



Vintage and Historic Inspection Notes 2016

- 1. Inspection Frequency** – Last year we revised the inspection frequency to once per month based on the great history we have had with your generally outstanding care of your boats. Several instances in boat racing have caused our Division's leadership to reconsider this position. This was done NOT based on your behavior, but rather to be more proactive with the insurance company due to the age of many of our craft. Please do not take this action as an insult but rather just as a sign of the times.
- 2. Inspection Stickers** – The inspection stickers will obviously be replaced each week and will be a paper based sticker. The sticker serves the sole purpose of identifying that your boat has completed its inspection for that event and to advise the launching crew that you may be placed in the water. We would ask that, after the event, you remove the sticker (and all previous stickers) so that it is easier to identify THAT event's sticker. Further, and this is solely a recommendation, a metal or durable plastic plate affixed to the transom provides a location to attach the sticker which is easily cleaned of old adhesive and looks better. Inspection stickers should be no larger than 1.5" high x 3" wide. Generally, we would recommend that this be placed on the transom for visibility.
- 3. Discrepancies and Notes** – You will remember that, several years ago, we used a Logbook which served, from an Inspector's standpoint, several purposes. First, it let us know when you last ran and what the results of that inspection were and also provided us with a running history of your boat. It also allowed us to advise you of items on your boat that would merit some vigilance on your part for maintenance or repair/replace. It also provided a noting of what are referred to as Discrepancies in our By-Laws. With the demise of the Logbook, these items still need attention, but lack the mechanics to do so. To fill this gap, there will be a new two-part form (one for you and one for us) to highlight Discrepancies and Notes. As a reminder, there are two levels of Discrepancies in Vintage: a Level 1 Discrepancy allows you to run this event but requires a repair prior to your next event while a Level 2 Discrepancy flags a repair which must be made prior to hitting the water again (typically and accident or major mechanical failure). Both require a reinspection prior to running. The Notes section of the form is simply that – keep an eye on or rerouting of is recommended. These are not meant to be confrontational, simply a reminder.
- 4. Capsule Boats** – We are not only getting older, but our boats are as well! We have reached to point where capsule boats now fit within the Vintage timeline and you will see some OPC boats, with and without lids, in the pits. In the near future there will be inboards as well. For those of you who are not familiar with them or have questions, please ask and welcome the owners or ask the Inspectors. For the owners, if you are not familiar with Vintage, we welcome you and also feel free to ask questions you may have. Please also understand that capsules are new to many Inspectors, and we may have questions as well.

5. **Radios** – The new General Racing Rules (and insurance requirements) require that all capsule boats be radio equipped. There are a number of inexpensive radios available which have headphone jacks. Remember, you need two of them – one for you in the boat and one on the shore! The purpose is to alert you to conditions on the course requiring your attention (but not to replace flags). It is only required for capsule boats at the moment, but it is very foreseeable that it may become a requirement for all participants.
6. **Helmets** – The rule on helmets have changed this year. Snell releases a new specification every five years and 2015 was the year! APBA permits use of the current Snell spec helmets (2015) and the previous two specifications (2005 and 2010). Snell 2000 helmets are permitted through 31 October 2016.
7. **Items to Note** – Two areas that seem to need constant attention in the pits are fire extinguishers and prop covering. Both are required and seem to be the cause of (a) where is it and (b) it's 'not big enough'. We are not going to tell you how big it needs to be because we want you to read the By-Laws. Keep it close to the trailer. Remember, saving your neighbor's boat may very well save your own! Remembering to cover props in the pits is admittedly a pain and we recognize that. Many start covered and recovering is forgotten when torques are checked, etc. Please make a note somewhere to keep it covered. It is in the By-Laws that they need to be covered and we would expect the insurance company reps to look at compliance. Thank you in advance.
8. **Inspector's Test** – A new test will be posted after the actions taken at the National Meeting are approved by the Board of Directors. It will be posted both on the APBA site and the Vintage site. Keep your eyes open.
9. **HELP!** – That being said, with the return to each event inspections we would love to have some more Inspectors on board. The more we have, the faster you will be able to get in the water and the better the inspection will be as there will be more time to spend with you. Almost all of you are capable of doing this, and we would really appreciate being able to call on you for help when there are a lot of boats between us and the water. Please consider taking the test when it is posted. If you have any questions, please call Bill (305-445-0107) or Rich (419-310-4473).

Thanks for your time and have a great vintage season!



Bill Thompson
Chief Inspector – West



Rich Evans
Chief Inspector - East

