

2017

PROFESSIONAL RACING
OUTBOARD (PRO)
CATEGORY
SAFETY AND RACING
RULES

03/22/17

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PRO SAFETY RULES

The General Safety Rules and General Racing Rules shall prevail in all situations not specifically covered in the PRO Safety Rules and PRO Racing 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 12 and 13) 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 racing. All 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 19 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, no boats raced may have a fin or mounting hardware that protrudes beyond the maximum beam of the boat. Turning fins and turning fin brackets on 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 125R, 250R, 350R, 500R, 700R, 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 KPH, OSY400, C Service, and 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. 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.)

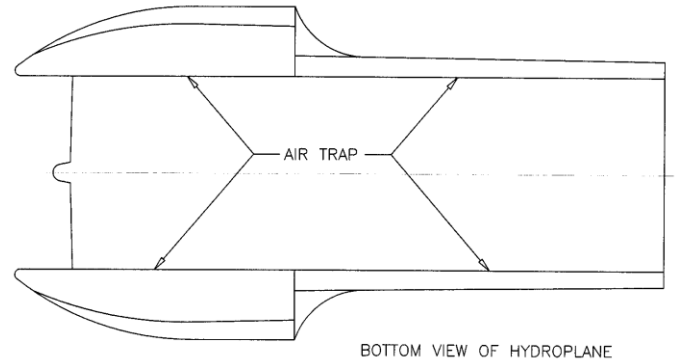


Figure 1 - Air Trap

A. All 500ccH, 700ccH and 1100ccH boats will have reinforced cockpits with restraints regardless of the displacement of the motor.

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 straightaway 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.

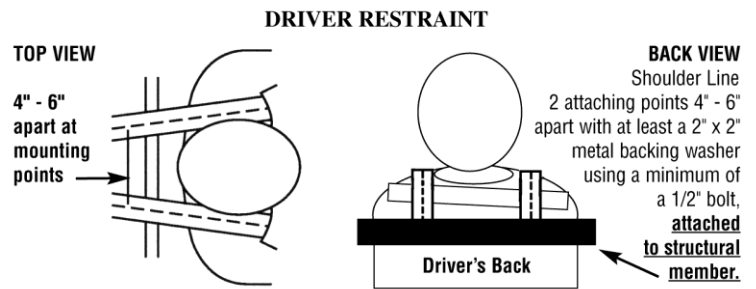


Figure 2 - Driver Restraint

- 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 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. Hydroplane Pickleforks and Cockpit Noses –All 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 points on the picklefork will have a minimum thickness of 3/4" on the inside of the sponson and an outside picklefork dimension of 3/4". (See diagram below)

- 1). All 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 the paragraph above.
- 2) Half oval aluminum rub molding may be used around the foremost points of 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. (See UIM SPONSON TIPS diagram below).
- 4). 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.

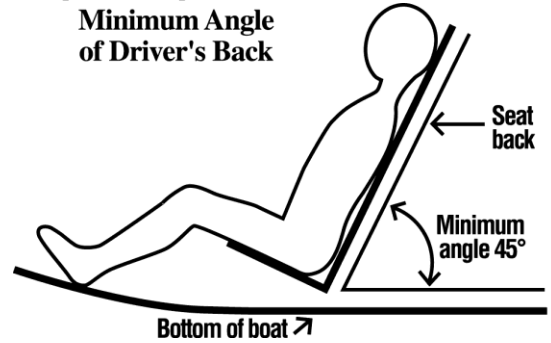


Figure 3 - Driver's Back Angle

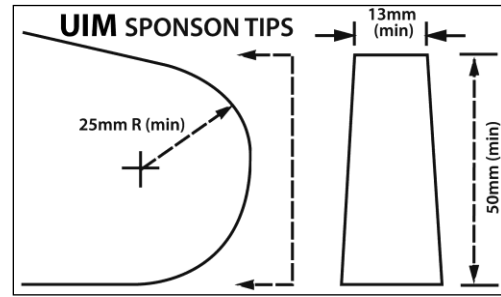
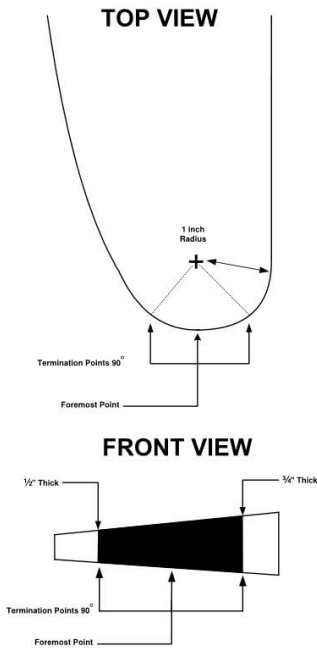


Figure 4 - UIM Sponson Tips

Figure 5 - APBA PRO Sponson Tips

22. Cockpit Sides

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

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”. 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). The maximum propshaft rule applies to all racing, including straightaway trials.

