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Effective for Race Year: 2022

2022 Inboard Rule Change Proposal

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Date: 12-1-2021

Note: Proposals must be submitted to the Inboard Office by December 1, 2021 to be considered.

Save and E-mail completed form to: inboardracing@apba.org or melildon@yahoo.com

US mail to APBA Inboard Office, 8039 Stone Barn Dr, West Chester, Ohio 45069

Check all that apply:

General Safety Rule

General Racing Rule

Stock Class Technical Rule *

Modified Class Technical Rule *

Affected Class(es): Grand Prix

Specific Rule Information: [Note: All fields must be completed for consideration.]

Rule outlines heads for the Option 2 motor for the Grand Prix Class.

Author's VERY BRIEF Summary of Proposed Action:

I would propose to remove the provision that the heads must be purchased from Valleyfield Regatta Committee when they are readily available stock heads from a U.S. manufacturer: Dart.

Affected Rule:

48.6.4.10 Heads: Must be purchased through the Valleyfield Regatta Committee: Michel Poirier 450-371-6144 ext 223. Dart 355 pro only. CNC production purchased from Regates de Valleyfield. Heads will be bare and have the Regates de Valleyfield logo stamped on them. The stamp MUST be visible at all times. The letters MRV 2007 will be the official stamp of the GP class. Repairs to the head are permitted but they have to be certified and have the new spec sheet from the manufacturer

Proposed rule:

Dart BBC Pro1 24deg. 355cc CNC Heads only. Heads to be used as received by manufacturer and not to be modified.

Reason for change:

- 1) Availability of heads. A team would be at the mercy of one supplier should replacements need to happen quickly. With Covid and supply chain in crisis this to me is an unnecessary risk to mandate for a U.S. owned boat owner to have to purchase this from a foreign source when it is available right in our own back yard. There have already been instances where heads were not available for purchase.**
- 2) As an owner if I wanted to build an option 2 engine but still plan to run only in GPA none of the stamps and tracking would mean anything to me so why force me to buy something from Valleyfield when I can go to Dart or another U.S. or cheaper reseller.**
- 3) If the rule was put in to keep track of heads by HRL to make sure people are legal, there is nothing stopping someone from modifying Valleyfield heads just as someone could modify a head direct from Dart. In either case a protest with an engine teardown would have to happen to verify.**
- 4) The rule can stay in place in the HRL rule book and those who run with HRL can continue to follow, but my proposed rule modification should happen for APBA as APBA is not beholden to HRL.**
- 5) The rule change would not change the technical spec. or performance of the engine, it would rather just open up options for availability and supply for APBA members. HRL boats would still be legal to run at APBA events as well.**