

2017 APBA REFEREE / RISK MANAGER TEST

- The Rulebooks are posted in the Resources section of the APBA web site and will be needed to complete this test.
- Passing this test is mandatory for anyone wishing to Referee or act as an Assistant Risk Manager at APBA races.
- Check with your Region and/or Category Chairperson as some Regions and/or Categories may have additional requirements.
- After passing this test, you must be approved by your Region Chair and relevant Category Chair.

Please contact Howie Nichols, APBA Chief Referee / Risk Manager, if you have any questions on this test. Howie can be reached by email at apba113@gmail.com or chiefref@apba.org, or by phone at 321-626-0666 (cell).

Please return your test to Chief Referee Howie Nichols for grading. Your test can be returned by e-mail or mail. Once you have opened the test, save it to your desktop. Tests cannot be saved to the APBA website.

Mail: Howie Nichols
4945 Mayflower St.
Cocoa, FL 32927

Email: apba113@gmail.com or chiefref@apba.org

Requirements to referee in specific categories are listed below.

ASSISTANT RISK MANAGER: Risk Management only

Chief Referee: Howie Nichols – apba113@gmail.com

STOCK OUTBOARD: Risk Management, General Rules, and the SO test.

Chief Referee: Steve Noury - snoury@comcast.net

MODIFIED OUTBOARD: Risk Management, General Rules, and the MOD test.

Chief Referee: Josh Kimble - joshua_kimble@jbhunt.com

PRO OUTBOARD: Risk Management, General Rules, and the PRO test.

Chief Referee: Jim Nilsen – jnilsen529@comcast.net

JUNIOR CLASSES: Risk Management, General Rules, and Junior Classes tests.

Chief Referee: Jim Nilsen - jnilsen529@comcast.net

OPC: Risk Management, General Rules, and the OPC tests.

Chief Referee: Dee Berghauer - dberghauer@earthlink.net

INBOARD: Risk Management, General Rules, and Inboard tests.

Chief Referee: Chas Dodge - dodgechas@yahoo.com

INBOARD ENDURANCE: Risk Management, General Rules, and Inboard Endurance tests.

Chief Referee: Ted Kolby - ted@tedkolby.com

VINTAGE & HISTORICAL: Risk Management, General Rules and Vintage test only.

Chief Referee: Doug Brow - browzer@centurytel.net

THUNDERCAT: Risk Management, General Rules, and the Thundercat tests.

Chief Referee: Steve Roskowski – steve@arcindy.com

SPECIAL EVENTS: Risk Management, General Rules tests.

Chief Referee: Howie Nichols – apba113@gmail.com

OFFSHORE: Risk Management, General Rule, and Offshore Test

Chief Referee: Bob Teague – teague@earthlink.net

UNLIMITED: Risk Management, General Rules, and Inboard tests and must also
be approved by the Unlimited Chief Referee

Chief Referee: TBD

2017 APBA REFEREE / ASSISTANT RISK MANAGER TEST

NAME:

AGE:

ADDRESS:

CITY:

STATE:

ZIP:

PHONE:

APBA #:

REGION:

EMAIL:

RISK MANAGEMENT

1. It is mandatory that all race courses have outside course marker/buoys surrounding the race course; these outside markers can be any color.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. All participants must wear closed footwear when driving boats or working as pit crew (working on boats, launching boats, or retrieving boats) in the restricted area.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. The Risk Manager or Race Director shall have the authority to require the referee to submit to a Breathalyzer test and/or to ask the referee to test any participant.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. The Assistant Risk Managers are members of the Race Committee and can have other duties than those concerning the SAFETY of the event.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. The Assistant Risk Managers will report any and all violations immediately to the Referee and have the authority to correct any violation. The Referee and Assistant Risk Managers must work together.

TRUE:

FALSE:

If false, please explain why:

Rule #:

GENERAL

1. The area beyond the outer course markers is out-of-bounds; boat re-entry to the race course is subject to APBA rule provisions and/or referee instructions.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. No contestant shall participate in a race, nor shall any official serve in an official capacity, after having consumed alcohol or controlled substances or while intoxicated.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. The Referee shall forward a report of the event to the National Headquarters of APBA, as soon as feasible after an event.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. For behavior on the race course the referee shall issue a yellow/red card on or before one day after the finish.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. It shall be optional that the Referee notify the owner and/or the driver as soon as possible of any disqualifications.

TRUE:

FALSE:

If false, please explain why:

Rule #:

STOCK OUTBOARD

1. In closed course racing, when stopped on the course, the driver's helmet may not be removed.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. 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

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. At least one safety boat is required at each regatta, except when the 45SST is racing where two rescue boats are required.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. The Referee may call for the restart of a heat if officials or their equipment have performed in error.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. A temporary number, such as an "X" or "I" may be used until such time as the boat owner can display their APBA assigned number.

TRUE:

FALSE:

If false, please explain why:

Rule #:

MODIFIED OUTBOARD

1. Locked throttles are allowed in competition.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. 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.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. 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)
- 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.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. Drivers may not utilize radio communication.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. When three races are run in two days, 25% of the participating classes scheduled must be scheduled.