<i>Class</i>	<i>Propshaft Depth</i>
KPH	1-3/4”

2. 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 is 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. 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 - 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.

B. SAFE LANE - 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 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. Boats may make tight circles in areas designated by the Referee at the Drivers' Meeting.
9. 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 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

K PRO Hydro drivers must be given separate testing time, aside from all other classes. K PRO Hydro may test with J 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 be 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 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 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 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.

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>
KPH.....	11	350H.....	18	250R.....	16	1100R (rider).....	16
OSY400.....	14	500H.....	18	350R.....	16	CSerR.....	14
125H.....	14	700H.....	18	500R.....	18	CSerH.....	14
175H.....	16	1100H.....	18	700R.....	18	CRacR.....	16
250H.....	16	125R.....	14	1100R (driver).....	18	CRacH.....	16

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 one rescue boat is required at each regatta, in the event there are restrained drivers then at least two rescue boats are required.
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.

PRO RACING RULES

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 shall be governed by the By-Laws of APBA. All rule changes shall be governed by By-Law Article XII, Section 12.7.
4. PRO racing shall be conducted under the supervision of the PRO Commission. Subject to the provisions of the by-laws of this association, the decisions of the PRO Commission shall be final in all matters pertaining to the interpretation of the rules for PRO classes. The PRO Commission shall serve as an appeal board for owners, drivers, referees, inspectors, and Race Committees. A technical committee shall be appointed by the PRO Commission to advise 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. The PRO 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 drivers. The minimum requirements are a shirt with racing identification and long pants or uniform shorts. (Long pants are required while testing or racing.)
8. Radio communication with the driver is not allowed except in classes that require reinforced cockpits as defined in Safety Rule 3, item 19 (500H, 700H, and 1100H).
9. 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 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.

RULE 2 • REGATTAS

1. The Referee and Inspector must be chosen from the lists of Referees and Inspectors, approved by the PRO 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. At the 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 class shall be run separately. 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.

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 shall be counted as special races.

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 PRO Commissioners present. 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) overfill 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 PRO 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 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). (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. Classes may also establish competition records of three (3) miles on a surveyed course of one (1) mile per lap and recorded separately. (As 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. 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. PRO shall recognize two straightaway records: (1) one-quarter mile straightaway records and (2) either one kilometer or one mile straightaway records (whichever is faster). One-quarter mile record events shall be run in the same manner as one kilometer or one mile records except using the one-quarter mile distance.

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 PRO Commission will sanction and supervise time trials for any UIM outboard racing class(es). 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 APBA records for the 500ccH, 700ccH, and 1100ccH classes set prior to requirements for reinforced cockpits with restrained drivers 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 records are contested, the Referee, Scorer and Inspector must be selected from a list prepared by the PRO Commission. Referees at straightaway trials are exempt from this requirement.

12. For the KPH class, all records established prior to 2002 shall 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 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 the KPH class.)

RULE 4 • START & FINISH

1. At all races a preparatory signal shall be given a minimum of three (3) minutes before the start of the heat and, at this time, at the judge's 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 crew members 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.

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.

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

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 left hand 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 PRO races. The racing number shall consist of a letter designating the geographic section of the country where the owner resides followed by the 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 must be a color that strongly contrasts with the background.

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. 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. 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.

5. 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. The driver is not required to put the assigned geographical letter on the boat.

6. In the event one owner enters two boats, both of which carry his/her assigned racing number in the same race, or two or more drivers enter a boat

with the same number and no letter, 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.

7. The following letters indicate the residence of PRO boat owners. The letter is on the left of the number.

A. Maine, New Hampshire, Vermont	N. New York
B. Massachusetts	O. Oklahoma
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. 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	
M. Michigan	

Figure 6 - Boat Number Letter Table

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 PRO Commission, the Referee or Inspector may waive inspection of any motor as long as no APBA or UIM records are at stake.

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 • 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 12 • 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. See PROTESTS, Rule 22 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 13 (below).

RULE 13 • APPEAL

An appeal is a request by a driver or owner to the PRO 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 PRO Category will be \$100.00.
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, the PRO Commission shall hear the appeal and render a decision.
4. No member of the PRO 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 PRO Commission. Ten days will be allowed for postmark of evidence and testimony mailed to the PRO 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 PRO 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 PRO Commission shall be final.

