

2013 SAFETY RULES FOR STOCK OUTBOARD, MODIFIED OUTBOARD AND PROFESSIONAL RACING OUTBOARD

The general safety and racing rules shall prevail in all situations not specifically covered in the Stock Outboard, Modified Outboard and Professional Racing Outboard Safety and Racing Rules. All rules for the 45SS class will be the same as the OPC SST-45 rules.

SAFETY RULE 1 • NEW DRIVERS

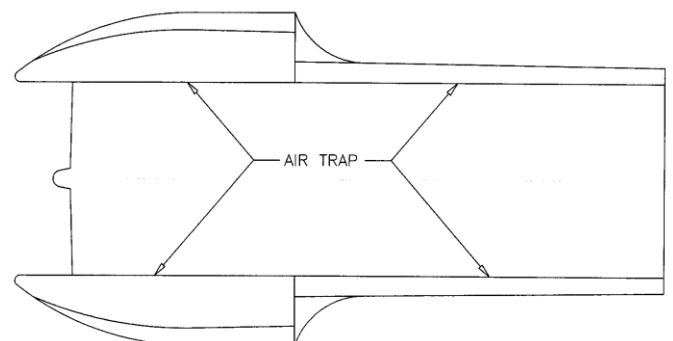
New drivers must, for ten (10) races, place a white cross (X) on their helmets, with the stroke of the X to be a minimum of 2 inches wide. The cross must extend from the front tip up over the top of the helmet to the back rim of the helmet, and from the left ear up over the top of helmet to the right ear. A new driver is any APBA member in good standing who has never driven a registered outboard powered boat in closed course competition heat racing. The new driver must be given an oral examination by the referee, assistant referee, or a person designated by the referee or assistant referee. The new driver must show knowledge of course racing rules before being approved to enter a race. Any new driver's first day of participation in competition must consist of at least one (1) heat of racing during a sanctioned event in which the new driver will drive in a position at the rear of the pack and be observed by the Referee and course officials. If the driver is not cleared for "open competition" at the end of that heat, he/she shall run an additional heat in the same manner until cleared by the Referee. In addition to the above, drivers in the KPH class having less than four prior races in APBA competition must start at the rear of the field. The helmet "X" requirement and the driving restrictions outlined above apply to all KPH drivers under the age of 12 regardless of any prior racing experience.

SAFETY RULE 2 • ALCOHOL CONSUMPTION

1. There shall be no alcoholic beverages consumed by any participant (those required to sign the insurance waiver) until 15 minutes after the final class of the day has been released from inspection. This time period may be extended by the referee or assistant referee.
2. Any driver filing a protest or appeal may not consume alcohol until action on the protest or appeal is concluded for the day.
3. The referee, assistant referee, and all members of the race committee may not consume alcoholic beverages until 15 minutes after the final class of the day is released from inspection. If a notice of an "intent to file" a protest or an appeal (see Racing Rules 15 and 16) is received, the referee, assistant referee, and members of the race committee may not consume alcohol until action on the protest or appeal is concluded for the day.

SAFETY RULE 3 • EQUIPMENT

1. All boats must have enough buoyancy, either natural or from use of flotation gear, to float the combined hull and motor. Boats with reinforced cockpits must have enough buoyancy, either natural or from the use of permanent flotation gear, to float the combined hull, driver, and motor if the boat is in a swamped state.
2. To prevent ingestion of water in the engine, all carburetors shall have a spray shield. Carburetor spray shields are not required for rear-facing carburetors or straightaway time trials. Hull cowlings and canopies may serve as spray shields provided they extend over the carburetor(s). In classes where engines are required to use a factory cowling, said cowling shall constitute a spray shield.
3. All boats must have an operational steering system. Steering cables must be attached to the steering bar with fully enclosed interlocking hooks; or by use of clevis and bolt, said bolt to be secured with cotter pin or wire. "S" hooks are specifically prohibited. Two cable clamps will be required at both terminations of the steering cable. Springs in the steering are permissible as long as they are looped with steering cable and clamped with two (2) steering line clamps. Steering cable anchors must be bolted to the boat. In PRO classes, backing washers or plates on the steering cable anchors must be at least 3/4" in diameter.
4. Any boat's plastic windshield or cowling must have a protective molding on the exposed edge.
5. All boats must have an automatic device to close the throttle when released by the driver. All engines required to use gasoline as fuel must be equipped with full carburetor butterflies. All boats will have an ignition cut-off (kill) switch accessible from the normal driving position. All boats without a reinforced cockpit will have a tether activated operational ignition cut-off switch. A tether-activated switch shall qualify as the ignition cut-off switch mentioned above. When activated, kill switches must cut off the ignition to all cylinders of the engine. The tether switch should be mounted forward of the driver and use a minimum length cord which at full extension from the switch must not touch the engine. The tether must be attached to the life jacket or wrist while racing. Taping of either cap or tether in a manner which interferes with the functional operation of the kill switch is prohibited. In a LeMans start, the tether must be attached before the engine is started.
6. Drivers must wear life jackets, helmets, eye protection and cut-resistant, wrist-length sleeves and cut-resistant, ankle-length pants at all times while on the water for the purpose of driving racing equipment. In closed course racing, when stopped on the course, the driver's helmet only may be removed when no other racing craft are underway anywhere on the course or when the driver's boat is tethered to a towboat. The helmet only may also be removed by drivers of stalled boats during point-to-point marathons. Helmet restraints are recommended for use in PRO and Stock Outboard racing. All PRO, SO and MO drivers must also wear impact/flak jackets, which may be worn separately or incorporated into the life jacket. The impact/flak material, whether in a separately worn impact/flak jacket or incorporated into the life jacket itself, will provide full coverage of the front and back of the torso. The intent is to provide impact/flak coverage of vital internal organs. Drivers in boats equipped with reinforced cockpits as defined in item 18 of this rule are exempt from the portions of this rule requiring impact/flak jackets and cut-resistant clothing. The referee or inspector has the power to prohibit the use of any helmet or life jacket that he/she determines to be potentially unsafe.
7. Each boat must be equipped with a device enabling it to be towed, such as a bow handle or screw eye capable of handling a rope.
8. If corrective lenses are required for a person to drive an automobile, they will also be required while operating a race boat.
9. A permanently fixed fin or fins may be used on the hull. With the exception of PRO runabouts, 750cc Mod Runabouts and 850cc Mod Runabouts, no boats raced in MO, PRO and SO may have a fin or mounting hardware that protrudes beyond the maximum beam of the boat. Turning fins and turning fin brackets on 750cc Mod Runabout, 850cc Mod Runabout, and PRO runabouts may not protrude more than one (1) inch beyond the chine of the hull where mounted, except when directly mounted to the transom. Any boat participating in PRO 125R, 175R, 250R, 350R, 500R, 1100R, 125H, 175H, 250H, 350H, 500H, 700H, or 1100H must have a fin or fin bracket bolted to the boat using a minimum of four (4) bolts.
10. Hulls used in SO, MO, KPH, OSY400, PRO C Service, and PRO C Racing classes may not utilize the following:
 - A. hull surfaces that are adjustable while underway



- B. fins that are adjustable while underway
- C. water brakes
- D. trim that is adjustable while underway (power trim)

11. Engines must remain firmly clamped and/or bolted to the transom at all times. Stock Outboard hulls utilizing reinforced cockpits with the driver harnessed in a seated position, may use a power trim system. If power trim is used, the propshaft depth shall be measured with the trim in the “full out” position.

12. All flywheel type self-energizing ignition systems with external exposed rotating magnets must have a 360° guard of sufficient strength and design to completely contain the magnets should breakage occur. Flywheel guards are not required on PRO motors when the magnets are manufactured as one piece, integral with the flywheel hub.

13. It is recommended that gearcases be maintained and contoured, if necessary, within class technical specifications. Gouges, breaks and hollows should be sanded or filled.

14. On the OMC A motors, safety wire must be in place on the steering bar-powerhead bolts. (unless locking nuts are used) Drivers will be warned once before being disqualified.

15. Unless the driver is restrained, the driver must be able to exit the cockpit without moving or removing any windshields, canopies or cockpit cowlings.

16. An annual technical inspection of all boats is required prior to competition. A sticker shall be affixed to any boat that meets all safety requirements. Such approval expires each October 31.

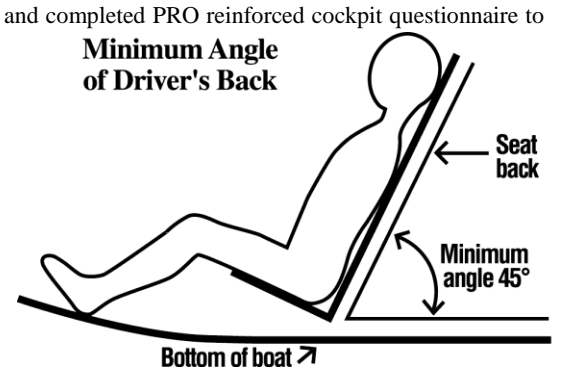
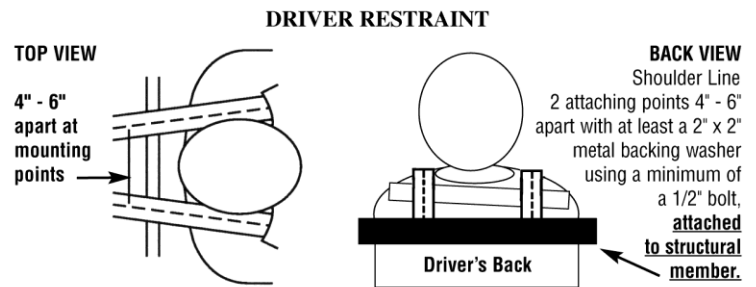
17. Sponsons on PRO hydroplanes shall not exceed 60% of the hull length. A sponson is defined as any projection from the outside of the air trap (see diagram) of a PRO hydroplane, for purpose of buoyancy, aerodynamic / hydrodynamic lift and stability while the hydroplane is underway.

18. Each PRO driver must carry a paddle in the boat at all times.

Any PRO driver in a stopped boat on the race course and not paddling to the inside or outside of the race course will be disqualified for the day. Drivers with reinforced cockpit boats are exempt from this rule.

19. REINFORCED COCKPITS—PRO classes. (Any PRO boat utilizing a driver restraint system shall have a reinforced cockpit according to the specifications below.)

- A. All 500ccH, 700ccH and 1100ccH boats will have reinforced cockpits with restraints. Step-ups, step-downs, and crossovers must conform to the reinforced cockpit requirements of the class entered.
- B. These rules provide only a minimum standard for reinforced cockpits. It is important that constructors continually develop and produce cockpits that exceed these standards.
- C. The manufacturer of any reinforced cockpit will submit his name (company name) and completed PRO reinforced cockpit questionnaire to the PRO Chairman before use of the cockpit in an APBA sanctioned regatta. The manufacturer’s name, date of manufacture, and serial number must be permanently affixed to the reinforced cockpit.
- D. The manufacturer will receive a letter of acknowledgement from the PRO Safety Committee, copies of which may be sent to the individual competitors.
- E. Any competitor driving, or passenger, in a registered reinforced cockpit design boat will be in a restraint system consisting of a minimum 6-point mounting design. Strap locations will be minimum two hip, two shoulder, and two crotch hooked together in a central release system activated (released) from the normal driving position. The use of a “lever-actuated” quick release system is mandatory. Belts shall be a minimum 2” width and made of polyester material. For the required placement of seat belts and shoulder harnesses to be used in a reinforced cockpit, see drawing.
- F. The boat must have enough buoyancy, either natural or from use of permanently attached flotation to float the combined hull, driver, and motor in a swamped state. Cockpit structure must also include permanent flotation capable of floating the cockpit, driver, engine and any other attached structures. Placement shall be in the closest possible location to the rear of the driver (cockpit) and the sides of the driver (boat). Two (2) pound per cubic foot, closed cell, U.S.C.G. approved flotation foam is recommended.
- G. All reinforced cockpits must include coverage over at least 50% of the top of the driver’s helmet with a minimum of 2” clearance above the driver’s head and coverage over at least 50% of the side of the driver’s helmet with the driver’s head in the furthest aft position, as an integral part of the cockpit construction. It is recommended in PRO hulls with restrained drivers in reinforced cockpits that there be 4” of head clearance above the helmet. Four-inch head clearance shall be required on hulls built after October 31, 2010. It is recommended that in a reinforced cockpit, an opening of at least nine (9) square inches be made in the seat/backboard, behind the driver’s helmet, so as to reduce the hydraulic effect on the driver in case of an accident.
- H. Minimum 1/4” (1/2” recommended) Ethofoam or other energy absorbing foam support completely around the inside of the helmet area to help prevent injury from the helmet hitting the cockpit.
- I. Reinforced cockpit boats using an electric fuel pump or fuel injection must have an additional centrifugal-force-actuated or inversion-actuated kill switch. This switch must be capable of disabling the engine ignition as well as the electric fuel pump, if so equipped, when the boat is upside down.
- J. Reinforced cockpit boats using full coverage canopies and/or cowlings must have both internal and external release capability for driver’s exit, as well as positive airflow ventilation. The canopy must have one or more external handles or handholds to facilitate opening of the canopy from the outside. All canopy-attaching hinges must have an easily removable hinge pin utilizing a pull ring, accessible from outside the cockpit. It is recommended that all canopy-attaching hinges also have an internal release mechanism.
- K. Left and right rearview mirrors are required. Each must be a minimum of eight (8) square inches. Mirrors are not required during kilo trials.
- L. No sharp edges or protrusions are allowed anywhere inside or around the entryway of the cockpit.



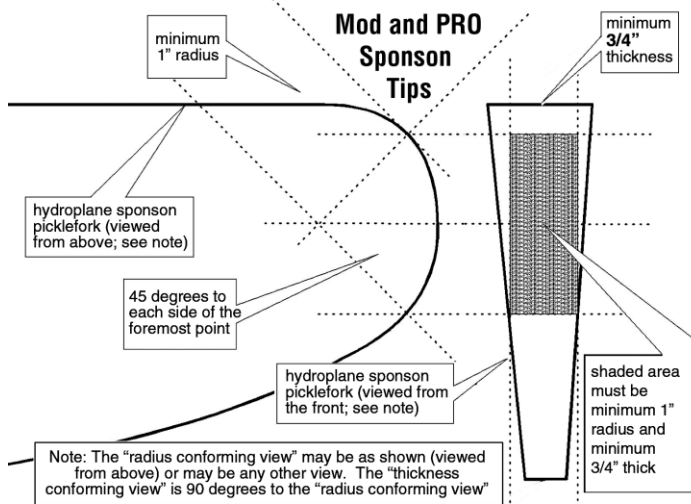
- M. The top of the front of the cockpit must be a maximum of 4" below eye level and so constructed as to deflect water away from the driver.
- N. A removable steering wheel is highly recommended, "spring loaded".
- O. As a guide, the following suggested construction methods have proven effective in racing:
 - Step 1. Gel coat mold and let dry.
 - Step 2. Apply 3/4 oz. glass mat and let dry.
 - Step 3. Apply layer of 6 to 9 oz. carbon fiber or S-glass, layer of 9 oz. Kevlar, layer of veil, and a layer of 3/8" Belco balsa core or equivalent density of foam.
 - Step 4. Apply a layer of veil, layer of 9 oz. Kevlar, layer of veil, and layer of 9 oz. carbon fiber. Vacuum bag and apply vacuum until fully cured.
 - Step 5. Cockpit should be laminated with epoxy resin or vinyl ester resin.
- P. Ventilation is required in the driving compartment to prevent fogging and in the aft compartment to prevent accumulation of fumes.
- Q. Drivers utilizing a reinforced cockpit must be restrained in a seated position. A "seated position" is defined as having the driver's chest and legs facing forward and no less than 45 degrees of angle between the driver's back and the bottom of the boat.
- R. Life jackets used in reinforced cockpit boats shall have adequate flotation for the driver.
- S. The use of an air supply system in reinforced cockpit boats is mandatory.
- T. Upon request of the Referee, drivers of reinforced cockpit boats are required to show written documentation of having completed supervised underwater cockpit escape training per the current criteria. Such written documentation shall be signed and dated by an APBA Referee or other APBA official having reviewed the training. Capsule training documentation shall be valid for the racing season in which the training was taken and also through the following racing season ending October 31. When training is completed during October, training documentation shall be valid for the racing season in which the training was taken and also the following two (2) racing seasons ending October 31. To avoid expiration, it is recommended that training be done annually.
- U. It is strongly recommended that all reinforced cockpit hulls be safety inspected each race day with an emphasis on minimum (2") helmet clearance.
- V. To the degree practical, the seating system, whether upright or reclining, should provide lateral support on both left and right sides. The driver should be positioned as far rearward and as close to the seat back bulkhead as possible. It is absolutely necessary, in the reclining position, to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seatbelt. In the reclining position, adequate padding is recommended under the buttocks to absorb impact.
- W. PRO hydroplanes with restrained drivers in reinforced cockpits must have a rollover lift bracket or eyelet permanently attached to the rear area of both sponsons. The bracket or eyelet must have at least a 3/4" hole and be strong enough to support the weight of the boat should it need to be righted for rescue purposes. The bracket or eyelet must be bolted to the hull with backing plate or washers. A port will be provided for inspection of internal backing plates, washers, or other reinforcements.

