



Update: March 1, 2022

SPORTING REGULATIONS

1 – General Definitions:

1.1 DNF: Did Not Finish. Driver didn't successfully complete the designated course. Entering a wrong channel, wrecking, beaching or otherwise needing assistance of the safety crew constitutes a DNF. Receiving a DNF during a qualifying round means no time is awarded to the driver for that round. Receiving a DNF in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNF during the elimination rounds automatically eliminates the driver from the remainder of the regatta.

1.2 DNS: Did Not Start. Driver was unable to start a run within the 5 minutes of a call to start. Receiving a DNS during a qualifying round means no time is awarded to the driver for that round. Receiving a DNS in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNS during the elimination rounds automatically eliminates the driver from the remainder of the regatta.

1.3 DQ: Disqualified. Any participant disqualified from a sanctioned points regatta, by the sanctioning body or their appointed representative, for any reason, immediately forfeits all entry fees, prize money and points accrued for the regatta.

1.4 Chain Of Command: The Chain of Command for problem resolution during a regatta will be as follows:

- a. Begin by addressing the issue to the designated representative for your team.
- b. The team representative will in turn address the issue to the Referee.
- c. During the period of time that the Referee is resolving the issue, the race course will be red flagged and closed, and remain closed until the issue has been resolved by the Referee.
- d. If the problem cannot be resolved satisfactorily by the Referee, the NASBA Racing Committee will be consulted for a definitive and final ruling on the issue.

1.5 Underway: Engine running, pump operating and able to propel itself under its own power.

1.6 Red flag condition: Under a non-race condition. Either by a red flag or a boat grounded or otherwise not underway.

1.7 Green flag condition: Under race/green flag conditions. When underway in race conditions, a boat remains under a green flag until under the command of the Referee and being trailered.

1.8 U-turn: A complete reversal in direction. When a boat becomes misdirected and/or spins out in a channel, the direction can be reversed to get back on course under 4.4.

1.9 Trailered: Boat fully onto the trailer and chain attached.

1.10 Launch Area: This is the area of water that the boats are launched into before entering the start lane to complete a rotation and return to after completing their rotation to be trailered.

1.11 Start Lane: This is the area the boat enters after being launched to approach the actual starting line to begin an official rotation.

1.12 Finish Area: Also known as the Spin-out Pool. This is the area the boats enter when completing a rotation. This is where the boats enter at full speed and slows down to re-enter the launch area to trailer their boat.

2 – General Regulations:

2.1 All boats and drivers must comply with the NASBA's technical inspection list, which will be updated once per year, unless a serious safety situation is discovered. Drivers, navigators and all active pit crew must be current members of the NASBA and the American Power Boat Association.

2.2 Drivers, Navigators and active crew members must maintain a professional image including professional crew shirts, or race suits during a regatta, or while participating in fan or media activities. i.e. show and shine, parades, static boat displays etc.

2.3 Crew and boat registration must be submitted no later than 7 days prior to scheduled race. Technical inspection must be completed prior to warmup at 8:00AM Saturday morning.

2.4 Minimum age for driver is 16 years; minimum age for navigator is 15 years. Drivers and navigators under 18 may compete provided the parent or legal guardian is present and has given written consent and signed appropriate APBA waiver. Proof of age will be required.

2.5 Each boat team shall consist of a driver and a navigator.

2.6 Once a driver and navigator have registered for the regatta as a team, they will be the only participants allowed to compete on that team. Driver and navigator may not switch seats during a regatta. During a regatta a navigator can be replaced for good cause, subject to the approval of the racing committee for that regatta, as long as that navigator has a paid membership with NASBA. The navigator can only be changed during the qualification rounds. No swapping will be allowed during the elimination rounds without race committee approval. All other conditions must be met for the replacement navigator with respect to forms, ID, age, APBA and NASBA membership.

2.7 A racer can run in two different classes as long as they are running two different boats, and have paid separate entry fees for each class. A racer/navigator may only register on a maximum of two teams. The Race Committee can make an exception in an emergency situation.

2.8 The use of safety equipment, specified within this document, is mandatory any time the boat is underway with no exceptions. If a neck restraint or helmet becomes un-done and/or flies off while a racer is racing on the course, or a driver/navigator removes any safety equipment or restraints under a green flag condition a DNF will be assigned for the round in which the violation occurred. This will be strictly enforced.

2.9 Boats will not exceed a speed more than required to maintain forward motion in the launch, finish areas and channel between.

2.10 No more than 2 teams per boat will be allowed, unless otherwise approved by the race committee for that regatta.

2.11 Drivers and navigators must attend the drivers meeting prior to the regatta. Failure to attend the drivers meeting must meet prior NASBA approval.

2.12 After the starting order has been set, if for good reason a boat cannot start in the order drawn, the Referee or Assistant Referee located on the launch will be immediately notified. Five minutes will be given after the call to start to correct the problems and get staged. If the boat is started within the allotted 5 minutes it will be sent to the track in the next available slot of the racing order by the Referee or Assistant Referee. A DNS designation will be given if the 5 minute clock cannot be met.

2.13 Race rotation must be approved by NASBA race committee. Any protest of the course rotation for any regatta shall be done through the race committee. No one except the race committee may change or alter the selected course rotation for the day. If they determine that the selected course rotation is unsafe due to un-foreseen conditions, the chosen rotation may be changed.

