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2016

Scoring Handbook

ALL

APBA Events



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INTRODUCTION

The APBA Rule Books contain the rules by which we are governed. It is important to refer to the General Racing Rules, General Safety Rules, By-Laws, and the Individual Category Rules. The basic guidelines in this handbook were developed to accompany the rule books. Since rules change, it is important to know where requirements are and to use the rule books plus the following information as a reference.

- To score a race, you must be a current APBA member, pass the scorers' test annually, and be approved through your region.
- When the test and handbook are ready they will be available on the APBA website.
- After passing this open book test, you and your Region Chairman will be notified that you have passed the current scoring test.
- A scorer, who was listed as a qualified scorer for the preceding year, and who is a current member for the present year, will be able to act as a scorer until 45 days after the new test is made available.
- Remember, you can only score a race in the categories for which you have passed the test. Example: to score an Inboard & OPC event, you must have passed the Inboard & OPC sections of the test.
- If you need additional assistance or you experience scoring problems not fully outlined in this booklet, please contact a Regatta Scoring Committee member.

DUTIES OF THE SCORER

1. In charge of registration and scoring.
2. Responsible for obtaining qualified personnel to assist at registration and training them using the procedures in this manual.
3. Responsible for reviewing and submitting all summary sheets, scorers/timers data sheets, original entry blanks, any computer generated items, liability release waivers, minor releases, money and any other registration forms used to APBA Headquarters within the required specified time.
4. Assist the Referee in completing incident reports.
5. Enforce all category and general racing rules pertaining to a Scorer as stated in the current rule book.
6. Act as a member of the race committee.
7. Expenses of the Scorer shall be paid by the organization holding the sanctioned event.

PRE-RACE PREPARATIONS

1. Discard previous year's supplies if fees changed or forms are dated.
2. Check and make sure you have enough of each form for your event. If not, you can download forms from the website or use the ORDERING SUPPLIES form on page 26. The forms are under Resources, Type Forms in the title search box and click on Apply. APBA-Scoring Forms will come up. Click on it and the list of forms is there.
3. Check your personal supplies. Replace anything used up at the last regatta.
4. Imprinters - check the ink roller and make sure it prints clearly.
5. As pre-registration entries come in file them using your method of filing, a folder for each class OR for each category OR an alphabetical file. Look at entries before filing; make sure all required information is filled in. Highlight any questions to be cleared up at registration.
6. To save time, when using NCR Summary Sheets fill in the top information (at least one set per class on the sanction) before the event. Fill in - Place (location, city, and state), Class (class or designated letters), Computer Number, Sanction Number and dates - one for each column (month, day and year).
7. Before your event contact knowledgeable people for scoring (minimum of two), timing and callers for boat numbers, make sure they are willing to work. At a Championship or Record race there must be a minimum of two timers used for timing the race. The Chief Scorer will designate the primary timer prior to the start of the race. When possible have two crews so workers can have a break. Make sure they know the time you expect them to be there and start to work. Sign up sheets at registration encourage more help and new workers.
8. Have a race representative (Referee, Chief Scorer, etc.) contact the Race Chairman prior to race day and let him know any needs the officials have.
9. If possible have the sponsoring club make arrangements to provide drinks and lunch for you and your workers. Leaving the judges' stand to get food yourself delays the race.
10. If your event is APBA/CBF (Canadian) or a UIM Sanction you can review the rules on line in the Resource Section, then Rule Books, under Special Events. The information starts after Rule 7.
11. Have local APBA affiliate club membership applications ready in case a participant doesn't belong to a club. This complies with APBA rules and helps earn revenue for the sponsoring club.

SUPPLIES YOU WILL NEED FOR REGISTRATION AND JUDGES STAND

- Sturdy tables, chairs, awnings, etc.
- Pens, pencils & sharpener, markers, hi-liters, stapler & staples, paper clips, scissors, clipboards, tape and duct tape
- APBA forms needed: Entry Blanks, timer & scorer data sheets, Summary sheets, Incident Reports
- APBA forms optional: Work sheets, Driver registration info -for reference if needed, APBA points sheet
- COPY OF CURRENT SCORERS HANDBOOK FOR QUICK REFERENCE
- APBA Rule Book for appropriate category
- Legal pad, note pad, scratch paper
- Cups and water
- Chalk and chalk board and/or eraser and eraser board
- trash bags
- Calculator

NICE TO HAVE:

- Computer with APBA scoring program loaded
- Copy Machine
- Computer

REGISTRATION ONLY

- Registration Information Sheet - for APBA and Event monies. This form can be used at registration to keep a record of who paid, what they paid for, amount paid, check # or paid by cash. Send one copy to APBA with money collected. Extra copies are for you and/or sponsoring club. This form is not required
- Money pouch or cash box with change, receipt book, envelopes
- Additional Registration forms
- Files for crew registration with liability waivers, minor releases, etc.
- Imprinters [one per registrar if possible]
- File folders [one for each class run]. File box with hanging files for all appropriate APBA forms
- If you will be running qualification heats - Popsicle sticks numbered 1-? depending on number of entries. Place in plastic cup so drivers can draw for qualifying heats or start positions. Use a numbered sheet of paper to record who drew which number, have one for each class.

JUDGES STAND ONLY

- Colored tape to block Judge's stand area
- Timing equipment [Seiko timer, bank of stopwatches, computer, etc.]
- Binoculars

JUDGES' STAND

1. Race committee members must be current APBA members.
The Race Committee: Race Director, Chief Scorer, Chief Timer, Chief Starter, Chief Inspector.
2. Arrange a comfortable/suitable area with protection from the sun, rain, wind and the best visibility of the course, with enough room for personnel and their materials. Make officials comfortable.
3. The judges' stand should be ready for the day's events by the time the Driver's Meeting is over (if the race follows this meeting). Put all materials for working personnel at their work area.
4. If there are different scorers for each category, you can change places and take a break.
5. When "bigger" classes run [faster, more entries, more gun-jumpers] increase number of scorers and spotters.
6. To avoid confusion hold all conversation to a minimum.
7. Keep traffic on the judges' stand to a minimum by using yellow tape or fencing.
8. Work with the Race Director and/or Chief Referee when any problems or questions arise.
9. Your crew should know the importance of their job and accuracy.
10. No red articles are allowed on or near the judges' stand.
11. No coaching from the judges' stand. The Referee can excuse you from the judges' stand for the day.
12. If your club has a system for printing race participants and schedules, this is usually done here.
13. Suggestion: give copies of the days schedule to the announcer, referee, pit manager and crane operator (if used), as well as two or more copies for the judges' stand.
14. Provide results as soon as possible. ALL race results are UNOFFICIAL until inspection is completed.

Make copies available to the Press, Announcer, Inspector and post in the pit area for drivers.

REGISTRATION CHECKLIST

1. Check their APBA Card or Membership Receipt – There is a lot of information on the card. It is important that you as the scorer check the cards for the necessary information. Membership card colors change yearly.
 - Is the card for the current year or the receipt less than 30 days old?
 - If yes - move on
 - If no - have them complete a Racing Membership or Single Event form and pay the fees.
- Minor – The word MINOR is printed after their name on their membership card. This means the member is not 18.
 - Be sure entrant is of legal age to compete in the class, per category rules
 - Make sure the parent/legal guardian section of the entry blank is completed and signed.
 - Please have a minor release filled out for this participant.
- Does the category/class require Capsule Training?
 - The card should show “CAPT” with an expiration date.
 - If the date is expired or blank they need to show their up to date Certificate.
- Does the category/class require a Physical?
 - The card should show “PHY” with an expiration date.
 - If the date is expired or the card states “PHY NO” they need to show their up to date Certificate.
- Be sure participant is registered in all categories they are racing in.
For examples of abbreviations on cards please see page 9
 - If yes - move on
 - If no - do they have an additional registration form receipt.
 - If no - imprint Additional Registration form. Collect all fees. Fees explained on page 10.
 - EXAMPLES: J Class to A Stock
 45 SS to SST 45 ... Stock Outboard to OPC
 OPC Category to Thundercat
- If Inboard - are both Owner and driver current
- Check reverse side of membership card for white disqualifications sticker
[if applicable to category]. If found, review with the Chief Referee.
 - If no - move on.
2. Check Club membership card
3. Check every entry blank to make sure it's filled in and legible.
 - The DOB (Date of Birth) and age needs to be filled in.
 - The contact person should be listed in case of injury.
Note whether that person is at the race site or at home and a phone number is listed
 - Helmet and life jacket information is complete.
 - Make sure any allergies are listed or “none” is entered
 - It is required that every entry be signed with the proper legal signature by all individuals, with phone numbers.
This includes: parent/guardian of a minor, each separate owner, driver, co-driver, rider, on EVERY entry blank.
4. Imprint or photocopy APBA card on every entry blank. (It is required when using the computer scoring)
5. Imprint APBA card on NCR Summary Sheet if used
6. **Make sure you have collected the correct monies (entry fees, membership fees, etc.) and any other fee required by the individual event**
7. Is Waiver and Release Form signed
8. Is a Minor Release needed?...make sure you have all required signatures.
9. Give pit pass after release is signed
 - Remember each person must sign for their own pit pass

RACING MEMBERSHIP CARDS –

The first line is their member number - racing year - region.

1234 ← 2016 ← 6 ←
RACER BOB
987 WATERWAY DR
RED RIVER MI 48066
PRO 56-M MOD 56-M SO 54-M
OPC 75
REFEREE SCORER HISTORICAL

He can race in PRO, MOD, SO AND OPC.
The numbers after each category is his boat numbers.
REFEREE SCORER are the titles he selected. This does not mean he has taken the tests or is approved.
Historical = he donated to the Historical Society

2345 2014 8
RACER BILL
1054 RIVERVIEW DR
LAKEVILLE MN 55044
CAPT 6-15 PHY NO I NE
IE NE VINTAGE 255-GP MY
SPECIAL BOAT 56-N WEEKEND
FUN

Notice year is 2014 not 2016 – since this card is from the 2014 season he is not current.
CAPT = Capsule training and exp date
PHY NO = means no physical on file
I NE = Inboard - No equipment
IE NE = Inboard Endurance – No equipment
VINTAGE = reg in vintage and lists the equipment.

3456 2016 12
RACER MIKE
9546 OCEANVIEW BLVD
WATERWORKS CA 95059
CAPT 10-16 PHY 12-16
I 73-A BREWIN 73-S BREWIN II
53-NM HAPPY DAYS
54-E MORE HAPPY DAYS

CAPT = Capsule training and exp date. His capsule certificate is dated 10/31/2014 They are good for 2 seasons
PHY = Physical is on file and it's exp date
I = Inboard next is boat #-boat letter A which stands for the 2.5 Litre Mod class, boat name. Next boat#-boat letter S for 2.5 Litre Stock, boat name. Next boat#-boat letter NM for National Mod, boat name.
Last boat#-boat letter E for 5 Litre, boat name

4567 2016 10
BECKY RACER MINOR
3569 CANAL CT
TWIN LAKES WA 98075
J CLASS 191-R K PRO H 191-R
TC NE

MINOR – after the name means the member is not 18. They need to sign a minor waiver at every event.
Registered in J CLASS and boat # She can run in JSR, JSH, AXR and AXH.
Registered in K PRO H and boat # can only run in K PRO H class, no other PRO category classes
Registered in Thundercat – No Equipment

5678 2016 5
FAST FREDDIE
452 BAYVIEW
WATER CHANNEL FL 32233
SO F-47 TC 30- 48- 52-
CREW OFFICIAL

Registered in Stock and his boat #
Registered in Thundercat and owns 3 boats – boat #'s 30, 48 and 52.
CREW OFFICIAL are his titles, he registered as a Crew Member and an Official.

5678 2016 10
RACER SHAY
15246 SE INLET WAY
GRANTS PASS OR 97526
COR JRR ORR UL

The abbreviations listed are Special Event Classes.
COR ~ Classic Outboard Runabout JRR ~ Jet River Racer ORR Outboard River Racer UL ~ Unlimited Light

2016 ADDITIONAL REGISTRATION

Used when a member is not registered in the category or class he is racing in.

CROSSOVER CATEGORY FEES

OPC \$85 - Driver is not registered in OPC and wants to run an OPC class.

SO or MOD or PRO \$50 - Driver isn't registered in Stock or Mod or Pro and wants to run in one of their classes.

