the accumulated points earned by each boat (shootout scoring). This was not allowed for Regatta competition since it would essentially be stacking the points. A comment was offered that the heats are built and listed in the program, that's how it should be done. D14 Bruce added that if this shootout format is employed, Mike would upset more racers than those who were happy with it. Bruce concluded that if it's an easy heat or a tough heat, the racer needs to know days in advance instead of 5 minutes. Comments continued for several minutes with no additional directions pertaining to the Regatta.

NEW BUSINESS

Proposal for Gas Sport Hydro - President asked D12 Don Ferrette to explain the proposal. Don said the proposal was self explanatory and needed after the firestorm of problems that arose concerning an older hull that has been running for a year, (including running at the GAS Nats) and a just released hull. These hulls are exploiting gray areas in our current GAS Sport Hydro rules. The proposal is presented to address these areas. Kevin mentioned that he also knows of another old hull which is also illegal, and he added that he does not like one rule referencing another rule, which is throughout the rule book. D12 went on to say that he believes this proposal written by Trent Ghattas does a good job to extinguish the firestorm and would like it to go out to the membership, let them decide. This proposal would make all GAS Sport Hydro hulls legal. Kevin then called for a motion to proceed; D12 made the motion and D6 seconded. Technical Chair Mike Schindler then requested clarification of voting procedures as to the vote impact on this proposal. Several directors engaged in dialog for over 10 minutes, referencing rule sections in the rule book. President then called for a District vote:

D1 - no

D2 - no

D4 - no

D5 - no

D6 - no **Proposal Fails - Ballot will**

D7 - yes be prepared for a membership vote.

D12 - no

D13 - no

D14 - no
FE - abstain
GAS - no
PP - no

Proposal for Amended Super Sport Class - Kevin asked if everyone had read the proposal, and then called for questions. D1 had a few questions concerning clarification of Number 3, Engine Specifications. Corrections were discussed and included after agreement from Kevin. The group spent almost 20 minutes discussing, and offering friendly changes to the original document. The final changes include; carburetor gasket thickness correction; allow to sand intake manifold; addition of engine bore and stroke dimensions; removal of Catamaran hull types and the addition of disqualification and inspection verbiage. Motion was offered by D5 for a vote, and seconded by D12 to accept as amended.

D1 - yes
D2 - yes
D4 - abstain
D5 - yes
D6 - yes **Proposal Passes** for a 1 year trial
D7 - yes period. (For a full racing season)
D12 - yes
D13 - yes
D14 - yes
FE - abstain
GAS - yes
PP - no

It was noted that this 1 year trial proposal will not allow records in the Super Sport Class.

Kevin also mentioned that with the approval of Ballot 09 - 004 (LSG engines by displacement only) all of the GAS classes are archived since the engine class has changed.

New Guidelines for Voting - This proposal was submitted by D12, Don Ferrette. Don began by asking if everyone had read it, and further explained that it resulted from his frustration caused by the large numbers of submitted proposals to the IMPBA Board. This proposal included a Board option, #2, which would allow a proposal to be turned down without going for a general membership vote. The other numbered options generally mirrored the existing rule book mandates. Don explained that members had asked how the Board decides things (they needed a clear explanation). D1 had serious questions concerning this option #2 which could turn the Board into a dictatorship. D5 believes the Board should have this new yes or no option. Don agreed with D5. D1 further explained the current procedure in detail per the rule book. D7 also had concern about the option #2, voicing, the board should not have an option to kill a proposal. D7 further explained that the District Director was elected to the Board to represent his

membership and submit a member's proposal for consideration. D2 offered a suggestion to include a requirement that a predetermined district number of signatures be required on the document. This could eliminate a single person or small group of people from submitting a proposal for presentation and ultimately going out to the entire membership. Kevin then asked if Don would accept to table this proposal till the next meeting, which he indicated that he would. Secretary noted that this proposal is tabled. There were additional brief comments by D12, D7 & Kevin.

IMPBA Internet Host Provider - Kevin explains that the current provider (Hostrocket) does not provide backups or virus software. Mention is made that the new website builder, Marc Levac, has a new provider that only charges 25 – 35 dollars a month. Kevin requests the Board's approval to move the site to the new provider. D1 offered a motion & D6 seconded. A voice vote ensued and the motion passed.

New Drivers Test – D2 Bob Nauss requested that his proposal for the mandatory drivers test be withdrawn for a number of cited reasons. **Drivers test is withdrawn by author.**

District 3 Director – Kevin asked for names for this position. No viable names were presented.

No additional new business was voiced. Kevin then offered one more item, that no new proposals be submitted until the rulebook is updated and until the regatta meeting. We need to remove the gray areas, remove the "if's" and "or's". Records Director suggested adding a note to the website concerning the rulebook.

