

RULE 11 - DRIVER QUALIFICATIONS:

11.4.2 Drivers already qualified but who; desire to drive in the 2.5 Litre Mod, National Modified, Grand National Hydroplane or Pro Stock classes **a class greater than they are currently qualified for, or who** move from a hydroplane class to a runabout class (or vice versa), or ~~who~~ have been inactive for more than twenty-four (24) calendar months; must re-qualify as follows;

- **Must notify the Referee at the event during the Drivers meeting that they are qualifying or re-qualifying for a particular class.**
- Shall run two (2) heats starting from the farthest outside position, advancing only to a position predetermined by the referee. ~~and three qualified drivers from the 2.5 Litre Mod, National Modified, Grand National Hydroplane or Pro Stock classes designated by the referee, will also observe and give their opinion to the referee.~~
- **Run an additional (2) heats in competition in the class, during which the driver showed the ability to handle the boat at competitive speeds and otherwise complies with all other driver qualifications outlined in the Inboard Racing Rules.**

Reason: Currently Referees do not know who is qualified and who isn't. This rule makes it the Driver's responsibility to notify the Referee that they are new to a class or are re-qualifying. Also, some classes have driver restrictions while some don't. This rule will place general guidelines where they should be, under Driver Qualifications.

Remove this from the NM rules as it will be covered by the above rule

~~**46.3 Driver Qualifications:** Before being allowed to compete without restriction, a new driver must: Have been qualified to compete in the 2.5 Litre Modified, 4 Litre Modified, 6 Litre, Grand National Hydro or Grand Prix classes in the previous two years; or have completed a minimum of four (4) heats in competition in this class, during which the driver showed the ability to handle the boat at competitive speeds and otherwise complies with all other driver qualifications outlined in the Inboard Racing Rules.~~

~~**46.3.1** A committee composed of at least three (3) owners or drivers shall act as observers and advisors to the referee at each event at which a new driver competes.~~

Reason: It is not needed if the Rule 11 is updated.

RULE 13 - GENERAL RACING

~~**13.10** Appeals pertaining to disqualifications other than violation of starting, driving, and course rules shall be accompanied by an appeal fee of \$100. The original appeal, as written and filed with the Referee plus the findings and/or recommendations of the officials at the event, shall be sent to the Inboard Chairman immediately following the event. The Inboard Chairman shall consult with and otherwise direct inspection data and/or engine parts, drawings, etc. to the Chairman of the Technical Committee governing the class concerned. The appeal fee shall be used to defray the expenses of the Inboard Racing Commission in processing the appeal and shall be non-refundable. The matter will then be settled by the Inboard Racing Commission and the Inboard Chairman.~~

Reason: This rule is already in our Inboard rule book under Rule 31.1

13.5 Every attempt will be made to "fill" the field in all final heats. Instead of disqualification for driving and/or course rule violations, a one (1) minute penalty may be imposed at the discretion of the Referee for each infraction to all offending drivers. If the driver receives two (2) or more penalties in the heat, **at**

the Referee's discretion, he/she may will be disqualified. If officials do not have time, each driver will be backed four (4) positions.

Reason: Removes hard coded language forcing the Referee to disqualify a racer due to two infractions. All infractions are not the same in severity and the Referee should have some latitude to decide whether or not the Driver should be disqualified.

RULE 19 - BUOYS

19.6 Entrance and exit buoys must be the same color. ~~and in contrast to all other buoys on the race course.~~

Reason: With the new insurance rules in place race sites already need different color buoys for the start/finish line, score up pin, inner course marker, and now outer course markers. There is no need to have the entrance and exit pins a different color than the any other inner course markers. It places more stress on Regions and Race committees having to maintain so many different color buoys.

RULE 23 - POINTS SYSTEM –REVERT TO 2011 RULES

23.1 For national points, a match shall consist of one (1) heat of competition, approximately (five) 5 miles in length. There shall be no more than one race sanctioned per class, per day at the same course or regatta. The completion of a postponed race from the previous day, however, may be run. In the event a previous day of racing is cancelled in its entirety, every attempt should be made to run the current day's event ~~must be run~~ before attempting to run the previously cancelled day of races. ~~unless an specified on the race circular.~~ It is suggested that prize monies be paid for both qualifying and final heats. Note: Where multiple qualification heats are run per **Rule 25.8**, national points for those heats will be awarded based on the contestant's highest qualification heat finish.

Reason: While the existing rule is a good one in most circumstances, weather and other issues can cause race committees to take emergency steps in order to run a race and they should not be hand cuffed due to a hard coded rule within our rulebook.