2.14 All protests, during the regatta, shall be presented to the Referee by one, and only one, member from the challenging team. If more than one member of the challenging team approaches the Referee with a protest, that protest will be rejected by the Referee and may not be filed at a later time.

2.15 A minimum of 1 boat is required to make a class.

2.16 Noise limitations shall be un-restricted unless specified by track owners and/or county code restrictions. Track owners or regatta promoters must notify the NASBA of any restrictions prior to the beginning of the racing season.

2.17 FLAGS/LIGHT TREE:

- a. Green – Starter flag.
- b. Red – Course closed.
- c. Black – Disqualification, leave course.
- d. Yellow – Safety issue, halt racing, wait for further instruction from the safety crew (re-start will be available upon approval from race committee).

2.18 The staging area will be identified. A raised green flag means course is clear and the next boat has one minute to enter the staging area.

2.19 Once the boat is in the staging area, and at idle speed, the green flag will wave, signaling the boat to begin. The actual timing will start as the boat crosses a fixed reference point.

2.20 If the boat experiences a failure due to a plugged pump intake grate prior to leaving the start channel, the driver may elect to waive off the run and immediately return to the pit area and rectify the issue. Five minutes will be given to correct the problem and get re-staged. If the problem cannot be rectified and the boat restaged within the 5 minute period, the boat will receive a DNF for the round. A maximum of two restarts after a failed start due to a plugged pump intake grate will be allowed per round. No waive offs are allowed for mechanical problems, the driver must attempt to run the course or return to the pits and take a DNF.

2.21 Drivers may switch boats in qualifying rounds only. The boat that is raced during elimination rounds must have been successfully qualified.

2.22 The race officials have the authority to investigate boats for the compliance of regulations at any time during a regatta.

2.23 Boat numbers must be approved for availability with NASBA and will remain the property of the participant as long as the number is entered into at least one sanctioned regatta during the past 2 seasons. If a number becomes inactive due to non-participation, it can then be assigned to a new owner by the NASBA Secretary.

2.24 All event promoters and tracks must schedule their race dates by a NASBA approved deadline in order to hold a NASBA sanctioned points regatta. All event promoters and tracks, scheduling a race after the deadline, will only be allowed to schedule a NASBA sanctioned non-points regatta. The deadline for scheduling a NASBA sanctioned points race is January 31st for each respective year.

3 – NASBA New Driver Procedures (previously know as “licensing runs”)

3.1 Only new drivers are required to demonstrate their ability to safely launch, maneuver the track (in a rotation) and finish (spin-out) before they are allowed to participate in the regatta.

3.2 The rotation each new driver will demonstrate will be designated by the race committee.

3.3 Definition of a new driver: a “rookie” or driver participating for the first-time in a jet sprint regatta at a NASBA track.

4 – Running the Course:

4.1 The boat must follow the exact rotation as designated for the regatta.

4.2 Cutting the course or running the wrong rotation will be a DNF with no time being awarded for that round.

4.3 If you miss a turn during your run it will be scored as a DNF. You cannot go back and pick up the course. The driver will exit the course immediately, via the shortest and safest route possible at a safe, non-racing speed.

4.4 A boat may make a “u-turn” in a channel to resume racing, however the intent of the u-turn must be clear and concise. The Referee, Track Spotter and Backup Spotter will be the final decision makers if a boat makes a proper u-turn and is not contestable or appealable.

4.5 If a boat runs aground (beached), “Beaching” shall be defined as; when a boat leaves the water and goes up on land and all forward motion has stopped, is touched by the safety crew, or one of the occupants unbuckles their safety harnesses the boat will receive a DNF for that run.

4.6 Upon receiving a DNF, the driver will exit the course immediately, via the shortest and safest route possible at a safe speed.

4.7 At no time will a boat utilize the start channel as a path back to the pits, unless waived through by the Referee due to an extenuating circumstance. Any boat guilty of this will be immediately disqualified for the remainder of the regatta.

5 – Scoring System:

5.1 Boat drivers will accrue points throughout the season at each sanctioned points regatta that they participate in. This system will lead to a season ending champion in each class.

5.2 Points are accrued in the class that the driver enters in each sanctioned points regatta and will be totaled separately for each class. The points a driver earns in one class can’t be combined with points for another class.

5.3 Any driver who fails to make it into the elimination rounds will be placed and awarded points based on the fastest time.

5.4 There will be no ties. To break a tie in the final points awarded for each regatta, the scoring will go back to the previous elimination round or the previous qualification round if necessary. The boat successfully running the fastest, most recent round will be awarded the higher position.

5.5 No placement points will be awarded to a driver that doesn't successfully complete at least one qualifying run.

5.6 For scoring purposes, a DNF will score higher than a DNS. Multiple DNF's or DNS's in the elimination rounds will be scored by going back to the previous elimination round or the previous qualification round if necessary. The boat successfully running the fastest, most recent round will be awarded the higher position.