J Classes to K Pro H or K Pro H to J Class \$50 – J Class and K Pro H are not the same category. If driver is registered in J Classes only and wants to run K Pro H they have to pay this crossover fee. This entitles the driver to run in K Pro H only not any other Pro class. If driver is registered in K Pro H only and wants to run J Classes the fee is the same. J Classes includes: JR, JH, AXR, AXH

Stock or Mod Super to J Class \$10 - Driver is registered in Stock or Mod and wants to run in J Classes.

IE, Drag \$40 - Adding Inboard Endurance (owner and/or driver), or Drag to their membership.

Inboard (driver or rider only) \$40 – Wants to driver or be a rider and is not registered in Inboard.

Owner \$90 - Driver is registered in another category and needs to become an Inboard Owner.

(This is the \$40 crossover fee + the \$50 boat fee).

(no equipment) adding equipment \$50 - Driver is registered in Inboard and he now owns equipment

This is a one-time boat registration fee no matter how many boats they register.

Special Event \$40 – Driver is not registered in COR, Unlimited Lights, Jet Boats or Outboard River Racer and wants to run in one of these classes

Vintage \$30 - To add Vintage, this applies to both Racing and Participating.

Thundercat (Driver only) \$40 - Participant wants to be a driver or rider in a Thundercat they must be registered in the Thundercat category

Each Boat \$30 - If driver is registered in Thundercat and wants to become an owner or an owner wants to add an additional boat, the fee is per boat, it is not a one-time fee.

UPGRADE TO FULL MEMBERSHIP FROM

J Class to Stock or Mod Super \$85 - J Classes driver wants to upgrade to a full Stock or Mod membership.

This fee is the difference between the \$110 J Class dues and the \$185 Stock or Mod dues + \$10 J class fee.

K Pro H to Pro Super \$75 - K Pro H driver wants to upgrade to a full Pro membership.

This fee is the difference between the \$110 K Pro H dues and the \$185 Pro dues.

K Pro H to Stock or Mod Super \$125 - K Pro H drivers who want to add Stock or Mod.

This fee is the above \$75 to upgrade to a full Pro membership + the \$50 Stock or Mod crossover fee.

Needs New Membership Card \$10 - Driver needs replacement card.

Return Additional Registration forms and fees to APBA with race results.

We will add whatever has been paid for to the membership then, mail a new card.

MEMBERSHIP RENEWALS

THE SUPER CATEGORY LICENSE: (Stock/Mod/Pro) is available only when renewing or joining APBA. If driver joins in one category they can't upgrade at a later date. Driver must join each category and pay the 2016 additional registration fees.

AXR class # 10012 and AXH class # 10013: To race in either of these classes driver must be registered in J Class. If card does not show J Classes they must pay the crossover fee to participate.

1. Give the individual a membership application to fill out completely.
2. Be sure all required fees are paid and Agreement of Release on the back is signed and witnessed.
3. **Date of birth:** IS IT FILLED IN? IS A MINOR RELEASE NEEDED? If a minor joins at your event, be sure a Minor Release is completed and attached to the membership.
4. Enter name and member number if known on the summary sheet or use last year's card if available.
5. If registering in Inboard, or IE attach copy of their current physical and capsule training. If registering in OPC or Pro check category requirements for capsule training. If APBA has copies of these certificates the information is printed on their card.
6. Completely fill in the receipt. List the driver's name, address, category, amount paid (cash or check) and date membership was paid. This helps avoid confusion at the next event or at headquarters.
7. Give them original copy of membership receipt as proof of payment - Remind them to keep receipt until their membership card is received. Yellow copy = your records, Pink copy = APBA w/membership
 - A. **Member is renewing for the year.**
 1. Use directions 1-7
 2. Note on summary sheet joined with date.
 - B. **For a NEW MEMBER or someone who has not joined APBA for (1) year.**
 1. Use directions 1-7
 2. Indicate on application **NEW MEMBER.** New members pay lower basic dues. If additional fees are required they will be billed and their membership will not be processed until these fees are paid.
 - C. **Member is claiming they paid dues but has NO PROOF or receipt is over 30 days old:**
 1. Have them fill out a single event or full annual membership.
 2. Use directions 1-7
 3. Indicate at the top **"DUPLICATE MEMBERSHIP."**
 4. If they are a current member, their money will be returned. If fees are paid by check their check will be returned rather than issuing a refund check. If it's not a duplicate payment the check will be cashed. If a single event membership was paid for, no points will be awarded.
 5. If receipt is over 30 days old something is wrong. By following the above instructions, this will give APBA what's needed to process their membership, whether it's a signature, minor release or additional money. Even if you took the membership yourself, the original check may have bounced.
 - D. **Members receipt is under 30 days old from another race or APBA shows membership fees paid:**
 1. No membership dues are collected from this person.
 2. Use #4 above
 3. Note on the summary sheet "receipt shown" and where it is from.
 - E. If the application is filled out correctly - if agreement of release is signed - if a minor release is attached - if the correct monies are collected, turn around time at APBA is about 3 or 4 days. When one of these items is missing or wrong the membership is NOT processed. APBA sends the member a letter explaining what is needed to process the membership. Then it is up to the member to furnish whatever is needed. This all takes extra time.

2016 SINGLE EVENT MEMBERSHIP

GENERAL INFO

- **Single Event memberships allow a person to participate at an APBA Event and be covered by the APBA insurance.**
- Single Event memberships are sent to the Scorer upon requested only
- Below is an explanation of the different fee types:

<u>The categories below pay \$35 to race 1 DAY or \$50 PER EVENT (to race multiple days)</u>		
Inboard	Endurance	Offshore
Modified Outboard	Stock Outboard	OPC
Outboard Drag	*Special Event: COR~Outboard River Racer~Jet River Racer~Jet River Sprint~Jet Sprint	
These categories pay ONE FEE PER EVENT ONLY		
Junior Class - \$20	Vintage - \$25	R/C Model - \$10
Crew Member - \$20	**Driving School - \$35	
Foreign Drivers (For Insurance Purposes Only) - \$35		

- *Unlimited Lights would also pay the Special Event fees.
- **Driving school students are allowed to participate in the driving school on Friday and race Saturday and Sunday of the same weekend without paying any additional fees.
- Single Event members should complete the form & sign the Agreement of Release on the back of the white copy. They must also show a physical exam form and/or capsule training cert. if category rules require it.
- Give yellow copy to Single Event member as their receipt. Do not use membership receipts, they are mistaken for full membership dues at other events.
- After the race you MUST include with your results: the white original signed copies, fees and all voided Single Event memberships to APBA.
- Applications are numbered and numbers are kept on file at APBA. Return all single event forms used or not to APBA by seasons end. The Chief Scorer is responsible for remitting monies for each Single Event application not returned.

NO, NO, NO You Can't

- There are NO membership privileges
- Heats already run CANNOT be changed if you convert to a full membership.
- **Single Event members CANNOT participate in any categories - Regional, Divisional, National, World or North American Championships. Any classes that are not part of the championship event or it's not the specified day for the championships can participate as single event drivers/owners.**
- Single Events may be sold at Kilos, quarter mile and closed course record events. However, they are NOT eligible to set a record nor can they upgrade to a full membership after the record is set to claim the record. The second place finisher, if a full APBA member, will receive the record if their time qualifies for the record.

YES, YES, YES You Can

- You can convert a Single Event Membership into an Annual Membership if you pay the difference between the two within 30 days of the event. Single Events membership taken during the month of October can only be converted if the member is new.
- **NEW MEMBERS ONLY** – can accumulate multiple payments of single events and convert them to a full racing membership for that racing season only. When single event fees paid total full membership dues they must contact APBA with the date and single event numbers. When verified, their membership card will be sent.

If you have additional questions please contact a member of the Scoring Committee or APBA Headquarters.
Phone: 586.773.9700, Fax 586.773.6490, Email: APBAHQ@apba.org

CAPSULE CERTIFICATION APPROVAL

In Categories that require Reinforced Cockpits in any of their classes, those drivers are required to show written documentation of approved Capsule Training. While each category may have their own verification system, we at registration are asked to check each driver's documentation to be sure this training is current.

- Drivers must show written documentation they have completed the training per the current criteria.
- A current APBA racing membership card showing training to be current shall be considered documentation. Note that the date following CAPT is expiration date.
- Written documentation shall be signed and dated by an APBA Referee or other APBA official having reviewed the training.
- When training is completed prior to October 1, training documentation shall be valid for the racing season the training was taken and for the following racing season ending October 31.
- When training is completed during October, training documentation will be valid for the racing season in which it was taken as well as the next two (2) racing seasons ending Oct 31st. If the current membership card lists dates within the above criteria the driver's training is current. If there is no date on the card and the driver is competing in a reinforced cockpit class, it is the driver's responsibility to show current documentation. A receipt of the approved certification was given to the driver when the certification was completed. If you have any problems and/or questions, contact the Chief Referee.

WAIVER AND RELEASE FORM

INSURANCE REGULATIONS MUST BE FOLLOWED FOR COVERAGE TO BE VALID. THIS FORM IS AN INSURANCE COMPANY REQUIREMENT. ALL ADULT PARTICIPANTS IN AN APBA EVENT MUST SIGN THE WAIVER AND RELEASE OF LIABILITY FORM

- **ALL WAIVER AND RELEASE FORMS ARE SENT DIRECTLY TO APBA WITH RACE RESULTS.**
- **WAIVER & RELEASE FORM - SIGNED BY ADULTS ONLY.** When signed, the participant is covered to the limits of the policy. When not signed, NO coverage.
- **PARTICIPANT** - Anyone who has a part in the conduct of the event. This includes drivers, owners, sponsors, wives, girlfriends, father-in-laws, etc., even if they make sandwiches or read a book. This also includes all support help - fire, rescue, crane personnel, etc.
- **SPECTATOR** - Anyone who comes to watch the event only. A spectator does NOT sign the Liability Waiver. SPECTATORS DO NOT ENTER ANY RESTRICTED AREAS.
- **RESTRICTED AREA** - Any area where spectators are NOT allowed and should not be.
- **MINOR WAIVER & RELEASE FORM – SIGNED AT EACH EVENT**
 1. **MINORS DO NOT SIGN THE ADULT WAIVER & RELEASE**
 2. A minor is anyone under 18 years of age.
 3. The Minor Release is one page and requires completion by a parent/guardian and minor.
 4. A Racing Minor's APBA card will have the word “ - MINOR” after their name.
 5. All minors must complete the Minor Release form at each race. Have a parent or their guardian sign before entering any restricted area, at each race.
 6. All minor racing membership applications must be accompanied by a minor release signed by a parent or legal guardian. This includes any and all annual or single event memberships.

Give pit credentials (wrist band) only after proper signatures are obtained. By using this method anyone without proper credentials can be identified and must stay out or be removed from any restricted areas.

CREDENTIALS MUST BE WORN ON THE WRIST – NO OTHER LOCATION IS ACCEPTABLE.

THE UIM, APBA AND SCORERS

APBA is a member of the UIM. We are the USA's National Authority for the UIM. This allows APBA to sanction World Championships, World Records, and lets our members participate in UIM-sanctioned events around the world. There can only be one UIM National Authority in any country, so this gives APBA a unique advantage over other boat racing organizations in the USA.

What this means is that, when registering drivers at your APBA races, you must refuse the entry of any foreign driver unless your race is on the UIM's International Calendar and the UIM calendar fee is paid. Any World or Continental Championship (a UIM "titled event") is on the calendar. But, a non-titled race would not normally be on the UIM calendar – and certainly no-one would pay the fee on speculation that a foreign driver might appear and want to enter a particular race.

So, what to do in planning an event?

1st – Canada and Mexico are exempt – we have an agreement with them that predates our joining the UIM.

2nd – If you have a race that you "suspect" a foreign driver will want to enter, have APBA put that event on the UIM's "International Ordinary" calendar. There is a UIM sanction fee involved.

NEXT, what to do at the race site when that foreign driver shows up to enter your "calendared" event.

- 1) He must show you a letter from his National Authority giving him permission to enter your event.
- 2) He may question having to join APBA because UIM restricts drivers to holding racing licenses in only one National Authority. However, he must join APBA as a single event. The reason - it is the only way to buy into our insurance program. There is a line FOREIGN DRIVERS (For Insurance Purposes Only) on the form with the fee listed. Explain that we are not issuing him a racing license, but rather signing him up for our insurance program.
- 3) He could raise concerns about which rules are to be used, APBA or UIM International rules. The "ordinary" races he enters are for APBA classes and UIM recognizes all APBA classes (we are unique in this respect). So, we have an agreement that APBA classes may run to APBA rules.
That includes APBA safety rules.
- 4) If you accept the entry of a foreign driver at a race that is not on the UIM's International Calendar, expect an invoice through APBA following the event for the International Ordinary Calendar Fee, including a late fee.