23.8.4 Each boat **in a legal field** that makes a legal start, even without completing either the qualifying heat or the final heat, will receive a minimum of 40 points. (Zero points for a day's racing gets you 40 points.) **A disqualification in a heat will count the same as a DNS.**

Reason: Currently it is still possible to earn 40 points even though the driver has done something to merit being disqualified. A driver should not be rewarded with points if they are disqualified. The words "in a legal field" were added as a companion to new rule 23.8.5.

23.8.5 **In addition to the above points, any boat that makes a legal start in either the qualifying or final heat, regardless of how many other boats in the class, will receive 50 participation points per race day.**

Reason: The new rule is added to give boats that show up 50 participation points per race day if they make a start (even as a combined class). This would help racers and race sites as racers would receive something for attending races regardless of how many other boats show up. In classes that normally struggle to get 15 days of racing in racers could earn points just by showing up and making a start. This would force other racers in the class running for points to show up as well. Both would help race sites. It would also help these classes make up a bad heat. In classes that get 15 days of racing this new rule will have no effect as the participation points for each of those racers would cancel out.

23.16 No national points shall be scored by National Headquarters for any class that does not have a minimum of 8 active boats **or score over 5,000 points collectively as a class** during the previous year.

Reason: Fixes last year's approved rule, placing it in the correct rule (23.16).

RULE 25 - CHAMPIONSHIPS

~~**25.9** To be eligible to hold the Summer Nationals or compete for records, classes must have a minimum of 10 active boats **or score over 5,000 nationally** during the prior year, and must have had a minimum of five (5) sanctioned regattas held during the preceding twelve (12) months. Each sanctioned race must have had a minimum of four (4) legal starters.~~

Reason: Removes conflicting boat minimums for active classes

25.14 If any boat which has qualified during the qualifications heats is unable to participate in the final heat, the Referee shall select the next boat in line from the qualification heats and permit said boat to take the place of the boat that is unable to participate. A boat that has been disqualified during the qualification heats shall not be eligible to participate in the final heat. ~~to fill the field.~~

Reason: the updated rule 13.5 no longer forces the Referee to disqualify a racer for receiving two penalties unless they feel the driver did something so egregious that it warranted a disqualification. A disqualified boat should not be allowed to run the final.

RULE 29 - COMBINATION OF CLASSES

29.1 Combined classes shall be allowed in closed course heat races. The total number entered in any heat shall not exceed ~~twelve (12)~~ **the listed number of boats below.**

29.2 The Referee may authorize the following combinations of classes only:

~~**29.2.1** National Modified, 2.5 Litre Mod, 5 Litre~~

29.2.1 1.5 Litre Stock, 1 Litre, 2.5 Stock (Max per heat: 12) **Note: The Referee may give 1.5 Litre Stock driver(s) special instructions about where to start and drive during the heat. All 1.5 Stock drivers must be at least 15 years old in order to be combined with any other classes.**

~~**29.2.2** National Modified, GNH, GP (Max. field, 8 boats)~~

29.2.2 2.5 Modified, 5 litre, National Modified (Max per heat: 10)

~~**29.2.3** 2.5 Litre Stock, 2.5 Litre Mod, 5 Litre~~

29.2.3 National Modified, Grand National Hydro (Max per heat: 8)

~~**29.2.4** 1 Litre, 2.5 Litre Stock~~

29.2.4 Grand National Hydro, GP (Max per heat: 8)

~~**29.2.5** 1.5 Litre Stock, 1 Litre Modified~~

29.3 In case of combined classes, points are awarded to all classes with four (4) or more starters **in each individual class.**

~~**29.4** Special Grand Prix events will be allowed between runabouts and hydroplanes in the following combinations:~~

~~**29.4.1** 2.5L Stock, 2.5L Mod, Cracker Box (max per heat 10)~~

~~**29.4.2** 2.5L Mod, 5L, National Modified, Cracker Box (max per heat 8)~~

~~**29.4.3** 2.5L Mod, 5L, National Modified, Super Stock (max per heat 8)~~

~~**29.4.4** National Modified, GNH, GP, Super Stock, Pro Stock, KRR (max per heat 6)~~

~~29.5 The Grand Prix event will receive no points, will run for competition only, and must be described in detail on the race circular.~~

Reason: This rule has not been updated in over 30 years. Almost all boats have changed since that time. The new rule's goal is to realign the rules, allowing similar type boats to run in combined classes if necessary. This will help racers that show up at events as well as race sites.