5.7 Points are awarded on the following scale for each sanctioned points regatta:

- a.** 3 points for showing up and entering a boat in the regatta.
- b.** 7 points for successfully qualifying, plus an additional:
- c.** 8 points for successfully qualifying fastest for each class.
- d.** 1 points less for each subsequent qualifying position. (i.e. 7 for 2nd, 6 for 3rd etc.)
- e.** 70 Points for 1st place finish.
- f.** 5 Points less for each subsequent finishing position (i.e. 65 for 2nd, 60 for 3rd). Points will be awarded to all boats in each class that have run a successful qualifying round, from fastest in the elimination round, to slowest in the qualifying round.

6 – Race Format:

6.1 Race teams must pay their race entry fee, complete the APBA Entry Form and all applicable team members have become members of the APBA (either with annual membership or single event membership) to enter the regatta during technical inspection (usually held the evening prior to race day) and up to (1) one hour prior to the scheduled Drivers Meeting, (Entry Deadline), on race day. No entries will be allowed after the Entry Deadline without NASBA approval. Teams arriving late on race day, due to travel problems, may call ahead and have a proxy pay their entry fee to enter the regatta, anytime, prior to the Entry Deadline. However, the entry fee is non-refundable if the team fails to show up in time to race.

6.2 All teams/ boats must pass technical inspection no later than 30 minutes prior to the scheduled Drivers Meeting or the team will not be allowed to participate in the regatta and will forfeit any and all entry fees and points for that regatta.

6.3 A sanctioned race will consist of 4 qualifying rounds for each class unless the NASBA, based on promoters input, determines that there are too many boats for a normal venue. Order of running will be as follows: The first 15 (fifteen) (as determined by the largest class size) drivers to sign up, will draw a number. The first number drawn will be assigned to the first line of the qualifying sheet of all classes, the second number drawn to the second line etc. for all respective classes. The qualifying order for that race will be determined by the lowest number drawn running first through the highest number running last for all rounds of qualifying for that particular regatta. A new order will be drawn for each individual regatta of the season.

6.4 All entrants must run in the specific order of placement as determined by the NASBA, with the following exception: entrants who fall under the 5 minute rule may be temporarily replaced by the next boat in order as determined by the Assistant Referee. No entrant will be allowed more than one qualifying run during any round of qualifying.

6.5 At the completion of the qualifying rounds, the top 8 boats in each class, based on fastest time, which successfully made a qualifying round, will advance to the first elimination round. The boats will run in an order from slowest to fastest.

6.6 The elimination rounds will consist of one each of the following rounds: (Quarterfinals) from 8 down to 4, (Semifinals) from 4 down to 2, and (Finals) from 2 down to the winner with the following exception: If there are less than 4 boats that advanced to the elimination round in any class, and at the discretion of the class, the 8 cut may be eliminated and continue with the Semifinals in order to preserve the equipment.

6.7 All boats, in all classes, that have successfully qualified for the elimination rounds, must start from the Quarterfinals unless there are less than 4 boats in a particular class, and all drivers agree to start with the Semifinals. In the event there is only one boat left after the qualification rounds the remaining boat will receive the win but will be required to complete the course rotation for the sake of the fans.

6.8 A DNF, DNS, or DQ will eliminate a boat from the elimination round immediately, regardless of the elimination round it is in.

6.9 Prospective Boat Owner Demonstrations will be held after the conclusion of each race and will be limited to a number set by the NASBA. All demonstrations will follow the course rotation for that day's race. All people participating in demonstrations are required to be members of the APBA.

6.10 All checkered-flag runs begin at the start gate and will run only along the outside of track. There will be 2 laps maximum run, then finish in the spin-out pool.

6.11 Please be safe and respectful during your victory lap.

7 – Code of Conduct:

7.1 Every Entrant, regatta participant and Member of the NASBA is expected to conduct himself/herself in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from a regatta are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or may have their existing membership revoked by NASBA. Such conduct may also be or be considered a violation of this regulation and may result in the imposition of other penalties.

7.2 NASBA Members are encouraged to take part in certain fan and media activities as promoted by the officials and venue. Teams are encouraged to be fan friendly.

7.3 Failure to obey the direction of a NASBA official or NASBA designated Series/Promoter representative, as such pertain to the procedures and regulations that govern the organization and administration of any NASBA regatta may be considered a breach of this regulation.

7.4 Any Entrant or Member that publicly criticizes NASBA or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to the NASBA and the best interests of the sport.

7.5 Actions or in-action not otherwise specifically prohibited by this regulation, of an Entrant, Driver, Navigator, regatta participant and/or Member while participating in any NASBA regatta which is deemed by the NASBA to be, or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, may be considered a breach of this regulation.

7.6 Actions or in-action on the part of a competitor which, in the opinion of the Officials, results in an unfair advantage to the competitor may constitute unsportsmanlike conduct and may be considered a breach of this regulation.

7.7 During each regatta, there may be several mandatory meetings scheduled, including drivers' meetings and entrants' or crew chiefs' meetings. Failure to attend or late arrival may be considered a breach of this regulation.

7.8 Every situation will be assessed on a case-by-case basis with any penalties, or other action deemed appropriate by the NASBA, issued to the offending Member both verbally and at an appropriate time, a written document.

7.9 Penalties are issued at the sole discretion of the NASBA.

7.10 There is a total ban on the consumption of alcohol, marijuana, non-prescription drugs and drugs that prohibit operation of motor vehicles by a Member until racing has been completed and the track is closed. Members are required to have zero (.00%) blood alcohol content prior to and during racing and to comply with the NASBA regulations.

