



APRIL 2006

Seattle Outboard Association

PIT PREVIEWS

Over 75 Years of Bringing Boat Racing
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MOTORS AND PICTURES AND STORIES...OH MY!

Seattle Outboard Association began it's 78th year with it's February anniversary/alumni meeting, which nicely filled the Kirkland Eagles. The business portion of the meeting was kept brief in order to maximize time for looking over old photos and memorabilia, and swapping stories.

Following a long round of self-introductions by all, and monthly Raffles, Dwight Malhiot got the party rolling by pulling the cover from a motor he'd put together shortly after pistons had been invented.

The motor is a modified Kawasaki 500 triple from the seventies set up as an outboard powerhead. In it's day the 500 was a real eye-opener...I recall it as the first bike I ever rode that made me think the manufacturer had spelling issues...I was sure they meant Kamikaze because the tiny drum brakes were no match for the power. Despite dust and rust and cobwebs, Dwight was easily able to rope the motor. Other items brought included numerous photos and articles and magazines. An ad, read aloud offered new parts at great prices from a Mr. Randolph Hubbell.



SOA Ropemeister Dwight Malhiot shows members his Kawasaki 500cc triple still turns over despite years of rust and cobweb gathering in the basement

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Meeting Minutes

28 February 2006

Activity Reports:

Mod:

Ryan Johnson reported that Mod has returned to the old points system, and that there additional changes presented to mod racers on a mail ballot.

PRO:

Steve Greaves reported that highlights from the PRO commission meeting at Ft Lauderdale will be appearing shortly in Propeller. Steve also told us that as with Mod, PRO will be sending out ballots to members, and one of the ballot items will be a choice to return to the APBA "legacy" starting procedure, where the first legal boat over the line starts race timing.

Old Business:

Commodore's Ball:

A description of the Club Party began with Todd Cragin's view of the golf tournament, which except for the number of players

seemed out of phase with the view presented by Dwight.... Something about cheating and handicaps. Jeff Kelly took over to Talk about the band and the dinner, NASCAR simulator, auctions, and Speaker Billy Schumacher.

Dwight Malhiot wrapped up discussion of the party by presenting Troy Holmberg with the plaque to match his Helldiver's trophy, and the Service Award to Dave and Jan Tonge.

Rescue Boat:

Drew Thompson reports that the rescue boat is "shiny" with new aluminum, and Howard Shaw added that all the rails are now completed and little is left but wiring up bilge pumps.

Lakefair request:

Dwight Malhiot again called for 18 to 20 inch models to be used on the Lakefair community float in appearances this summer.

New Business:

Class Reps:

Dwight Malhiot Followed up on last month's request for class representative volunteers by naming four who've accepted, J.W. Myers for 20ss, Todd Cragin for D-Stock Hydro, Gene Laes for C-Mod Hydro, and Dwight for 500cc and 1100cc

Runabout.

Dwight wants to hear from members willing to be Class reps Call Dwight at (360) 830-4978. Email: malhiotdj@psns.navy.mil

Bridgeport:

Dick Rautenberg told members that Jan Shaw has the paperwork set up for on-line submission. Bridgeport this year promises to be a bigger event, and will include all OPC classes, AOF racers out of Spokane and PRO 500 Sprint Hydro. He has officials lined up and expects a great event.

Novice School:

Ryan reported that SOA Novice School will be held 2:30, March 18th and the Hydro Museum.

Officials Training:

Dwight announced that Jeff Kelly has volunteered to help school people interested in working as race officials, and as the announcement was made Sheri Greaves stepped up to offer the same service to those interested in becoming scorers.

Other:

Dwight's Show and Tell:

Following a round of alumni/member self introduction, Dwight Malhiot pulled the wraps off the thirty year old motor that planted him solidly into PRO Outboard. Dwight's motor is a homebuilt 500cc made from a Kawasaki 500 triple, made of enough aluminum to bring tears to the eyes of beer can collectors everywhere, and combining cooling fins with water jacketed heads...Following a brief history of the motor, dwight described it as "your brain on alcohol".


Raffle:

Duct Tape:

George Thornhill

Carabiners:

Dwight Malhiot



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CLASS REPS NEEDED

Take a good look at the box on the right hand side of the page. You'll see a lot of class rep slots with ??? instead of a name attached, and those positions need to be filled.

There may be one or more of you already acting as a class rep for a class listed in one of those open slots, but we need a word of confirmation to know for sure.

So if you're willing to motivate racers in your class to turn out for events such as the Inboard mile and two thirds at Lawrence in May, and in representing your racers interestests in other areas let SOA know by contacting any officer or Board member listed on Page nine on this newsletter.