RULE 40 - GENERAL TECHNICAL

40.11 Radios ~~may~~ **will** be used for communications to the driver with the following restrictions: The radios must not interfere with communications of the Race Committee; they must change to another frequency or channel or the Referee shall prohibit the use of the radios that are causing interference.

Reason: Updates rule per the new rules (conflicted with rule 18.18.1)

RULE 43 - 2.5 LITRE STOCK CLASS

43.7 Recommended minimum Inspection Procedure for Ford 2.3 Litre Engine

Reason: Removes the finality of a mandatory inspection. Currently the rule only states minimum inspection but does not specify how often or what happens if this inspection cannot be done.

RULE 44 - 2.5 LITRE MODIFIED CLASS

44.2 Engine combinations.

44.2.1 Boats using single or multiple overhead cams and/or more than 2 valves per cylinder must have a displacement not exceeding 148.5 cubic inches and no more than 6 cylinders. The weight minimum shall be 1025 pounds and the fuel shall be restricted to gasoline only. As an alternative, methanol may be used but the minimum weight shall be increased to 1125 pounds. Engines using methanol must use production blocks and head(s). **NOTE: 2.5 Stock boats wanting to compete in this class must meet the minimum capsule requirements for a 2.5 Modified.**

Reason: Helps the Inspector and the Scorer during registration by stating what is an acceptable entry into the 2.5 Modified class.

RULE 46 - NATIONAL MODIFIED CLASS

46.2 Any ~~4 or 6 cylinder~~ 2.5 Litre Modified class boat may run as a legal National Modified as long as it meets all rules required within the 2.5 Modified class.

Reason: Currently the 5 litre class is not able to run as a legal NM however, since they are currently allowed to run as a 2.5 Mod and the 2.5 Mod's are legal NM's. This rule seeks to close that loophole.

RULE 55 - SPORTSMAN ENTRY (SE) CLASS

55.1.1 A prop shaft release is ~~recommended but not~~ required ~~until Jan. 2016~~

55.1.2.1 Starts may be either clock start or flag start. ~~For flag start lane selection shall be by draw.~~

55.1.5 Hulls under these minimums which competed in an older racing class are to be grandfathered. Contact the ~~Class Chairman~~ **Inboard office** for confirmation.

55.2.1 The hull must conform to the flatbottom hull requirements as specified in the Technical Manual for the Inspection of Racing Runabouts. Non-current hulls which do not conform to these specifications may be exempted by petition to the Class Chairman.

~~**55.4 Class Chairman.**~~

~~**55.4.1** The Class Chairman is Paul Grichar. He may be contacted at pgrichar3@aol.com.~~

~~55.4.2 Vice Chair is Dave Weber, who may be contacted at billsheliarc@gmail.com~~

~~55.4.3 The class shall be directed by the Class Chairman and Vice-Chairman through 31 October 2016.~~

~~55.4.4 Rule change proposals for this class shall be submitted to the Class Chairman.~~


Reason: Updates SE rules to reflect that the Inboard Technical committee is now responsible to update the SE technical rule set.

RULE 54 - JERSEY SPEED SKIFF CLASS


54.1.12 Any log type, cast aluminum, water cooled exhaust manifolds must be used and all gases and engine water must be mixed no farther than eight (8") inches from the exhaust manifold outlet and passed through the transom. The definition of a "Log Manifold" shall be: A cast aluminum common chamber connected to the cylinder head ports by runners no longer than 4". The runners must end at the common chamber. The outlet of the manifold is at the back of the manifold (towards the back of the boat). The manifold is water cooled with cast aluminum water jackets.

Reason: Removes exhaust information from each engine combination and places it under general Skiff rules where the exhaust was already defined.

Current JSS 283 Head rule

54.3.6 Cylinder heads must be stock for the 283 engine and shall bear casting mark  on the outside ends of the head. The minimum combustion chamber volume shall be 60cc per chamber. The intake and exhaust passages, as well as the combustion chamber, shall not be ground, polished or enlarged. Cylinder heads may be machined for valve seals, screw-in or pinned rocker arm studs, marine conversions and on contacting surfaces for the attachment to the block. Replacement of valve seats and guides shall be for reconditioning only. Head gaskets are mandatory. No change is permitted in the valve area, angle of valve seat and the valves will remain stock in shape and size. Three angle valve seats are permitted in the head as follows: 1 approach; 1 seat; 1 bottoming. No angle is to be wider than .125 inch. The intake valve diameter shall be 1.720 inches and exhaust 1.50 inches. The rocker arm ratio is to remain 1.5 to 1. Rocker arms, rocker balls, pushrods, retainers, and keepers must be stock Chevrolet or replacement parts sold over the counter for the non-racing automotive trade. Rocker arms and rocker balls may either be stock Chevrolet or replacement parts sold over the counter, or roller rockers may be used provided they maintain the stock rocker ratio (1.5:1) and stud mounting configuration (3/8") ~~or (7/16")~~. The use of shaft roller rockers is prohibited. The use of polylocks and guide plates are permitted. Shims and any ~~Stock or Stock replacement~~ valve spring ~~(no beehive spring allowed)~~, single winding and dampener is permitted, providing no change or machining is required to the heads for their use. Any log type, cast aluminum, water cooled exhaust manifolds must be used and all gases and water must be mixed no farther than eight (8) inches from the exhaust manifold outlet and passed through the transom.