7.11 Breathalyzer and/or drug testing of the Members may occur randomly or at the NASBA'S discretion prior to the start of the regatta or anytime during the regatta. Properly administered prescription drugs that allow the operation of motor vehicles and authorized by a Doctor will be allowed. A properly dispensed prescription bottle or prescription must be available upon request at all times.

7.12 Reasonable Suspicion: NASBA may require a Member to submit to a test(s) if an Official has reasonable suspicion that (i) the Member has violated any part of the Policy as a result of using any prohibited substance, or (ii) has diminished ability to perform as a result of using any prohibited substance. Some conditions, observations and/or reports that may cause such reasonable suspicion are, without limitation, as follows:

- a.** Being found or observed in possession of illegal substances or illegal drug paraphernalia, at any time.
- b.** Observation of signs, symptoms, and/or behaviors generally understood to accompany the use of prohibited substances including, without limitation, physical signs of red or droopy eyes, dilated or constricted pupils, constant running nose, red appearance in the face, or persistent sniffing, slurred speech, stumbling, or hyperactivity, needle marks, repeated unexplained disappearances from a regatta, time distortion, including repeated tardiness and missed appointments, chronic forgetfulness or broken promises, accidents during a regatta(s), inability to concentrate or remember, or to maintain attention, mental confusion, paranoia, or presence of abnormal thoughts or ideas, violent tendencies, loss of temper, or irritability, extreme personality change or mood swings, deteriorating personal hygiene or appearance, violation of safety precautions or careless acts during a regatta.
- c.** An arrest or conviction for driving while under the influence of alcohol or drugs, or a drug related conviction. Receipt of a report from a reliable source that a Member is under the influence of prohibited substances or, is using, possessing or selling illegal drugs or substances.
- d.** The results of an examination or test, as provided by the Regulations, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.
- e.** The odor or aroma of an alcoholic beverage on or about the breath or body of a Member consistent with use of such a substance or alcoholic beverage on the day of a regatta.

7.11 If a Member refuses to consent to and participate in a test within the time period designated by an Official, the Member may be removed from the regatta by the Referee and may be subject to other emergency action as may be appropriate, including penalties.

8 – Penalties, Reviews & Appeals Processes

8.1 Penalty. Any Member that violates any Regulation or attempts to bribe anyone involved with a regatta, or is party to fraud or any act detrimental to NASBA or the sport of Sprint Boat racing, may be penalized as determined by NASBA, in its sole discretion. The authority to assess penalties is not limited to violations occurring during a regatta.

8.2 Issuance of Penalty. The Race Director may impose any penalty deemed prudent, including but not limited to, reprimand, fine of money, loss of points, loss of prize money, loss of time, loss of lap(s), disqualification, suspension or revocation of Membership or competition privileges, probation, expulsion from a regatta, withholding of purse or prize money or any consecutive combinations thereof.

8.3 Monetary Fines. All monetary fines must be paid within one week from notice of the penalty. A Member may not participate in a regatta until all fines are paid in full. NASBA may withhold or deduct prize money due to the Member, until all fines are paid in full.

8.4 Final and Not Subject to Appeal. The following matters and all actions, decisions, rulings and/or penalties made or taken with respect to such matters shall be Conclusive. Any action or decision (or alleged inaction) by NASBA arising out of a regatta except those directly related to a boat's technical compliance;

- a. Any Race Procedure penalty
- b. Any decision with respect to timing and scoring
- c. A decision as to whether a matter is or is not Conclusive
- d. Revocation of credentials or parking privileges at a regatta

8.5 Publication. NASBA shall have the right to publicize penalties, protest, appeals and/or the decisions thereof. The persons, or body referred to in the publication shall have no right of action against NASBA.

8.6 Bad Faith. If it is proved to the satisfaction of the Referee that the author of a protest and/or appeal has acted in bad faith, he shall be in violation of the Regulations and may be penalized.

8.7 Timing and Scoring Results:

a. Right to Review. The decisions of the Timing and Scoring Official, with respect to timing and scoring, are final unless the Timing and Scoring Official elects to request a review by NASBA or when the Timing and Scoring Official is asked by an Entrant, who has competed in the regatta, to request a review. All results will remain unofficial until 24 hours following conclusion of the regatta.

b. Review Process. An Entrant must request a review in writing within 24 hours after the final results have been posted. The results under review shall not be official, if a review is requested, until the review decision by NASBA is announced, such decision is Conclusive.

8.8 Protest. The right to protest shall rest only with an Entrant taking part in the Regatta in question. An Entrant may protest a decision, act, or omission of NASBA, an Official, Competitor, or other person connected with the Regatta, which is considered to be in violation of the Regulations and will cause a significant unfair competitive advantage.

8.9 Notice of Protest. The protest must be delivered to the Referee within the time limit, in writing, specifying the specific Regulation that is considered to have been violated, signed by the Entrant making the protest, and accompanied by a protest fee of \$250 payable to NASBA. The protest fee may be retained or returned, in whole or part, at the discretion of the Referee. The time limit for such protest is as follows, the Referee may, at his sole discretion, extend any protest time limit.

a. A protest against Race Equipment must be received prior to the scheduled close of preRace technical inspection for the relevant Regatta.

b. A protest against a General Sporting Regulation violation during a Session must be received within 30 minutes after the applicable Session.

c. Against a Boat. If a protest is made against a Boat's eligibility, the Entrant must provide, in addition to protest fee, a protest inspection fee of \$3,000. The protest inspection fee will be returned only if the protest is found to be valid. Any Entrant who does not allow inspection of their boat is subject to immediate disqualification from the Regatta.