Meeting is adjourned at 9:14 PM CST by motion from D7, second by D2.

July 30 2009:

International Model Power Boat Association
2009 IMPBA Regatta Board of Directors Meeting
July 30, 2009
7:00 PM Eastern Time

MINUTES

Present:

President, Kevin Sheren

Executive Secretary, John Equi

District 1, Randall Thomas

District 2, Bob Nauss

District 14, Bruce Jacobs

National Fast Electric Director, Randall Thomas

Absent:

District 3, Herb Stewart

District 4, Paul Bychowski

National Technical Hydro, Ron Zaker

National Technical Mono, John Finch

National Scale Unlimited Director, Steve Ball

National O/B Director, James Clegg

National Record Director, Doug Smock

Past President, Pat Kelly

Past President, Dick Jones

Telephonically:

District 5, Doug Dalme (also IMPBA VP)

District 6, Allan Hoyle (on line at 8:00 PM)

District 7, Buddy Stone (on line at 7:45 PM)

District 12, Don Ferrette

District 13, Jim Ragan

National Gas Director, Don Ferrette

National Technical Chairman, Mike Schindler

IMPBA Treasurer, Brian Schymik

Past President, Bill Zuber

President Kevin Sheren determined a quorum was present and called the meeting to order at 7:03 PM Eastern time after the roll call. The minutes of the previous meeting

Kevin then called for short District Reports.

D1 – Randall mentioned that Fred Rodas passed away two weeks ago, a Silent Engine (For Roostertail).

D2 – Everything is going well in the district.

D3 – Absent

D4 – Paul was feeling under the weather and did not attend the meeting.

D5 – Everything is going fine...no races to report on. The next district race will be in September.

D6 – Wichita is hosting their second race of the year. Oklahoma has record attendance at their June race.

D7 – Next races are Sept. 5th & 6th for the Dallas Club, and Oct 17th & 18th for the

Lone Star Club.

D12 – Every thing is going great, 3 points races have been completed, they have just finished the Charleston Gas Clash. They have switched to the 5-buoy corner with outstanding results.

D13 – Everything is going good.

D14 – Things are going great with record attendance so far this year. President congratulated D14 for a new race put together in just 3 weeks at Hobart, Indiana.

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Fast Electric Director – Nothing to report.

Gas Director – A few proposals will be discussed at this meeting.

Technical Review Chairman – Mike is working on the classification for a boat and, if time permits, he would like to talk about the RCMK engine.

Old Business – President calls for secretary to report on the most recent voting ballots. The Thunderbolt tally was 17 yes district voting power votes, and 1 vote no. The John Bridge was 18 yes district voting power votes, and 0 votes against. Both ballots are approved by the membership. Kevin then gave the Board an update concerning the new website. He told us it should be up and running in a few weeks. Jim Ragan asked if the website could accept credit cards instead of utilizing PayPal? Answer is yes, any credit card can be used but the way it is set up, PayPal is the “carrier”.

New Business – Telephone Conference - Kevin asked John to bring the Board up to date on the changes in the conference provider. IMPBA received a bill for a recent conference call for over \$1200 dollars. John called the provider and learned that another company bought them out, and the rates were changed. (NOTE: the \$1200 was finally reduced to \$900 after several phone calls to the company) He also added that since we did not utilize their services on a monthly basis, we were placed on the inactive list and subject to the highest rates. The provider also had a recording failure of an important Board meeting, which finally prompted John to sever all ties with the provider. As a result of this, Kevin asked D2 Bob Nauss to check around to find us a cheaper conference provider. John contacted the best one that Bob found and set up an account for us using his personal credit card. The new provider has recording capabilities for a very low fee. The recent emergency conference call that we just had changing the Regatta to Seville only cost us about ten dollars. We will need to wait and see if this provider continues to give us good service.

New Business – 2009 International Regatta - President explained a financial statement that was just given to him by the host club, Performance Model Boat Club. The club is going to lose around \$300 or more on this race. Kevin called for comments by the

directors and found that all were in favor of providing assistance. Randall offers a motion for a \$1000 award to be given.

D1 – yes
D2 – yes
D3 – Absent
D4 – Absent
D5 – yes
D6 – Absent
D7 – Absent
D12 – yes
D13 – yes
D14 – yes
FE – yes
GAS – yes
PP – yes

Vote passes, club will receive \$1000

Kevin then told us that this same club has offered to host the 2010 Regatta. Discussion ensued by several directors. Kevin called for a motion, D5 Doug offered a motion to accept, PP Bill Zuber seconded. More comments and questions were voiced by Kevin, D1 Randall and Bill. Then Kevin called for a voice vote and all approved. 2010 Regatta host is the Performance Model Boat Club.

New Business – Driving Test for Membership Proposal - Kevin asked D2 Bob Naus to explain his proposal, Bob complied with good details & reasoning behind the document. Comments and question session followed by D12 Don, Bill, Kevin, D13 Jim, D12 Bruce, and Doug. Bob answered all the questions and mentioned that the test would be online, and graded automatically online. Bruce liked the test and also wants the other boating organization members to take the test when they run at IMPBA events. Don mentioned he would like everyone to take the test. Doug explained that lots of people in D5 sign up at races and this test may create problems.

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Bill suggested that maybe we should eliminate the option of joining IMPBA at area races. D14 Bruce mentioned that other organizations require membership ahead of time and also proof that you can drive before receiving membership. D12 Don asked if this would be a yearly test, D2 Bob indicated it would be. Mike Schindler mentioned that if we have an online membership, we need to eliminate members joining at races. Bill Zuber agreed with comments made by Mike and Bruce. D14 Bruce mentioned that anyone signing up at a race must have a completed test with their membership application. Kevin then explained how the online could work. D14 Bruce proposes a trial basis for the test this year as soon as the website is up and running, where we could sort out any errors. D12 Don Ferrette seconded the motion. Kevin calls for a voice vote, all approve except Doug

Dalme of D5. Proposal passes for non-mandatory trial run for the remainder of 2009 and then another review before a formal 1-year trial in 2010. Kevin then directed D2 Bob Nauss to email the test to all directors and receive all comments and suggestions.

New Business - Super Sport Rule Change – This change was submitted by Don Ferrette, D12 Director. Don explained his proposal to allow the EZ Start style pull start to be utilized on super sport motors. This change offers no performance gains at all, but will make it easier for racers that have a hard starting engine. It was explained that this starter could also be utilized on the Thunderboat class engines. Tech Review Chairman Mike Schindler agreed with D12 Don and Kevin that this is a technical change and did not need to go out to the membership for a vote. D5 Doug made a motion to accept the proposed change, D13 Jim Ragan seconded, and all approved with a voice vote. The EZ start can be used immediately. (John will add it to the September Roostertail front section)

New Business – Internats Proposal for 2010 - Submitted by Chris Woods. It was mentioned that IMPBA racing changes take 2 years to become official, including a membership approval. Discussion ensued by Kevin, Don, Bill, and Doug on several problems with this proposal. Don offered a motion to indefinitely table the proposal and send it back to Chris for a rewrite, Randall seconds. Voice vote approval to table.

Treasurer's Report – Brian Schymik came online and had John explain the prepared financial document. Major changes were where monies transferred for the yearly insurance purchase. John also noted that printing costs, shipping, and postage have all gone up, which has increased expenditures. Kevin assured the Board members that once the updated rule book is on the new website, John will stop sending copies of the rule book to the new members, except those without Internet access. D5 Doug made a motion to accept the report, Bob seconds, all approved. Brian Schymik believes the membership is doing a great job financially and thanked all of those involved. He also mentioned that continued efforts in the insurance area are very important.

New Business – Driving Infraction Penalties Proposal – Kevin has D2 Bob Nauss explain his proposal with reasoning for writing it. It is basically a three strikes and you are out rule. He told us that some drivers come to a race and drive wildly, hit dead boats and cut other boats off. This rule can help a CD to reign in the bad drivers. Doug has been using a similar system in D5. Discussion followed by Doug, Bob, Brian Schymik, Don, Randall, and Bruce. Kevin then asked the meeting visitors for comments. They all like the proposed rule that was being discussed. Randall suggested a footnote change to Bob's rule. Doug offered a motion to accept the rule with the change, Bruce seconded the motion and a voice vote approved it with amendments. Driving Infraction Penalties goes out for a one-year trial in 2010.

New Business – Fast Electric Proposal – Records Director, Doug Smock explained that this proposal would bring back the entry level "Spec N" class that was eliminated when IMPBA came out with the new FE rules. Randall commented that he understands that this rule is for SAW and Oval timed events only. Doug informed him that the answer is yes, TT only. Randall also asked Doug about teching a stock tabbed motor and requests a

review before proceeding and wants this proposal tabled. Bruce had several comments about the tabbed motors.

3

A discussion ensued by Randall, Bruce, Doug, and Kevin concerning pinned commutators and other aspects of tabbed motors including technical inspection. It was agreed that wording would be added by Doug to clarify the tabbed motor inspection. Doug Dalme made a motion to accept the proposal with changes. Bruce seconded the motion. A voice vote approved this Fast Electric change for a one-year trial.