Note: though not listed, we need a rep for 20ss Hydro.

| CLASS REPS | |
|--|--|
| J- Hydro/Runabout: Aaron Peterson (425) 271-5416 aaron44r@yahoo.com | Formula-A Hydro: ??? |
| K-PRO Hydro: ??? | C-Mod Hydro: Gene Laes (360) 963-2969 glaes@orca.esd114.wednet.edu |
| A-Stock Hydro/Runabout: ??? | D-Mod Hydro: ??? |
| 20ss Hydro: ??? | Formula-E Hydro/Runabout: Russ Bircher (360) 458-1833 2magic555@comcast.net |
| 25ss Runabout: J.W. Myers (425) 485-6139 JDub47R@yahoo.com | 125/250cc Hydro/Runabout: ??? |
| C-Stock Hydro: J. Michael Kelly (206) 715-2188 champ1us@yahoo.com | 350cc Hydro: Bill Diamond H (252) 377-6493 bdiamond@rrlarsen.com |
| C-Stock Runabout: Drew Thompson (425) 442-2148 | 500/1100cc Runabout: Dwight Malhiot (360) 830-4978 dlmalhiot@wavecable.com |
| D-Stock Hydro: Todd Cragin (425) 822-6754 toddcragin@aol.com | C-Service/Racing - All: George Thornhill (253)474-9671 thillgv@msn.com |
| AXS ??? | OSY-400: ??? |
| | 500cc Sprint Hydro: ??? |
| | 45ss: ??? |

RULES ALERTS

The following are rules revisions and/or additions brought forth from category commission meetings at the APBA national meeting in Ft. Lauderdale:

STOCK

Rule 20, Hulls - 4. Stock Outboard Hulls - Runabouts - 1. e) (page 31):

25SSR (Yamato 102, 302 with 9/16" restrictor)
430 lbs.

(Yamato 102, 302 with 1/2" restrictor)
405 lbs.

25SSR (Yamato 80, Mercury, Hot Rod B 20 c.i.)
395 lbs.

Safety rule 4, Engine mounting heights (pages 4-5):

The following classes have limitations on where the engine's propshaft may be mounted. With the exception of ASH and FAH, the propshaft location shall be the distance between the center of the propshaft at its aft end, and the "planing surface" (as defined under SO Hulls unless otherwise stated in category technical rules). The measurement of the engine height shall be "as raced" with the engine turned straight (propshaft in-line with the fore-aft centerline of the boat). For ASH and FAH, the height will be measured at the aft end of the prop shaft (1-3/8" below bottom) and also at the forward end of the gearcase split

line. The difference of these measurements shall not exceed 1/2 inch (of tuck under). With the exception of JH, JR, AXSH, AXSR, and KPH, this rule does not apply to boats running in Kilo Trials.

Class: Propshaft
Depth:
25SSR (with Mercury) 1-3/8"

25SSR (with Hot Rod) 1"

The committee will meet after the SO Winter Nationals to reassess these rule changes and to recommend that the SO Category grant a special award to the overall High Point Champion in the 25SSR class.

• **Rule 16, Appeal** (page 16)

1. An appeal is made by filing a written statement with the Referee or assistant referee along with the appropriate filing fee. The appeal fee in the JH, JR, AXSH, AXSR, MO and SO classes will be \$50.00; the

appeal fee in the PRO Category will be \$100.00. The \$50.00 required for a Stock Outboard fuel appeal will not be refunded due to the cost to have that fuel sent out to be tested.

3. When an appeal is filed by a participant in MO, PRO, or SO classes, the appropriate racing commission shall hear the appeal and render a decision. Rule appeals at Stock Outboard National Championship events will be decided by the commissioners present at that event. . . . (The rest of this rule remains the same.) This rule change was passed a couple of years ago but had not been changed in the rule book.

New rule 6.4 (page 13; renumber 6.4-6.8.)

4. Runabouts used in MO, SO, JR and AXSR classes must be affixed with numbers that are black on a solid white background or white on a solid black background. The figures and letters must be at least 6 inches

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in height and the stroke must be at least 1 inch wide, where space permits. There must be at least 1 inch of background around the number, where space permits. There must be a minimum of one (1) inch spacing between each figure and letter, where space permits. Numbers must be affixed to both sides of the boat.

Rule 18, Fuel (page 19)

Junior & Stock Outboard Classes

Additives which produce power in excess of that produced by standard pump gasoline and petroleum base oil, shall not be permitted. The list of illegal additives includes, but is not limited to, alcohols, nitrates, and other oxygen bearing compounds. Gasohol is not a legal fuel. The baseline for determining legal fuel will be a zero reading on a digatron meter or equivalent as defined by the Stock Outboard Inspection Manual. At each regatta the inspector may purchase a sample of local gasoline, mix it with TCIII oil at a ratio of 8:1 and test it according to the technical manual. If the test fuel exceeds the zero digatron threshold, the higher reading will become the maximum limit of the day. The source and grade of the gasoline must be announced when registration opens. At that time, testing equipment must be available to all competitors. This rule is not applicable at championship (Nationals, Marathon Nationals, Winter Nationals, Divisionals, North American) races, straightaway or record races. Any driver using fuel which does not meet this rule will be disqualified. Additional fuel disqualification in the same day will result in the driver being

automatically suspended for the remainder of the day. A driver may appeal a fuel disqualification by following the appeal procedure as covered by Rule 16. The driver must do this before leaving the inspection area, so a sample of the subject fuel can be collected and other tests performed with complete assurance that there has been no substitution or addition. All cost for transportation and such tests will be assessed against the appealing member. It is advisable to have unknown gasoline and oil checked before competition. Guidelines for fuel inspection procedure and equipment are in the current Stock Outboard inspection manual.

a) A 1.050" gas tank opening is required in the gas tank to accommodate the fuel meter.

Junior Category Fuel

1. Only motor fuel compounded of standard pump gasoline, and Petroleum oil and/or Synthetic oil, shall be used. For the J classes, the Digitron meter will be set at -75 as a baseline reading. In addition to other tests, the Germaine Reagent Test may be used for the JR, JH, AXSR and AXSH classes. If fuel tests positive for reaction according to the Germaine Reagent Test, the fuel is illegal and the driver must be disqualified.

Stock Outboard Fuel

1. The Stock Outboard category allows the use of pump gasoline, aviation gasoline and automotive racing gasoline. They may be used separately or mixed together. Pump gasoline is defined as any product which is offered for sale to the general public for

use in passenger automobiles. The addition of any substance other than oil which is produced for use in consumer 2-cycle marine and off road recreational products is strictly prohibited. The following compounds are expressly forbidden to be added to fuel for health and safety reasons: Acrylonitrile, Aminodiphenyl, Aniline, Benzene, Benzidine, Beryllium compounds, Bromine compounds, Chloromethyl ether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitrobenzene, Nitrochlorobenzene, Nitrogen compounds, Nitrodiphenyl, Propylene oxide, Tert Butyl toluene. The race committee may take samples of any competitor's fuel to be sent for analysis. The race committee may, when notice is given, have available at the race site a gasoline product for purchase at a reasonable price for competitors to purchase and use that gasoline. A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.

Technical Rule Changes:

- Extend the approval of the Hot Rod A engine for one more year
- Approve the OEM restrictors made by Wings and Things as a legal replacement part.
- Approve the machined flywheels made by Wings and Things (part identification # for the tech manual TBA.)
- Approve adaptor and tuner plate from Wings and Things, with a maximum ID to be provided by Mercury Technical Committee.

- Approve all blocks manufactured by Mercury since 1986 with thermostat housing for the 25 cubic inch engine.

- Allow any ignition coil and the mounting to be altered to accommodate the coil on a Y-80.

- Approve aftermarket pistons for the 44XS from Sierra and Vertex with parts to be provided for inspection purposes.

- It is permissible to break the edge of the port, but it is not legal to chamfer them. A tool will be designed to measure the port timing to ensure that the break is not excessive. Note! Some motors we currently race have chamfered ports and it is legal in those classes.

- 100 shall be the minimum specific gravity reading for fuel.

MOD

Three motors were given Prototype status for 2006. The first is the 25XS Mercury without a restrictor in stock form to be run in C Mod. The second motor is the 15 hp Mercury J-A motor. It may be run in Formula A with the full modification of the FA class. The third motor is the Tohatsu M50D2 motor to run in D Mod in its stock form.

If you run one of these prototype motors, at the end of each event you must collect a copy of the summary sheets for the class you ran from the Chief Scorer. Mail this copy to Tom Rice, 926 State Route 157, Oil City, PA 16301.

There will be twelve ballot items to consider and vote on.

PRO

PRO Safety Rule Changes:

- Effective November 1, 2006, the coverage area for the impact/flak material, whether in a separately worn impact/flak jacket or incorporated into the life jacket itself, will include full coverage of the front and back of the torso. The intent is to provide impact/flak coverage of vital internal organs. Prior to November 1, 2006, full coverage is recommended but not required.

(It was brought to the attention of the Commission that some Lifeline PRO outboard life jackets have impact/flak material in the back and sides, but not across the front of the chest and torso areas. It is recommended that all drivers check the coverage of the impact/flak material in their life jackets and contact the manufacturer for a retrofit if the impact/flak coverage is not provided in the frontal area.