8.10 Review. The Referee shall 1st determine whether the matter is subject to protest under the Regulations. If the matter is found to be subject to protest the Referee shall identify the parties involved and facilitate the timely procurement of all documents and other evidence deemed necessary in his discretion to render a fair decision. In deciding the outcome, the Referee may take any action deemed appropriate in the interest of NASBA or the sport of Sprint Boat racing. Such actions include, but are not limited to, revising the results, imposing penalties, or taking no action at all. All parties concerned shall be bound by the decision given, subject only to the rights of appeal as provided in the Regulations.

8.11 Withholding Awards. When a protest which would affect awards has been lodged, all awards affected by the protest shall be frozen and the results provisional until the protest has been settled. Said awards may be affected by the protest decision and teams may be subject to increased or decreased awards dependent on the outcome of the protest.

8.12 Appeal. Provided the applicable protest procedures have been properly exercised, a person shall have the right to appeal any decision or penalty issued against that person, except as otherwise prohibited.

8.13 Review. The NASBA shall determine whether any appeal is reasonable, complies with the Regulations, and if it shall be heard by the NASBA Race Committee, such decision shall be Conclusive.

9 – Personnel:

9.1 NASBA Race Committee: Consists of Referee, Technical Inspector(s) and Assistant Risk Manager. Any conflicts that arise during a regatta which can't be successfully resolved by the NASBA Race Committee will be immediately addressed to the NASBA.

9.2 Referee: Designated by the Sanctioning Body and is responsible for enforcement of all sanctioning regulations, regulations and procedures pertaining to the regatta, and also designated as the head of the NASBA Race Committee.

9.3 Technical Inspector I: Designated by the Sanctioning Body and is responsible for inspection of race boats and safety equipment for compliance with the NASBA rule book. Inspections will be completed on all boats prior to the regatta. Anytime a boat wrecks and must be trailered back to the pits, a follow-up inspection will be completed prior to the boat re-entering the regatta. Any boat that wins a regatta will be subject to a post-race inspection with regards to class specific regulations. Any conflicts that arise from a technical inspection will be immediately addressed with the Referee to determine an appropriate course of action.

9.4 Technical Inspector II: Designated by the Sanctioning Body and has duplicate responsibilities of the Technical Inspector I.

9.5 Assistant Risk Manager: Designated by the Sanctioning Body and is responsible for assuring the race course is safe for competition. They are also responsible for coordinating with track officials and safety personnel to assure adequate protection is provided for the spectators and competitors. Any potential hazards that arise will empower the Assistant Risk Manager to immediately stop the regatta until the problem is resolved. All concerns should be immediately addressed with the Referee.

9.6 Lead Timer: Designated by the Sanctioning Body and is responsible for timing of all boats and recording the times of each run. The lead timer will provide the appropriate time sheets for each class — one set for each of the following: (1) the lead timer, (2) the back-up timer, (3) the pit steward, and (4) the announcer. Coordinates the delivery and set up of the primary timing system and time display. Brings and maintains NASBA provided stopwatches for back up timing by the lead and back-up timers. The lead and back-up timers will use stop watches for all runs in case of a malfunction of the primary timing system. The lead or back-up timer will radio the official time of each run to the announcers. The lead and back-up timers will keep track of the racer's time for each qualification and elimination run. There will be a break between qualification and elimination to assemble classes in a running order by slowest to fastest time for the elimination rounds. The lead timer will make information available after each class runs, on the next running order for that class, by radio to the pit steward and announcer. If a boat is being double-teamed, the lead timer will adjust the running order to allow the crews to have time to change places and refuel if necessary. The lead timer has the final say in all matters associated with the official times of the racers. The timing area is off limits at all times during the regatta to competitors and spectators. Violators are subject to disqualification and/or removal from the regatta. The lead timer will provide a list of the winners of each class from first to last in order of finish to the NASBA at the end of the race day for prize presentations. An official copy of the time sheets, initialed by both timers will be provided to the NASBA immediately after the completion of each race, for archiving in the NASBA records. Race results and points standings will also be made available to the NASBA webmaster within 48-72 hours after a regatta for posting on the web site.

9.7 Back-up Timer: Designated by the NASBA, but chosen by the Lead Timer and duplicates efforts of lead timer and confirms accuracy of official results.

9.8 Pit Timing Board: This is a courtesy board provided by the Promoter. Please keep in mind the times on this board are not necessarily the official race times.

9.9 Spotters: There will be a minimum of 2 qualified people assigned, one provided by the sanctioning body, and one provided by the Promoter, whom are responsible for verifying each boat runs the correct course rotation.

9.10 Pit Steward: Designated by the Sanctioning Body and is responsible for staging the boats in the order assigned by the Lead Timer.

9.11 Assistant Referee: Designated by the Sanctioning Body and is responsible for sending the boats to the staging area.

9.12 Media Director: Designated by the NASBA and responsible for coordinating all the onsite media personnel and assuring their waivers are signed before each regatta and conducting a safety meeting before each regatta.