X. PRO hydroplanes with restrained drivers in reinforced cockpits must have a form-fitted seat. A custom fit foam-beaded seat is recommended. The purpose of a seat: to work with restraint belts connecting driver's body securely to the cockpit, thus creating minimal movement between the cockpit and the body, spreading the impact load over the body, thereby reducing the chance of local loading and injury.

20. All MO and PRO hydroplane hulls shall have a construction date permanently affixed to the inside of the transom in a location easily visible to the Inspector. (If the actual construction date of a hull is unknown, a one-time declaration of a construction date (month and year) may be permanently affixed by the owner or driver to the inside of the transom.)

21. Modified Outboard, Stock Outboard and PRO Hydroplane Pickleforks and Cockpit Noses

A. MODIFIED AND PRO: On all MO hydroplane hulls built after October 31, 2007 and all PRO hydroplane hulls built after October 31, 2008, the foremost points of the pickleforks shall have a minimum radius of 1" in one view. This minimum radius shall extend at least 45 degrees to both sides of the foremost point. At 90 degrees to this radius conforming view, the foremost points on the picklefork will have a minimum thickness of 3/4". This minimum thickness shall extend at least 45 degrees to both sides of the foremost point. (See diagram.)

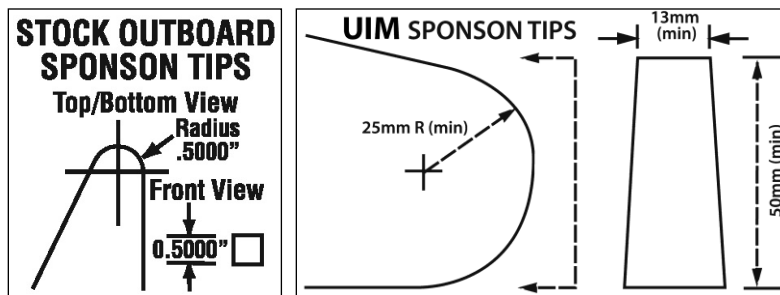


1). All MO hydroplane hulls built after October 31, 2007 and all PRO hydroplane hulls built after October 31, 2008 where the cockpit nose extends forward of the body of the hull, shall have a cockpit nose that conforms to the same requirements for shape as the picklefork foremost points described in paragraph A above.

2) Half oval aluminum rub molding may be used around the foremost points of PRO and MO pickleforks and cockpit noses, provided the molding is at least 1/2" wide.

3). Pickleforks and cockpit noses that conform to UIM specifications are also legal in PRO (See UIM SPONSON TIPS diagram).

B. STOCK OUTBOARD: All Stock Outboard hydroplane hulls shall have the foremost point of the sponsons and cockpit nose (where applicable) with a radius (from top and/or bottom view) of no less than 1/2". Within the defined radius, at no point shall the thickness be less than 1/2" (from front or side view). (See figure.)



1) On boats equipped with breakaway pickleforks and breakaway cockpit noses that meet a laminate thickness of no more than 1/16" or 1.5 mm, the breakaway part must contain no material other than the outer shell. The boat must also provide a way for inspection. The collapsible section must be a minimum of 3" and have a bulkhead at the start of the non-breakaway part of the sponson.

22. Rules 3.20 and 3.21 do not apply to hulls that conform to runabout specifications, conventional round-nose hydroplane hulls without pickleforks or cockpit noses that extend forward of the body of the hull, or tunnel hulls that conform to OPC specifications for collapsible sponson noses. Such Stock Outboard hulls are exempt from the radius part of this rule but must still meet the 1/2" thickness requirement.

23. PRO and Stock Outboard Cockpit Sides

A. It is recommended that open cockpit PRO hydroplanes meet UIM minimum requirements (see UIM rule 522.02) for reinforced cockpit sides.

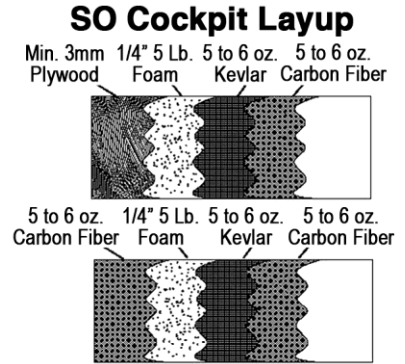
B. It is recommended that Stock Outboard cockpit sides should be reinforced. The recommended laminate to reinforce cockpit sides (*from outside layer in*)

For composite cockpit sides: For cockpit side containing wood:

- 5 to 6 oz. carbon fiber
- 1/4" 5 lb. foam core
- 5 to 6 oz. Kevlar
- 5 to 6 oz. carbon fiber
- Min 3 mil plywood
- 1/4" 5 lb. foam core
- 5 to 6 oz. Kevlar
- 5 to 6 oz. carbon fiber

24. All laydown Modified Outboard boats shall have left and right mirrors positioned in such a way that they allow rear vision from the driving position. Each mirror must be a minimum area of six (6) square inches of reflective surface. Mirrors are not required during kilo trials.

25. Stock Outboard engine cowlings will be securely attached to prevent loss during competition. Cowlings which come loose or fall off during a heat will result in disqualification. This shall not apply to boats which have flipped, or which have been struck by another boat during that heat. Under no circumstances shall an engine supplied with a motor cowling be run without its cowling. A violation of this rule will result in a disqualification from the heat.



SAFETY RULE 4 • ENGINE MOUNTING HEIGHTS

1. The following classes have limitations on where the engine's propshaft may be mounted. 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). With the exception of KPH, this rule does not apply to boats running in Kilo Trials.

<i>Class</i>	<i>Propshaft Depth</i>	<i>Class</i>	<i>Propshaft Depth</i>
KPH	1-3/4"	CSH	3/4"
ASR.....	1-3/8"	DSH	
BSR.....	1-3/8"	(with Mercury or Mariner).....	0"
25SSR		(with Bass/Tohatsu)	1/2"
(with Mercury)	1-3/8"	20SSH	1/2"
(with Hot Rod or Sidewinder 20S) ..	1"	(with Sidewinder 20S).....	1"
(with a Yamato 102 or 302)	3/4"	25SSH	1/2"
CSR.....	3/4"	302SSH.....	1-3/8"
DSR.....	3/4"	200cc Mod Hydro	1-3/8"
Stock Outboard Classic	3/4"	200cc Mod Runabout.....	1-3/8"
ASH	1-3/8"	350cc Mod Runabout	
BSH.....	1/2"	(with Mercury 25XS engine)	1"

2. In ASH and 200cc Mod Hydro, the difference between the propshaft location, as measured at the aft end of the propshaft, and the foremost end of the gear case and the planing surface, as measured at the split line of the gear case, shall not exceed 1/2".

3. In 302SSH, the engine may not be tucked more than 1/2". Since there is no gear foot center line as in the OMC A engine a common kick out checking tool will be used that can be attached to the prop shaft. Two measurements are required to determine the amount of tuck.

The two measuring points will be:

- 1) The trailing edge of the boat bottom (planing surface) to the top of the tool
- 2) The boat bottom (planing surface) to the top of the tool measured 11 1/2" forward from the trailing edge. By subtracting those two measurements, the maximum allowable difference between these two measurements is 1/2".
- 3) An inspector is also permitted to use a digital angle gauge if desired. The maximum amount of tuck allowed will be 3 degrees .
- 4) The planing surface is defined as the lowest wetted surface of the hull at the aft end of the boat forward excluding air traps.
- 5) In situations where there is a tunnel built into the bottom of the boat, the measurement will be made by bridging the tunnel with a straight edge to show the lowest wetted surface of the bottom.
- 6) Also, the leading edge of the gearfoot (nose cone) may not be closer than 5" to the trailing edge of the bottom of the boat.
- 7) Consequently, the procedures and/or tools used by the Inspector to measure these restrictions shall be deemed the procedures and/or tools for the day.

4. The following classes have limitations on where the propeller may be mounted. The propeller height is defined as the maximum distance that the propeller blade may extend above the bottom of the boat. The boat bottom is measured from the true bottom, i.e., it not measured from any tunnel. The maximum propeller height restriction applies to all racing, including straightaway trials.

<i>Class</i>	<i>Maximum Propeller Height</i>	<i>Class</i>	<i>Maximum Propeller Height</i>	<i>Class</i>	<i>Maximum Propeller Height</i>
CSerR with OMC Speeditwin motor	1"	CSerR with Johnson motor	1-1/4"	CSerH with Johnson motor.....	1-5/8"
CRacH	2-1/4"	CSerH w/OMC Speeditwin motor	1-1/4"	CRacR	2"

SAFETY RULE 5 • OPERATION

1. Locked throttles are prohibited in competition. While getting on plane, drivers must keep one hand on the throttle and one foot in the cockpit. No driver may assume a driving position which requires that he/she remove his/her hand from the throttle. A foot throttle may be used in lieu of a hand throttle, but it must be operated in the manner described for hand throttles. While racing, one knee must remain below the top of the cockpit at all times, unless the driver is in a sitting position. While racing, standing in the boat or sitting on or straddling the engine are specifically prohibited. The final decision regarding driving safety will be decided by the Referee and Race Committee.

2. No motor shall be started when affixed with a propeller, nut, washer or pin — any part of which is out of the water — unless it is hand held over the water prior to a launch. Boat stands are permitted for this function only if they are specifically designed as launching stands. For the purpose of testing or warming up, motors with propellers affixed may be started under the following conditions: The boat must be on a secure stand or dolly with the bow pointing directly towards shore, and adequate warning must be given to participants nearby prior to startup. Engines required to use gasoline as fuel must have at least half of the propeller in the water. Violation of this rule will result in the driver's disqualification for the remainder of the day from the class in which the infraction occurred. This prohibition shall not apply during the five minutes immediately preceding the start of a race using a "jetty" or "modified LeMans" start. In PRO classes, this prohibition shall not apply to alcohol-fueled boats provided the propeller is over the water and adequate warning is given to nearby participants prior to start-up.

3. OVERLAP

- A. OVERLAP— SO and MO classes. When there is less than one boat length of open water between a leading boat and a following boat, an overlap is established. In a position of overlap, the following rules shall apply:
- 1) The front boat shall not alter its course across or into the established path of the rear boat.
 - 2) The outside boat must give the inside boat room to clear any course marker.
 - 3) Any violation of the overlap rules listed above will result in the disqualification of the offending driver for the heat.
- B. OVERLAP—PRO classes. An OVERLAP is established only when two boats are on the same course or approximately the same course and the cockpit of the overtaking boat is even with the cockpit of the overtaken boat. The following rules shall apply to an overlap.
- 1) The lead boat has the right of way until an overlap is established.
 - 2) A safe overlap is the responsibility of the overtaking boat.
 - 3) Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course markers.
 - 4) The overtaking boat cannot force an overlap after the lead boat has begun to alter course to negotiate a turn.
 - 5) Any violation of the overlap rules listed above will result in the disqualification of the offending driver for the heat.
- C. SAFE LANE—PRO classes: Any boat that has overtaken another boat on the race course must leave a safe lane for the overtaken boat. Determination of a safe lane shall be at the discretion of the Referee without need of protest from the overtaken driver.
4. Drivers or riders shall not drag feet, legs, hands, or arms through the water to aid in turning.
 5. The chief referee or assistant referee must meet with turn judges to instruct them of flag and safety procedures.
 6. No driver shall leave the pits after the one-minute signal has been given. Violation of this rule will result in a disqualification for the day from the class in which the infraction occurred.
 7. Any driver who is off-plane at the start of the race or during the race and pursues a position on the race course in an unsafe manner shall be disqualified for the heat. 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.
 8. PRO class boats may make tight circles in areas designated by the Referee at the Drivers' Meeting.
 9. In PRO classes, radio spotters (on-shore radio operators who communicate with a driver during a heat) must be APBA members and must attend the drivers' meeting.
 10. At the drivers' meeting at a race with PRO reinforced-cockpit (capsule) classes, the Referee will instruct the drivers of those classes as to the milling procedures for that specific race. It is recommended that reinforced-cockpit drivers continue around the course until the 1-minute gun. Drivers violating the Referee's instructions shall be disqualified for that heat.

SAFETY RULE 6 • TESTING

Junior Hydro, Junior Runabout and K PRO Hydro drivers must be given separate testing time, aside from all other classes.

SAFETY RULE 7 • ACCIDENTS/FLIPS

1. A blue and white flag or blue and yellow flag shall warn drivers of a flipped boat or other obstructions on the race course. Blue and white or blue and yellow flags will be displayed from the judges stand and patrol boats.
2. If a reinforced cockpit boat overturns, the heat must be stopped immediately. If a reinforced cockpit boat stops on the race course, the driver must lift the boat's canopy, if any, and give an OK signal with clasped hands over the head or the race will be stopped.
3. If a driver of a non-reinforced cockpit boat enters the water, the heat shall be stopped unless the driver is clearly out of danger.
4. Turn judges, race committee, referee, or assistant referee have the authority to stop a heat. If the lead boat is on the final lap, the order of finish shall be determined by the order of finish of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored.
5. The heat must be stopped if a JH, JR, or KPH driver goes into the water prior to the final lap of any heat. During the final lap of a heat, the heat shall be stopped if a JH, JR, or KPH driver goes into the water unless the driver is clearly out of danger.
6. It is recommended that the referee or inspector require any boat that has flipped or was involved in an accident be re-inspected for safety before further competition in that boat.
7. Whenever an accident occurs that requires a PRO driver to be examined at a hospital or receive medical attention at the race site, the chief referee in conjunction with the race medical director must approve continuance of the driver's participation that day. (Medical attention at the race site is defined as receiving medical treatment from the race committee's contracted medical services. The race medical director is the senior member of the contracted medical staff.)

SAFETY RULE 8 • COURSES

1. It is recommended that the race committee or referee check the depth of the water on a race course prior to the start of the race and take necessary precautions when reinforced cockpit boats are scheduled.
2. The race course shall be marked with soft buoys that do not damage, deflect or upset boats.
3. In laying out courses, race committees are urged to take into consideration the safety of the contestants with regard to obstacles, traffic and

other dangers. It is recommended that the distance from the starting line to the entrance buoy of the first turn be at least 1000 feet where possible.

4. At Stock Outboard national championships, the distance from the starting line to the entrance buoy of the first turn shall be at least 1,000 feet. If, due to extenuating circumstances, it is not possible to meet this criterion, the race committee must have approval by the majority of commissioners present to waive this rule.

SAFETY RULE 9 • AGE REQUIREMENTS

1. The age minimum requirements by class shall be as follows. Age shall be determined by the birth date.

<i>Class</i>	<i>Min. Age</i>	<i>Class</i>	<i>Min. Age</i>	<i>Class</i>	<i>Min. Age</i>	<i>Class</i>	<i>Min. Age</i>
ASH.....	14	45SS	16	750cc Mod R.....	16	175R.....	16
BSH.....	15	200cc Mod H.....	14	850cc Mod R.....	18	250R.....	16
CSH.....	16	250cc Mod H.....	14	KPH.....	11	350R.....	16
DSH.....	18	350cc Mod H.....	16	OSY 400.....	14	500R.....	18
20SSH.....	15	400cc Mod H.....	16	125H.....	14	1100R (driver).....	18
25SSH.....	16	500cc Mod H.....	16	175H.....	16	1100R (rider).....	16
302SSH.....	14	750cc Mod H.....	16	250H.....	16	CSerR.....	14
ASR.....	14	850cc Mod H.....	18	350H.....	18	CSerH	14
BSR.....	15	200cc Mod R.....	14	500H.....	18	CRacR	16
CSR.....	16	250cc Mod R.....	14	700H.....	18	CRacH	16
DSR.....	16	350cc Mod R.....	16	1100H.....	18		
25SSR.....	16	500cc Mod R.....	16	125R.....	14		

2. K PRO Hydro drivers may not compete in this class after the end of the racing season in which they turn 16 years of age.