Wearing a separate impact/flak jacket continues to be an option.)

- If a PRO boat is off-plane for more than half a lap during the race, the driver must shut down in a safe manner or be disqualified. (Effective March 7, 2006)

- Flywheel guards are not required when the magnets are manufactured as one piece, integral with the flywheel hub. (Effective March 7, 2006)

- Drivers' age requirements are changing. in the KPH class. in two stages a year apart, which will reduce the current situation of an participant's end to racing at his/her 18th birthday, to an

end of participation after the end of the racing season in which the driver turns 16 years of age.

These proposed change will go to ballot of the PRO members. If approved, these changes would be effective November 1, 2006.

- In PRO classes, in order to be scored, a driver must finish within 3 minutes of the first legal finisher.

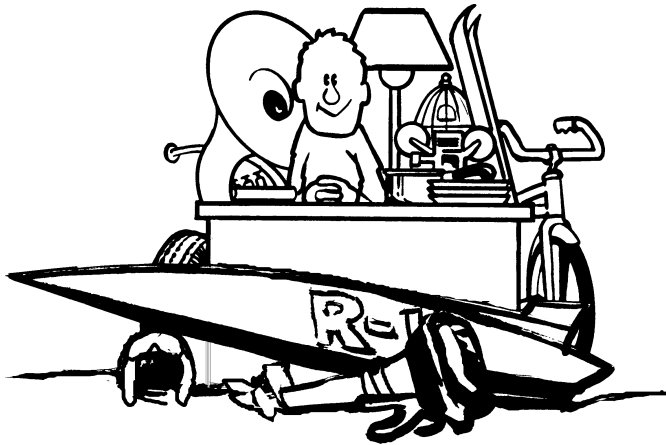
- In order to receive a National High Point Championship in a class, the driver must have accumulated a minimum of 1,000 points in the class during the season.

- For purposes of class probation consideration, decrease the national active participation threshold level from 12 to 10.

START RULE: Ballot Item Vetoed By The APBA BOD

Finally, a ballot measure to let PRO return to the traditional start (where the timing for a Competition record race starts when the bow of the first boat to make a fair start crosses the starting line) was removed from the PRO ballot by the APBA Board of Directors on February 28th. The Board felt that this ballot item, if passed by the members, would be in conflict with a General Racing Rule.

Complete minutes of the PRO Commission meeting are posted on the PRO web site under "news". To access the PRO web site, go to "apba-racing.com"; select "Categories" and then select "PRO"



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SOA WORK PARTY

The club work party will be held Saturday, April 1st, 10 a.m. at
 Shaws, 13530 Cascadian Way Everett, WA (425) 742-3718

Be there to check out and scrub down the club's equipment to
 make it ready for make it ready for another great SOA season.
AND REMEMBER...BRIDGEPORT'S JUST A MONTH AWAY!

Seattle Outboard Association

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Membership applications can be Downloaded from the SOA Website: <http://www.seattleoutboard.org> Or obtained from John Paramore at the address/phone/e-mail noted above.

General membership meets on the 4th Tuesday of each month at 7:30 p.m. at Kirkland Eagles, 258 Central Way, Kirkland, WA

The SOA Board meets at the same address, same time on the second 2nd Tuesday of each month



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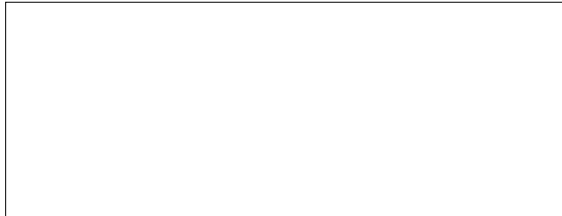


Visa/MC

X06-04

SOA GENERAL MEMBERSHIP MEETING TUESDAY, MARCH 28th AT THE KIRKLAND EAGLES, 258 CENTRAL WAY, KIRKLAND, WA

The Next General Meeting is at 7:30 p.m.
 Tuesday March 28th at the Kirkland Eagles
 258 Central Way, Kirkland, WA



RETURN SERVICE REQUESTED

John Paramore, Editor
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 Lynnwood, WA 98036

Seattle Outboard Association

APRIL 2006

| SUN | MON | TUE | WED | THU | FRI | SAT |
|--|-----------|---|-----------|-----------|-----------|--|
| | | | | | | 1 SOA WORK PARTY 10 a.m. At SHAW'S |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 14 150A BOARD MEETING KIRKLAND EAGLES | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 BRIDGEPORT SUN - 30 30 | 24 | 25 GENERAL MEETING KIRKLAND EAGLES | 26 | 27 | 28 | 29 BRIDGEPORT SAT - 29 |