There have been instances where foreign drivers have joined APBA and raced in non-calendar events. This is only permitted if the driver has a letter from the UIM in National Authority of the nation of his/her passport. This is usually done well in advance of the event.

WHY? SOME REASONING:

- a) You need information that the driver is in good standing (example: not "beached" at home and trying to skirt the rules, etc.). That's the purpose of the letter from his National Authority.
- b) The race must be on the UIM calendar to support the existence of the UIM as the world-wide sanctioning body – like APBA must sanction any APBA race.
- c) Our relationship to the UIM is important to the continued success of the APBA, therefore we want to follow UIM rules and procedures.

APBA-CBF JOINT SANCTIONS

MEMBERSHIP FEES

If a CBF member wants to also join APBA the fee is \$125. The only additional fee is if they are Inboard and have equipment they must also pay the \$50 boat fee.

SCORING

- The event must be joint sanctioned to receive points. If racer is both APBA and CBF member - imprint APBA card and write CBF –OR- if only CBF member imprint CBF card on summary sheet.
- Check CBF card - They have the actual physical date and capsule training validation imprinted on them.
- **CBF is to receive a copy of the summary sheets only for those classes where a CBF member has registered**

CANADIAN BOATING FEDERATION
 907 DES ORCHIDEES APP2
 Salaberry-de-Valleyfield J6S 6V3 QC CANADA
 Website: www.cbfn.ca

CONTACT: Lise Haineault
 Cell: (450) 370-2577
 EMAIL: lisecbfnc@hotmail.com

CBF RECORDS

CBF records, closed course and kilo may be set in the United States

- Contact CBF for record information, applications for records and list of current records
- See that all Canadian pre-requisites for setting a record have been met.
- When a record is set, the record can be recognized by either association only if the member has registered with the respective governing bodies during registration as stated on the circular
- Copies of all record documentation must be mailed to CBF with the summary sheets

RECORDS

1. After the event is approved APBA will send the Chief Scorer an up-to-date listing of records and the forms needed
2. Use chart to the right to convert times to mph
3. Compute speeds required to break present record before race day. Example: current record 100.00 mph X 1.003= 100.300 mph. To set a new record the speed must be equal to or better 100.300 mph.
4. Before the race, check specific category rules, General Racing Rules 26 Conducting Time Trials and 27 Official APBA Records or Inboard Rule #26.
5. Chief Scorer is responsible for filling out the Record Applications completely and accurately.
6. If a record is set, write "**Pending Record**" on summary sheet.
7. Original Summary Sheet stays with results going to APBA. Send additional copy with the record application.
8. Required Documents are listed on the Application for Records Check List. All documents should be sent with the record application.
 If a document is to follow, note this for Headquarters.

SPEED COMPUTATIONS USING A CALCULATOR
BY EDGAR ROSE AND FRED HAUENSTEIN

Record the calculated MPH to three decimal places. For straightaway records, add the Times from two consecutive runs, and divide by two. Compute and record the answer to three decimal places.

<p>KILOMETER 2236.936 MPH= _____ TIME _____</p> <p>1 MILE 3600 MPH= _____ TIME _____</p> <p>1-2/3 MILES 6000 MPH= _____ TIME _____</p> <p>2 1/2 MILES 9000 MPH= _____ TIME _____</p> <p>5 MILES 18,000 MPH= _____ TIME _____</p>	<p>1/4 MILE 900 MPH= _____ TIME _____</p> <p>1-1/4 MILE 4500 MPH= _____ TIME _____</p> <p>2 MILES 7200 MPH= _____ TIME _____</p> <p>3 MILES 10,800 MPH= _____ TIME _____</p> <p>15 MILES 54,000 MPH= _____ TIME _____</p>
---	--

CLOSED-COURSE MARATHON
0.6818182 x (No. of Laps) x (Lap Length in Feet)
 MPH= _____
 TIME _____

INFORMATION ON STARTERS

GRR 21, par. 1: No national points shall be awarded unless there are at least three (3) bona fide starters in at least one of the heats of the race, all of who must be of the class being run, except in the Unlimited and Offshore categories. Below are all the category rules pertaining to the required number of starters.

GRR 3, par 9: The Referee may cancel a heat, if fewer than 3 boats cross the starting line, except when a previous heat in the race has been run. If a previous heat for the class has been run, any subsequent heat shall be canceled only if no boats cross the starting line. If the referee black flags the heat, note this on the timers'/data sheet as cancelled. If the heat is run score the boats. If any one of the following heat/heats have bona fide starters all heats run will count toward national points.

North American Championships: Rules for NAC are in the Reference book in the Special Events, Agreements section. Number 11 pertains to all categories "In order for the NAC plaque to be awarded to any one class at a regatta there must be a minimum of four (4) starters in the class in at least one heat: step ups excluded." **OPC category rules require 5 bona-fide starters in any heat.**

CLARIFICATION OF REQUIRED STARTERS FOR NATIONAL HIGH POINTS

1. **J Classes** - ... Rule 15 #4
 - a. Regular - 3 legal starters.
 - b. National Championship - 8 bona-fide starters.
2. **Mod Category** - Rule 14 #2 G.
 - a. Regular - 3 legal starters (not including step-ups) in either heat.
 - b. National Championship – not noted otherwise so same as above.
3. **PRO Category** - Rule 14 High Points C.
 - a. Regular - 3 bona-fide boats of the class must make a start in any one heat.
 - b. National Championship – not noted otherwise so same as above.
4. **Stock Category**
 - a. Local, Regional, Divisional ~ Rule 15 #2 F ~ 4 bona-fide entries crossing the starting line in at least one of the heats for regular points. Exception: 302SSH and Stock Classic which requires 3 bona-fide entries.
 - b. National Championship – 8 bona-fide starters in either heat. Rule 18 #1 g)
 - c. Winter Nat'l Championship – 8 bona-fide starters in either heat. Rule 18 #1 e) and h)
 - d. MARATHON – 3 bona-fide starters. Rule 10 #2
5. **THUNDERCAT Category** - Rule 120.003
 - a. Regular or National Championship - 3 boats of any class starting the first heat of competition.
6. **OPC Category** - Rule 11 #7 B and Rule 14#2
 - a. Regular - 3 bona-fide starters of the class.
 - b. Regional - 4 bona-fide starters or if there are at least 3 starters regular points will be issued.
 - c. National, Divisional, North American and World - 5 bona-fide starters or if there are at least 3 starters regular points will be issued.
7. **Inboard Category** - Rule 23.6
 - a. Regular - a class is qualified if a minimum of 4 boats make a legal start in any of the heats scheduled for the class that day.
 - b. National Championship – not noted otherwise so same as above.
8. **Inboard Endurance Category** – Rule 8 #4
 - a. Regular - 4 bona fide starters (must legally start race.).
 - b. National and World Championship – 4 bona-fide starters.

RECOMMENDED PROCEDURES FOR SCORING ELIMINATION / QUALIFYING HEATS

INBOARD: points awarded for qualifying heats are separate from the points awarded for a final.

Rule 23.2 A qualification heat and final heat must be run for all classes regardless of the number of entries. Entrants for the final heat shall be determined by position of finish in the qualifying heats unless specified on the race circular that the fastest times will be used to determine participant's qualification for the final heat.

Rule 23.2.1 In lieu of the above, the following may be used as an alternative provided drivers are notified. Each boat may run a timed lap(s) alone on a closed course.

Rule 23.3 The "two qualifying heat" format as listed under Championships may be used provided it is stated on the Race Circular.

Rule 23.4 Those entrants unable to start or finish the qualification heat shall be used by the Referee to fill the final heat field as long as they are not disqualified. In the event that two boats did not finish the qualifying heat and there is only one boat needed to fill the field, the boat that went the furthest distance in the qualifying heats will be used to fill the field.

INBOARD ENDURANCE:

Rule 8 Race Qualifications, High Points, Championships.

Par.1. An endurance race must be run on a closed course under one of the following formats: (a) 100 miles or more, (b) 20 lap duration which may comprise two (2) 10 lap heats with points accumulation to determine final order of finish, (c) 5 miles, (d) any combination of heats and/or finals when approved by the IERC as the format of a recognized racing series.

OUTBOARD PERFORMANCE CRAFT (OPC):

Rule 6 Starting of Race #1 3rd bullet point No points accumulated in qualification heats shall carry over to the computation of the final results.

THUNDERCAT (TC):

Rule 120.007 Championship Regattas.

1.b Closed Course Nationals must offer 2 days of racing with a minimum of 3 heats per day per class. (1.c) The combined total points for all 6 heats shall determine the champion in each class. 2.a Marathon Nationals must offer 2 days of racing with a minimum of 40 miles of racing each day. (2 b) The combined total points for both days shall determine the champion in each class. 4.a North American Championships must offer 2 days of racing with 2 heats per day per class. (4 b) The combined total points for all 4 heats shall determine the champion in each class.

STOCK, MOD, PRO & J:

PRO Rule 20 C. 1) requires a 3 heat format with the order of final position being determined on the basis of the total number of point from those 3 heats.

Mod Rule 20 K requires a 2 heat elimination and 2 heat final format.

Stock Rule 18 #1 C e) requires 2 elimination heats for each group of 12.

Note: Stock, MOD and J rules state nothing about special scoring for the Divisionals, therefore Divisionals should be scored in the same manner as a "regular" race. Since Stock, MOD and J rules state that a race is 3 heats or fewer the following options are allowed:

1. One heat elimination and one heat finals = both heats tabulated for final position.
2. One heat elimination and two heat finals = all 3 heats tabulated for final position.
3. Two heat elimination and one heat final = all 3 heats tabulated for final position.

The following format can only be used if the sanction states elimination races, and not elimination heats are to be used.

4. Two heat elimination and two heat final = eliminations scored as one race and final scored as a separate race.

TAKE ONE LAST LOOK BEFORE THE RACE

1. Look over memberships and single events taken and make sure the Agreement of Release is signed. If it isn't, get the member back to sign it. No one should be on the water if the Agreement of Release is not signed.
2. Check birth dates - If it isn't filled in, get the date. If they are a minor make sure a minor release is filled out completely and signed by their responsible adult, then attach to the membership.
3. If a membership is received at headquarters not signed or without a minor release we send a letter asking for it. No membership card or Propellers are sent until signed application or Minor Release is received.
4. Look the waivers over - Is the top filled in with date & location? Are they signed on the bottom by the person in charge of getting the waivers signed not the Chief Scorer? An address label can be used for the address to save time, but you still must sign.
5. All adult and minor racers must sign the appropriate Waiver and Release forms. This is a condition of our Insurance Policy. Claims can be denied if a Waiver has not been signed. To help with this, make an announcement at the driver's meeting: "If you have not signed the Waiver, do so immediately."
6. Check summary sheets - make sure each participant is registered in the category or class they are racing in. If not get them back to pay the additional fee. When fees are not paid a letter is sent asking for them. Nobody likes receiving this letter because it is after the fact, they no longer have the choice of whether or not to run. Some would not race if they knew there were additional fees.

TIMERS' DATA SHEET

1. Check all timing equipment in advance, make sure it runs properly. Have extra batteries available.
2. For starting rules see GRR #13 Start and Finish, Category rules pertaining to starts or Inboard Rule 18
3. Record elapsed time as each boat completes the heat.
If your equipment allows, record individual lap times for each boat. You will have an accurate record in case there is a restart or the race is shortened in length or time.
4. Use the "Scorers and Timers Data Form" to keep a separate record of all calculations
 - A. At the top fill in "Regatta at" & "Date".
 - B. Above "1st lap" write in the heat number, below write in the class to compete. In "2nd lap" column do the same for the next class to compete, and so on.
 - C. Use the numbers in the "Boat Order" column to list times taken in order of finish.
 - D. Write elapsed time below the class name for all boats finishing the race in the order of finish. Do the same for each heat.
 - E. Transfer these times onto one of the Scorers Data Sheets, so Chief Scorer can post on Summary Sheet, see page 20.
 - F. When Timers Data Sheet is complete sign your name. At the end of the day turn these sheets in. By having this second sheet you can recheck times for errors.

SCORERS AND TIMERS DATA						
Regatta at		EVERETT WA		Date		6/4
		<small>(City, State)</small>				<small>(Month, Day, Year)</small>
Class				Heat No.		Time of Day
Boat Order	BOAT NUMBERS				5th Lap	Elapsed Time for Heat
	HEAT 1 1st Lap CSH	HEAT 1 2nd Lap ASH	HEAT 1 3rd Lap BSH	HEAT 2 4th Lap CSH		
1	4:21.11	3:28.71	2:11.35	4:16.20		
2	4:22.40	3:33.56	2:13.97	4:18.33		
3	4:25.12	3:35.46	2:19.93	4:21.36		
4	4:27.76	3:43.17	2:22.00	4:22.22		
5	4:28.23	3:48.64	2:40.29	4:25.17		
6	4:30.44	3:50.18		4:27.34		
7	6:32.37	3:53.49		4:28.21		
8						
9						
10						
11						
12						
13						
14						

LIST ALL BOATS IN THIS HEAT:

DNS (did not start) #s _____

BG (beat gun) #s _____

DNF (did not finish/reason) #s _____

DISQ (disqualified/reason) #s _____

Form 977

SCORERS' DATA SHEET

1. This specific form and method may not be applicable to some categories of racing.
2. There should be at least two scorers and in some cases callers to read boat numbers. If callers are used, separate the caller-scorer crews so they don't confuse each other.
3. Scorers and Timers Data sheets are available in 2 ink colors. Use 1 color for each day unless computer generated
4. Complete all info at the top. Do not cut this form in half. Use one page to score both heats for each class. It is helpful to specify the time each heat is started and/or completed. Be sure info is recorded in the correct heat.
5. You need to know all boat numbers on the course so you will not be looking for boats not out there. To help identify boats and boat numbers, at the driver's meeting have the Chief Referee ask drivers to pass the judges stand prior to the one-minute gun or during their allotted warm-up time. Before heat starts list all participating boat numbers in area marked "List All Boats in this Heat" then check boats off as they enter the course.
6. At the start of a heat, Timer, Scorers, and Spotters should be positioned in line with the starting line. An accurate start time is to be determined by the clock, not the gun. The two are not always synchronized. See category rules for required photographs and/or videos for starts. List all boats that Beat the Gun (BG). In a large field of boats, sometimes it is easier to have one or more of the scorers make note of the legal boats, while others determine the BG boats. Verifying the information using both systems can help determine which boats were over the start line early. Check with the Race Director and/or Chief Referee on all disqualifications and gun jumpers.
7. On lap 1, as boats pass the judges' stand, write under "1st lap" each boat that passes, include all gun jumpers and DQ's; under "2nd lap" do the same, until the heat is over. If you cannot identify a boat #, leave a blank box.
8. When an incident occurs write down the time of day it happened.
9. **It is the driver's responsibility to have boat numbers that are legible at all times. Each category has specific rules outlining color, background, size and location of numbers. **GRR 5 #10, last sentence--THE REFEREE SHALL HAVE THE POWER TO DISQUALIFY WITHOUT PREVIOUS NOTICE, A BOAT THAT RACES WITH IMPROPER OR ILLEGIBLE NUMBERS.** For Inboard see Rule 9.6.**
10. Complete the area "DNS, BG, DNF, or DISQ. In some categories these boats do not receive points.
11. If a heat is not started, stopped/not completed, please note the reason on your score sheets. This way you can account for every heat, whether run or not.
12. Check each form, make sure it is filled in correctly, then sign or initial it.
13. SUGGESTION: give the Timer all Scorers Data Sheets and let the Timer fill in the "Elapsed Time for Heat" with the minutes, seconds and tenths from the official timing equipment, then give back to the Chief Scorer so the information can be posted on the Summary Sheets.

S
A
M
P
L
E

SCORERS AND TIMERS DATA

Regatta at EVERETT WA Date 6/4
(City, State) (Month, Day, Year)

Class CSH Heat No. 1 Time of Day 10:30 am
(ICG Class) (ICG Heat No.)

Boat Order	BOAT NUMBERS					Elapsed Time for Heat
	1st Lap	2nd Lap	3rd Lap	4th Lap	5th Lap	
1	43	43	43	17a	17a	1 4:21.11
2	17a	17a	17a	43	43	2 4:22.40
3	391	147	147	147	391	3 4:25.12
4	147	391	391	391	147	4 4:27.96
5	27	27	27	421	27	4 4:28.23
6	120	421	421	27	120	5 4:30.44
7	421	120	120	120	421	6 6:32.37
8						
9						
10						
11						
12						
13						
14						

LIST ALL BOATS IN THIS HEAT:
27, 43, 17a, 391, 46, 147, 120, 421

DNS (did not start) #s: 46
 BG (beat gun) #s: 391
 DNF (did not finish/reason) #s: _____
 DISQ (disqualified/reason) #s: _____

Form 977

SCORERS AND TIMERS DATA

Regatta at EVERETT WA Date 6/4
(City, State) (Month, Day, Year)

Class CSH Heat No. 2 Time of Day 12:45 pm
(ICG Class) (ICG Heat No.)

Boat Order	BOAT NUMBERS					Elapsed Time for Heat
	1st Lap	2nd Lap	3rd Lap	4th Lap	5th Lap	
1	17a	17a	17a	43	43	1 4:16.20
2	43	43	43	17a	17a	2 4:18.33
3	147	391	391	391	391	3 4:21.36
4	391	147	147	27	27	4 4:22.22
5	27	27	27	147	147	5 4:25.17
6	120	120	120	120	120	4 4:27.94
7	421	46	46	46	46	5 4:28.21
8	46	421	421	421	—	—
9						
10						
11						
12						
13						
14						

LIST ALL BOATS IN THIS HEAT:
27, 43, 17a, 391, 46, 147, 120, 421

DNS (did not start) #s: _____
 BG (beat gun) #s: _____
 DNF (did not finish/reason) #s: 421
 DISQ (disqualified/reason) #s: 147 @ usp
17a bouy

Form 977

SUMMARY SHEETS

APBA OFFICIAL SUMMARY SHEET Page 1 of 1 Pages
 (Press Hard, You Are Making 3 Copies) 4/10 Divisional MUST BE MAILED WITHIN 8 DAYS AFTER REGATTA
 PLACE Lakeland FL CLASS ASH (Computer No.) 06220 SANCTION NO. 1955

DRIVER (Name, Address, Member No.)	OWNER (Name, Address, Member No.)	HEAT	POS	POINTS	TIME / SPEED	POS	POINTS	TIME / SPEED	
BOAT # <u>191</u> 11850 28L JACOB ALKERA RINGB 701 COMMERCE CORNWALL NC 28382 J CLASES 191-N		1	ST	1	400	2:51.59	2	300	2:21.15
		2	ND	4	169	2:55.42	3	225	2:55.16
		3	RD			4:107.01 5:47.01			4:76.31 5:16.31
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				569		3		525 3	
BOAT # <u>15</u> 2587 2016 DERRY HENDERSON 517 PROOKSIDE DR CARLSD TX 75042 PRO 15-T		1	ST	2	300	2:53.80	1	400	2:20.53
		2	ND	2	300	2:20.15	1	400	2:25.24
		3	RD						
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				600		1		800 1	
BOAT # <u>112</u> 9147 2013 JAMES MCCREA 715 ROSENTH RINGBOS RD STOCKTON NJ 08559 SO 112-J		1	ST	4	169	2:55.51	3	225	2:22.60
		2	ND	1	400	2:19.42	2	300	2:30.21
		3	RD			4:14.93 5:14.93			4:53.31
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				569		2		525 2	
BOAT # <u>711</u> Vito Peraino MACOMB MI		1	ST	3	225	2:54.25			
		2	ND	3	225	TNT			
		3	RD						
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				450		4			

CHIEF SCORER: Megan Aug APBA Card No.: 54936
 Note: The Chief Scorer must submit completed and signed Summary Sheets, Scorer-Timer Data Sheets, original Entry Blanks, all APBA fees with the applicable forms to National Headquarters.
 Revised 3/2009 PLEASE SEND WHITE COPY TO NATIONAL HEADQUARTERS

APBA OFFICIAL SUMMARY SHEET Page 1 of 1 Pages
 (Press Hard, You Are Making 3 Copies) MUST BE MAILED WITHIN 8 DAYS AFTER REGATTA
 PLACE Portsmouth VA CLASS E 5 Ltr (Computer No.) 0610 SANCTION NO. 1234

DRIVER (Name, Address, Member No.)	OWNER (Name, Address, Member No.)	HEAT	POS	POINTS	TIME / SPEED	POS	POINTS	TIME / SPEED	
BOAT # <u>51</u> 51002 2016 7 MARK HARDS 2504 BERN CT CROSSCREEK FL 32517 CAPT 10-10 PHY 12-10 1NB 51-E WHAT DA YA DOIN		1	ST	DNF	86		2	95	
		2	ND	2	95		1	100	
		3	RD						
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				2		1			
BOAT # <u>60</u> 10196 2016 10 MACK ELLIOTT 130 E STRONG RD SHELTON WA 98584 PHY RD 1NB 33-NH HACKS OUT 60-E HACKS OUT		1	ST	1	100		DNF	40 pts	
		2	ND	3	90		DNF	DNF	
		3	RD						
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				3		1			
BOAT # <u>97</u> 5047 2015 4 SCOTT LIDDYCOAT 4739 CLOFTON DR HATES VA 23772 CAPT 03-08 PHY 03-09 1 97-E TEAM EXTREME		1	ST	DNF	No 40 Points	1	100		
		2	ND	1	100		2	95	
		3	RD						
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				1		2			
BOAT # <u>146</u> Tyler Aaron Chester 25603 Rose St Roseville MI 48066		1	ST	2	95		DNF	40 Points	
		2	ND	4	85	TNT	3	90	
		3	RD						
TOTAL POINTS		FINAL POSITION		TOTAL POINTS		FINAL POSITION			
				4		3			

CHIEF SCORER: Eden Gracelyn Peraino APBA Card No.: 72673
 Note: The Chief Scorer must submit completed and signed Summary Sheets, Scorer-Timer Data Sheets, original Entry Blanks, all APBA fees with the applicable forms to National Headquarters.
 Revised 3/2009 PLEASE SEND WHITE COPY TO NATIONAL HEADQUARTERS

- Complete the information for all entries before drivers meeting.
 - Boat #97 his card shows 2015 as the year. He is not current. Note receipt shown with info.
 - Boat #146 no card imprint. Info shows he is new and joined at race site.
 - Boat #191 has a current card showing J Class but is not registered in Stock. Note Crossover fee paid.
 - Boat #15 has a current card but is not registered in Stock. Note Crossover fee paid.
 - Boat #112 this card shows year 2013. He is not current. Note renewed and date.
 - When an imprinter or cards are not available, write member's name and member number if known.
- Note at top of summary sheet if bonus points race and which day. See sample: 4/10 Divisional. When a regatta is a Regional, Divisional, National, Winter National, or Summer National where there is bonus points DON'T include the bonus points on the Summary Sheet. Bonus Points are given at APBA on final overall positions per category rules.
- Boat #711 - driver is a Single Event member. Write this and any other info on summary sheet. National High Points are not awarded, but they are eligible for prize monies and trophies. Do not move up any positions below Single Event members for points. All others receive points for the position they placed. (Ex 1-400, 2-300, 3-127, 4-SE). Inboard and Inboard Endurance, boat receives points even if the driver is a single event. Single Events can't run at Divisionals so Boat #711 is not eligible to run on 4/10.
- CARD IMPRINTS** - There is room for TWO card imprints, but, you only need to imprint cards for the person receiving points. It is required current cards and proper legal signatures for each separate owner, driver or co-driver (if applicable) is on EVERY entry blank. Cards do not need to be duplicated on summary sheet. This allows extra space for data. If you plan to use summary sheets for roll call and/or the press, you can hand write the owner or drivers name in the box.
 - Inboard / IE points go to the OWNER, drivers may be substituted. Primary card = owners card.
 - Pro / Mod / Stock / OPC / J Class / Drag / Thundercat - points go to the DRIVER. Primary card = drivers card.
 - Offshore points go to the Hull.
 - If you are handling a Special Event or Vintage Event and using the APBA summary sheets, you can imprint whichever card applies to your type of scoring or you may use your own sheets for keeping track of results.

5. Make notes when you are informed of any changes, especially when a driver changes.
6. Separate summary sheets are required for each class that runs. One summary sheet will reflect race results and points for a two-day event.
 - A. If classes are combined on the race course, they are still scored separately (by heat) for National High Points and require a separate summary sheet.
7. If a heat does not start or is stopped, state so and why on the summary sheet or you can list them on a separate sheet of paper and mail with paperwork.
8. If boats do not start (see boat #97) or did not finish (see boat #60) explain: to pits, mechanical, incident. Account for every entry.
9. Complete Summary Sheet when class is done racing for the day.

Outboard and Thundercat Boat: 1st heat, write in pos. and points. See boat #711 TNT (time not taken). Writing in times is only needed if running for records or breaking a tie. Miles Per Hour (MPH) is only mandatory if running for records. Do the same for 2nd heat. Space for total points is directly under the point's column for easy addition. Total the points and determine final position. Score all the boats that have competed up to 20th place.

Inboard: runs a qualifying heat and final heat. Never add these two together. Final position = position in final heat. Points are per Inboard rules, they are different from Outboard points. Each boat that makes a legal start, without completing either the qualifying or final heat, will receive a minimum of 40 points. Boat #60 receives 40 points but boat #97 does not. Boat #60 participated on 4/17 but did not earn any points, so he will receive 40 points. Boat #97 participated 4/16 and did earn points in the final, so no 40 points.

Inboard Endurance can run 1 endurance race per day or they can run 2 shorter heats. If they run 2 heats the heats are added together as in Outboard to calculate a winner. Inboard Endurance uses the same point chart as Inboard.

10. Record event see RECORDS on page 15.
11. Chief Scorer must sign summary sheets when completed.
12. A third heat has been left in for qualifying/elimination heats, etc. If you do not need the space leave it blank.
13. Elimination/Qualifying heats, see section on page 17 or Refer to category rules.
14. Check with Chief Referee and Chief Inspector for all disqualifications. Write "disq" and state why on summary sheet. Scoring disqualified boats varies; in some categories this information can affect National High Point tabulation. If "Disq." is for gun jumping (see boat #51) or some minor infraction, they will be "Disq" for that one heat only. See category rules for starting penalties. Sometimes penalties are assessed instead of disqualifying the boat. If "Disq" is for motor, boat or some major infraction, they will be disqualified from all race participation, at least for that class, for the day or longer.
15. **IN CASE OF A TIE ON POINTS**
Boat #191 and Boat #112 are tied in total points. Figure the elapsed times for each boat by adding together the times of each heat. The boat with the least elapsed time is awarded the higher position.

	Minutes	Seconds	Hundredths	
E		1		NOTE: Total of hundredths column can be carried into seconds.
X	2:	51.	59	The total seconds cannot be carried into minutes without
A	+2:	55.	42	additional calculations. Adding 51 seconds + 55 seconds
M	4:	107.	01	+1 second from the Hundredths = 107 seconds.
P		<u>-60</u>	[seconds]	107 seconds equals 1 minute 47 seconds NOT 1 minute 7 seconds.
L	+1:	47.	01	2 minutes + 2 minutes + 1 minute you have from 107 seconds
E	5:	47.	01	= 5 minutes. FINAL TIME: 5:47.01

If this does not break the tie you issue each boats the same higher position and points, then skip the next position and points. Example 1=400, 2nd=300, 2nd=300, 4th=169. EXCEPTIONS: In J Classes if there is still a tie, the boat with the fastest heat receives the higher position. In OPC read the rule on ties Rule 11 #3

16. If you show Club/Regional Points on Summary Sheets, do it on your copy, do not send to Headquarters.
17. When running a Local Class, be sure to mark summary sheets "Local Class".
18. National High Points are computed at APBA.
19. If an outboard driver runs someone else's equipment or doesn't have their registered APBA boat number on the boat, National High Points are issued correctly to the driver.

20. If a co-driver is listed on the entry blank a second person can test the equipment before an event, or a driver can be substituted before the race. Please notify the Chief Scorer of any changes made.
- A. Closed Course Events:
 OUTBOARD - First heat driver is awarded points for that heat and DNS for second heat. Second heat driver is awarded DNS for first heat and points for second heat.
 INBOARD/INBOARD ENDURANCE – Boat number is used for entering points so using 2 drivers would not affect the point totals. List all drivers on the entry blank.
- B. Marathon Events: points are awarded to the driver listed on the entry blank and summary sheet. If a substitution is made before the event, inform the Chief Scorer.
21. If any of your results are under protest note this on the summary sheet and send it in with your packet.

COMPUTERIZED SCORING PROGRAM

These programs help shorten registration lines at races and decrease turn-around time for summary sheets. To use this program, you need Microsoft Excel 5.0 or higher and should have a working knowledge of Microsoft Excel.

Available programs: (as of 2/1/2012)

- Scoremv10.1.xls - two heats, one day racing (Nationals set-up)
- Scoremv10.2.xls - two heats, two days of racing,
- Scoremv10.3.xls - three heats, one day racing
- Scoremv10.4.xls - one heat eliminations, one heat final
-

Outboard Scoring programs are for scoring and timing (heat) races using Microsoft Excel in minutes, seconds, milliseconds (Example 03:55.79).

- OPCmv9.xls Marathon (OPC, IE, TC) events where laps must be entered. Can score up to 30 boats.
- OPCmv8.xls Does not time race, but can calculate points. Note: 12 boat heats ONLY
 Example 1st place Boat #10 21 laps 11:21:09 **NOTE**
 2nd place Boat #41 21 laps 11:23:41 Boat #18 has a faster time than
 3rd place Boat #22 21 laps 11:30:12 Boat #22, but one less lap was complete
 4th place Boat #18 20 laps 11:24:10
- Inbreg05.xls Scores basic inboard (single qualification heat) races using minutes, seconds, and milliseconds.
- Inbchmp05.xls Scores championship inboard races (multi-qualification heat) uses minutes, seconds, milliseconds.

S
A
M
P
L
E

APBA RACE AT <u>WHITNEY POINT, NY</u>										CLASS (#): <u>JSH (11011)</u>					SANCTION: <u>1354</u>				
RACER INFORMATION																			
APBA#	HEAT 1			HEAT 2			FINAL			BOAT #	HEAT 1			HEAT 2			FINAL		
BOAT #	H1 Time	H1 Pos	H1 Pts	H2 Time	H2 Pos	H2 Pts	Total Points	Total Time	Final Position	BOAT #	H1 Time	H1 Pos	H1 Pts	H2 Time	H2 Pos	H2 Pts	Total Points	Total Time	Final Position
70780	JAMES LUCE, E QUOGUE, NY																		
22N	05:01.57	3	225	DISQ	0	0	225	05:01.97	4	22N	04:56.33	1	400	04:58.28	1	400	800	09:54.61	1
70810	DYLAN RUNNE, RUMSON, NJ																		
31	05:11.06	4	180	05:11.32	3	225	394	10:22.40	3	16F	05:13.11	3	225	05:11.58	2	300	525	10:24.77	2
NM5	MIKE WERNER, DUNNVILLE, ONT																		
41	04:58.95	2	300	05:04.08	2	300	600	10:04.05	2	41	05:00.72	2	300	disq	0	0	300	05:00.72	3
3345	VALERIE DAGOSTINO, BOWIE, MD																		
16E	04:49.61	1	400	04:53.95	1	400	800	09:43.57	1	16E	disq	0	0	disq	0	0	0	00:00.00	0

The directions detail how to use these programs. This is all available on APBA's web site (www.apba.org). Click on Downloads/Forms, when the page comes up scroll down until you see SCORERS - the programs are listed there. Contact Donna if you have any questions, her contact information is listed under the Scoring Committee on page 3.

1. Required forms:
 - A. Results Sheet (generated by the computerized scoring program) for each class or heat run. If no qualifying heats are run, there may be only one results sheet per class for an event. Depending upon which program you are using, that program will determine how much information is available per class per event. **If multiple heats are run please designate which heats are qualifying and which heats are the FINAL. See category rules pertaining to National High Points.**
 - Note - Standard points are programmed in for your calculations. They are generated when you enter the necessary information.**
 - B. You need one (1) entry blank for every entry in every class. Running in 3 classes requires 3 entry blanks
 - C. Timer and Scorer's Data Sheet, or specified forms used to record times and laps, etc. for each event.

No Summary Sheets. Computerized Scoring Program Results sheet is the Summary Sheet.

2. This program was designed for use at a race site with a laptop computer and a printer, if available. It will generate roll call lists each day from the completed lists as registered drivers are entered in each class. It will generate results sheets for the press, and information sheets for the announcer. The Outboard Program ScoreMV9.xls Timers Data & Scorer's Work Sheet can be printed for the race. The blank worksheet will have the boat racer's information included. This program does everything from registration to results. A new timing feature is available that can time the race and calculate the positions directly to the summary sheets.
3. For OPC races, there is a new section for adding comments and a new field for "average lap speed". To use this, you must have a working laptop on the stand.
4. If computer equipment is not available at your race site, you can use this program at home after the race.
5. Emailing results from the scoring program:
 - A. If you have Microsoft Excel or Microsoft Word open, close the program, then reopen them.
 - B. Open a new file in Excel by selecting "FILE" then "NEW" then "WORKBOOK"
 - C. Open the race file in Excel. Go to the race file and double click on the "Roll Call" tab. This will bring you to the "Roll Call" sheet.
 - D. Click on the corner box between the column and the row description (**) so the entire sheet is high lighted

A1	=	ROLL CALL AND RACE RESULTS FOR RACE AT:							
**	A	B	C	D	E	F	G	H	I
1	ROLL CALL AND RACE RESULTS FOR RACE AT: Crystal Lake, Redwood, NY								

- E. Select "EDIT" then "COPY"
- F. Go back to cell "A1" in the new file you created. Select "EDIT" then "PASTE SPECIAL". Click on "VALUE" and click on "OK".
- G. Select "EDIT" then "PASTE SPECIAL" again.
- H. Click on "FORMAT" and click on "OK"
- I. Change the print setup so that all the columns can fit onto one page.
- J. Save the file with a name that is different from your race file.

AFTER THE RACE

1. When event is done, check once more with Chief Inspector for disqualifications and Chief Referee for protests and/or appeals. If there are DQ's, correct summary sheets. For positions with protests/appeals, prize monies, trophies and points cannot be awarded. Note this on Summary Sheets and mail with race results.
 2. Some clubs have a way to print sheets for the Press, Race Officials and other interested parties. Sheets should list boat name and number, each owner/driver, hometown, racing accomplishments, occupation and any information the race committee feels adds to the public interest. Always mention names of sponsors. At the conclusion of race day print a sheet with the race results and distribute.
 3. Thank everyone after the event. Volunteers will help again if treated with respect.
 4. Chief Scorer's responsibilities:
 - A. Complete Summary Sheets. Look them over to see if everything is filled in. Check positions on summary sheets. Run through final positions 1,2,3,4,5, etc., make sure they are all there. Check top copy make sure it is readable. Sometimes the top copy appears readable with the copies underneath it, but alone it is not.
 - B. Collecting and being accountable for membership, additional registration, and single event fees. Do not put checks together, attached to top of single event or membership forms. Attach receipt to the back.
 5. Send all Memberships, Single Events, Additional Registrations with fees collected, summary sheets, entry blanks, Signed Release and Waivers, Minor Release forms to APBA. Any envelope may be used if you don't order an envelope for Summary Sheets. Just write on it: Summary Sheets Enclosed. **GRR 2 #3 states they must be mailed WITHIN 8 DAYS, 15 DAYS FOR A NATIONAL EVENT. If materials are received after this date they are subject to not being considered for high point scoring, championship tabulation or records.**
 6. SUMMARY SHEETS
 - A. NCR Summary Sheets: put them in one group and entry blanks in another. One entry blank can be used for multiple class entries since you imprint membership cards on the summary sheet and current membership (or lack of) information can be verified from the imprint. Headquarters gets the information from the summary sheet not the entry blank.
 - B. Computer Summary Sheets: the driver/owner's name and member information prints on the computer generated summary sheet. Attach entry blanks for each entry to the summary sheet, in the order they appear on the summary sheet, with current membership card imprinted, or information detailing a single event or new member. Headquarters verifies membership information from the entry blank not the summary sheet.
- This information is reviewed for every class, every race. This makes the job easier and is very much appreciated.

WHAT TO DO WHEN AN INCIDENT OCCURS DURING A REGATTA

1. When an incident occurs on the race course note the time of day. Give the Referee: driver's entry blank along with any additional information required. **Incident reports need to be filled out injury or not.**
2. The **Referee/Risk Manager** completes the incident report for personal injuries to drivers, owners, other participants, spectators or volunteer workers. Under no circumstances is the injured party to complete this report. It should be mailed as soon as possible to Specialty Insurance Group (SIG) using the address on the back of the incident report. **DO NOT MAIL TO APBA.**
3. All waivers and entry blanks are sent to APBA with results. SIG will ask if they need either of these.
4. For any fatality, or serious injury to a participant or spectator notification of a claim must be given on the day of occurrence by calling Dave Harris (317) 617-5451 and Mark Wheeler (269) 698-3215.
5. Current policy states that covered expenses must be incurred within 90 days of the covered accident. They must receive treatment within 90 days of the accident.
6. **"Supplement Information Sheet"**. This form is not mandatory. However, if this is completed it will provide information needed to complete the incident report. This form is on the web site or you can call APBA. Make as many copies as you will need.

EMERGENCY RESPONSE PROCEDURES – If there is a transport, fatality or a spectator injury call SIG Insurance - Dave Harris immediately at (317) 617-5451 and APBA - Mark Wheeler at 269-598-3215. **All transports to the hospital MUST be phoned in to the claims service center IMMEDIATELY.**

1. Date and time of incident and name of injured person
2. Race Site where incident occurred.
3. How did the incident happen?
4. Extent of the injuries.
5. If transported, where was the injured person taken?
6. Your name and title.
7. Your current phone number and the next business day.
8. Address and phone info for the injured person

FROM CHIEF COUNSEL OF APBA

After all reports have been forwarded, DO NOT issue written statements or letters to participants or their attorneys defending your actions. Send all such requests to APBA who in turn will refer them to the Commission or Chief Counsel. FACTS NOT OPINIONS are what counts on any report you write!!!

ADDITIONAL SCORING BOOKLETS ~ Available on the website

1. Double Elimination Bracket Handbook - How to Score Drag
2. Drag Double Elimination Brackets
3. Thundercat Information Sheet - Explains Internet receipts, membership cards and scoring
4. Computer Scoring Instructions

TIMER / PRINTER INFO

Seiko S149 one piece stopwatch/printer with memory. There is also an extension part available for longer OPC and IE marathons events. Extra thermal paper is available in both regular and large sizes (if the extension is used). They are not expensive and do an excellent job. For information go to Seiko website and click on customer service –or - Sales department will be glad to help you with a new purchase and/or parts.

M - F Athletic Company
PO Box 8090
Cranston RI 02920
800-556-7464
www.mfathletic.com

For repair, contact
COSERV
1111 MacArthur Blvd.
Mahwah NJ 07430
201-529-3316

IMPRINTER INFORMATION

When replacement parts or a new machine are needed you can contact:
Addressing Machine & Supply Company
940 Virginia Ave, Indianapolis IN
www.addressingmachines.com 1 800 428-4595

OR
Addressograph
450 Weaver St
Rocky Mount, VA
1-519-747-2795 www.imprinters.com



COMPUSHADE.COM

Controls screen glare and privacy, folds flat for storage.

ORDERING SUPPLIES

All forms are available from APBA Headquarters. Order supplies by completing and returning this form to National Headquarters. You are encouraged to order supplies for the entire season early in the year. If you start to run short just **phone:** 586-773-9700, **email:** shaudek@apba.org, or use the form below to, **fax:** 586-773-6490, or **mail:** APBA National Headquarters, PO Box 377, Eastpointe, MI 48021-0377 your request for more, supplies will be sent promptly. Some forms are also available on the website (www.apba.org). The forms are under Resources, then type in Forms in the title search box and click on Apply. APBA-Scoring Forms will come up. Click on it and the list of forms is there. Some forms have changed so you will need to order the new ones.

PLEASE INDICATE THE TOTAL NUMBER REQUIRED ON EACH LINE

QUANTITY

QUANTITY

- _____ RELEASE AND WAIVER
- _____ MINOR RELEASE
- _____ MEMBERSHIP APPLICATION
- _____ MEMBERSHIP RECEIPTS
- _____ ASSOCIATE MEMBERSHIP FLYER
- _____ SINGLE EVENT FORMS
- _____ ADDITIONAL REGISTRATION FORMS
- _____ REGISTRATION INFORMATION SHEETS
- _____ ENTRY BLANKS
- _____ SUMMARY SHEETS
- _____ SCORERS & TIMERS DATA PADS
- _____ WORK SHEETS
- _____ EVENT INCIDENT REPORTS
- _____ REFEREE/RISK MANAGER CHECKLIST
- _____ ASSISTANT RISK MANAGER CHECK LIST
- _____ HOSPITAL READY SHEET
- _____ COMPUTER NUMBER LIST

- _____ SUPPLEMENTAL INFO SHEETS
- _____ DISQUALIFICATION CARDS
- _____ ENVELOPE FOR SUMMARY SHEETS

INBOARD ENDURANCE ONLY

- _____ LAP SHEETS

INBOARD ONLY

- _____ SAFETY INSPECTION SHEETS
- _____ INBOARD INSPECTION REPORTS
- _____ PROMO TABULATION SHEETS

TIME TRIAL TIMER DATA SHEETS

- _____ 1/4 mole or kilo (order plenty)

OTHER

NAME _____ **APBA #** _____

ADDRESS _____

Street address ONLY – NO PO Box Addresses City State Zip

Please indicated type of event (category or categories)

OPC SCORING PROCEDURES

Position and Points awarded:

1. OPC Rule 8, Finish (par.) 1. After the lead boat finishes the specified distance, all other boats will be allowed to complete the specified lap on which they are engaged.
2. OPC Rule 8, Finish, (par.) 2. In races of 5 laps or less a boat, in order to be scored must be running under its own power at the finish.
3. OPC Rule 8, Finish, (par.) 2. In races of more than 5 laps, in order to be scored, a boat need not be running under its own power at the finish.

Note: the circular and/or drivers meeting states the number of laps to be run. This determines the scoring methods outlined in #2 and #3 above.

IE: If the race has been designated as 5 laps or less, all boats not finishing are scored as a DNF and no positions or points are awarded. If the race has been designated as more than 5 laps ALL boats that make a legal start will receive credit for the number of laps they have completed. Even if they do not complete lap # 1 they are not a DNF nor a DNS, they will receive credit for the position in which they finished.

Example: 20 boats start the race, 2 boats crash before the completion of lap # 1, and they do not restart the event. There are no lap positions listed for these 2 boats, nor any times recorded. The rule that discusses this (OPC Rule 11, Scoring Points) states that if there is a tie the points awarded for the two positions are added together and divided into half. In this case they would be 19 and 20 which are 2 each. But this scenario can be used for any 2 positions and points. The important thing to remember is they do receive positions and points if they made a legal start.

Series Points and APBA Points:

OPC Rule 16, Major and Minor Series, allows series to petition the OPC Commission for permission to race under special rules. The Series must adhere to all OPC racing and technical rules to claim National High Points. If a series uses a point system that is different from the APBA point system (OPC Rule 11 Scoring Points) the series points cannot be used to determine positions if these positions are to be turned in on the Summary Sheet for APBA National High Points. (Rule 16, Series, par. 1)

IE: APBA points must be used to determine the overall position of the heat and/or the combination of heats if the results of these heats are being tabulated for National High Points, so that all competitors are using the same set of rules through out the country. Series points are to be used within a series for their individual awards/championships, etc. If a series chooses to use their own point system to determine line ups, etc. then the positions obtained by these point systems cannot be used for APBA national high points.

Credit for the number of laps completed and order of finish for all entries:

I would like to review examples of scoring lapped boats, boats that make a legal start but do not take the checkered flag (are not running at the end of the race), and scoring boats that un-lap themselves during an event.

OPC Rule 8, Finish, (par) 2, states that boats do not have to be running at the end of the race in order to be scored.

This means you get credit for the number of laps completed in the event. Please refer to Example # 1. To save space, assume that all boats completed laps 1 thru 14 of a 20 lap event. I have shown only laps 15 thru 20 for this discussion.

LAPPED BOATS: Boats #55 and #65 do not show up on lap #16 as they were passed by the lead boat, they show up near the top of lap #17. Circling these boats on the lap where they were “lapped by the lead boat” is a good way to mark them, but not required. This also happened to boats # 60 and # 70 in lap 19.

All four of these boats completed 19 of the 20 laps and will receive credit for 19 laps.

BOATS NOT TAKING CHECKERED FLAG: Boat # 40 shows up in all laps except lap # 20. Boat # 40 will receive credit for 19 laps.

PENALTY APPLIED: Boat #45 hit a buoy and received a 1 lap penalty, thus reducing his total lap count of 20 by 1 lap. He will receive credit for 19 laps.

Determining overall positions using the examples as stated above and shown in Box marked Example # 1.

1. 11 boats entered the event and made a legal start. *Do not forget to account for all boats that entered the event and made a legal start. . They are a part of the overall finish positions depending on the number of laps each boat completed and their times.*
2. 1 boat (#40) was not running at the end of the race.
3. 4 boats were down 1 lap each because they were each passed one time by the lead boat.
4. 1 boat was down 1 lap because of a buoy penalty.

OPC Rule 11, Scoring Points, par 3 states: In case two or more drivers have scored the same number of points for the series, thus establishing a tie, the match shall be awarded to the one of the tied drivers in the following manner. First break the tie on number of laps completed, then if still tied break the tie with the least elapsed time for both qualifying heats. Please refer to the OPC Rule Book Rule Scoring Points, Rule 11, Par.3 for complete instructions.

In **Example # 1**, boats # 35, 20, 25, 30 and 50 received a total of 20 laps. If times were shown for each boat it would show that the first to come across the finish line (of these 5 boat with 20 laps) had the least amount of time, therefore # 35 placed 1st, # 20 placed 2nd, #25 (3rd), #30 (4th), #50 (5th). Now lets us look at the boats with 19 laps each. Six boats had 19 laps total, 4 because they were lapped by the lead boat, 1 as a result of a penalty and 1 as a result of not completing the last lap. They are all “tied” with 19 laps and therefore their times are used to “break” the tie. As stated earlier all boats successfully completed the first 14 laps, and boat # 40 completed laps 15-19 for a total of 19 laps. His time for his 19th lap is less than the other boats with 19 laps as their total of 19 laps were completed as the lead boat completed lap 20. Boat #40 completed 19 laps on lap # 19, all others completed 19 laps on lap #20. The last time you see boat # 40 is BEFORE the other boats with 19 laps, therefore his time is less and he is ahead of the other boats with 19 laps placing him overall in 6th place. Then you can see the order of finish for the other boats with 19 laps each and place them accordingly. # 60 (7th), #70 (8th), #55 (9th), #45 (10th) and #65 (11th).

Note: The line drawn under # 65 is the end of lap # 20 (last boat to take the checkered flag. # 40 was written at the bottom of the lap (below the line) so that his overall position would be factored into the final results.

Boats Un-lapping themselves during an event: (no restart involved)

Example # 2 shows how this happens. Again (to save space) assume that all boats completed the first 14 laps successfully. Boats # 36 and # 40 are lapped by the lead boat (# 10) in lap 17. On lap 18 the lead boat comes around with boats 36 & 40 immediately behind him and all other boats cross the s/f line completing their lap 18. Now look what happens... boats # 36 and # 40 come around again but the previous lead boat # 10 is “back there somewhere” dead in the water and there is a new lead boat. BUT the new lead boat is BEHIND boats # 36 and # 40 and they will show up on lap # 18 again at the bottom as you will not bring the new lap up until the lead boat (now # 12) completed his lap # 19. Boats 36 and 40 have un-lapped themselves, they are ahead of the new lead boat. If you look on the laps sheets they have never been passed by the new lead boat.

There were 9 boats entered in the event. 8 boats completed 20 laps, 1 boat completed 18 laps. The results are shown in Example # 2.

I suggest you draw a line on lap # 20 under the last boat to take the checkered flag. This will reduce any confusion when you then write the boat numbers of boats that did not take the checkered flag but need to be counted in the event and overall positioning.

IE: look at Example # 2 where boat # 10 was written in at the bottom of lap # 20 so that his laps and position can be counted, but the line under # 40 shows where the last boat took the checkered flag during the competition.

This example covers boats being un-lapped when the lead boat changes and there is no restart. In the next page I will show you another way this can influence the scoring, when the lead boat changes because of an incident and there is a restart. Both of these scenarios happened in summer '04.

Scoring Restarts:

This time I will review restarts and some of the procedures involved in scoring restarts and obtaining accurate line ups for the restart. Remember, some times there are multiple restarts during one event.