SAFETY & RESCUE TEAM CRITERIA

SAFETY & RESCUE RULE 1 • PERSONNEL AND STAFFING

1. When any race boat is on the course, each rescue boat on the water shall have personnel on board consisting of a boat operator and at least one other person. It is recommended that one person in each rescue boat be an emergency medical technician (EMT).
2. Alcohol and non-prescribed drugs are prohibited on any rescue boat. Caution should be exercised to insure that prescribed medications do not alter the rescuer’s ability to perform his/her duties.
3. The Race Director, Referee, or Assistant Referee shall have the discretion to place a rescuer off duty if he or she determines that the rescuer is not performing effectively or is endangering their own or others’ safety.
4. Rescue boats should not have excessive personnel on board during the race. The number of individuals on board should be limited to the number required to carry out assigned functions.
5. When boats with reinforced cockpits are running, a minimum of two divers are required. These divers shall be in different rescue boats, which shall be located at different ends of the race course. Divers shall be fully suited and ready to enter the water whenever a boat with a reinforced cockpit is on the water.

SAFETY & RESCUE RULE 2 • EQUIPMENT

1. At least two rescue boats are required at each regatta.
2. Each rescue boat must contain:
 - A. A personal flotation device (PFD) for each occupant
 - B. Communication equipment sufficient to ensure adequate communication between rescue boats, turn judges, and the judge’s stand
 - C. A rigid body immobilization device such as a backboard or Stokes basket
 - D. A fire extinguisher.
2. Each rescue boat should contain:
 - A. A device capable of cutting cut-resistant clothing. Recommended devices are a razor and/or Exacto knife and EMS Trauma Shears
 - B. Belt cutters or knives (when boats with reinforced cockpits are running)

SAFETY & RESCUE RULE 3 • OPERATION PROCEDURES

1. Rescue boats must be on the race course at all times while race boats are on the water.
2. Rescue boats shall be operated in such a manner as to avoid creating wakes except under emergency response conditions. During emergency response conditions, the heat must be stopped.
3. Rescue boat personnel shall meet with the Race Director, Referee, Assistant Referee, or their designee for instructions prior to the beginning of each sanctioned event. All rescue boat personnel shall be instructed in the meaning of signal flags, driver hand signals, how to conduct themselves, their position on the course, what to watch for, and how to respond in case of emergency.
4. Rescue personnel shall immediately advise the judge’s stand if, in their opinion, any unsafe course conditions exist.
5. All potentially injured racers shall be lifted from the water in as nearly a horizontal position as possible on a rigid body immobilization device.
6. The rescue boat operator has full responsibility for the safe operation of the rescue boat at all times. The safety of rescuers and racers is his/her responsibility. The operator should be aware at all times of potential hazards in the water, including racers and rescue personnel. Speed of transport of a patient to onshore care should be determined in concert with the rescue person in charge of the patient.
7. The judge’s stand should conduct radio checks with rescue crews. Radio communication during actual rescue should be kept to a minimum. Race officials should bear in mind that rescue crews need to focus on the injured driver during the rescue.
8. Safety and rescue equipment should be inspected prior to each day’s racing by a referee designee.

2013 RACING RULES FOR STOCK OUTBOARD, MODIFIED OUTBOARD AND PROFESSIONAL RACING OUTBOARD

RULE 1 • GENERAL

1. Only a regular member club of the APBA may conduct APBA races.
2. In order to be eligible to compete in the races sanctioned by the APBA an individual must:
 - A. Be a racing member in good standing of the APBA.
 - B. Be a member in good standing of a member club of the APBA. (Participants in special events are exempt from this requirement.)
 - C. Register with the APBA National Headquarters for the class or category in which they intend to compete.
 - D. Show their current APBA membership card and club membership card (if required) to the local registration official when filing their entry or checking in at a regatta. Regardless of the class entered, the motor manufacturer, piston displacement and the class entered must be clearly specified on the entry blank filed at the regatta.
 - E. Display an official racing number and meet all technical requirements of the class entered.
3. Racing for MO, PRO and SO classes shall be governed by the By-Laws of APBA. All rule changes shall be governed by By-Law Article XII, Section 12.7.
4. Racing for each category's classes shall be conducted under the supervision of that category's racing commission. Subject to the provisions of the by-laws of this association, the decisions of the commission shall be final in all matters pertaining to the interpretation of the rules for its classes. Each commission shall serve as an appeal board for owners, drivers, referees, inspectors, and Race Committees. A technical committee shall be appointed by each category to advise the category's commission on all matters of a technical nature.
5. The driver is responsible for the actions of his/her pit crew and family. The driver shall be subject to disciplinary action for the actions of pit crew and family.
6. Each category's commission shall have the power to review any and all paperwork resulting from its races and time trials and shall have the power to correct any errors up to 90 days after the event.
7. A minimum dress code shall be observed by all PRO drivers. The minimum requirements are a shirt with racing identification and long pants or uniform shorts. (Long pants are required while testing or racing.) At the sponsor's request, MO and SO drivers shall wear uniforms consisting of a minimum of long pants and shirts with racing identification. Such a request must appear on the race circular.
8. MO and SO drivers may utilize radio communication. In PRO classes, radio communication with the driver is not allowed except in classes that require reinforced cockpits as defined in Safety Rule 3, item 18 (500H, 700H, and 1100H).
9. With the exception of participants in Stock Outboard marathons, no driver may receive outside assistance or supplies prior to the completion of a heat unless prior consent is given by the referee.
10. Any driver that is disqualified in a PRO class for any violation of starting, driving and/or course rules shall be placed on mandatory suspension. Said suspension shall be for a period of twenty-four hours beginning at midnight of the last day of the regatta at which the disqualification was made.
11. Stock Outboard Racing is a form of affordable, amateur, outboard powered racing, achieving maximum recognition and reasonable awards for successful competitors. Our objective is to have competitive equipment, commercially available to all competitors on an equal basis. We wish to promote this sport on a national level and support it on a local level, giving safety a foremost consideration. We will achieve this mission by:
 - Having a clearly defined set of rules. However, the General Racing Rules shall prevail in all situations not specifically covered in the Stock Outboard rules.
 - Legislating up-to-date safety equipment, requirements, rules and standardized interpretation.
 - Having fair, impartial and trained judges and officials.
 - Cooperating with engine manufacturers to meet our mutual goals and needs.
 - Effecting a competent inspection procedure to avoid any unfair advantages.
 - Promoting the sport to encourage new competitors to join.
 - Promoting responsibility and participation of all members.

RULE 2 • REGATTAS

1. The Referee and Inspector must be chosen from the lists of Referees and Inspectors, approved by the appropriate category chair and region chair.
2. Any owner who permits a non-member to race his or her equipment in a sanctioned regatta shall be suspended for thirty (30) days.
3. In the event a driver cannot attend a Drivers' Meeting because of extenuating circumstances, it shall be the privilege of the Referee to permit the driver to be excused. Any driver who answers for an absent driver at the drivers' meeting shall be disqualified for the day.
4. In the SO and MO classes, the same boat and motor must be used in all heats of a race where points of a heat are counted in the final standings. It shall be legal to change engines between elimination heat and/or final heats only if there is irreparable damage to the engine. However, the contestant must notify the Inspector, make proper notification and registration prior to the finals at the registration stand, and present both engines to the Inspector for inspection immediately following the final heat. It shall not be legal to change boats between elimination heats and/or final heats unless the boat is deemed damaged and unsafe by the Inspector or Referee. Drivers in different qualifying races or heats may not use the equipment previously used in qualifying for the same event. At the PRO National Championship Regatta, the engine or the boat may be changed between heats, but not both.
5. Where so specified by the local Race Committee, all races shall be conducted in such manner that the noise of the unmuffled exhaust shall be confined to the time of the race, or within such time limits as the Race Committee shall specify. The race committee, referee, or assistant referee shall have the power to discipline any driver who violates this regulation.
6. At least one qualified turn judge approved by the Referee shall be required in each turn. All turn judges should be APBA members. The Referee will review the proper interpretation of the overlap rule prior to the start of the race. All overlap violations will be called by the turn judges and/or Referee. All disqualifications will be carefully reviewed by the Referee.
7. Entries:
 - A. Races for each PRO class shall be run separately, but motors of a lower class may be used in a larger class unless otherwise provided by the Race Committee. Equipment legal in MO and SO classes may enter in its equivalent PRO class; the driver must be registered in the PRO

class entered. For record attempts, National Championships and Divisional Championships, hulls must meet PRO dimensions for the PRO class entered. At local races, MO and SO hulls, meeting the equivalent SO and MO hull specifications, entered in a PRO class, need not meet PRO hull dimensions.

B. Step-ups are allowed in MO; there must be three legal entries, not including step-ups, in a MO class in order for High Points to be given.

C. There shall be no step-ups in SO classes. Each SO class run at a regatta must consist only of boats eligible for that class. SO classes may be combined, but must be scored separately.

8. Boats shall race without handicap or time allowance, unless the race specifically is designated as a handicap race. No record made in a handicap race may be claimed as an official record.

9. Special races run under restrictions other than those embodied in these rules may be included in the program when announced as such in the race circular, but no official record shall be allowed for speeds in such races. Marathon races for MO and PRO classes shall be counted as special races. (See Rule 11 below for SO marathons.)

10. The race for each class shall consist of up to three (3) heats. The maximum number of boats competing in any heat shall be determined by the Referee after consulting with the racing Commissioners present. SO and MO classes, the maximum number of boats allowed to participate in any closed course heat shall not exceed twelve (12); this twelve (12) boat maximum does not apply to marathon races. Due consideration shall be given to safety at the particular course. The maximum number of boats need not be the same for every class.

11. If the total number of entries exceeds the number determined to be safe for the race, this number shall be separated into elimination heats by drawing lots. Secondary qualifying heat(s) may be run for all those entrants not previously qualified to fill the field to its announced maximum. In the event a secondary qualifying heat is run, no points will be awarded for the secondary qualifying heat. When elimination heats do not result in a full field for the final heat, the race committee shall fill the field by selecting additional boats in the following sequence:

A. Boats which finished an elimination heat but not high enough to qualify, in order of least recorded time.

B. All other boats that were entered in the race except those previously disqualified from the class.

C. If the boats in the last group (B) overflow the field, the exact number is to be selected by lot.

12. The local Race Committee may run one-heat races provided that notice has been given to drivers on the race circular. If circumstances beyond the control of the Race Committee develop, they may also run a one-heat race. This rule does not apply at the Nationals where the appropriate category chair must give approval.

13. Each heat shall be a maximum of approximately five (5) miles and shall be a minimum of three (3) laps. However, the Referee is empowered to reduce the number of laps if, in his/her judgment, such action would be in the best interests of the race sponsor and the drivers.

14. It is permissible for the race committee to schedule and run two races for any class or classes it chooses on any single day so long as the same is published on the circular. However, if the race committee determines that inclement weather or other circumstances warrant, the second race may be cancelled by the race committee.

15. When three races are run in two days, 50% of the participating classes scheduled must be scheduled on the second day.

RULE 3 • RECORDS

Records in SO, MO and PRO classes shall be awarded as follows.

1. Competition records of five (5) miles shall be established on surveyed courses laid out in laps measuring one and one quarter (1-1/4), or one and two thirds (1-2/3) miles and recorded separately. (PRO classes may not set records on a 1-2/3 mile course.)

2. Three (3) mile records shall be established on a 3/4-mile course, 4 laps. The 3/4-mile course will be required to use the layout supplied by APBA National Headquarters. SO, MO and PRO classes may also establish competition records of three (3) miles on a surveyed course of one (1) mile per lap and recorded separately. (As PRO class records transition from 5 lap / 5 mile to 3 lap / 3 mile records, in order to set the initial 3 lap / 3 mile record in each class, the average speed must equal or better the previous 5 lap / 5 mile record speed multiplied by 1.003.)

3. With the exception of straightaway records, in order for a driver to qualify for a record, there must be a minimum of four (4) bona fide starters in the heat. For PRO classes, there shall be no requirements on the number of finishers in the heat or the timing of the finish of any boat in the heat relative to another boat in the heat.

4. For MO and SO classes, straightaway records shall be set over a one (1) kilometer course. Stock Outboard shall also recognize one-quarter (1/4) mile straightaway records. These record events must be run in the same manner as kilometer records except with the one-quarter mile distance and the entrant must run the equipment in "competition set-up". PRO classes may run for straightaway records over both one kilometer and one mile courses. However, only one straightaway record will be recognized for a particular PRO class, either for the mile or the kilometer, whichever is the faster record.

5. There shall be no records for lap speeds.

6. A record can be claimed only for the class for which the race is scheduled and only by a boat and motor of this class.

7. If two records are established in the same class within a four-day period, the fastest record will be approved, regardless of the time difference between the two records.

8. Upon request, the appropriate commission will sanction and supervise time trials for any UIM racing class or classes. In such case, UIM rules will apply.

9. The highest speed attained in a class at each event which equals or betters the previous record speed multiplied by 1.003 shall qualify a driver for a record, provided the driver and the equipment meet all other requirements for that class.

10. All current APBA records for the 500ccH, 700ccH, and 1100ccH classes will be grandfathered. To establish a new record, the driver must establish a speed that exceeds 95% of the grandfathered record. Once a new record for a particular course is established, it must thereafter be broken by the previous speed multiplied by 1.003. (This rule shall be deleted as soon as new records are established for 500ccH, 700ccH, and 1100ccH.)

11. For regattas where PRO records are contested, the Referee, Scorer and Inspector must be selected from a list prepared by the PRO Commission. Referees at Kilos are exempt from this requirement.

12. All current SO records are grandfathered as of 2012. To establish a new record, the driver must establish a speed that is 95% of the grandfathered record. Once a new record for a particular course is established, it must thereafter be broken as set forth in the APBA General Racing Rules. Any record set at 95% of the old record would not be eligible for Hall of Champions "bonus" points.

13. All 302SSH straightaway and competition records will be in the competition set up. Straightaway record events that have less than three entries must have a minimum of three authorized 302 propellers to draw from. Those drivers establishing the first approved record will not receive APBA Hall of Champions bonus points if qualified for the HOC.

RULE 4 • START & FINISH

1. At all races a preparatory signal shall be given three (3) minutes before the start of the heat and, at this time, at the judges stand, a green flag will be displayed. The race committee may extend the period prior to the start of the heat to four or five minutes for some or all classes if local conditions warrant. Additionally, at non-championship races and Divisional Championship Races a “short” three-minute period (less than three minutes) may be used when announced at Drivers Meeting and all boats entered in that heat are on the course, planed off and in the milling area.

2. There shall only be one (1) start per heat. Boats crossing the starting line during the last thirty (30) seconds before the start shall be disqualified; this time period may be shortened by the referee when local conditions warrant. Any boat passing the 500’ marker during the last fifteen (15) seconds before the start is committed to the start and must maintain a straight line; this time period may be shortened by the referee when local conditions warrant.

3. The start shall be final, even if there is only one (1) legal starter. In the event there is no legal starter, the heat shall be cancelled.

4. With the exception of divisional and national championship closed course regattas, “Jetty” or “modified LeMans” starts are permitted if so specified on the race circular. The contestants participating in a jetty start will be assigned starting positions by lottery. Prior to the start signal, all engines will be stopped and the boat attended by no more than three crewmembers. A preparatory starting signal will be given. A member of the race committee will start the race by waving a flag. Either a crewmember or driver may start the engine. If the engine does not start on the first attempt, the crewmembers may receive additional assistance.

5. With the exception of divisional and national championship closed course regattas, “flag” starts are permitted if so specified on the race circular.

6. A heat may be cancelled if fewer than three (3) boats cross the starting line except when a previous heat in the race has been run. However, if the first heat of a race is started with at least three (3) bona fide starters, a rerun of that heat must be run if there is at least one (1) bona fide starter. If a previous heat for the class has been run, any subsequent heat shall be cancelled only if no bona fide starters cross the starting line or if all boats cross the starting line before the gun.

7. A legally started heat cannot be cancelled. In the event that a stoppage of a heat is necessary and the lead boat is on the final lap, the order of finish shall be determined by the order of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored. If the lead boat is not on the final lap, the heat must be restarted and cannot be cancelled unless there are no legal starters.

8. The referee may call for the restart of a heat under the following circumstances:

A. if officials or their equipment have performed in error,

B. if officials have failed to record those boats jumping the gun, or

C. due to the stoppage of the heat caused by an accident or other on-the-course issue. Should a restart be required due to a stoppage, all boats that are responsible for the stoppage of the original heat, or any restart of the heat, may not participate in any restart. All other drivers entered in the original heat, including gun jumpers, may participate in any restart. In MO and SO classes, drivers who committed a driving infraction (other than jumping the gun) may not participate in any restart.

This rule is in effect from the time boats entered in the original heat leave the pits until a winner is established.

9. All races shall have a photographic start. In the event that a snapshot is taken, all races must have at least one camera electronically synchronized with the starting clock. In the event that a video camera is used, the video must record the moment when the starting clock reaches zero (0). The camera shall be aligned with the starting line markers as the drivers’ reference point exists. If the markers shift, the camera should be trained upon the point actually used by the drivers to determine the location of the starting line. Use of the camera is purely an “aid” to those who “call” the start. Upon request, pictures of the start are required to be shown to the drivers’ representative. In the event of a camera or film failure, the Referee will, with the assistance of the Race Committee, render the necessary decision. At Stock Outboard Divisional and National Championships, in the event of a camera or film failure, the heat should be re-run.

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

11. For a Stock Outboard entry to be scored, an entry must finish as a result of engine power. Marathon racing is excluded.

RULE 5 • COURSES

1. It is recommended that there be a minimum of four turn markers in each turn.

2. Floats used for finding anchors or ropes are not racing markers.

3. The driver of a boat which damages or dislodges a buoy, and causes damage which requires race-delaying attention by the race committee, shall be disqualified for that heat.

4. The starting line must be marked with two (2) buoys. One of these starting buoys serves as an inside course marker, the other serves as the outside course marker.

5. When not otherwise specified, all marks shall be passed on the driver’s lefthand side. Any contestant who fails to turn a mark may validly continue in the heat, provided the contestant returns to the mark and passes it in the proper manner and then continues his course. Running an extra lap shall not constitute a fair turn.

RULE 6 • RACING NUMBERS

Each racing member owning a boat or boats shall annually request National Headquarters to assign him/her a racing number for each category raced. This number, or numbers, shall be valid for the current membership year. The racing member will use these numbers on all boats of all classes which he or she may enter in given category’s races. The racing number shall consist of a letter designating the geographic section of the country where the owner resides and an assigned number. The assigned number shall range from 1 to 999. The official racing number must be displayed on both sides of the boat in accordance with the following procedures:

1. Hydroplanes shall be affixed with vertical numbers on both sides of the boat. Numbers must be a minimum of six (6) inches in height and one (1) inch stroke where space permits and shall be black on white or white on black. The background must be solid. There shall be at least one (1) inch background border around each number and letter, where space permits. There shall be a minimum of one (1) inch spacing between each number and letter, where space permits.

2. In addition to vertical numbers and letters, it is recommended that hydroplanes have deck numbers and letters. These deck numbers should be placed on a solid background that contrasts strongly with the color used for the deck numbers.

3. PRO runabouts shall be affixed with numbers of a color that strongly contrasts with the background. The figures and letters shall be not LESS than 10 inches in height and the stroke not LESS than 1-1/2 inches wide, if space permits. These numbers must be affixed to both sides of the boat.

4. Runabouts used in MO and SO 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 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.

5. It shall be the driver's responsibility to make the numbers legible. The numbers must be so displayed as to be clearly visible at all times, and shall be securely attached in such a manner that they will not be lost or defaced during a race. The race committee shall have the power to warn, or disqualify without previous notice, any driver who races with improper or illegible numbers.

6. A temporary number, such as an "X" or "I", may be used. However, only one (1) regatta will be allowed without a regular number properly displayed on the hull.

7. In the event one owner enters two boats, both of which carry his/her assigned racing number in the same race, it shall be the owner's responsibility to affix a temporary identifying mark to his/her second entry to assist the scorers in identifying the drivers. The identifying mark shall be in the form of the letter "I" following the official racing number. If the owner enters three boats in the same race, the third entry shall have two such identifying marks following the official racing number, and so forth. Such temporary marks are for the use of the local headquarters or race committee and have no official standing at National Headquarters.

8. With the exception of the temporary numbers mentioned above, and CBF members using a CBF number, no one will be allowed to compete in a regatta without a letter designation and number displayed on the hull.

9. The following letters indicate the residence of Stock, Mod and PRO boat owners.

Stock and Mod Classes: The letter is to be on the right of the number.

PRO: The letter is on the left of the number.

- | | | | |
|-----|---|----|--|
| A. | Maine, New Hampshire, Vermont | M. | Michigan |
| B. | Massachusetts | N. | New York |
| C. | California, Nevada, Arizona, Hawaii | P. | Pennsylvania |
| CE. | Eastern Canada: Ontario, Quebec and Maritime Provinces | Q. | Delaware |
| CP. | Central Canada: Alberta, Saskatchewan, Manitoba | R. | Oregon, Washington, Idaho |
| CW. | Western Canada: British Columbia | S. | Ohio |
| D. | Connecticut, Rhode Island | T. | Oklahoma, Texas, New Mexico |
| E. | Virginia, West Virginia, Maryland, District of Columbia | U. | North Dakota, Wyoming, Montana, Colorado, Utah |
| F. | Florida, Georgia, Alabama | V. | Illinois |
| G. | Minnesota, South Dakota | W. | Wisconsin |
| H. | Indiana | X. | Iowa, Nebraska |
| J. | New Jersey | Y. | Kansas, Missouri |
| K. | Kentucky, Tennessee | Z. | North Carolina, South Carolina |
| L. | Louisiana, Mississippi, Arkansas | | |

Boat numbers with the letter "O" are no longer assigned.

RULE 7 • BOAT NAMES AND ADVERTISING

The APBA reserves the right to review boat names and advertising displayed on member's boats, and the Executive Director may at his/her discretion refuse to issue boat numbers to any applicant if, in the Executive Director's estimation, a boat carries advertising or a name which is obscene or might be of such a nature as to cause embarrassment and cast any discredit on the sport of powerboat racing. A Race Committee may refuse entry to any contestant who violates the letter or spirit of this rule.

RULE 8 • MEASUREMENT AND INSPECTION

1. Motors, hulls and other equipment subject to these rules shall be inspected by the Inspector, and a report of any violation of rules and regulations submitted at the earliest possible moment to the Race Committee for action. Except as noted below, it shall be up to the discretion of the Motor Inspector, under the direction of the Referee, as to the extent of the inspection conducted.

2. Racing equipment shall be available for examination previous to the race and if found not in compliance with any governing rule or regulation, unsafe, unseaworthy, or unmanageable, or if the owner or driver has failed to live up to the spirit or letter of the rules, the Race Committee may rescind the entry. Correction or substitution may be permitted if made previous to competing in the race, but the start shall not be delayed to allow compliance. Dismantling of motors before racing shall not be required.

3. The Inspector shall have the power after the finish of any race to order any contestant to dismantle his or her motor for inspection and measurement.

4. Each winning motor and each record-claiming motor and such others as may be designated by the Race Committee shall be inspected. With the exception of Divisional and National Championship Regattas, or at regattas where a special inspector has been assigned by the appropriate commission, the Referee or Inspector may waive inspection of any motor as long as no APBA or UIM records are at stake. Motors used to set records or win national championships in MO and SO classes shall be disassembled and completely inspected by the official inspector.

5. The driver shall be responsible for the condition of the motor and hull as raced. Errors on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse non-compliance with the rules.

6. For the purpose of national high points, equipment disqualifications will be scored as one race with zero points.

7. Upon refusal of inspection procedures at any regatta, said driver will be disqualified. Upon refusal of inspection procedures at Divisional, National or record-attempt regattas, said driver shall be suspended for a period of one year for unsportsmanlike conduct.

RULE 9 • ILLEGAL EQUIPMENT

1. Any driver who races a motor or hull that does not meet with specifications as quoted in these rules, will be disqualified and warned. With the exception of disqualifications for fuel, engine height or minimum racing weight, a second disqualification for the same offense in the same class within a six (6) month period will result in the automatic suspension of the driver for one (1) year from the date of the second disqualification.

Note: Violations of a non-speed-advantage nature are covered in General Racing Rule 18.

RULE 10 • PRIZES

1. Prizes shall be awarded in accordance with place of finish.
2. APBA points and prizes shall be awarded to the driver. The driver may, at his/her option, instruct the Race Committee to award the prize to the owner of the boat or motor.
3. If a contestant is disqualified, prizes shall be awarded to the next contestant on the basis of points awarded to the legal boats in the corrected order of finish.
4. The local Race Committee may divide prize money on the basis of the individual heats, instead of on the basis of the entire race, when so specified in the regatta circular.

Notes:

- 1) The listing of prizes on the circular is covered in General Racing Rule 20.
- 2) Return of prizes is covered in General Racing Rule 20.
- 3) This rule would not prevent the payment of expense money.

RULE 11 • STOCK OUTBOARD MARATHONS

1. The race may consist of one or two heats. If the race consists of two heats, they shall be on successive days and the winner in each class shall be determined on the basis of total points scored in the two heats.
2. Classes may be run separately or together at the discretion of the race committee. They shall be scored separately and must consist of three (3) bona fide starters or more per class to qualify for national points.
3. Each heat shall not be less than 20 minutes or 15 miles in length from start to finish.
4. Either Jetty (modified LeMans) or clock starts will be accepted.
5. Regular points will be awarded to the winners of the overall race.
6. If the race consists of two (2) heats, there will be no change of equipment between heats unless equipment is damaged beyond repair. If equipment is changed but not damaged, points for the first heat shall not be counted in the overall standings.
7. The race may be point-to-point form or a closed course of any size.
8. No claims for records will be entertained.
9. In lap marathons, any entry sinking or damaging a buoy will be penalized one lap.
10. In lap marathons, any entry jumping the gun will be penalized one lap. In the event of a restart, any entry jumping the gun will be penalized one lap. In general, each entry shall be penalized one lap of each gun jump.
11. In the event a boat starts the heat but does not finish it, that boat shall be scored in the next available position behind all other boats which have finished the heat. In the event multiple boats start the heat but do not finish it, those boats not finishing shall place according to last completed lap finished under power. In the event that multiple boats drop out on the same lap, each boat will receive the average of the sum of the tied positions. This rule only pertains to closed course lap marathons where the entire course is visible from the judge's stand.

RULE 12 • STOCK OUTBOARD PROBATIONARY AND PROTOTYPE MOTORS

1. Probationary motors cannot be raced for national high points, records, or national titles.
 - A. Entries using probationary motors shall count in the boat total of four (4) for bona-fide entries at regular races, and to make the boat total eight (8) to qualify for the Nationals at the Divisionals.
 - B. If an entry using a probationary motor wins first place at the Divisionals, no one qualifies for the Nationals in this class.
 - C. Entries using legal motors shall receive the national high points instead of entries using probationary motors. That is, entries using legal motors shall receive national high points in their order of finish among entries using legal motors. The first entry with a legal motor receives first place national high points, the second entry with a legal motor receives second place national high points, and so on.
 - D. If elimination heats are required, and an entry using a probationary motor qualifies, the entry using the probationary motor shall move on to the finals.
 - E. Entries using probationary motors shall receive the prizes for their place of finish in a race.
2. Prototype engines may be raced in established classes with no points or prizes, at the discretion of the Race Committee. Approval of this testing must be given to the manufacturer at the Annual Meeting by the appropriate racing commission.

RULE 13 • INQUIRY

An inquiry is a request to the officials from a driver for information, clarification of a decision, or interpretation of an occurrence on the race course. An inquiry must be made in writing to the designated drivers' representative and forwarded to the proper official for a timely answer. A fee will not be charged and it will be the responsibility of the inquiring driver to contact the drivers' representative for the race official's answer.

RULE 14 • PROTEST

- A protest is a written statement by a driver or owner to the Race Committee alleging violation of the rules affecting their particular class.
1. Any MO or SO driver may protest a violation of the rules by filing a written statement of the protest with the referee or assistant referee along with a one hundred dollar (\$100.00) filing fee. (For PRO classes, see PROTESTS under the General Racing Rules.)
 2. Protests involving the sanction or the manner in which the regatta is being conducted must be made within sufficient time to allow the alleged violation to be corrected. The Race Committee shall consider the protest and render a decision.
 3. Protests involving the eligibility or legality of an entry must be filed in writing with the referee or assistant referee not later than one hour after the finish of the inspection in question, or one hour after the finish of the final heat of the day, whichever is later. Any driver wishing to file a protest after the final heat of the day has been completed must notify the referee or assistant referee of his or her intent to file a protest within fifteen (15) minutes of the time when the final class of the day clears inspection. The notification of intent to file a protest may be either written or verbal.
 4. If a technical violation is alleged, the Inspector shall conduct an inspection of the equipment that is the subject of the protest and shall make a report to the Race Committee. The Race Committee shall consider the protest and render a decision. In such a case the Inspector shall be disqualified from voting on the ultimate question.
 - A. The owner of protested equipment must present the protested equipment to the inspector immediately upon request of the Referee. Failure to present protested equipment shall result in disqualification.
 - B. The inspector may impound components to determine their compliance with the rules.
 - C. When a protest of equipment is lodged at a non-championship regatta and facilities (or equipment) are inadequate for complete engine

disassembly and inspection, the protested components may be taken into custody by the referee or a person designated by the referee for insured shipment to the nearest qualified inspector for evaluation. The cost of the shipment, inspection, and reassembly (if requested) shall be borne by the loser.

5. No member of the race committee shall take part in any decision in which they have a direct interest.
6. Any party to the protest may appeal an adverse ruling under this rule pursuant to Rule 15 (below).

RULE 15 • APPEAL

An appeal is a request by a driver or owner to the appropriate racing commission asking that a disqualification, or a decision that affects a driver, be reversed or changed. An appeal is a written statement that should be as detailed as possible. Written statements from witnesses may be attached to an appeal.

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 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 of fuel testing.
2. Appeals must be in writing and filed within one hour of the adverse decision of the Race Committee or Referee, or one hour after the finish of the final heat of the day, whichever comes later. Any driver wishing to file an appeal after the final heat of the day has been completed must notify the referee or assistant referee of his or her intent to appeal within fifteen (15) minutes of the time when the final class of the day clears inspection. The notification of intent to appeal may be either written or verbal.
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.
4. No member of a commission shall take part in a decision in which he/she has a direct interest.
5. If a technical violation is alleged, the Inspector shall conduct an inspection of the equipment that is the subject of the appeal and shall present a report to the appropriate decision-making body.
6. A copy of all appeals shall be sent by the referee immediately to the Chair of the appropriate racing commission. Ten days will be allowed for postmark of evidence and testimony mailed to the Commission from all parties concerned.
7. A driver who appeals a suspension may continue to race until the appeal is decided upon by the appropriate decision-making body.
8. Decisions of the racing commission shall be based on the rules set forth for the APBA. However, because no set of rules can cover all contingencies, the decision-making body shall be guided by its own judgment of fair racing. In rendering such judgment, the decision-making body may avail itself of counsel from the referee. Subject to the provisions of the Bylaws of this association, all decisions of the racing commission shall be final.

RULE 16 • HIGH POINTS

1. For all sanctioned Modified Outboard, PRO, and Stock Outboard regattas, National Headquarters will tabulate points on a race basis to all drivers competing in sanctioned regattas as follows:

<i>Order of Finish</i>	<i>MO North American Championships</i>		
	<i>MO, PRO, SO Regular / Regional</i>	<i>MO, PRO, SO Divisionals MO, SO Winter Nationals PRO National Championships</i>	<i>MO, SO National Championships</i>
First	400	800	1200
Second	300	600	900
Third	225	450	675
Fourth	169	338	506
Fifth	127	253	380
Sixth	95	190	285
Seventh	71	142	214
Eighth	53	107	160
Ninth	40	80	120
Tenth	30	60	90
Eleventh	23	45	68
Twelfth	17	34	51
Thirteenth	13	25	38
Fourteenth	10	19	29
Fifteenth	7	14	21
Sixteenth	5	11	16
Seventeenth	4	8	12
Eighteenth	3	6	9
Nineteenth	2	5	7
Twentieth	2	3	5

2) Scoring shall be counted down to the 20th position in each class.

2. MODIFIED OUTBOARD HIGH POINTS

- A. For all sanctioned Modified Outboard regattas National Headquarters will tabulate points on a race basis.
- B. The letters “US” followed by the number “1” shall be awarded to the driver who accumulates the greatest number of points overall in the Modified Outboard division. This number may be carried on all boats registered by said driver in this division. Each National class champion may carry the number “1 US” on their boats.
- C. “2-US” shall be awarded to the high point driver in each class on a national basis. This number may be carried by said driver on any boat registered for that specific class.
- D. The number “1” followed by the letter designating the state shall be given to the driver residing in each state or geographical section who accumulates the most points in any one class by hydro or runabout.
- E. With the exception of the US-1 championship, National High Point Championships shall be based on up to four (4) bonus point races plus the first group of regular races for a total of 14 races, scored from November 1 through the following October 31. If a contestant does not

run one, or more, bonus point races, the point total shall include the next races to a total of fourteen (14).