9.13 Security: Designated by Race Promoter and is responsible for controlling access to the regatta, pit area and spectator safety.

TECHNICAL REGULATIONS

10 – Technical Inspection:

10.1 A boat may be barred from competing in a regatta if it does not meet with the technical requirements as specified below. Any additional items not specifically listed, but deemed unsafe by the NASBA Race Committee, must be satisfactorily rectified before the boat will be allowed to compete in a regatta. Random inspections of boats may be carried out during the race. Any boat that is found in violation of the regulations will not be allowed to run until the violations are corrected.

10.2 If at any time a boat rolls or makes heavy contact with hay bales, fencing, fence posts poles or any other items foreign to the boat during a regatta, it must be completely inspected and approved by the NASBA head tech prior to being allowed to re-enter the regatta. Post-Crash inspections will be fully documented on the Post-Crash Inspection Sheet.

10.3 A sprint boat shall be defined as a single hull, single engine (Unlimited Class are exempt from the single engine rule) boat, propelled by a jet pump unit. The hull shall be constructed of metal up to the deck line. The deck may be metal or composite material, but must be permanently affixed to the hull in a manner to add strength to the overall assembly. Length of the boat is measured from bow tip to rear edge of the stern, not including the pump, with a minimum length of 12 feet and a maximum of 16 feet.

10.4 The use of any composite materials shall be limited to non-structural areas or parts: i.e. Spoiler, Dashboards, Gauge Panels, battery boxes etc. Seats must be commercially built by a reputable manufacturer. All use of Carbon Fiber must be approved by NASBA Safety Technician and Referee prior to race day.

10.5 Nitrous oxide is banned from all competing boats.

10.6 Non-reinforced plastic or wood steering wheels are banned from competing boats.

10.7 Race numbers shall be affixed and legible on all boats and shall be at least 7 (seven) inches in height. Numbers shall be affixed to each side of the boat, between the cowl and centerline of the roll bar. Any boat running Methanol fuel must have a Red letter "M" affixed to each side of the boat at least 7 inches in height.

10.8 At least 1 (one) number 3 (three) inches in height shall be affixed to the vertical section of the transom of the boat no less than 3 (three) inches from the top of the transom.

10.9 All numbers and letters will contrast with the color of the boat for ease of reading.

10.10 No items may be attached to any portion of a boat, including roll bar except for cameras or items necessary for conducting a race or timing and scoring.

10.11 Any item(s) attached to a boat and/or roll bar are subject to approval of the Referee.

10.12 A functional electric bilge pump is optional.

10.13 All boats with enclosed motor covers shall have an operable bilge blower.

10.14 Optional fire extinguisher(s) may be installed on each boat, minimum size 2.5 lbs and must carry a minimum of a BC standards approval label. Each fire extinguisher must be equipped with an externally readable gauge, and must indicate that it's fully charged. A 14 OZ aerosol fire extinguisher (First Alert or equal) or an automatic Halon system may also be used. The fire extinguisher must be mounted inside the driver/navigator compartment within easy reach of the driver, navigator, and safety crew. The fire extinguisher will be equipped with quick release mechanism that will allow the extinguisher to be removed quickly from its mounting bracket. Snap ties will not be allowed to secure fire extinguishers in place at any time. Any fire extinguisher that has been previously activated will not be allowed unless it has been recharged and certified operational.

10.15 Fuel cells or tanks shall be securely affixed to the boat; through bolting or welding.

10.16 All boats that use wet cell type batteries must have an enclosed battery box securely affixed to the boat. All types of batteries must be bolted or clamped securely to the boat. If a battery is being used that allows exposed terminals, those battery terminals must be insulated.

10.17 All boats must be equipped with an ignition kill switch, which must be located so that it is easily accessible to the driver and navigator while strapped in their seats and members of the safety crew from outside the boat. The kill switch must be clearly marked with a red arrow showing the off position. The battery isolation switch may also function as the ignition kill switch provided that it is properly wired to kill the engine when switched off. The battery isolation switch must also be clearly marked with a red arrow showing the off position.

- 10.18** All boats must be equipped with a battery isolation switch, which must be accessible to both driver and navigator while strapped in their seats.
- 10.19** All boats must have a minimum of two throttle return springs (not including internal carburetor spring), either one of which is capable of closing the throttles in the event that the throttle linkage becomes disconnected.
- 10.20** All non-pressure fuel lines may be of the following type of materials: Aeroquip steel braided (or equivalent), steel line, Parker- type push lock hose, or USCG approved fuel hose with two (2) clamps per fitting. Fuel lines on the pressure side of the fuel pump must be steel or steel braided with compression fittings. Pressurized oil lines and fittings must be fluid and temperature rated at a minimum of three times the operating parameters of the engine.
- 10.21** Adequate breathers and tip over valves must be fitted to each fuel tank, venting overboard.
- 10.22** Any boat using an electric fuel pump must have an automatic shut off switch which stops the pump in the event the boat becomes inverted or the engine stops running.
- 10.23** All Boats will have an adequate guard installed above the flywheel. Additionally, all boats utilizing a front engine drive belt system of any type that can be reached by any extremity of the driver or navigator while seated must be equipped with an anti-intrusion net, screen, or guard that will effectively prevent bodily injury from the moving components.
- 10.24** All boats shall have the engines safety strapped from the engine block to the hull or hull stringers in at least four places; two on each side, one fore and one aft of the motor. The straps shall consist of a minimum of 3/16 inch thick high test chain or cable and fastened to the motor by a minimum 3/8 inch diameter grade 8 bolts. This is the only area where grade 8 bolts are required.
- 10.25** The steering system must be in good condition and all threaded fittings must have effective locking devices. If plastic coated cable is used, plastic must be stripped over the crimped or clamped area.
- 10.26** All boats must have a functional reverse.
- 10.27** Engine water outlets extruding from the side or rear of the boat, must be angled to discharge the water downwards at a minimum of 45 degrees.
- 10.28** No plastic seats will be allowed in competition. Seats must be metal or composite motorsports racing seats.
- 10.29** Seats shall be securely affixed within the roll cage assembly, such that the driver and navigator are sitting side by side one another.
- 10.30** All seats must have side head restraints extending to a point even with the front of the competitors shoulder while strapped securely in the seat.