Proposed JSS 283 Head rule (no changes except reformatting)

54.3.6 Cylinder heads: Must be stock for the 283 Chevy engine and shall bear cast mark  on the outside ends of the head. The minimum combustion chamber volume shall be 60cc. The intake and exhaust passages, as well as the combustion chambers, shall not be ground, polished or

enlarged. Replacement of valve seats and guides shall be for reconditioning only. Cylinder heads may be machined for valve seals, screw-in or pinned rocker arm studs, marine conversions and on contacting surfaces for the attachment to the block. No change is permitted in the valve area and angle of valve seat. Three angle valve seats are permitted in the head as follows: 1 approach; 1 seat; 1 bottoming. No angle is to be wider than .125 inch. Head gaskets are mandatory.


54.3.6.1 Valves: Valves must be stock Chevrolet, GM, or any stock replacement valve (stainless permitted). Swirl polished valves are not permitted. The intake valve diameter shall be 1.720 inches and exhaust 1.50 inches. Valves will remain stock in shape and size.

54.3.6.2 Valve Springs: Shims and any Stock or Stock replacement valve spring (no beehive spring allowed), single winding and dampener is permitted, provided no change or machining is required to the heads for their use.

54.3.6.3 Valvetrain: Rocker arm ratio is to remain (1.5:1). Pushrods, retainers, and keepers must be stock Chevrolet or replacement parts sold over the counter for the non-racing automotive trade. Rocker arms and rocker balls may either be stock Chevrolet or replacement parts sold over the counter, or roller rockers may be used provided they maintain the stock rocker ratio (1.5:1) and stud mounting configuration (3/8" or 7/16"). The use of shaft roller rockers is prohibited. The use of polylocks and guide plates are permitted.

Reason: Makes it easier to find specific engine information within rule set.

Proposed JSS 305 Head rule (Adds back in information that was accidentally omitted since the 2011 rule book)

54.4.6 Cylinder heads: Must be stock for the 305 Chevy engine and shall bear cast mark  on the outside ends of the head. The minimum combustion chamber volume shall be 60cc. The intake and exhaust passages, as well as the combustion chambers, shall not be ground, polished or enlarged. Replacement of valve seats and guides shall be for reconditioning only. Cylinder heads may be machined for valve seals, screw-in or pinned rocker arm studs, marine conversions and on contacting surfaces for the attachment to the block. No change is permitted in the valve area and angle of valve seat. Three angle valve seats are permitted in the head as follows: 1 approach; 1 seat; 1 bottoming. No angle is to be wider than .125 inch. Head gaskets are mandatory.

54.4.6.1 Valves: Valves must be stock Chevrolet, GM, or any stock replacement valve (stainless permitted). Swirl polished valves are not permitted. The intake valve diameter shall be 1.720 inches and exhaust 1.50 inches. Valves will remain stock in shape and size.

54.4.6.2 Valve Springs: Shims and any Stock or Stock replacement valve spring (no beehive spring allowed), single winding and dampener is permitted, provided no change or machining is required to the heads for their use.

54.4.6.3 Valvetrain: Rocker arm ratio is to remain (1.5:1). Pushrods, retainers, and keepers must be stock Chevrolet or replacement parts sold over the counter for the non-racing automotive trade. Rocker arms and rocker balls may either be stock Chevrolet or replacement parts sold over the counter, or roller rockers may be used provided they maintain the stock rocker ratio (1.5:1) and stud mounting configuration (3/8" or 7/16"). The use of shaft roller rockers is prohibited. The use of polylocks and guide plates are permitted.

Reason: Clarified 305 head rule. It was somehow taken out of the rule book. Moved general exhaust rule statement from each engine rule and placed it at the top of the rule set.