1) In case of a tie, the following tie-breakers will apply:

a) The winner will be the driver whose heats of competition had the greatest number of drivers.

b) If they are still tied, the winner will be the driver who scores the most points in direct competition at the Closed Course National Championships.

F. Points scored at marathon events shall not be counted toward the high point championships.

G. In order for any driver to qualify for point credits there must be a minimum of three (3) legal starters (not including step-ups) in either heat.

H. All boats crossing the starting line in any heat of a race will be scored nationally as having competed. Boats not scoring any overall points will be credited nationally as having competed with zero points.

I. A driver must participate in five (5) races of the class to be eligible for a national high point championship.

3. PRO HIGH POINTS

A. High point credits for special boat numbers will be awarded on an annual basis to all places to all drivers competing in sanctioned regattas, in accordance with General Racing Rule 21.

B. For regularly sanctioned regattas, point credits will be awarded on an annual basis in accordance with the racing year.

C. In order for a race to be counted for national points in a given class, a minimum of three (3) bona-fide boats of the class must make a start in any one heat. That heat must include at least three (3) bona fide boats of that class and may include one or more step-ups from the next smaller class. All boats entered in the race are eligible for points in the given class as long as the above requirements are met.

D. The National High Point Champion shall be awarded the number U.S. 2 in his class.

E. The number 1, followed by the letter designating the state, shall be given to the driver residing in each state or geographical section who accumulates the most points in any one class.

F. 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.

4. STOCK OUTBOARD HIGH POINTS

A. For all sanctioned Stock Outboard regattas, National Headquarters will tabulate points on a race basis.

B. The No. 1, followed by the letter designating the state, shall be given to the driver residing in each state or geographical section who accumulates the most points in any one class by hydro or runabout.

C. National High Point Championships shall be based on the total points scored from November 1st through the following October 31st in up to three (3) bonus point races plus the first group of regular races for a total of 14 races. If a contestant does not run one, or more, bonus point races, the point total shall include the next races to a total of fourteen (14). In each class the driver having the highest total points as defined in these rules shall be awarded 2-US.

D. All boats crossing the starting line in any heat of a race will be scored nationally as having competed. Boats not scoring any overall points will be credited nationally as having competed with zero points.

E. Points scored in marathon events shall not be counted toward the high point championships.

F. Separate points for marathon racing will be tabulated on a national basis by National Headquarters. The driver earning the greatest number of points on a national basis in each Stock Runabout Class will be awarded the "US" shield omitting the number. The points shall be totaled from November 1st through the following October 31st. For final tabulation, and to receive the "US" shield, a driver must have competed in a minimum of three (3) sanctioned marathons in the class for which the points are being tabulated.

G. There must be four (4) bona fide entries crossing the starting line in one heat for a race to qualify for national high points at Local, Regional and Divisional events. The exception will be the 302SSH class which shall require three (3) bona fide entries.

H. In each class the driver winning the National Championship shall be awarded the 1-US number for the following year.

I. A minimum of eight races is required to win national high points, excluding marathon high points.

RULE 17 • FUEL

1. STOCK OUTBOARD FUEL

A. Additives which produce power in excess of that produced by standard pump gasoline and petroleum base oils 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.

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

2) Stock Outboard Fuel: 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. See General Safety Rule 26. 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 at a reasonable price for competitors to purchase and use.

2. MODIFIED OUTBOARD FUEL

A. Permissible fuels for use in Modified Outboard classes shall consist of gasoline and oil only. Gasoline may be aviation gasoline, automobile gasoline of either leaded or unleaded varieties, and includes automobile racing gasoline as long as it does not contain alcohol, nitrates,

oxygen bearing compounds or other such power booster additives. Gasahol is not a legal fuel. Oils may be petroleum or synthetic and cannot contain any additives or power boosters. All oil must be made for 2 cycle engines. Any driver using fuel which does not meet this rule will be disqualified. Additional fuel disqualifications in the same day will result in the driver being automatically suspended for the remainder of the day.

- B. Fuel testing procedures used may be one or all of the following methods, at the choice of the inspector (if fuel tests positive for reaction, fuel is illegal and driver is disqualified):
- 1). Digatron DT-15 or Digatron DT-47 Meter
 - 2) Specific Gravity
 - 3). Water Solubility
 - 4) The Germaine Reagent Test
 - 5) Ceric nitrate test
- C. Test procedures using the Digatron DT-15 (or Digatron DT-47), Specific Gravity, Water Solubility and the Germaine Fuel Test as outlined in the Modified Outboard Technical Manual. All fuel tanks must have an opening sufficient for a Digatron fuel meter probe to pass unobstructed into the fuel tank. 1.050" is the diameter of the probe.
- D. If the fuel of the day concept is to be used, the station brand and street address and pump octane shall be listed on the race circular. The inspector will purchase a sample of fuel from the designated station and octane pump, perform an alcohol test to determine the percentage of alcohol in the sample. The inspector shall then mix a separate sample of fuel with TC III oil at a ratio of 8:1 and test it according to the Tech Manual. If the fuel exceeds the zero Digatron DT-15 (or Digatron DT-47) threshold, the higher reading will become the maximum limit of the day. At that time, testing equipment must be available to all competitors. The fuel of the day rule is not applicable at straightaway or record races and championship events (Nationals, Winter Nationals, Divisionals, Regionals, North American Championships).

3. PRO FUEL

- A. The use of oxygen tanks in connection with motors is prohibited; and fuels that exist as gases at usual atmosphere temperature and pressure such as propane, butane and nitrous oxide are prohibited.
- B. In the KPH class, when using the OMC "A" motor or Mercury "A" motor, and in the OSY400 class, a gasoline and oil mixture must be used that meets current Modified Category fuel specifications.

RULE 18 • CLASSES AND MOTOR ELIGIBILITY

1. All classes have minimum age requirements for participants; JH, JR, and KPH have maximum age requirements for participants. See **Safety Rule 9 • Age Requirements** for more details.
2. Some classes have maximum engine mounting heights. See **Safety Rule 4 • Engine Mounting Heights** for more details.

3. MODIFIED OUTBOARD CLASSES

- A. There shall be only one propeller of four (4) blades or less. Only outboard motors approved by the majority of drivers are permitted in this division; and they shall be listed and divided into the following classes:

200cc Modified Hydro, 200cc Modified Runabout

Cubic Inch Piston Displacement 13.2 C.I.

Motors Permitted OMC 13.2 cubic inch.

250cc Modified Hydro, 250cc Modified Runabout

Cubic Inch Piston Displacement 12-1/2 up to and including 15 C.I.

Motors Permitted Swanson/Champion or American Hot Rod "A" Mercury KG4H and Mark 15 (2.112) Mercury manufactured interchangeable nominal bore cylinders with any Mercury bolt pattern (2.125 stroke) crankcase assembly, made for either stock racing or service use, mounted on Mercury A-B racing lower units. It is permissible to use the 20 cubic inch Mercury engine with 1987 Stock Outboard specifications. Exceptions allowed: fiberglass reeds and latest K dimensions (all of which are in the current Technical Manual), with expansion chamber exhaust or 20H conversion exhaust with a Quicksilver lower unit. It is permissible to use the 22 cu. in. OMC and 22 cu. in. Mercury motor in their 1974 stock configuration.

350cc Modified Hydro

Cubic Inch Piston Displacement 15 up to and including 20 C.I.

Motors Permitted Swanson Champion or American Hot Rod "B" Mercury MK20H, MK20, KG7 and similar 2.440 nominal bore cylinders with Mercury, manufactured interchangeable bolt pattern (2.125 stroke) crankcase assembly, made for either stock racing or service use, mounted on Mercury A-B racing lower units, Yamato 80 with 1999 B Class Y80 specs. The OMC and Mercury 25 Hydro engines will be legal for the 350cc Mod Hydro class.

350cc Modified Runabout

Motors Permitted Same engines and specifications that are used in 350cc Mod Hydro and 400cc Mod Hydro. The 25XS Mercury engine is legal for the 350cc Mod Runabout class.

400cc Modified Hydro

Cubic Inch Piston Displacement 22.0 up to and including 22.1 C.I.

Motors Permitted Mercury 25SS. Mercury 22.0 cu. in. powerhead to date. OMC 22.1 cu. in. powerhead 1970 to date. Mercury MK20H, MK20, KG7 and similar 2.440 nominal bore cylinders with Mercury, manufactured interchangeable bolt pattern (2.125 stroke) crankcase assembly, made for either stock racing or service use, mounted on Mercury A-B racing lower units. The 20 cu in Hot Rod rotor valve motor is legal to compete in the 400ccMH class with a minimum weight of 370 pounds. Current specs and rules for the 350 cc Hot Rod are found in the Modified Tech Manual.

500cc Modified Hydro, 500cc Modified Runabout

Cubic Inch Piston Displacement 20 up to and including 30 C.I.

Motors Permitted Mark 30-H, Mark 30, Yamato 102, Wizard WA25 and Yamato 302F (must meet current 102 restrictions and 302 specifications).

750cc Modified Hydro, 750cc Modified Runabout

Cubic Inch Piston Displacement 30 up to and including 44 C.I.

Motors Permitted Mercury MK55H. All 40 cu. in. Mercury powerheads are approved for 750cc Modified class (2.125 stroke x 2.442 bore). All 44 cu. in. 4 cyl. Mercury powerheads and associated carburetors, mounted on racing lower units (2.125 stroke x 2.561 bore). Refer to the Tech Manual for foot assemblies to be used.

850cc Modified Hydro, 850cc Modified Runabout, and Local 2 Person Runabout

Cubic Inch Piston Displacement Not less than 40 C.I. and not more than 49 C.I. displacement except motors listed in 850cc Modified rules.

Motors Permitted Manufactured as a service engine, and associated carburetors, mounted on any unit of "R" dimension of 1.850 inches.

- B. To present a motor for approval in this division the following is required:
 - 1) The motor would be available within 45 days of placement of a bona fide order.
 - 2) Modified Outboard Technical Committee shall review and test motor and report to Modified Outboard Chairman. The Modified Outboard Chairman shall review motor and class with Modified Outboard Racing Commission.
 - 3) Engine shall be accepted, only if approved by majority of the voting membership.
 - 4) An engine of a class may be eliminated from Modified competition only by a majority vote of the entire voting membership.
 - 5) In the event an engine does not meet the specifications in the Modified Outboard Technical Manual, it shall be deemed a legal motor if said motor meets all of the Stock Outboard specifications.
 - 6) Any new 850cc Modified motors and parts manufactured after 1992 must be presented to the MORC at the national meeting for approval along with 10 copies of motor specification sheets and factory manuals.
- C. For the purpose of testing and evaluation, the MORC may approve the racing of prototype motors. Prototype motors may be raced at any non-championship event. An entry with a prototype motor shall be counted as a legal entry for all purposes with the exception of awarding national points, championships or records to the driver of the prototype motor. In such cases, a race in which a prototype motor is used shall be scored such that place points are awarded as if the prototype entry did not exist. Granting prototype status in no way obligates the MORC to approve a specific motor for Mod racing. Petitions for prototype status shall be filed with the Chairman and shall be decided by the MORC. Prototype status shall be reviewed annually by the MORC.
- D. Any new engines approved for use in the Modified Outboard Category are not allowed to use open, megaphone type exhaust systems.

4. PRO • MOTORS, CLASSES, AND MANUFACTURING RESTRICTIONS

A. PRO Motors

- 1) Each boat competing in a PRO race shall be powered with an outboard motor as defined in these rules.
- 2) A Professional Racing Outboard (PRO) motor is defined as a complete internal combustion power and propulsion unit that can be attached to a boat and which can be lifted bodily by human power from the hull as one unit. Batteries used for ignition and starting, tachometer, throttle control, steering arrangements, transom mounting brackets and gas tank are excepted.
- 3) Parts of any manufacture may be used in PRO racing and service motors, except as qualified by these rules.
- 4) It shall be the duty of the PRO Commission and Chairman of the PRO Technical Committee to prepare as necessary and make available from APBA National Headquarters Motors Specifications and Lower Unit Specifications forms.
- 5) Manufacturing and design restrictions:
 - a) The use of a supercharger on racing or service engines is barred. A supercharger is defined as any mechanical means employed for the transfer or compression of gases or the increase thereof, other than a naturally aspirated system or the standard stroke movement of plain single diameter working pistons of a number equal to the number of cylinders. Tuned intake and exhaust pipes are permitted.
 - b) Any rotary valve in which are incorporated supercharging principles shall not have a peripheral speed of more than twice the piston speed of the motor. There shall be no greater number of such rotary valves than the number of cylinders of the motor, nor shall multiple rotary valves be interconnected to form a positive displacement device such as a Roots blower.
 - c) Drive by means of an air propeller shall not be permitted.
 - d) Tractor lower units for PRO racing and service engines shall be prohibited.
 - e) The minimum "S" dimension is 0.625 inches.
 - f) The maximum "Q" dimension is 24.25 inches (maximum length including prop nut). Drive shaft to propshaft angle, 100° maximum.
- 6) Racing Motors
 - a) A racing engine is described as any reciprocating two- or four-cycle engine.
- 7) Service Motors
 - a) A service motor is defined as a motor which:
 - i. has been advertised and offered for sale to the public as a service motor.
 - ii. at least 250 motors of identical design and assembly have been manufactured and made available for public sale within the United States.
 - iii. specifications have been prepared by the Professional Racing Outboard Commission and the Chairman of the PRO Technical Committee, copies of which are available from APBA National Headquarters.

B. PRO CLASSES

- 1) Official PRO contests at sanctioned regattas may consist of races by separate classes as defined in these rules.
- 2) Service Model motors may compete in races designated as races for Racing Model motors, but Racing Model motors may not enter races designated as Service Model races.

a) Racing (Displacement-based) Classes

<i>Class</i>	<i>Min. Length</i>	<i>Motor Displacement</i>
125cc Runabout	11' 6"	Up to and including 128.75 cc
175cc Runabout	11' 6"	Up to and including 175 cc
250cc Runabout	11' 6"	Over 175cc and including 257.5cc
350cc Runabout	12'	Over 257.5cc and including 350cc
500cc Runabout	13'	Over 350cc and including 500cc
1100cc Runabout	13'	Over 350cc and including 1133cc Runabout (two persons required in boat)

125cc Hydro	none	Up to and including 128.75cc
175cc Hydro	none	Up to and including 175cc
250cc Hydro	none	Over 175cc and including 257.5cc
350cc Hydro	none	Over 257.5cc and including 350cc
500cc Hydro	none	Over 350cc and including 500cc
700cc Hydro	none	Over 350cc and including 700cc
1100cc Hydro	none	Over 350cc and including 1133cc

Notes:

- i. Any previously approved deflector engine may step down one class.
- ii. The 44 deflector only is eligible to step down to the 500cc class. Deflector motors above 44 cubic inches up to and including 1133cc displacement may not step down to the 500cc class.
- iii. The 250cc deflector engines may not step down to the 125cc class.
- iv. A deflector engine must run its boat specifications.
- v. Step-downs are not permitted at Divisional, National and World Championships or for establishing records. Step-downs are not considered “bona fide” starters for purposes of establishing records.
- vi. Motors used in the 125cc class shall be limited to one cylinder.
- vii. Listed above shall be maximum displacement. To convert cubic centimeters to cubic inches, divide by 16.387. To convert cubic inches to cubic centimeters, multiply by 16.387.
- viii. Engine displacement is as follows: $(\text{Bore (in)})^2 \times 0.7854 \times \text{Stroke (in)} \times \text{No. of Cyl.} = \text{Cubic Inches}$.
- ix. The minimum and maximum displacements for 4 cycle motors in displacement-based classes are 1.5 times the displacements shown in the table above. (See the PRO Technical Manual for a table of allowable 4 cycle displacements.)

b) C Service / C Racing Classes

The PRO Chairman shall appoint a Committee to be known as the PRO C Service / C Racing Committee. Said committee shall make up specification sheets and technical rules relating to engines formerly known as C Service, PR, KR, SR, and 4-60s and related boat and propeller rules. The technical rules for these classes are available from the PRO Chairman or the chairman of the C Service / C Racing Committee of the PRO Category. KR, SR, and 4-60 classes shall be raced on a local basis until APBA rules for acceptance of new classes can be met. KR, SR, and 4-60 classes shall not be scheduled at the PRO National Championships. Technical rules may only be changed by a vote of the drivers in the C Service / C Racing Subdivision.