TRUE:

FALSE:

If false, please explain why:

Rule #:

PRO OUTBOARD

1. 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.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. 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.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. 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.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. 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.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. 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.

TRUE:

FALSE:

If false, please explain why:

Rule #:

JUNIOR

1. A new Junior driver must also pass an open-book written test, available from the APBA website, before competing.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. Engine mounting heights rules do not apply to boats running in straightaway Trials.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. 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:

A. The front boat shall not alter its course across or into the established path of the rear boat.

B. The outside boat must give the inside boat room to clear any course marker.

C. Any violation of the overlap rules listed above will result in the disqualification of the offending driver for the heat.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. The heat must be stopped if an AX Hydro or AX Runabout driver goes into the water prior to the final lap of any heat.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. The race committee shall have the power to warn, or disqualify without previous notice, any driver who races with improper or illegible numbers.

TRUE:

FALSE:

If false, please explain why:

Rule #:

OPC

1. Any boat not ready to line up when required will be disqualified or placed in the least desirable starting position at the discretion of the Race Committee.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. The second qualifying heat (if used) will line up as follows: Reverse of finish taken from the results of the first qualifying heat.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. The referee may require a Class 2 Inspection at a Record event.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. If a manufacture or engine builder makes an error in an engine, the driver does not have to comply with motor specifications.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. SST 120 engines may have a substitution of a maximum of 3 sleeves of any manufacturer with original porting specifications and the same material will be allowed for repair of damaged cylinders.

TRUE:

FALSE:

If false, please explain why:

Rule #:

INBOARD

1. The helmets may be removed only if the craft is under tow or being held fast in the infield by an official tow boat. Drivers & Riding crew may remove their helmets if boat is not under power.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. The referee may cancel a heat if less than four (4) boats cross the starting line.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. No boat shall leave the pits after the 1 minute signal has been given

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. A boat that has been disqualified during the qualification heats shall be eligible to participate in the final heat to fill the field.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. In the Grand Prix class drivers shall not from consume alcohol in any form during the eight (8) hour period immediately prior to the start of an event.

TRUE:

FALSE:

If false, please explain why:

Rule #:

INBOARD ENDURANCE

1. A GN Nationals or World Championship must have a minimum of four (4) bona fide starters.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. GN Blower design, size and overdrive limited to the following options:

2471 @ .80 to 1 or 2071 @ .92 to 1 or 1871 @ 1 to 1 (Max. Blower Rotor RPM to Crank RPM)

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. In Comp Jet a maximum displacement of 515 cu. in. cylinder block is limited to an OEM aluminum block, aluminum heads are optional.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. In GPS 95 class a Single American automotive block with a maximum cubic inch displacement of 750 is legal.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. In GPS 95 class, at the owner/driver's expense a GPS unit shall be affixed to the driver and/or hull during competition and be examined prior and at the completion of each competition.

TRUE:

FALSE:

If false, please explain why:

Rule #:

VINTAGE & HISTORIC

1. Capsule, cage or reinforced cockpit Inboard hydroplanes and runabouts are permitted to participate in active running at V&H events.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. The minimum age for drivers or riders to participate in an exhibition run is 18 years old.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. Kill switches are mandatory for all vintage boats.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. If you showed up at an event with your brand new Snell approved helmet in white would you be able to use it?

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. The rescue boat staff shall consist of a minimum of two persons. All personnel on the rescue boat must be a minimum of 18 years old.

TRUE:

FALSE:

If false, please explain why:

Rule #:

THUNDERCAT

1. Any driver who jumps the gun/start shall be disqualified from that heat.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. For clock starts, drivers must hold their lane from start/finish line until around the first pin/turn one.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. If a competitor lands in the water and is in a safe part of the course, the race may continue, but only if the blue and white flag is displayed in all turn boats.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. The driver responsible for a heat stoppage is eligible for the restart at the least advantageous position for that heat.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. A boat that misses a buoy may be assessed a one minute penalty.

TRUE:

FALSE:

If false, please explain why:

Rule #:

OFFSHORE

1. All participants in each APBA event must execute a liability release to APBA and/or the conducting club prior to racing. No owner, driver, contestant or their representative or any race official shall hold any other owner, driver, contestant or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race.

TRUE:

FALSE:

If false, please explain why:

Rule #:

2. Race Teams and Race boats shall not be subject to all Coast Guard, Federal, State and local regulations during testing.

TRUE:

FALSE:

If false, please explain why:

Rule #:

3. If at any time during the start procedure after the orange smoke has been fired, a red flag is raised, the start has been aborted and all boats must return off plane to the milling area (safe area) for restart. All boats should then monitor VHF Channel 78A and follow specific instructions of the pace boat.

TRUE:

FALSE:

If false, please explain why:

Rule #:

4. Should the registered hull become damaged, lost or destroyed, (as certified by three (3) members of the ORC or an approved marine surveyor, in writing, at the expense of the owner), it may be replaced by like kind only for completion of that racing season or, if damaged, until restoration of the original hull.

TRUE:

FALSE:

If false, please explain why:

Rule #:

5. When one boat stops to assist another boat in trouble: the boat that stops to assist will not receive points for the position it was in at the scoring point just prior to when they stopped.

TRUE:

FALSE:

If false, please explain why:

Rule #: