

NZWSRA Racing Committee

2017 Meeting – 19/09/17

Meeting Minutes

Present: Nic de Mey, Brad Dutton, Bradey Symonds, Mike Dunstall

Absent: Emma Nasimi

Meeting Open: 8:00pm via Phone Conference Call

- ***Simon Gibb, Shaun Woodmass, Ben Warren / Review from Last Season: SMOC to 250 in the River Races***

Discussion:

- Last years introduction of 250HP engines into SMOC class in the series experiment worked and saved SMOC from disappearing completely. There wasn't a particularly dominant boat on the circuit and realistically on the circuit outright boat speed isn't absolutely essential to win races in this class.
- By allowing 250HP engines into SMOC it gives competitors the choice of all manufacturers rather than being forced to buy a certain brand to be competitive which is a positive to this class
- The 250HP owners are the guys who turn up week in week out in the series which is the grass roots of our sport and the members that we are trying to satisfy. By allowing 250's into SMOC across the board it is a natural evolution, it aligns with Australia and lines up good even horsepower brackets in our classes – F5=200HP, SMOC=250, F2=300HP
- Time period needs to be allowed to give fair notice to all members. 1 year agreed as sufficient.
- Noted: Bradey Symonds has a conflict of interest as current owner of a SMOC (225 HP) engine

Decision:

250 HP Engines to be allowed running in SMOC in the circuit as per last years experiment for the 2017/18 season and in river races as of the beginning of the 2018/19 season

- ***Jeff Weake/AGM Discussion: 70MPH Class to Be introduced***

Discussion:

- Speed Restricted Classes are a good thing for the sport. Gives skiers more options and will be competitive close racing.
- Possibly diluting numbers in other classes by adding this class but probably rather add 70MPH and remove another class if that is the result.

Decision: 70MPH Class to be introduced to Series Racing and in River racing. Rules to be the same as 60MPH class but with increased speed restriction – ie. 70MPH rather than 60MPH

Rope Length was discussed and it was agreed that there is no need for restriction of rope length in either 60MPH or 70MPH and this rule to be removed from the 60MPH rules.

- ***Kane Frost: That MOC boats be allowed to run forced induction.***

There are more supercharged outboard options available now.

We are too small to create more classes and MOC has a limited following.

As 300x motors get harder to find there will be less.

Discussion: Sport doesn't need it from a safety point of view. Unfair advantage over non supercharged engines

Decision: No change.

- ***Brett Flexman: 3 series races required in a class to qualify for Nationals***

Discussion: Used to be a rule that was put in place to stop "Trophy Hunters" just turning up to Nationals but was removed as we don't want to restrict anyone from turning up to any event. Nationals 2017 proved what a great thing allowing other boats and teams to come along can do for the event. Until the sport grows in numbers on the circuit to be similar to what it used to be we can't afford to be turning anyone away.

Decision: No Change

- ***Gene Hollands: I would like the tech rules/ racing committee to investigate the possibility of changing how the smoc F4 and F5 engine height is measured.***

At present it is measured from the bottom of the boat to the underside of the cavitation plate on the engine.

However due to some engines now having different measurements from propeller shaft to cav plate I propose that the measuring is brought into line with the F2 reference points, that is from Center line of propeller shaft to bottom of the boat when both are parallel, but still maintaining a max height for F4 and F5

This would be the fairest way as everyone would be running true prop shaft to boat heights and one jig could be used for all classes being checked by tech rules.

The height would be determined using the existing 143 mm max height over the average prop shaft to cav plates measurements on engines running in these classes at present.

Example 2.5 mercury is 8 1/2 in or (209 mm) from prop shaft Center to underside of cavitation plate less 143 equals 66 mm this could be rounded down to 65 mm this would become the new measurement for the smoc classes between hull and prop shaft

Discussion:

- Although there may be nothing wrong with this suggested change and technically everything that has been proposed is correct the perception amongst members may be that we are trying to change the rules to suit one particular engine.
- Racing Committee strongly believe that F5 class and indeed SMOC class are ones that need to be carefully managed and want to promote fair competition for all.
- Engine was purchased with the current rules in play and should conform. If there is a disadvantage to modern engines based on current rules this will be reviewed.

Decision: Leave unchanged for now. Review at next years meeting. More investigation required. Consult membership.

- ***Nic de Mey: Stainless Steering cable Specs***

1. Cable to be 304 SS 7 x 19

2. 4mm only
3. Proof of cable type/ purchase date to be shown at start of the season - this is for both galv and Stainless Steel cable
4. Minimum pulley / helm Diameter for SS to be 75mm - please note: This is absolute borderline in regards to safe operating paremeters of SS cable – it is preferred that it is 100mm
5. Groove size to be a minimum of 3.5 mm & a maximum of 4mm

- **Brad Dutton: Race Format.**

Race 1	2Up			
Race 2	Novice	Masters	Sub Juniors	70MPH
Race 3	Mens MOC	F5	Womens F2	
Race 4	Womens Open	Mens SMOC	Social	
Race 5	Mens Open	16-19 Boys	Womens SMOC	
Race 6	Junior Boys	16-19 Girls	Junior Girls	60MPH
Race 7	Womens MOC	Mens F2		

Discussion: Gives lots of options to all ski racers. Based on survey of members who were at Mid Winter as to what classes they were interested in skiing in. Designed to suit the current membership.

Racing Committee reserve the right to tweak the format based on it is received and entries at first event.

Decision: Implement Suggested Race Format.