<u>Class</u>	<u>Min. Length</u>	<u>Motors</u>
C Service Runabout	13'	Evinrude/Elto Speeditwin, Johnson P-50, Johnson PX-50, Johnson PO
C Service Hydro	none	Evinrude/Elto Speeditwin, Johnson P-50, Johnson PX-50, Johnson PO
C Racing Runabout	13'	Evinrude Racing C, Johnson PR, Hubbell Racing C
C Racing Hydro	none	Evinrude Racing C, Johnson PR, Hubbell Racing C

Notes:

- i. The Technical Rules for the C Service and C Racing classes are as published in the “PRO Technical Manual,” available from APBA Headquarters, the PRO Chairman, or the Chairman of the Technical Committee.
- ii. C Service and C Racing hydroplanes may be of pickle-fork design, whenever built.
- iii. The total overbore may be a combined maximum of .100” for the two cylinders.

c) OSY-400

Min. Length: None

Motors: Yamato 80, 102, 202, 302

Notes:

- i. The boat shall be hydroplane type. Sponsons must not exceed 60% of the hull. Any hull that meets the definition of a PRO runabout may not compete in the OSY 400 class.
- ii. May not change motor height while underway.
- iii. Specifications are contained in the “PRO Technical Manual”.
- iv. The class shall have a minimum overall weight of 396 lbs and jetty starts shall be used for all starts except where the race committee determines the site would not support a jetty start. Divisionals and Nationals shall be required to use jetty starts.

d) K PRO Hydro

Min. Length: None

Motors: OMC A/J motor (per A Stock specifications, without restrictor); Mercury A/J motor (per Junior Classes specifications, without restrictor); and Mercury 60J.

Notes:

- i. The boat shall be hydroplane type without weight restrictions. Sponsons must not exceed 60% of the hull. Any hull that meets the definition of a PRO runabout may not compete in the KPH class.
- ii. The K PRO Hydro class may only be scheduled where at least one or more PRO classes, as specified in these rules, are scheduled.

C. STOCK OUTBOARD CLASSES

An outboard motor is defined as a complete combustion power and propulsion unit that can be attached to a boat and which can be lifted bodily by human power from the hull as one unit. Batteries used for ignition and starting, tachometer, throttle control and steering arrangements are excepted.

Only one motor shall be used on a hull. There shall be only one propeller of three (3) blades or less.

1) Motors shall be divided into classes as follows:

<u>Class</u>	<u>Permitted Motors</u>
ASH, ASR	Johnson & Evinrude "A", Mercury "A," Sidewinder 15S
BSH, BSR	Hot Rod 15 CID, Sidewinder 15H
CSH, CSR	Yamato 102 & 302
DSH, DSR	Mercury Mark 55-H, 402XS, Mercury/Mariner 44XS, Tohatsu RAM50, Super Thunderbolt
20SSH	Yamato 80, Yamato 102 and 302 with 7/16" restrictor, Sidewinder 20S
25SSR	Mercury/25SS, Mercury/Mariner 25XS without carburetor restrictor, and Hot Rod 20 CID, Yamato 302 (9/16" or 1/2" restrictor), Yamato 102 (9/16" or 1/2" restrictor), and Sidewinder 20S
25SSH	Mercury/25SS, Mercury/Mariner 25XS without carburetor restrictor, Hot Rod 20 CID, and Sidewinder 20S
302SSH	Yamato 302
45SS	Johnson & Evinrude 45SS

2) The eligibility rules in situations involving commercial connections are as follows:

- No equipment can be campaigned as the entry of any corporation or business concern. Names and advertisements in good taste will be allowed.
- No part of this rule is to be construed as a ban on individuals who sell boats and motors through recognized dealerships.

RULE 19 • HULLS See Glossary of Terms at the end of these SO-MO-PRO-rules

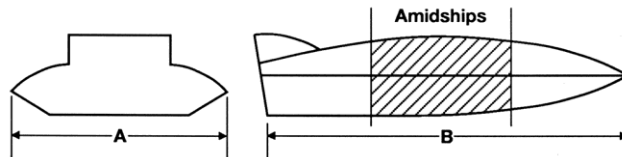
1. MODIFIED OUTBOARD HULLS

A. Modified Runabouts - 200cc, 250cc, 350cc and 500cc

- Boats in this class are defined as a displacement type of hull; having no step, no breaks in the longitudinal or transverse continuity of the immersed surface other than the keel, rubbing strips or lapstrake of no greater than 3/4 in. and parallel to the center line of the boat.
- Boats in this class will not be permitted to depend on external air pressure or design which creates a tunnel effect to aid planing.
- Runabouts will not be required to have a forward cockpit and are not required to conform to any minimum or maximum dimension restrictions.
- Transverse concavity of runabout running surface of 1/32 in. per foot (12 in.) as measured from high point to high point across the running surface width is permitted.
- Any runabout hull legal for Stock racing shall be legal for Modified Outboard racing.
- On deep "V" runabout bottoms having positive dead-rise angle of more than 10 degrees, Rule A. 5) does not apply and the following restrictions do apply:
 - Maximum width of running pad (keel) is 10 inches.
 - Surfaces with negative dead-rise angles are not permitted.
 - Stability strakes are permitted up to a maximum of 1 in. depth but placement of such strakes specifically to trap air is prohibited.
- A runabout shall not have a sponson/pod protruding from the side of the boat which interrupts the line of the side, non-trip, or bottom of the boat.
- Lifting rails such as those used on DeSilva PRO racing runabouts are permitted.
- Some 1985-1987 DeSilva model KR runabouts have a concave tunnel in the right chine (see diagram printed in the Modified Tech Manual under hulls) and are permitted in the Modified category. However, hulls that have a tunnel chine in both sides are not permitted.
- The 750cc Mod Runabout and 850cc Mod Runabout racing hull must conform to the following:
 - The bottom shall have no steps or breaks in the longitudinal continuity.
 - The bottom must not have any of the following:
 - Tunnel
 - A concavity greater than 1/16 inch within the planing surface
 - Any design that uses a tunnel effect
 - The side of the boat must form a continuous contour from a single stem to transom and must have no concavity greater than one-quarter (1/4) inch. The side of the boat referred to in Section 3) shall be interpreted as the outside chine.
 - Trim tabs which are adjustable by the driver while underway shall not be allowed.
 - Rub rails will be allowed provided:
 - They are attached to the extreme outside of the boat,
 - They do not exceed 1.5" in depth and width.

B. Modified Hydroplanes

- Any boat having a multiple surface planing area and which cannot qualify as a runabout is considered a hydroplane. This shall specifically include "tunnel boats" as legal hydroplanes in this division.
- Hydros will be open or free.



C. General

1). Overall racing dimensions for Modified boats are as follows:

	MOTOR	WIDTH "A"	LENGTH "B"	MIN. WEIGHT
200cc Mod Hydro	<i>any legal</i>	-	-	345 lbs.
250cc Mod Hydro	<i>any legal</i>	-	-	365 lbs.
350cc Mod Hydro	Merc 20	-	-	350 lbs.
	Hot Rod	-	-	370 lbs.
	OMC/Mercury 22ci	-	-	395 lbs.
	Yamato 80	-	-	420 lbs.
400cc Mod Hydro	Merc 20			350 lbs.
	<i>other legal</i>	-	-	370 lbs.
500cc Mod Hydro	<i>any legal</i>	-	-	440 lbs.
750cc Mod Hydro	Formula XS			425 lbs.
	40 cu. in.	-	-	450 lbs.
	44 cu. in.			470 lbs.
850cc Mod Hydro	<i>any legal</i>	-	-	-
200cc Mod Runabout	<i>any legal</i>	-	-	350 lbs.
250cc Mod Runabout	<i>any legal</i>	-	-	360 lbs.
350cc Mod Runabout	Merc 20	-	-	370 lbs.
	Hot Rod	-	-	390 lbs.
	25 Mod	-	-	390 lbs.
	25XS Mercury	-	-	395 lbs.
	Yamato 80	-	-	415 lbs.
500cc Mod Runabout	<i>any legal</i>	-	-	480 lbs.
750cc Mod Runabout	<i>any legal</i>	-	12'	-
850cc Mod Runabout	<i>any legal</i>	-	12'	-

- a) A boat stepping up into a larger class shall be required to have only the overall weight of its own class.
- b) Runabout length shall be measured from top of transom along centerline to tip of bow excluding any hardware or other devices added to the boat to extend its overall length.
- 2) Scales at races cannot be protested, but must be available for use one (1) hour before the start of the first heat of each day's racing.
- 3) Any device may be used as a brake as long as its sole purpose is to reduce the speed of the boat.
 - a) If a brake is used, it must be mounted within 8" of the centerline (or keel) at the transom, on the starboard side. Brakes must be in a "neutral" mode and have no effect on turning. The aspect ratio of any brake (side view/front view ratio) may not be more than 1.5:1.
- 4) The 850cc Mod class can use a transom rudder system for steering purposes which is not retractable and cannot be elevated while underway.

2. PRO HULLS

A. General: Entrants are expected to comply with government regulations affecting their boats.

B. Runabouts: The PRO runabout racing hull must conform to the following:

- 1) The bottom shall have no steps or breaks in the longitudinal continuity.
- 2) The bottom must not have any of the following:
 - a) Tunnel
 - b) A concavity greater than one-sixteenth (1/16) of an inch within the planing surface
 - c) Any design that uses a tunnel effect
- 3) The side of the boat must form a continuous contour from a single stem to transom and must have no concavity greater than one-quarter (1/4) inch. For all classes except the C Service and C Racing classes, the "side" of the boat referred to in Section (3) shall be interpreted as the outside chine.
- 4) Trim tabs which are adjustable by the driver while underway shall not be allowed.
- 5) Rub rails will be allowed provided:
 - a) they are attached to the extreme outside of the boat, and
 - b) they do not exceed 1.5" in depth and width.
- 6) The deck is not allowed to protrude beyond the side of the boat.
- 7) Runabout lengths as specified in class rules shall be measured from top of transom along centerline to tip of bow excluding any hardware or other devices added to the boat to extend its overall length.

C. The hydroplane hull shall be free of all restrictions (exceptions: see **Safety Rule 3.16** and **3.18.A. — Equipment**).

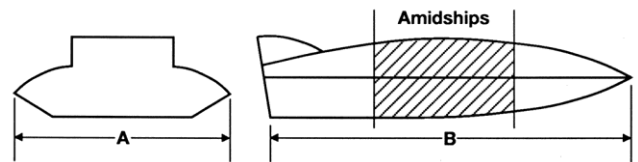
3. STOCK OUTBOARD HULLS

A. The following hull dimensions shall apply:

	MOTOR	WIDTH "A"	LENGTH "B"	MIN. WEIGHT
ASH	<i>any legal</i>	-	-	345 LBS.
BSH	<i>any legal</i>	-	-	365 LBS.
20SSH	<i>any legal</i>	-	-	400 LBS.
302SSH	<i>any legal</i>	-	** SEE BELOW	420 LBS.
CSH	<i>any legal</i>	-	-	440 LBS.
DSH	<i>any legal</i>	-	-	480 LBS.
25SSH	<i>any legal</i>	-	-	400 LBS.
ASR	<i>any legal</i>	44"	9'5"	350 LBS.
BSR	<i>any legal</i>	44"	9'5"	360 LBS.
25SSR	Mercury, Hot Rod B 20 ci	44"	9'5"	395 LBS.
	Sidewinder 20S	46"	10'	395 LBS.
	Yamato 102, 302 1/2" restrictor	48"	11'5"	405 LBS.
	Yamato 102, 302 9/16" restrictor	48"	11'5"	430 LBS.
CSR	<i>any legal</i>	48"	11'5"	475 LBS.
DSR	<i>any legal</i>	48"	11'5"	515 LBS.

"A" Minimum beam measured at widest point where the transom and chine meet, but not to include spray rails or rub moldings.

"B" Minimum length measuring centerline of hull from trailing edge of bottom to a point perpendicular to stem and planing surface.



1) Overall weights shall include driver, hull, motor, steering bar, steering wheel with cables and pulleys, motor controls, propeller, permanently attached speedometer and tachometer, permanently attached cushions and hardware, securely fastened weights, securely fastened fuel tank with remaining fuel, helmet, goggles and life jacket. The overall weight shall not include tools, fire extinguishers, water, or loose equipment in boat or in driver's clothing.

B. Runabouts: A Stock Outboard Runabout hull is defined as a racing monoplane as qualified in this rule.

- 1) The planing surface of a runabout shall be the lowest immersed surface at the aft end of the hull to a point 36 inches forward. Also, the planing surface shall be flat forward for 18 inches at the keel. For purpose of inspection, all measurements shall be made with a tolerance plus or minus 1/16 inch, as applicable.
- 2) No part of the immersed surface may have a negative dead rise. The immersed surface may have a maximum notch of 5/8", and turning fins may also be added to the immersed surface.
- 3) Runabouts shall have no through the hull air passages, vented surfaces or wings. The intent of this rule is to have the air flow over the outside surfaces of the hull.
- 4) A runabout shall not have a sponson/pod protruding from the side of the boat which interrupts the line of the side, non-trip, or bottom of the boat.
 - a) BSR ONLY: With the exception of after-plane fins mounted on the transom, turning fin(s) must be mounted on the planing surface. When the fin is mounted on the planing surface, the fin blade must be perpendicular to, and not extend beyond, the vertical plane of the planing surface.
- 5) In the D Classes utilizing the Bass/Tohatsu engines, the engine shall be raced as received from the manufacturer. No modifications are allowed except as specifically authorized by these rules. Rules which allow for the machining of internal machined surfaces for the Mercury or Mariner engines for these classes do not apply to the Bass/Tohatsu engine.

C. Hydroplanes—

- 1) Hulls primarily defined as Runabout may not compete in a race advertised for Hydroplanes.
- 2) ASH motor height shall be measured relative to the lowest planing surface at the aft end of the boat. Afterplanes will not be included. The planing surface shall be flat* transversely between the air traps and forward for 18". Air traps shall be limited to a maximum depth of 5/8" at the aft end of the boat and 1-5/8" depth 18" forward, and at no point shall the air trap depth exceed the line created by the maximum depth dimensions provided. The maximum width of air traps is 7/8" each.

*Flat shall be given a tolerance of 1/16 inch for inspection purposes.

- 3) ****302SSH** hulls must meet the specifications below:
 - a. After plane length shall not be less than 5' 9"(69"). (measured from the trailing edge of the sponsons to the trailing edge of the bottom)
 - b. A minimum depth measurement of 2" between the bottom of the hull and the bottom of the sponson at the trailing edge of the sponson.
 - c. A minimum bottom width of the hull measured between the sponsons and air traps of 35".
 - d. A minimum boat bottom length not to be less than 9' 6" (114"). Measured from the trailing edge of the bottom to the furthest most point forward along either bottom edge, beside the base of the airtraps and sponsons.

RULE 20 • ADMINISTRATION

1. Modified Outboard and PRO: At the Annual Meeting, the Modified Commission and PRO Commission may each declare that any of their respective racing classes, either runabout or hydroplane or both, shall be placed on one (1) year's probation should the class drop below a national active participation level as follows.

- A. Modified: 10 active participants nationally.
- B. PRO: 10 active participants nationally.
 - 1) The KPH class is specifically excluded from this rule.
- C. Approval of a majority of Commission members is necessary for the placing on probation of that class. If, at the next Annual Meeting, by the review of the Commission, it is found that the class has exceeded the minimum requirements, that class will be taken off probation and reinstated with all class activities and recognition. In the event the class does not meet the minimum requirements, it will then continue on probation. During the first year of probation the class may continue to receive points, set records and participate in Championship events. During the second year of probation the class may participate in Championship events but not set records or receive points. During the third year of probation the class may not participate in championship events, set records, or receive points. If, after three years, the class does not meet requirements, it will be dropped at the discretion of the Commission.