New Business – Race Course Approved Option Proposal – Bob Nauss told the Board that this proposal introduces a five-buoy turn for IMPBA events. It was clearly explained that this is an option for local clubs use. Several comments were voiced by Bob, Randall, Kevin, Bruce, Bill, Don, and Doug. D5 Director, Doug made a motion to accept and D12, Don seconded the motion. A voice vote approves this five-buoy option for a one-year trial.

New Business – Large Scale Gas Proposals (2) – Kevin talked about both of these proposals and mentioned that he personally likes the second one that has “naturally aspirated engines” in the wording. [NOTE: The second one does away with the specifics of factory crank shafts, single piece or button head cylinders, certain thickness gaskets, and other current stipulations in the gas rules.] D12 Don Ferrette has been using this type of rule in his district for 12 years; if it has a spark plug and meets the displacement, you can run it. He added that Sport Hydro would continue to follow the specific rules that are outlined in the rule book. It was also mentioned that D13 Jim Ragan and D7 Buddy Stone utilized this same displacement approach in their areas. Bruce had good comments on this “naturally aspirated engine” rule. Kevin mentioned that if this rule was approved, IMPBA would archive the existing records. D7 Buddy then asked about disk valve engines being allowed, the answer was that any valve system could be utilized. The engine displacement would be the determinant for the class. D7 Buddy likes the naturally aspirated rule and D12 Don suggested adding the word “commercially available” or maybe a quantity to be manufactured. Tech Review Mike Schindler likes the proposal.

Kevin then read parts of the first proposal submitted by Bill Domingue. Buddy commented on Bill’s proposal and mentioned Bills intent was that he wanted tech people to only look at an engine to determine if it is legal. D7 Buddy then offered a motion to vote and D5 Doug seconds.

D1 – no

D2 – no

D3 – absent

D4 – absent

D5 – yes

D6 – yes

D7 – no

D12 – no

D13 – no
D14 – no
FE – abstains
GAS – no
PP – no

Domingue LSG Proposal Fails, voting ballot will be sent to the membership in the September Roostertail.

The group re-engaged the conversations about the second proposal. This proposal allows any naturally aspirated engine to be utilized and the class designation would be LSG27 and LSG36. Don asked about the first and second gas proposal disposition. Randall reminded the Board that if this proposal is approved, it goes out for a one-year trial and that the trial rules would already be in use for the one year and already in print. Brian Schymik asked if the first proposal from Bill Domingue had the correct signatures. Kevin believed it did, but asked the Secretary to verify the names. John verified all names except the two that could not be read. Kevin then cautions the directors that both of these should be sent out for a membership vote. D14, Bruce makes the motion to accept the proposal, and D12, Don seconds.

D1 – no
D2 – yes
D3 – absent
D4 – absent
D5 – no
D6 – no
D7 – no
D12 – no
D13 – no
D14 – yes
FE – abstains
GAS – yes
PP – no

Naturally Aspirated LSG proposal fails, voting ballot will be sent to the membership in the September Roostertail

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New Business – Hall of Fame Nominations (2) – One of the documents did not follow the guidelines stipulated in the rule book. D12 Don asked if there was prior precedence of other nominations that did not follow the prescribed format, answer was yes, there has been. Kevin asked Bill to read one of the nominations. Bill needed to pull up the document on his computer. While Bill proceeded, the group continued with comments on the hall of fame in general. (Kevin will email directors for their votes).

Kevin then notified the directors that he would be calling on them to participate in groups

in a rule book committee. Each of the groups would take a section of the rule book and clean it up in several areas. For example, removing redundant noise requirements from several sections, removing safety rules from several sections & consolidating them in Bill Zuber's safety section. Also, examining ties in US-1 competition, we have to be very specific how to resolve these ties.

New Business – Nitro Director – Kevin would like to appoint a Nitro Director who will oversee the nitro areas and will have as a primary function, to find hosts for the regatta. Kevin volunteered to prepare the proposal as a voting member of the Board and asked for comments from the directors. Several replied that it was a good idea since we had a fast electric and a gas director; we were lacking the nitro director. Kevin suggested Tony Jacuzzi be appointed in the interim as a non-voting director. D12 Don makes a motion, D13 Jim seconded. A voice vote followed with the approval of Tony as the newly appointed nitro director.

Kevin also informed us that there is a new faction that wants to become IMPBA members. But, in order to accept them, we will have to change wording in our rule book. They do use boats and are covered by our insurance. These people run airboats, swamp buggies, and Kevin will write a proposal to remove the words “air props” from the rule book. Bill Zuber has safety concerns of cut fingers from these props. The air boat people will provide rules concerning safety when operating their boats.

Due to time constraints, the rest of the meeting is tabled.

Board enters executive session at 9:08 PM

Meeting adjourned at 9:52 PM