10.31 All padded neck collars shall be replaced before the expiration date or when functionality has been compromised as determined by the Technical Inspector.

10.32 All Pit areas will have an additional fire extinguisher with the following specifications: Minimum 4lb or larger-ABC rating.

10.33 All engine water hoses that utilize double and triple barb racing fittings (Example: Eaton Aeroquip double or triple barbed) do not require clamps.

11 – Roll Bars:

11.1 A roll cage that meets the following minimum requirements must be installed in each boat. No guarantee is implied, nor responsibility taken for the protection of the driver or navigator of a roll cage built to these specifications. Persons building roll cages should consult with a person experienced and skilled in the design of roll cages and safety.

11.2 Roll cages are to be constructed so that all parts of the driver and navigators bodies above the deck line are contained within the cage. Regard should be given to ease of entry and exit, especially in the case of an accident that leaves the boat inverted.

11.3 Only round tubing is acceptable.

11.4 Minimum diameter: Steel, seamless tubing or DOM: 1.5-inch o.d. with .120-inch wall. 4130 Chrome Moly: 1.5-inch o.d., .083-inch wall.

11.5 All joints must be fully welded and be of good structural integrity (TIG welded preferred).

11.6 Main hoop(s) are to be one continuous piece of tubing. This must be attached to the chine by welding (using gussets for strength), or bolted into place with built in mounting devices, with a minimum of two 3/8 inch or one 5/8 inch diameter bolts in each corner. The minimum clearance over team's helmets shall be 4 inches.

11.7 All roll cages shall be at least 6 points, with 4 attached to the chine bearers and 2 to the same hull stringers to which the engine mounts are attached.

11.8 The cage must be able to keep the engine from coming forward far enough to injure the driver or navigator. It must also be able to protect the teams head and torso against frontal or inverted impact.

11.9 The roll cage should surround the occupants ahead of and behind the body, as well as above the head, with one of its double bars extending in front of the occupants helmet centerline. The occupant's helmets should be completely behind the plane of the front roll bar hoop.

11.10 Tech officials must be satisfied with the strength and quality of a roll cage. (Persons building roll cages should consult with a person experienced and skilled in the design of roll cages and safety).

12 – Personal Protective Equipment (PPE):

12.1 All PPE will be inspected and approved prior to each regatta.

12.2 All boats must be equipped with a minimum of 5-point SFI 16.1 approved racing harnesses for both driver and navigator. Lap belts must be 3", shoulder belts may be 2", 3" or a combination of 2" to 3" with the change being made at the adjuster to accommodate head and neck restraint devices. Harnesses should be securely attached to the boat or roll bar in a manner to restrain the occupant securely in their seat at all times that the boat is under way. The harnesses will be equipped with a quick release lever or camlock device which will allow the entire assembly to be unbuckled quickly from one central point. Harnesses must be maintained in clean working order. Any harnesses that show excessive wear, tears, cuts, burns or damaged hardware must be replaced and will not be allowed in competition.

12.3 Each Driver and Navigator will be asked to strap into the boat with their helmet, gloves, and all restraints on. They will then demonstrate their ability to release their safety harness with their eyes close. This is to simulate being underwater and unable to see the straps in the event of an underwater accident.

12.4 Fire resistant race suits, one or two piece, with a minimum rating of SFI3-2A/1 or SFI-5 if running methanol are mandatory for the Driver and Navigator Non-rated, fire resistant balaclavas with a single eye opening, gloves, closed toed shoes or boots, neck braces and arm restraints are required in all classes. Any suits which are not clearly marked with the above specified ratings will only be accepted after a certified copy of the written specifications for the suits, which proves the suit's rating meets or exceeds NASBA specifications, is presented to the sanctioning body. It will be the responsibility of the competitor to provide these specifications to the sanctioning body before the race suits can be utilized in a sanctioned regatta.

12.5 Either closed or open faced racing helmets meeting Snell M-85 rating or higher are required in all classes. In accordance with the APBA, all helmets are required to have a manufacture date of 2015 or newer. All helmets must be presented for technical inspection prior to racing and must be re-inspected for damage and wear if crash occurs.

12.6 Motorsport type approved arm restraints must be worn on the outside wrist of each boat occupant. These should be adjusted to a length, which prevents the arm from protruding outside the boat in case of a roll over. They will be attached to the harness in a manner that allows it to release freely from the harness when it's unbuckled.