2. Stock Outboard:

- A. Racing for the Stock Outboard classes shall be conducted under the supervision of a Stock Outboard Racing Commission (SORC). The decisions of the SORC shall be final in all matters pertaining to the administration and interpretation of the rules for these classes. This Commission shall serve as an appeal board for owners, drivers, Referees, Inspectors and Race Committee. The SORC shall consist of at least one member from each Region of APBA with at least 30 Stock Outboard members. One of the SORC's duties shall be the enhancement of membership and the promotion of the growth of Stock Outboard racing. The SORC shall have the power to determine that specific motors may be eliminated or approved for use in other classes with restrictions. Any action under this paragraph shall be made at the Association's annual meeting. Any rule in conflict with this paragraph shall be automatically repealed. In case the SORC by majority vote requests a manufacturer or manufacturers of boats or engines to develop and produce special equipment, this request and the manufacturer's guaranteed availability for shipment date must be submitted to the racing membership on the next regular rules ballot. After approval by the racing membership, the manufacturer or manufacturers shall be granted a period of two years during which the class shall not be abolished nor shall the class rules affecting the manufacturer be changed without written consent by the manufacturer. This two year period will start with the date of the completion of the ballot count. If the manufacturer should be unable or unwilling to ship up to 50 engines against bona fide orders on or before the guaranteed availability for shipment date, the ballot will be null and void.
- B. The SORC may declare that any racing class, either Runabout, Hydro, or both, shall be eliminated. Approval of a majority of Commission members is necessary for elimination of a class. Upon notification of the Commission's action, the Executive Director shall mail an official ballot containing such class elimination to all members of the Stock Outboard racing category eligible to vote for their approval or rejection. If by ballot, a majority of the members approve the elimination of the racing class, then such class shall continue as a racing class until October 31 following the date of approval whereupon said racing shall then be eliminated. Once the action of the SORC to eliminate a class has been approved by a majority of the membership, the racing class so eliminated may only be reinstated through the New Class Committee.
- C. The procedure for approval of engines to be used in existing Stock Outboard classes is as follows:
 - 1) At any time, a party in interest may submit to the SORC a petition for approval of a new engine for use in an existing class. The same shall be considered submitted upon receipt by the Stock Activity Chairman of the petition and a twenty-five dollar (\$25) filing fee (the fee to be deposited in the Stock Outboard Promotional Fund).
 - 2) The petition for approval shall contain or indicate the following:
 - a) The class(es) within which the new engine shall be utilized;
 - b) A description of the new engine including the name of the manufacturer, the displacement of the engine, and the horsepower rating;
 - c) The estimated speed range for both the hydroplane and runabout class, if applicable;
 - d) The estimated new cost for the engine;
 - e) Whether or not modifications of the engine of any kind will be required for racing; (Note: this shall include whether the engine is submitted as a complete outboard motor, including powerhead and lower-unit, or whether the engine is submitted as an incomplete motor which shall have an after-market racing foot or lower-unit, etc. installed);
 - f) The approximate availability date for the engine;
 - g) The approximate number of engines which are or shall be available for purchase;
 - h) The expected time period such engine shall be available from the manufacturer;
 - i) The estimated parts-availability;
 - j) Whether or not any currently approved engine(s) shall be eliminated from use or shall have any technical changes made; and
 - k) The name(s) and signature(s) of the individual(s) submitting the petition.
 - 3) Contemporaneously with the filing of the petition, the proposed technical specifications for the engine and, if applicable, for the boats which shall be utilized with the engine shall be submitted to the SORC.

- 4) Upon receipt of the petition for approval, the Chairman shall submit the same to the SORC or a committee thereof for consideration within ten (10) days.
 - 5) The SORC shall thereafter consider the petition. The SORC may approve the engine for a class other than the one(s) proposed in the petition.
 - 6) The SORC shall consider, among other factors, the following:
 - a) The availability of the engine and parts;
 - b) The cost of the engine;
 - c) The expected speed range for the class(es);
 - d) Whether or not any existing engines shall be eliminated or obsoleted;
 - e) The impact upon the existing membership;
 - f) The potential success of the use of the proposed engine;
 - g) The extent to which the engine must be modified for racing purposes;
 - h) Whether or not the engine can reasonably be considered a Stock Outboard engine.
 - 7) The SORC may hold hearings, make requests for information and do any other act reasonably necessary for the proper consideration of the petition.
 - 8) Once the SORC or a committee thereof has duly considered the petition for approval, the full SORC shall vote for approval or disapproval of the petition.
 - 9) The SORC may poll the members of the class(es) within which the motor is proposed to be incorporated or the full Stock Outboard membership for input. However, the final decision for approval or disapproval of the petition shall be made by the SORC.
 - 10) If the SORC approves the petition, the motor shall be eligible for competition 45 (forty-five) days after the date of approval unless such date falls between May 1 and September 1. In the latter case, eligibility shall commence September 1. The petition shall be deemed approved if the SORC does not disapprove the petition within forty-five (45) days from the filing of the petition or if the SORC does not notify the petitioners within the same time period of the date that the decision shall be made.
 - 11) Additionally, the technical specifications and any other rule change shall become effective at the date the proposed motor becomes eligible for competition.
 - 12) If the SORC disapproves the petition, the Chairman shall notify the petitioners of this decision within fourteen (14) days of the decision.
 - 13) If the petition is disapproved, a petition for approval of the same engine for use in the same proposed class(es) contained in the original petition shall not be filed within one (1) year from the date of the filing of the original petition.
- D. The procedure for establishing a new class within the Stock Outboard Category shall be as follows.
- 1) At any time, a party in interest may submit to the SORC a petition for approval of a new class. The same shall be considered submitted upon receipt by the Stock Outboard Activity Chair of the petition and a twenty-five dollar (\$25) filing fee (The fee to be deposited in the Stock Outboard Promotional Fund).
 - 2) A new class is defined as a class which does not currently compete within the Stock Outboard Category and which utilizes a different motor make and hull size than any other class used within the Stock Outboard Category, or which results from a class separation, whereby one existing class is separated into two different classes.
 - 3) Class combinations, whereby two existing classes are combined into one class, are also governed by this paragraph.
 - 4) The petition for approval shall contain or indicate the following:
 - a) The name of the new class(es);
 - b) The motor which shall be utilized, including manufacturer and horsepower rating;
 - c) The estimated approximate speeds for the new class(es);
 - d) Whether a propeller-height restriction shall be utilized;
 - e) Whether an existing Stock Outboard class is proposed to be eliminated with the approval of this new class; and
 - f) The name(s) and signature(s) of the individual(s) submitting the petition.
 - 5) If an engine is proposed to be utilized in this new class which is not currently utilized within the Stock Outboard Category, then a petition for approval of a new engine must be filed with the SORC contemporaneously with the filing of the petition for approval of a new class. All requirements for the filing of this petition under paragraph two (D) above shall also be met; however, in this case, the new-engine-petition filing fee shall be waived.
 - 6) Upon receipt of the petition for approval, the Chairman shall submit the same to the SORC or committee thereof for consideration within ten (10) days. The SORC shall thereafter consider the petition.
 - 7) The SORC shall consider, among other factors, the following:
 - a) The number of existing Stock Outboard classes;
 - b) Whether the proposed class exists in another APBA category;
 - c) Whether the proposed class can reasonably be considered a Stock Outboard class;
 - d) Whether an existing class shall be eliminated;
 - e) The number of classes the Stock Outboard Category currently contains within the estimated speed range of the proposed class;
 - f) Whether the new class should more appropriately be incorporated into an existing Stock Outboard class;
 - g) The interests of the existing membership, and
 - h) The prospects for success or failure of the proposed class.
 - 8) The SORC may hold hearings, make requests for information and do any other act reasonably necessary for the proper consideration of the petition.
 - 9) Once the SORC or a committee thereof has duly considered the petition for approval, the full SORC shall vote for approval or disapproval of the petition.
 - 10) The SORC may poll the Stock Outboard membership for input; however, the final decision for approval or disapproval of the petition shall be made by the SORC.
 - 11) If the SORC approves the petition, the class shall become eligible for competition 45 (forty-five) days after the date of approval unless such date falls between May 1 and September 1. In the latter case, eligibility shall commence September 1. The petition shall be deemed approved if the SORC does not disapprove the petition within forty-five (45) days from the filing of the petition or if the SORC does not notify the petitioners within the same time period of the date that the decision shall be made.

- 12) Additionally, any technical specifications or other rule changes necessary for the approval of the proposed class shall become effective at the date the proposed class becomes eligible for competition.
 - 13) The proposed class shall not become eligible for competition until the same has been presented to and has received the approval of the APBA Class Review Committee. However, said approval shall not determine the date of eligibility once the SORC has approved the petition.
 - 14) Upon the date the proposed class shall become eligible for competition, use of the proposed class shall qualify for all of the rights of an existing class, including eligibility for national high points, national championships and the establishment of competition records. There shall be no probationary period unless the SORC specifically establishes the same.
 - 15) If the SORC disapproves the petition, the Chairman shall notify the petitioners of this decision within fourteen (14) days of the decision.
 - 16) If the petition is disapproved, a petition for approval of the same class contained in the original petition shall not be filed within one (1) year from the date of the filing of the original petition.
- E. Motors which have been loaned, leased or given by a manufacturer or agent, as a subsidy or through subterfuge, to any individual for use in Stock Outboard racing events of any type, shall not be eligible for racing.
- F. When an outboard manufacturer discontinues business and sells jigs, fixtures, patterns and manufacturing rights to all fishing and racing engines to another, the successor shall be recognized as a legal manufacturer of replacement parts for engines previously accepted for racing by the SORC.
- G. The SORC may at its discretion declare motors non-stock whose manufacturers have failed, at the request of the SORC, to supply information and the necessary specifications for measurements of engines and modifications as described below:
- 1) Such specifications on their various models as the SORC shall deem necessary to establish stock measurements for each model.
- H. The Stock Outboard Technical Committee shall recommend engine specifications, clarifications, or replacement parts to the SORC. The SORC shall have authority for approval of engine changes and specifications. Changes will be in effect on the first day of the month following publication in *Propeller* magazine. Motor specifications and related items shall be frozen for the period of a racing year, effective November 1. At the written request of the manufacturer, the technical committee and the SORC may approve a replacement part. Replacement parts with specification changes will not be approved for racing between May 1 and September 1 for the respective racing year.
- 1) The SORC has established a Parity Committee for each of the classes listed below. The members of the Parity Committees shall be appointed by the SO Chairman and their term shall end on October 31st following their appointment. All decisions with regard to the technical rules for these classes shall be made by the Parity Committee for the respective class and shall not require approval of the SORC for implementation. Any rule change approved by a SO parity committee shall become effective thirty (30) days following publication in *Propeller Magazine* or on the APBA website.
 - 2) The SORC has established the following standing parity committees:
 - a) D Class Parity Committee
 - b) A Class Parity Committee
 - c) 20SSH Class Parity Committee
 - d) 302SSH Class Parity Committee
- I. Replacement Parts
- 1) Only such parts shall be permitted as are standard production OEM parts used on the motor as the purchaser may obtain from the dealer as a stock item or products as approved by the Stock Outboard Technical Committee and the Stock Outboard Racing Commission, and published in the *Propeller*, and available to the general public through dealers. These products cannot provide any performance advantage over original OEM parts.
 - 2) Final approval of non-OEM parts for use in Stock racing shall not be given until the Chairman of the SORC has advised the Technical Chairman that he or she is satisfied that all provisions of these rules have been complied with.
 - 3) Non-OEM parts must be submitted for approval to the Chairman of the SORC.
 - 4) The Chairman shall then take those steps as are necessary to insure that the non-OEM parts substantially comply with the OEM specifications for which the non-OEM part would be used as a replacement.
 - 5) With such submission, the manufacturer of the non-OEM part shall submit drawings, pictures and accompanying specifications for the part to the Chairman.
 - 6) The Stock Outboard Technical Committee reserves the right to deny approval of such parts for any reason and to retain all submitted parts for a period of one year.
 - 7) A list of approved non-OEM parts shall be listed in the Stock Outboard Inspection Manual. This list shall include the name of the manufacturer and the OEM identification for that part.

RULE 21 • CATEGORY FEES

APBA Headquarters will collect a surcharge of \$10.00 from each racing member of the MO, PRO, and SO Categories. This money is to be used exclusively for the promotion of the racing category from which the surcharge was collected. Each category's funds will be administered by the category's commission.

RULE 22 • CHAMPIONSHIPS

Note: North American Championships require four starters, excluding step-ups, in at least one heat. All categories must comply with all NAC rules, in the Reference Book under **Special Events and Awards**.

1. MODIFIED OUTBOARD CHAMPIONSHIPS: In each racing year, championship regattas shall be held for APBA members only as follows:

- A. One Regional Championship in each region, open to all APBA drivers and owners.

- B. One Divisional Championship in each geographic division open to all APBA owners and drivers for points, trophies and prizes, but only to divisional drivers for bonus points.
Modified Outboard Racing Divisions shall be:
 - No. 1 Northeast Regions 1, 2, 3
 - No. 2 Southeast Regions 4, 5, 9, 14
 - No. 3 Central Regions 6, 7, 8, 15, 16
 - No. 4 West Regions 10, 11, 12, 13
- C. Until such time as membership in the Modified Outboard division becomes more diversified, the MORC may, with the approval of the Chairman, combine two or more regions and divisions for the preceding championship races.
- D. There shall be one National Championship, open only to APBA members.
- E. The MORC shall be empowered to award a Winter National Championship to be held prior to May 1st. Bids for this race must be submitted to the Chairman before the Annual Meeting.
- F. Assignment of each championship shall be made by the MORC with a view to providing the best possible benefit to the drivers and the sport. This shall not preclude having the championship at the same place in succeeding years.
- G. There shall be no other Modified Outboard race sanctioned within the same geographic division on the same dates as a Modified Outboard National Championship. There shall be no other Modified Outboard class or classes sanctioned within the same geographical division on the same date as a Modified Outboard Divisional unless the Modified Outboard chair has written approval from the race director of the club hosting the Divisionals and the race director of the club with the conflicting race.
- H. It shall require a majority of Mod Commissioners voting and residing in a division to approve the awarding of Divisional Championships, and a normal program will be all Mod classes including the probationary classes. To run less than normal classes or to split off classes and run elsewhere for Divisionals or Nationals it will take a 2/3 majority of the MORC voting and residing in those divisions.
- I. The Referee and Inspector for Modified Outboard National Championships are to be approved by the MORC before granting sanction.
- J. Scales at all Divisional and National Championships must be certified within the current racing year prior to the event by an authorized agent.
- K. The previous year's national champion shall be qualified to run in the next year's National Championship race without having to participate in qualifying elimination heats. At championship events a two (2) heat elimination race and a two (2) heat final race must be run. The only exception would be if, for lack of time, all eliminations, finals and races without eliminations were reduced to one (1) heat racing for the remainder of the day, and scoring will be based on the one final heat. The finalist for the championship race will be chosen from the overall position, or in the case of a tie on points the overall fastest time will be used; in case of an overall time tie, the fastest heat will be the determining factor. In the event a qualified driver wishes to enter the elimination race he must relinquish his qualified position to run in the finals.
- L. Step-ups are not permitted in championship races.
- M. The Inspector shall be required to affix an individual identifying mark to all engines that qualify for championship races.
- N. The referee shall inspect and verify the clock operation at the start of each day's racing. The referee shall verify that the starting clock is accurately sequenced with the camera equipment.
- O. If there is a disqualification still pending by the end of a championship event, the category chairman of the class/driver in question must present the facts of the issue in question publicly, within 7 days of the conclusion of the event. And a final decision must be rendered and also presented publicly as to the outcome of this issue no later than thirty (30) days upon conclusion of the event.

2. PRO CHAMPIONSHIPS

A. General: During each racing year, if appropriate, PRO championship regattas shall be held as follows:

- 1) One Divisional PRO Championship in each of the geographic divisions.
 - i. The assignment of the Divisional Championships shall be designated by the PRO Commission, special consideration being given to the selection of courses which are best suited for PRO racing. No duplication of championships shall be permitted.
- 2) One National PRO Championship.
 - i. The National Championships shall alternate between the Eastern and Western Divisions, provided a suitable bid is received. Bids must be presented to the PRO Commission prior to the APBA Annual Meeting.

B. PRO Divisional Championships

- 1) The East and West Divisionals will be open to all.
- 2) At the PRO Divisional Championships, classes must be scheduled with a minimum of 2 heats.
- 3) The drivers entering the heats shall be divided by lot into groups of a given number determined by safety considerations of the race course as determined by the race chairman and committee.
- 4) The winners of the races shall be known as the Divisional Champions of their respective class until the next annual championship.
- 5) No sanctions will be approved within a radius of 700 miles of a Divisional Championship. Divisional Championships will not be approved for Memorial Day or July 4th due to local race commitments.
- 6) At the sponsor's discretion either a patch or APBA certificate shall be awarded Divisional Champions.
- 7) The Referee and Inspector must be selected from a list prepared by the PRO Commission.
- 8) The Divisional winner of the Western or Eastern Division is automatically qualified for the final heat at the National Championships. Step-ups are allowed to run at the Divisionals (see **Safety Rule 3 • Equipment, #18.A** for restrictions). Should the Divisional Champion be a step-up, and attend the National Championships, the Divisional Champion must run an outfit of the scheduled class at the National Championships.