1. When we score a race we record the boats as they come across the s/f line completing the lap, beginning the next lap when the lead boat again crosses the s/f line, etc. etc. When there is an incident and the red flag is displayed, the referees have told every boat on the course to stop. They are not allowed to complete the lap they are on, or do anything but stop safely and remain in that location until directed by the referee to do otherwise. As a result the only way to have an accurate listing of the order (position) of every boat is to go back to the last lap completed. If the lead boat and perhaps others, had crossed the s/f line, but other boats had not, you do not have a completed lap, as you have told those other boats they cannot complete the lap they are on. The accurate method of scoring would be to go back to the last accurately recorded order, which is the last completed lap, and use that for the method of determining the results.
2. Each boat is given credit for the number of laps they have completed. If, however, this happens prior to the end of the 1st lap, you would go back to the original starting order. OPC Rule 7, Restart (par) 2 states that starting positions for the restart will be determined by the order of finish (not running order) each boat was in for the preceding completed lap, whenever possible. This means the last completed lap was used to determine the number of laps for each boat and the line-up for the restart will be 1st, 2nd, 3rd, etc. not running order (the order in which the boats came around on the previous lap)
3. Verify the number of laps completed by each boat in the event up to and including the last completed lap.
4. Look for any lapped boats in the lap where the incident took place. Please refer to Example # 3. Boats #55 and #65 are lapped boats, they are out there but do not show up in lap # 16. Bring them down to the bottom of the previous lap when you are counting the number of laps completed for the restart and give them back their lap. They made the lap, but were passed by the lead boat so do not show up. If you did not give them back a lap you would not be counting them in the previous lap either and therefore penalizing them twice. You could say they were lucky, but it is correct to count them.
5. Here is a scoring suggestion. Continue to refer to Example # 3. There is an incident on lap #17. You will go back to lap #16 as the last completed lap. Draw a line under # 70 to note the boats that had crossed the s/f line on lap 16, then bring down the 2 lapped boats. Now turn to the back side of the lap sheet you are using and note the incident on lap 17. Then copy the list of the boats that had been recorded on lap 17. Back on the front side, erase the list that was recorded for lap 17, because you will be restarting on lap 17. You will need the lap clear to write the new list of boats completing lap 17 on the restart, but you will now have a record of what happened.

Why is he ahead of me? He didn't pass me?:

The most common question I get as a chief scorer happens when there is a restart of an event and there are lapped boats involved. These are boats lapped prior to the restart, not those as described earlier. Most of the drivers know they had been passed by the lead boat, but they don't understand their position in relation to other boats still on the lead lap. When you watch a car race and an incident takes place, a caution flag is displayed and any cars in front of the lead car **DRIVE ALL THE WAY AROUND THE COURSE AND PULL UP ON THE BACK OF THE LEAD LAP.** They are at the back of the lap but have visually driven all the way around and made up all that distance. The cars **behind** the lead car **DO NOT GET TO DO THAT. THEY STAY WHERE THEY ARE.** When an incident takes place during a boat race and the red flag is displayed the same thing happens, only no one sees it because everyone stops. However when the boats are lined up on the restart those behind (or lapped by) the lead boat stay down a lap while those boats who were only one, two, or three (etc) boats ahead of the lapped boat, but are still ahead of the lead boat, make up the distance on paper, but not the visual as in a car race. Most drivers do not realize that on the restart they

are now down a lap to ALL the boats on the lead lap. They would have to pass the lead boat, to get back on the lead lap and then pass any other boats on that lead lap.

I have spent many hours moving salt and pepper shakers along a table to show how this happens in order to explain the “visual” that takes place on paper. I hope this explanation helps a little.

Un-lapped boats and restarts:

Earlier, I reviewed how boats can un-lap themselves. The example reviewed was when the lead boat “stopped” but was not involved in any incident and no red flag was displayed and the racing continued. Another scenario where this same situation can happen is when the lead boat is in an incident and the racing is stopped and will be restarted. A line up is determined, using the restart procedure as discussed earlier. However, this time the lead boat does not come out for the restart and there is a new lead boat.

Please refer to Example 4: There is an incident/red flag on lap 19 and a new line up is taken from the last completed lap (# 18). The lead boat is in the incident and is not able, due to equipment failure, to return for the restart thus establishing a new lead boat. When the new line up is determined, boat # 12 will be the new lead boat. When you look at the previous laps boats # 36 and # 40 were lapped by the boat # 10, but not by boat # 12. Boats # 36 and 40 have un-lapped themselves. You need to go back to lap # 18, draw a line under boat # 30 and add # 36 and # 40. Again, the line denotes the boats that crossed the s/f line.

I suggest again you list the line-up for lap #19 on the back of the lap sheet before erasing it for the restart on lap # 19.

Combining multiple groups within one class for overall position/points:

OPC Rule 11, Scoring Points, (par) 6 covers how to combine multiple heats into overall positions. This rule specifically covers when multiple heats are run within the same class (Group A, Group B, etc.) and the boats within each group only compete against each other, however the results determine an overall position for all groups involved.

Sample: You have 24 boats entered in the SST 45 class. After registration is completed, the race committee decided to divide the SST 45 class into 2 groups of 12 boats each and run two 15 lap heats for each group on Saturday. Please note this is a 2 day event and the sanction information stated that National High Points will be awarded for Saturday’s racing. Therefore the results of these (Saturday) events will determine those positions/points awarded. These positions, once determined, may also be used for the line-up for the start of the final event.

When the first day’s heats are completed, assuming all boats made a legal start, you will have a finish position 1 thru 12 for each group. Remember all boats that made a legal start will receive a finish position within their respective group.

The above scenario gives results 1 thru 12 in Group A and results 1 thru 12 in Group B. Each group ran 2 fifteen lap heats and their overall position within their heat was determined by combined points. If there is a tie on points, then the combined times for both heats are used as well as the total number of laps completed. It is important that you record the positions, combined total of laps and the combined total of times for each boat, for each heat, as they will be used to determine the overall positions.

You have a 1st place in Group A and a 1st place in Group B. Look to see if they both completed the same number of laps. If they did, you then look at their combined times. They are both in 1st place, they both have completed 30 laps of two 15 lap heats, so they are tied at this time. The determining factor is the driver with the least elapsed combined time for his/her 2 heats. The fastest 1st is 1st and the other 1st is 2nd. Now do the same for the 2 second place finishers. If their positions are both 2nd, and their laps are the same the fastest 2nd is 3rd and the other 2nd is 4th. Continue to do this for each place remembering to always check position within the group, the combined number of laps and if needed, the combined times.

As you continue here is another example: You come to the two 7th place positions. One of them has a combined 29 laps and the other has a combined 28 laps. The driver with more laps is placed ahead of the other 7th place position.

In this case they both have the same position and the number of laps becomes the determining factor. (their times would not be used as they did not make the same number of laps).

You will end up with 24 positions for 24 entries in the proper order of finish for combining 2 events in the same class who did not run against each other. You can complete a summary sheet showing all 24 entries. Mark the summary sheet Group A and B combined and show the combined times and laps and the overall positions awarded. Be sure to include the lap sheets for all the heats run in Group A and Group B. OPC awards points through 20 positions, therefore, although listed, positions 21-24 will not receive national high points.

The previous example of combining Groups works for any number of groups. It does not matter how many. This has been used successfully during the OPC Nationals, Series and local events. It is important to remember that the rule book must be followed and APBA points must be used to determine the positions if the results are being awarded National High Points.

OPC events vary from “closed course” heat races (5 laps or less, with a clock or dock start), to extended marathon events, such as Parker, AZ., to 30, 40 and/or 50 lap events such as those run at series events. They frequently run multiple qualifying heats on Saturday and use the results of these events to select a line-up for the final events. As you can see from the procedures reviewed in these preceding pages, the scoring of OPC events is complex. When the results of an event are to be awarded National High Points the summary sheet must be completed in its entirety, showing all times, laps, points and positions awarded for each class and/or combination of heats (groups, etc.) If a review of the heats/event becomes necessary, corrections, if needed can be made.

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	Lap 15	Lap 16	Lap 17	Lap 18	Lap 19	Lap 20	Total Laps	Penalties	Laps less penalties	Final Position
B O A T	20	20	20	35	35	35	20	0	20	1
	35	35	(55)	20	20	20	20	0	20	2
	40	40	(65)	40	(60)	25	20	0	20	3
N U M B E R S	25	25	35	55	40	60	19	0	19	7
	30	30	40	25	(70)	70	19	0	19	8
	45	45	25	65	25	55	19	0	19	9
	50	60	45	45	55	45	20	1	19	10
	60	50	30	30	45	30	20	0	20	4
	70	70	50	50	65	50	20	0	20	5
	55		60		30	65	19	0	19	11
	65		70		50	/				
						40	19	0	19	6

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	Lap 15	Lap 16	Lap 17	Lap 18	Lap 19	Lap 20	Total Laps	Penalties	Laps less penalties	Final Position
B O A T	10	10	10	10	12	12	20			1
	12	12	(36)	36	14	14	20			2
	14	14	(40)	40	18	18	20			3
N U M B E R S	18	18	12	12	21	21	20			4
	21	21	14	14	26	26	20			5
	26	26	18	18	30	30	20			6
	30	30	21	21	36	36	20			7
	36		26	26	40	40	20			8
	40		30	30		/				
				36						
				40						
						10	18			9

Laps As Scored

Laps As Corrected

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B O A T N U M B E R S	Lap 15	Lap 16	Lap 17		Lap 15	Lap 16	Lap 17
	20	20	20		20	20	20
	35	35	(55)		35	35	(55)
	40	40	(65)		40	40	(65)
	25	25	35		25	25	35
	30	30	40		30	30	█
	45	45			45	45	█
	50	60			50	60	
	60	50			60	50	
	70	70			70	70	
	55				55		
	65				65	55	
					65	65	

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B O A T N U M B E R S	Lap 15	Lap 16	Lap 17	Lap 18	Lap 19		Boat number	Laps completed	Restart Line-up
	10	10	10	10	10		12	18	1
	12	12	(36)	36	36		14	18	2
	14	14	(40)	40	40		18	18	3
	18	18	12	12	12		21	18	4
	21	21	14	14	14		26	18	5
	26	26	18	18	18		30	18	6
	30	30	21	21	21		36	18	7
	36		26	26	26		40	18	8
	40		30	30	30				
				36	36				
				40	40				

VINTAGE & HISTORIC REGISTRATION INSTRUCTIONS 2016

1. The person responsible for registration (“registrar”) at any Vintage & Historic event must complete and submit the appropriate sections of the 2016 APBA Scorer’s Test, available at APBA.org, prior to the sanction being filed with the APBA. This person will be listed on the sanction for the event as Scorer and must be an APBA member.
2. Prior to the event, obtain these forms from the APBA or from APBA.org:
 - APBA Entry Blank
 - Waiver & Release of Liability Forms (Adults)
 - Waiver & Release of Liability Forms (Minors)
 - APBA Membership Form (Full year)
 - APBA Single Event Membership Forms (*not available at APBA.org, must be obtained from APBA headquarters*)
 - APBA Additional Registration Forms – all participants need to be registered in Vintage to participate in Vintage.
 - Summary Sheets – APBA or vintage
3. When handling registration at a Vintage & Historic event, please be aware that having Entry Blanks and Waivers completed and signed correctly is the most important way to protect your event and the APBA from potential liability in case of accidents. It is critical to be sure that every signature required on an Entry Blank or Waiver is obtained.
4. At registration for the event, check the APBA membership card to see if the entrant’s physical is current, where required (See Article VI Safety Rules. Par. 21). If APBA card says PHY NO, entrant must present a physical dated in the previous 24 months; make a notation on the Entry Blank that the current physical has been viewed. All entrants, including Non-APBA members, must

present a current physical form...if category requires physical, if driver is in a reinforced cockpit boat and/or if entrants is 60 years of age or older.

5. If a member claims that his dues were paid but he has no current membership card or has a receipt dated more than 30 days ago, a new Membership Form (either Single Event or Full Year) must be completed and the appropriate fees collected. Make a notation on the Membership Form "Duplicate Membership". If the member has actually paid the current membership dues, the fees collected at this event will be refunded by APBA headquarters.

6. If entrant is a current APBA member, make sure they are registered in Vintage. If not use the additional registration form for them to pay the crossover fee (\$30) to add Vintage to their current membership. Imprint membership card on the front of the Entry Blank. The back of form may be used if additional room is needed to imprint cards or enter information.

7. If entrant is not an APBA member, have them print their name, address and phone number on Entry Blank. A current physical form must be viewed and appropriate notation made on the Entry Blank. Non-APBA members must also complete an APBA Single Event Membership Form or an APBA Full-Year Membership form; collect the appropriate fee which will be submitted to the APBA following the event. Indicate on the Entry Blank that the entrant has completed a Single Event Membership form or a Full-Year Membership form. Be sure to add the emergency contact information for each person who signs the Entry Blank.