12.7 Current SFI-rated padded neck collars are required for both driver and navigator unless employing head and neck restraints as defined in NASBA regulation 12.7 & 12.8.

12.8 Driver and navigator may employ head and neck restraint device(s) to limit side to side or lateral movement of the head and neck. If said device(s) are employed, the padded neck collar is optional and not required.

12.9 All head and neck restraint devices must meet the current SFI ratings.

12.10 The Referee must be satisfied with the safety and integrity of all PPE before a driver or navigator is allowed to race.

13 – Post-Race Inspection:

13.1 The first place boat of each class will automatically be impounded to a designated location in the pits, upon completion of their final run.

13.2 The boat will be inspected for regulations compliant to their specific class.

13.3 Any boat failing a post-race inspection or refusing to submit to the inspection, will automatically be disqualified from the regatta. Additionally, NASBA will levy a fine of \$1,000 dollars against the competitor. The competitor will also forfeit all points accrued up to that point in the season. A second offense will constitute immediate suspension from any further competition during the season. All fines must be paid in full prior to the competitor participating in another sanctioned regatta.

13.4 If a boat is disqualified, the remaining boats in the class will automatically advance in finishing position, with the new 1st place boat submitting to the same post race inspection.

14 – Modified Class:

14.1 Engine: Single domestic cast iron, normally aspirated, CID 367 cubic inch maximum. Maximum 2 valves per cylinder.

14.2 Crankshaft: Open

14.3 Rods: Open

14.4 Pistons: Open

14.5 Camshaft: Open

14.6 Heads: Stock valve angles and stock port locations. Example = Chevy valve angle 23 degrees. Ford valve angle 20 degrees. Chrysler valve angle 18 degrees.

14.7 Lifters-Rocker Arms: Open

14.8 Lubrication: Wet sump or Dry sump is allowed.

14.9 Intake Manifold: Open

14.10 Induction: Single Carburetor only.

14.11 Exhaust: Any exhaust allowed. Must meet individual track requirements. Track owners will notify the NASBA of any specific noise requirements 30 days prior to any race.

14.12 Jet Drive: Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

14.13 Fuel: Any 100 low lead or leaded racing fuel. No additives, oxygenation, Methanol, Nitrous Oxide, and Nitro Methane are allowed. Race organizer may control fuel.

15 – 400 Class:

15.1 Purpose: This is the 1st of 2 classes potentially recognized for international competition. The regulations presented here are intended for NASBA sanctioned regattas and may not qualify for international competition.

15.2 Engine: Single cast iron only, CID 412 cubic inch maximum, 368 cubic inches minimum. Maximum 2 valves per cylinder, push rod operated, with a maximum of 8 cylinders. Internal combustion only.

15.3 Crankshaft: No titanium or alloy.

15.4 Rods: No titanium or alloy.

15.5 Pistons: Open

15.6 Camshaft: Single camshaft only.

15.7 Heads: Cast iron only. No cutting or welding of heads other than crack repairs. Valve angles and location must be OEM stock only. Porting will be allowed. All port and bolt locations must be OEM stock. Minimum valve angle to the engine block face is as follows: Chevy 23 degrees, intake port size template Felpro gasket P/N 1206, Ford 20 degrees intake port size template Felpro gasket P/N 1262, Chrysler 18 degrees intake port size template Mopar P/N DCC4120211

15.8 Lifters-Rocker Arms: Open

15.9 Lubrication: Wet sump or Dry sump is allowed.

15.10 Intake Manifold: Open

15.11 Induction: Single 4 barrel carburetor, square bore, with a maximum of 4 venturis. No fuel injection or electronic fuel metering device permitted. No additives may be discharged into the intake tract.

15.12 Ignition System: Open

15.13 Exhaust: Any exhaust allowed. Must meet individual track requirements. Track owners will notify the NASBA of any specific noise requirements 30 days prior to any race.

15.14 Jet Drive: Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

15.15 Fuel: Any 100 low lead or leaded racing fuel. No additives, oxygenation, Methanol, Nitrous Oxide, and Nitro Methane are allowed. Race organizer may control fuel.

16 – Unlimited Class:

16.1 Purpose: This is the 2nd of 2 classes potentially recognized for international competition. The regulations presented here are intended for NASBA sanctioned regattas and may not qualify for international competition.

16.2 Engine: Any engine minimum of 231 cid must be forced induction, 350 cid to 419 cid must be fuel injected (mechanical only no OEM) or must be multi carbureted running on methanol. All engines larger than 420 cid have no restrictions.

16.3 (NOTE: Competitors may apply to NASBA to have non-complying boats awarded limited status on a per season basis.)

16.4 Exhaust: Any exhaust allowed. Must meet individual track requirements. Track owners will notify the NASBA of any specific noise requirements 1 month prior to any race.

16.5 Jet Drive: Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

16.6 Fuel: Alcohol (methanol) fuel. Booster additives are not allowed. Any type gasoline allowed. Any boat using methanol must display a red “M” on each side of the boat. Letters must be at least 7 inches tall.

16.7 Special Regulations: Under certain circumstances, an existing Unlimited Class driver may be granted a waiver to run another lesser-class boat for that race only at the Referees discretion.