C. PRO National Championships

- 1) The race for each class shall consist of three (3) heats with the order of final position being determined on the basis of the total number of points from those three heats. In the case of a tie, the high position shall be awarded to the person who has established the least elapsed time in the 3 heats.
- 2) The maximum number of boats in a heat at the PRO National Championships shall not exceed 12.

- 3) If the total number of drivers entered in a class exceeds the maximum allowed to run in a heat, the first two heats shall be separated into separate heats by drawing lot. The third heat shall consist of a full field of drivers with the maximum number to be determined per Racing Rule 2, #10. That field of drivers shall consist of those attaining the highest points total in the first two heats and the Divisional Champion. In case of a tie, the eligible driver shall be the one attaining the fastest heat time in either of his/her two heats.
- 4) C Service and C Racing class heats shall utilize a 4-minute gun and a 3-lap format at the National Championships
- 5) Outfits eligible for a given class shall not be permitted to compete in a larger class unless specifically allowed in the displacement range of the larger class.
- 6) The winners of the races shall be known as the National Champions of their respective classes until the next annual championship.
- 7) At the National Championships a boat or motor shall be run only in one set of final heats of the class in which it is entered.
- 8) In the races for National Championships, the engine or the boat may be changed between final heats, but not both.
- 9) For National Championships, the PRO Commission shall select and approve the Referee and the Inspector. The Referee and Inspector must be selected from a list prepared by the PRO Commission.
- 10) National Championships must have a photographic start. Pictures of starts at championship races will be available to any PRO Commissioner upon request.
- 11) No PRO sanction shall be granted within a radius of 1,500 miles of the PRO National Championships.
- 12) For National Championship races, two (2) turn judges for each corner will be used by the sponsoring club.
- 13) The National Champion shall be awarded U.S. 1 in his class.

D. PRO World Championships

- 1) The race for each class shall consist of four (4) heats with the order of final position being determined on the basis of the total number of points from the best three heats. In the case of a tie the higher position shall be awarded to the person who has established the least elapsed time in his/her three best heats.
- 2) The total number of drivers in the heats shall be determined by safety considerations of the race course by the race committee and chairman. If the total number entered exceeds this number, they shall be separated into separate heats by drawing lots.
- 3) Outfits eligible for a given class shall not be permitted to compete in a larger class unless specifically allowed in the displacement range of the larger class.
- 4) The winners of the races shall be known as the World Champions of their respective classes until the next annual championship.
- 5) In the World Championship races, neither the engine nor the boat may be changed between final heats.
- 6) For World Championships, the PRO Commission shall select and approve the Referee and the Inspector. The Referee and Inspector must be selected from a list prepared by the PRO Commission.
- 7) Pictures of starts at championship races will be available to any PRO Commissioner upon request.
- 8) No PRO sanction shall be granted within a radius of 1,500 miles of the PRO World Championships.

3. STOCK OUTBOARD CHAMPIONSHIPS

A. Stock Outboard Closed Course Championships

- 1) During each racing year Championship regattas shall be held for members of the American Power Boat Association only, as follows:
 - a) One Regional Championship in each Region, open to any APBA driver for points, trophies and prizes, but only to regional drivers for placing.
 - b) One Divisional Championship in each geographic division open to any APBA driver for points, trophies and prizes, but only to divisional drivers for bonus points.
 - c) One National Championship open only to APBA members.
 - d) There shall be no other Stock Outboard race sanctioned within the same geographic Division on the same dates as a Stock Outboard Divisional or National Championship.
 - e) During the calendar period of winter, the SORC shall be empowered to award a Winter National Championship. The only qualified driver will be the defending Winter National Champion. Qualifying will be run on a race basis for which national race points will be given. Bids for this race must be submitted prior to the Annual Meeting.
 - f) Date security for the Divisionals and Nationals as described in (d) above shall only be protected if the bid has been awarded before December 15th for the Nationals and Divisionals. If the bidding organization changes their date after the prescribed deadline, their race date security is voided.
 - g) All closed course National Championship races must have a minimum of eight (8) bona fide starters.
- 2) Qualifications for Divisionals (Maximum Starters — 12 Finalists)
 - a) At Regional or Divisional championships eliminations shall consist of heats or complete races. In the event of point ties from different heats, time will become the basis for qualifying.
- 3) Qualifications for National Championships:
 - a) The National Champion in each class for the previous racing year shall be eligible to run in the Nationals without entering elimination races, if he/she is qualified to run under the requirements of the class.
 - b) A nationals qualifier shall be chosen from each of the four (4) divisional championships as per the following criteria:
 - i. Qualified drivers shall be chosen from each class with eight (8) or more bona fide starters.
 - ii. The qualified drivers shall be chosen only from Divisional Championships held a minimum of three (3) weeks prior to the National Championships.
 - iii. The qualified driver shall be the participant from that geographic division finishing in an overall first place.
 - c) Twelve (12) drivers in the final field shall consist of the defending champion, the national qualifiers from each of the four (4) divisions, plus the first-place drivers with the best time for the elimination races. In the event that a driver does not place in one heat, that heat time shall be considered infinite.
 - d) In the event that vacancies still occur, other drivers will be taken from the elimination races according to their position of finish. In the case of a tie, the qualified position shall be awarded to the driver who has established the least total elapsed time in his two qualifying heats. The divisions will be No. 1: Regions 1, 2, 3; No. 2: Regions 4, 5, 9, 14; No. 3: Regions 6, 7, 8, 15, 16; No. 4: Regions 10, 11, 12, 13, 17, 18.

e) At the Closed Course National Championship, elimination races shall consist of two heats for each group of 12. In the event that the National Champion or a Divisional Qualifier wishes to enter elimination races, he must relinquish his qualified position to run in the eliminations. Points shall be given for all elimination races.

4) Assignment of each Championship shall be made by the SORC so as to provide the best possible course.

5) The boat and/or motor in which a driver qualifies in elimination heats or races at the National Championships shall be run in the finals unless, in the opinion of the referee and/or inspector, the boat or the motor shall have become damaged beyond repair.

6) In the event of a motor technical disqualification after the finals of the Closed Course National Championship, the offending driver shall relinquish all prizes and points earned with the disqualified motor in any elimination races at that event.

7) Referee and Inspector for Stock National Championships must be approved by Stock Outboard Racing Commission before granting sanctions.

8) All Stock Outboard classes will be eligible to compete at the Closed Course National Championship.

9) Scales at all Divisional and National Championships must be certified within the current racing year prior to the event by an authorized agent. Scales are desired at all other races and, when used, shall be in place for drivers' use one (1) hour before the start of the first race or qualifying heat. It shall not be possible to protest or appeal the accuracy of scales used.

B. Stock Outboard Marathon National Championships: During each racing year the SORC will sanction one Stock Outboard Runabout and one Stock Outboard 45SS Marathon National Championship. The following special rules shall apply:

1) The contest shall consist of two (2) races to be run on successive days. The winner in each class shall be determined on the basis of total points scored in the two races.

2) Classes may run separately or together, at the option of the sponsor and with the approval of the SORC. They shall be scored separately.

3) Each race shall be not less than 30 miles or 30 minutes at the discretion of the Race Committee.

4) Prize money shall be awarded on a race basis, and bonus monies to the champion of each class.

5) The requirements for a photographic start will be waived for the Marathon National Championship heats.

6) There will be no change of equipment between races unless damaged beyond repair. If equipment is changed but not damaged, points for the first race shall not be counted in overall standings.

7) No claims for records will be entertained.

8) If handicap system is utilized, SORC must approve.

C. Stock Outboard Marathon Divisional Championships: During each racing year the SORC will sanction one Stock Outboard Runabout and one Stock Outboard 45SS Marathon Divisional Championship in each of the Stock Outboard Divisions. These events shall be open to all bona fide Stock Outboard racing members. Double points shall be awarded to drivers residing within the division. Regular points shall be awarded to all other participants.

D. Probationary motors may not be raced at championship events.

RULE 23 • STOCK OUTBOARD CLASSIC DIVISION

1. Purpose: Collecting Antique, Vintage, and Classic equipment, like Vintage sports car racing, has become quite popular and these enthusiasts can now have a place to race their equipment.

2. Eligible Motors: All previously approved Stock Outboard motors that have been out of production for at least twenty-five (25) years.

3. Boats: Utilities, Hydroplanes and Runabouts.

4. All Stock Outboard safety rules will apply. Driving infractions will be subject to disciplinary action by the race committee.

5. Activities: Racing, concourse and combination concourse and racing.

A. Racing: Class groups to be determined by race committee. Handicap starts may be used. Boats may be combined with current classes of comparable size and speed.

6. No National High Points, records or championships will be granted.

7. Racing numbers on original, restored or reproduction boats may be of original style and number/letter designation. It shall be the responsibility of the driver that the numbers are legible.

RULE 24 • MODIFIED OUTBOARD "LOCAL" 2 PERSON 850CC MOD RUNABOUT RULES

1. All Modified safety rules and racing rules will be followed, including proper safety gear for the rider.

2. The rider must be a racing APBA member, a member of a local club, and be at least 16 years of age.

3. Equipment: any legal 850cc Modified Runabout hull with an 850cc Modified motor which meets the specifications in the Modified Outboard Tech Manual is legal. The cockpit(s) of the boat must be large enough to accommodate two people safely with handles for the rider to hold onto. Additionally, the 66 cu. in. 6 cylinder Mercury engine is permitted as long as it complies with all other 850cc Modified rules and specifications for the 60 cu. in. 6 cylinder engine.

4. The driver and the rider must start the race, run the race, and finish the race together in the boat. If either or both are tossed out of the boat, said boat cannot continue the heat.

5. At registration, the driver shall fill out the forms the same as if he was entering the regular 850cc Modified Runabout class. The rider shall also enter name, date, etc. and sign the same entry blank.

RULE 25 • AWARDS

1. MODIFIED OUTBOARD AWARDS

A. HALL OF CHAMPIONS CRITERIA

- 1) To be eligible, a member must have:
 - a) Won a National Closed Course Championship
(With a field of seven [7] boats to start the race in at least one [1] heat)
- OR -
 - b) Been a National Closed Course High Point Champion
(With five [5] races or more during the racing season.)
- 2) Eligible drivers will have raced a minimum of five Modified APBA races.
- 3) Once eligibility is established, a member will be awarded points for accomplishments in that year according to the following table:
 - a) Each National Closed Course Championship
(with at least seven [7] boats starting at the Nationals)..... 5-1/2 points
 - b) Each National Closed Course High Point Championship
(with five [5] races or more during the racing season) 5 points
 - c) National Overall High Point Winner (US1, Bob Goller) 4 points
 - d) Overall High Point Champion in a single class (Paul Kalb) 3 points
 - e) Each Competition Record set 2 points
 - f) Each Kilo Record set 1-1/2 points
 - g) Each Winter National Championship 1/2 point
- 4) All races, championships, high points and records must be in Modified Outboard Competition according to Modified Outboard rules.
- 5) The number of selected drivers will be determined at the end of each racing year, for the following year, by the Hall of Champions Committee.
- 6) In case of a tie, the following tiebreakers apply:
 - a) The award will go to the driver whose qualifying class(es) per Rule 1 has the greatest number of active participants.
 - b) If still tied, the winner will be the driver who scores the most points in direct competition (same class) at the Closed Course National Championships.
 - c) If still tied, the winner will be the driver who scores the most national points in the class in which he established his/her eligibility (rule 1).

B. Paul Kalb Award - goes to the driver earning the most APBA points in a single Modified Outboard class.

C. Bob Goller Award - goes to the driver earning the most APBA points in multiple Modified Outboard classes.

D. Rookie of the Year Award - goes to the new driver earning the most points in any one Modified class. (A new driver is defined as one who has previously raced no more than three power boat races in their lifetime.)

2. PRO AWARDS

A. Hall Of Champions Criteria: The APBA PRO Category shall choose its Hall of Champions drivers from among the current National Champions, World Champions and National High Point Champions, while competing in the PRO Category, using the following criteria:

Points Per Class

- 1) APBA PRO National Champion.....100
(plus points based on class participation - see below)
- 2) APBA PRO Competition Record.....50
- 3) APBA PRO Kilo Record50
- 4) APBA PRO National High Point50
- 5) World Champion50
- 6) Divisional Champion25

Additional Points

- 1) Accomplishing three of the items 1 through 425
or
- 2) Accomplishing three of the items 1 through 4 in the same class.....50

NOTES:

- 1) To find the points awarded to a National Champion based on class participation, add one (1) point for every boat registered in the class at the Nationals.
- 2) The initial record established in a new class on each different record course will count 25 points.
- 3) In case of a tie, the award will go to the person running in the class with the largest number of participants for that year. The class used for this tie-breaker must be one in which the individual won a national championship or a national high point championship. In the case where the individual won a national championship or a national high point championship in multiple classes, the class used for the tie-breaker will be the one with the most participants.
- 4) There must be a minimum of 4 legal starters for National, Divisional, and World Championships to award Hall of Champions points.

- B. **The Colonel Green Round Hill Trophy** will be awarded annually to a Professional Racing Outboard (PRO) Category driver who achieves the most points in the PRO category of the American Power Boat Association during the season.
- C. **The George H. Townsend Medal** was first established in 1932. Beginning with the 2006 season, the George H. Townsend medal is awarded to the driver who scores the most points during the season in the K PRO Hydro class.
- D. **Gilbert “Gibby” Petermann Perpetual Trophy:** Established in 1998, this trophy will be awarded to the APBA National High Point Champion in the 250cc Hydro class. This perpetual trophy is in honor of Gilbert Petermann, a unique individual whose racing accomplishments, both on and off the course, spanned 50 years.

3. STOCK OUTBOARD AWARDS

A. Stock Outboard Hall Of Champions

- 1) To be eligible, a member must have:
 - a) Won a National Closed Course Championship with 12 bona fide starters in the event
-OR-
 - b) Won a National Closed Course High Point Championship having competed in 12 or more races.
- 2) Once eligibility is established, the driver shall be awarded points for accomplishments in that year according to the following table:
 - a) Won a National Closed Course Championship with 12 bona fide starters 5 points each
 - b) Won a National Closed Course High Point Championship with 12 or more races 5 points each
 - c) Won a Winter National Championship with 8 or more bona fide starters 2 points each
 - d) Henry Menzies Award winner..... 1-1/2 points
 - e) Jerry Waldman Award winner..... 1-1/2 points
 - f) Marathon National Champion 1 point each
 - g) Won a Divisional Championship with 8 or more bona fide starters 1 point each
 - h) Set a Stock Outboard record (except a quarter-mile straightaway record)..... 2 points each
- 3) In case of a tie, the following tiebreakers apply:
 - a) The award will go to the driver whose qualifying class(es) per rule 1 has the greatest number of active participants.
 - b) If still tied, the winner will be the driver who scores the most points in direct competition (same class) at the Closed Course National Championships.
 - c) If still tied, the winner will be the driver who scores the most national points in the class in which he established his/her eligibility (rule 1).

- B. **The Gerald Waldman Award** - goes to the driver earning the most APBA points in a single Stock Outboard class (closed course only).
- C. **The Henry Menzies Award** - goes to the driver earning the most APBA points in all Stock Outboard classes raced (closed course and marathon).
- D. **Rookie of the Year Award** - goes to the new driver earning the most points in any one class. (A new driver will be defined as one who has never before participated in an APBA race and who started his or her racing career in the racing year in which the award is to be presented.)
- E. **The Tammy Dawe Advocate Award** – is to recognize an APBA member who has made an outstanding contribution to our sport of boat racing. This award is named in honor of Tammy Dawe who gave her life to our sport and made it better through each person she touched.

GLOSSARY OF TERMS

- Beam:** Width of the hull.
- Concavity:** A surface that curves inward.
- Dead rise:** lift from the centerline or keel to the chine. Sometimes referred to as a V. An example of dead rise is the keel being 0 and the chine being 1” higher. **Negative dead rise** is the opposite of dead rise. Negative dead rise is not permitted in any runabout. This is the case for both negative dead rise from fore to aft and port to starboard.
- Immersed Surfaces:** The wetted surface of the hull, including the bottom and chines, from transom to bow.
- Longitudinal, Longitudinally:** Parallel to keel.
- Monoplane:** A boat with one planing surface.
- Planing Surface:** The lowest immersed surface from the aft end forward (excluding hydro air traps) as defined by the hull categories.
- Rocker:** In a profile view (fore and aft), the rise in the keel and chine are “rocker”
- Securely Fastened:** Does not fall out when hull is turned upside down.
- Shear Line:** The fore and aft curvature from stem to transom of the deck as shown in side elevation.
- Transverse, Transversely:** At right angles (90°) to keel.
- Tunnel:** A concavity greater than 1/16” within the planing surface.