8. Have entrant complete the following information at the upper right of the entry blank:

- Emergency contact name
- Emergency contact phone number
- Is emergency contact at race site, yes or no, and phone number to reach emergency contact
- Helmet and life jacket manufacturer
- Boat information: category, class, #, name, hull make, motor make, cu. in. displacement

9. Have entrant sign the bottom of the Entry Blank.

10. Collect event entry fees, if applicable.

11. If another person will be driving or riding in a boat already registered, imprint that person's APBA card (or print the information if an APBA membership has been purchased on site) onto the front of the Entry Blank for that particular boat, using the back if more space is needed. Check for a current physical, make an appropriate notation on the Entry Blank, and arrange to have that person's equipment (helmet and life jacket) inspected. Please be sure that every person who will drive or ride in a boat is listed on that boat's Entry Blank, even if they have already registered on another boat's Entry Blank at the event.

12. Every person registering to drive or ride in a boat must sign the bottom of the appropriate entry blank.

13. Have entrant sign the Waiver & Release of Liability form. Give entrant a wristband after waiver is signed; wristbands must be worn on the wrist, not on any other body part, article of clothing, camera bag, etc. No wristbands may be given out until the person who will be wearing the wristband has signed the waiver.

14. The registration person who witnesses the signatures on the Waiver & Release of Liability Forms must sign the bottom of each form.

15. EVERYONE who will be entering the hot pits must sign one of the Waiver & Release of Liability forms, either the adult or minor version. If any person is under 18, a Minor Waiver must be completed by the parent or guardian who is accompanying the minor. If a parent or guardian is not available, the adult accompanying the minor must complete and sign the waiver. Minors for whom a minor waiver has been completed must wear a wristband signifying that the waiver has been completed.

16. Waiver & Release of Liability forms will be used at driver's meeting roll call to verify registration. Any driver/rider who is found to not have signed the Waiver at the driver's meeting must have their APBA membership (either Full year or Single Event) and current physical verified, sign the Waiver and receive a wristband before they are permitted to drive or ride in a boat or enter the pits.

17. Following the event, the following must be promptly sent to APBA headquarters:

- Completed APBA Entry Blanks
- All signed Waiver & Release of Liability forms, both adult and minor
- Completed Full Year APBA Membership forms and the fees collected for these
- Completed Single Event Membership forms and the fees collected for these
- Unused Single Event Membership forms (these are sequentially numbered and are recorded at APBA headquarters)
- Accounting of participants in the event and \$10 paid per participant and all fees collected.

INBOARD and INBOARD ENDURANCE POINT SYSTEM

Overall points will be scored on the final heat position as follows:

Rule: 23.8.1 & 3 INBOARD: Regional Events and Each boat not disqualified, finishing a qualifying heat:

Rule: 8.5 INBOARD ENDURANCE: Regional Events or Under 100 miles or 1 hour duration:

1 – 100	4 – 85	7 – 70	10 – 55	13 – 40	16 – 40	19 – 40
2 – 95	5 – 80	8 – 65	11 – 50	14 – 40	17 – 40	20 – 40
3 – 90	6 – 75	9 – 60	12 – 45	15 – 40	18 – 40	

INBOARD: Divisional – Summer Nationals – World Championships – designated series events:

INBOARD ENDURANCE: Divisional – Summer Nationals – World Championships, designed series events and Events over 100 miles or 1 hour duration:

1 st150	5 th120	9 TH90	13 th60	17 th60
2 nd143	6 th113	10 TH83	14 th60	18 th60
3 rd135	7 th105	11 th75	15 th60	19 th60
4 th128	8 TH 98	12 th68	16 th60	20 th60

Each boat that makes a legal start, 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.

PRO, MOD, Stock, OPC, TC, J CLS - SINGLE POINTS

1 – 400	4 – 169	7 – 71	10 – 30	13 – 13	16 – 5	19 – 2
2 – 300	5 – 127	8 – 53	11 – 23	14 – 10	17 – 4	20 – 2
3 – 225	6 – 95	9 – 40	12 – 17	15 – 7	18 – 3	

POINT TOTALS FOR TWO HEATS

1+1 = 800	2+1 = 700	3+1 = 625	4+1 = 569	5+1 = 527	6+1 = 495
1+2 = 700	2+2 = 600	3+2 = 525	4+2 = 469	5+2 = 427	6+2 = 395
1+3 = 625	2+3 = 525	3+3 = 450	4+3 = 394	5+3 = 352	6+3 = 320
1+4 = 569	2+4 = 469	3+4 = 394	4+4 = 338	5+4 = 296	6+4 = 264
1+5 = 527	2+5 = 427	3+5 = 352	4+5 = 296	5+5 = 254	6+5 = 222
1+6 = 495	2+6 = 395	3+6 = 320	4+6 = 264	5+6 = 222	6+6 = 190
1+7 = 471	2+7 = 371	3+7 = 296	4+7 = 240	5+7 = 198	6+7 = 166
1+8 = 453	2+8 = 353	3+8 = 278	4+8 = 222	5+8 = 180	6+8 = 148
1+9 = 440	2+9 = 340	3+9 = 265	4+9 = 209	5+9 = 167	6+9 = 135
1+10 = 430	2+10 = 330	3+10 = 255	4+10 = 199	5+10 = 157	6+10 = 125
1+11 = 423	2+11 = 323	3+11 = 248	4+11 = 192	5+11 = 150	6+11 = 118
1+12 = 417	2+12 = 317	3+12 = 242	4+12 = 186	5+12 = 144	6+12 = 112
7+1 = 471	8+1 = 453	9+1 = 440	10+1 = 430	11+1 = 423	12+1 = 417
7+2 = 371	8+2 = 353	9+2 = 340	10+2 = 330	11+2 = 323	12+2 = 317
7+3 = 296	8+3 = 278	9+3 = 265	10+3 = 255	11+3 = 248	12+3 = 242
7+4 = 240	8+4 = 222	9+4 = 209	10+4 = 199	11+4 = 192	12+4 = 186
7+5 = 198	8+5 = 180	9+5 = 167	10+5 = 157	11+5 = 150	12+5 = 144
7+6 = 166	8+6 = 148	9+6 = 135	10+6 = 125	11+6 = 118	12+6 = 112
7+7 = 142	8+7 = 124	9+7 = 111	10+7 = 101	11+7 = 94	12+7 = 88
7+8 = 124	8+8 = 106	9+8 = 93	10+8 = 83	11+8 = 76	12+8 = 70
7+9 = 111	8+9 = 93	9+9 = 80	10+9 = 70	11+9 = 63	12+9 = 57
7+10 = 101	8+10 = 83	9+10 = 70	10+10 = 60	11+10 = 53	12+10 = 47
7+11 = 94	8+11 = 76	9+11 = 63	10+11 = 53	11+11 = 46	12+11 = 40
7+12 = 88	8+12 = 70	9+12 = 57	10+12 = 47	11+12 = 40	12+12 = 34



AMERICAN POWER BOAT ASSOCIATION

2016 CLASS COMPUTER NUMBERS

CATEGORIES

- [] Inboard
- [] Inboard Endurance
- [] Offshore
- [] PRO Outboard
- [] Modified Outboard
- [] Stock Outboard
- [] Outboard Perf Craft
- [] Drag
- [] Unlimited
- [] Thundercat
- [] J Class
- [] R/C Model
- [] PWR
- [] Special Event

INBOARD

- [](01000) Inboard Super
- [](01020) Grand National Hydro
- [](01030) National Modified
- [](01040) 2.5 Litre Modified
- [](01110) 5 Litre
- [](01130) 2.5 Litre Stock
- [](01140) 1 Litre Class
- [](01160) 1.5 Litre Stock
- [](01210) Cracker Box
- [](01220) Jersey Speed Skiff
- [](01230) Super Stock
- [](01330) K Racing Runabout
- [](01520) Grand Prix
- [](01600) Pro Stock
- [](01650) SE Class
- [](01950) No Equipment

INBOARD ENDURANCE

- [](02000) IE Super
- [](02010) ET-I
- [](02020) ET-II
- [](02140) GN Class
- [](02160) Comp Jet
- [](02170) GPS95
- [](02180) 6 Litre
- [](02950) No Equipment

OFFSHORE

- [](03000) Offshore Super
- [](03250) Super Cat
- [](03100) Cat Lite
- [](03130) Super Vee Lite
- [](03170) P-I SuperStock
- [](03260) Super Vee
- [](03180) Extreme Limited
- [](03140) Extreme
- [](03810) Class 1
- [](03820) Class 2
- [](03830) Class 3
- [](03840) Class 4
- [](03850) Class 5
- [](03860) Class 6
- [](03870) Class 7
- [](03950) No Equipment

PROFESSIONAL RACING OUTBOARD

- [](04000) Pro Super
- [](04010) 125ccR
- [](04020) 250ccR
- [](04030) 350ccR
- [](04040) 500ccR
- [](04050) 700ccR
- [](04060) 1100ccR
- [](04120) C Ser R
- [](04140) CRR
- [](04180) 175ccR
- [](04190) K Pro H
- [](04200) 125ccH
- [](04210) 250ccH
- [](04220) 350ccH
- [](04230) 500ccH
- [](04240) 700ccH
- [](04260) 1100ccH
- [](04280) 175CCH
- [](04320) OSY-400
- [](04330) C Ser H
- [](04340) CRH

MODIFIED OUTBOARD

- [](05000) Modified Super
- [](05310) 200ccMR (FAR)
- [](05320) 250ccMR (AMR)
- [](05330) 350ccMR (BMR)
- [](05350) 500ccMR (CMR)
- [](05360) 750ccMR (DMR)
- [](05370) 850ccMR (FER)
- [](05410) 200ccMH (FAH)
- [](05420) 250ccMH (AMH)
- [](05430) 350ccMH (BMH)
- [](05440) 400ccMH (25MH)
- [](05450) 500ccMH (CMH)
- [](05460) 750ccMH (DMH)
- [](05470) 850ccMH (FEH)

STOCK OUTBOARD

- [](06000) Stock Super
- [](06020) ASR
- [](06030) BSR
- [](06040) CSR
- [](06050) DSR
- [](06070) 25SSR
- [](06220) ASH
- [](06230) BSH
- [](06240) CSH
- [](06250) DSH
- [](06260) 25SSH
- [](06280) 302SSH
- [](06300) 20SSH
- [](06330) 45SS

STOCK MARATHON

- [](06420) ASR MAR
- [](06430) BSR MAR
- [](06440) CSR MAR
- [](06450) DSR MAR
- [](06470) 25SSR MAR

STOCK ANTIQUE

- [](06800) ACR
- [](06810) BCR
- [](06820) CCR
- [](06830) DCR
- [](06840) 25CR
- [](06850) 35CR

- [](06860) 36CR
- [](06870) ACH
- [](06880) BCH
- [](06890) CCH
- [](06900) DCH
- [](06910) 25CH
- [](06920) 35CH
- [](06930) 36CH

OUTBOARD PERF CRAFT

- [](07000) OPC SUPER
- [](07280) SST 120
- [](07290) SST 60
- [](07300) SST 200
- [](07310) SST 45
- [](07340) Formula 150
- [](07350) Sport C
- [](07410) Formula 1
- [](07640) Mod U
- [](07950) No Equipment

OUTBOARD DRAG

- [](08000) Drag Super
- [](08560) Lake Racer
- [](08570) Factory Stock (Pure Stock)
- [](08580) Super Stock
- [](08590) Factory Pro Stock (Super Stock II)
- [](08600) Super Gas 1
- [](08610) Super Gas 2
- [](08620) Pro Gas
- [](08630) Factory Hot Rod
- [](08640) Factory Modified
- [](08650) Modified Production
- [](08660) Pro Carb (Modified Prod-Carb)
- [](08680) Pro Fuel
- [](08690) Pro 120 (V4 Comp)
- [](08700) Unlimited
- [](08950) No Equipment

UNLIMITED

- [](09000) Unlimited Super
- [](09010) Unlimited Owners
- [](09950) No Equipment

THUNDERCAT

- [](10000) Super Light Tunnel Boat Super
- [](10015) Bandit
- [](10016) Outlaw
- [](10017) Experimental
- [](10018) P750
- [](10019) No Equipment

JUNIOR CLASSES

- [](11000) Junior Classes Super
- [](11010) J Runabout
- [](11011) J Hydro
- [](11012) AXR
- [](11013) AXH

R/C MODEL

- [](12000) R/C MODEL

SPECIAL EVENT

- [](00100) Unlimited Lights
- [](00150) COR
- [](00800) Vintage
- [](00850) Jet River Racer
- [](00870) Outboard River Racer
- [](00950) No Equipment