RULE 14 • High Points

- 1) For all sanctioned 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>Regular Races</i>	<i>PRO Divisionals and PRO National Championships</i>
First	400.....	800.....
Second	300.....	600.....
Third	225.....	450.....
Fourth	169.....	338.....
Fifth	127.....	253.....
Sixth	95.....	190.....
Seventh	71.....	142.....
Eighth	53.....	107.....
Ninth.....	40.....	80.....
Tenth.....	30.....	60.....
Eleventh.....	23.....	45.....
Twelfth.....	17.....	34.....
Thirteenth.....	13.....	25.....
Fourteenth.....	10.....	19.....
Fifteenth.....	7.....	14.....
Sixteenth.....	5.....	11.....
Seventeenth.....	4.....	8.....

Eighteenth.....	3.....	6
Nineteenth	2.....	5
Twentieth.....	2.....	3

Figure 7 - High Point Table

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

3) 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. 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, preceded by the letter designating the Region, shall be given to the driver residing in each Region 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.

RULE 15 • Fuel

- 1) 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.
- 2) 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 16 • Classes and Motor Eligibility

- 1. All classes have minimum age requirements for participants; 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. MOTORS, CLASSES, AND MANUFACTURING RESTRICTIONS

A. Motors

- 1) Each boat competing in a 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 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 PRO Commission and the Chairman of the PRO Technical Committee, copies of which are available from APBA National Headquarters.

B. CLASSES

- 1) Official 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

<u>Class</u>	<u>Min. Length</u>	<u>Motor Displacement</u>
125cc Runabout	11' 6"	Up to and including 128.75 cc
250cc Runabout	11' 6"	Up to and including 257.5cc
350cc Runabout	12'	Up to and including 350cc
500cc Runabout	13'	Up to and including 500cc
700cc Runabout	13'	500cc up to a maximum of 710cc, only Konig / Konny rotary valve engines
1100cc Runabout	13'	Up to 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	Up to and including 257.5cc
350cc Hydro	none	Up to and including 350cc
500cc Hydro	none	Up to and including 500cc
700cc Hydro	none	Up to and including 700cc
1100cc Hydro	none	Up to 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: (Bore (in))² x 0.7854 x Stroke (in) x No. of Cyl. = 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.)
- x. Smaller displacement motors running in larger displacement runabout classes may run the minimum length runabout of the class of the motor. Reinforced cockpit (capsule) classes must run a reinforced cockpit (capsule) even if running a smaller displacement motor.

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, 300 series

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.

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.

RULE 17 • HULLS See Glossary of Terms at the end of these rules

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. Hydroplanes: The hydroplane hull shall be free of all restrictions (exceptions: see **Safety Rule 3 — Equipment**).

RULE 18 • Administration

1. At the Annual Meeting, the PRO Commission may declare that any of the PRO classes, either runabout or hydroplane or both, shall be placed on one (1) years’ probation should the class drop below a national active participation level as follows.

A. PRO: 10 active participants nationally.

- 1) The KPH class is specifically excluded from this rule.

B. Approval of a majority of PRO Commission members is necessary for the placing on probation of that class. If, at the next Annual Meeting, by the review of the PRO 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 PRO Commission.

RULE 19 • Category Fees

APBA Headquarters will collect a surcharge of \$10.00 from each racing member of the PRO Category. This money is to be used exclusively for the promotion of the PRO Category from which the surcharge was collected. The PRO Category’s funds will be administered by the PRO Commission.

RULE 20 • Championships

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

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. 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, Scorer, 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.

C. 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) The winners of the races shall be known as the National Champions of their respective classes until the next annual championship.
- 6) 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.
- 7) In the races for National Championships, the engine or the boat may be changed between final heats, but not both.
- 8) For National Championships, the PRO Commission shall select and approve the Referee, Scorer, and the Inspector. The Referee, Scorer, and Inspector must be selected from a list prepared by the PRO Commission.
- 9) National Championships must have a photographic start. Pictures of starts at championship races will be available to any PRO Commissioner upon request.
- 10) No PRO sanction shall be granted within a radius of 1,500 miles of the PRO National Championships.
- 11) For National Championship races, two (2) turn judges for each corner will be used by the sponsoring club.
- 12) The National Champion shall be awarded U.S. 1 in his class.

D. 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) The winners of the races shall be known as the World Champions of their respective classes until the next annual championship.
- 4) In the World Championship races, neither the engine nor the boat may be changed between final heats.
- 5) For World Championships, the PRO Commission shall select and approve the Referee, Scorer, and the Inspector. The Referee, Scorer, and Inspector must be selected from a list prepared by the PRO Commission.
- 6) Pictures of starts at championship races will be available to any PRO Commissioner upon request.
- 7) No PRO sanction shall be granted within a radius of 1,500 miles of the PRO World Championships.

RULE 21 • 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:

	<i>Points per Class</i>
1) APBA PRO National Champion.....	100
(Plus points based on class participation - see below)	
2) APBA PRO Competition Record.....	.50
3) APBA PRO Straightaway Record.....	.50
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 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.

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 PRO Category rules.

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.