2018

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 and be approved through your region.
- The Scorers test is good for 2 years. If you have taken the test in 2018, you are good until 2020. If you are new and need to take the test in 2019 you will test again in 2020 along with all other scorers. This will put the Scorers test on a 2-year rotation ending in an even numbered year. The Scorers test will be taken on a 2-year rotation ending even years. If you take in an odd year you will take until you have caught up into the rotation.
- When the test and handbook are ready they will be available on the APBA website.
- After passing the current open book test, you and your Region Chairman will be notified that you have passed.
- 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.

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 down load forms from the website or use the ORDERING SUPPLIES form on page 25. 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 (these are listed on page 35), 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 <u>must</u> 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 Reference Book.
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, scorers & timer data sheets, Summary sheets, Incident Reports
- APBA forms optional: Work sheets, Driver registration info-for reference if needed, APBA points sheet (page 35)
- COPY OF CURRENT SCORERS HANDBOOK FOR QUICK REFERENCE
- APBA Rule Book for appropriate category/categories
- 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 (make sure you have the correct minor release for your area and follow the instructions on pages 12 & 13).
- 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, Scorer, Timer, Starter, 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 day's 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.

AT THE RACE SITE

The link below is to a program you can use to check to see if a racer is a current member, which category they are registered in, plus physical/capsule training expiration dates:
www.apba.org/scorers/list.php
Username: **scorer1**
Password: **APBAscore1!** *(case sensitive)*.
Use this link to help you collect the correct membership dues, single event or crossover fees

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.
  [ ] Make sure you have a minor release for this participant. See Minor release info on page 13
- Does the category/class require Capsule Training? Capsule Training is explained on page 12
  [ ] The card will 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? Physical is explained on page 12
  [ ] The card will 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. (Card abbreviation examples on page 8)
  [ ] 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 9.
  - EXAMPLES: Upgrading from J Class to A Stock
    45 SS to SST 45 ... Stock Outboard to OPC
    OPC Category adding Thundercat
- [ ] If your event is running Inboard - are both Owner and driver current? Is boat registered.
- [ ] 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, 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 requirements on page 13 are followed.
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 2018 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 (Stock) and OPC.
The numbers after each category is the boat number.
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 2016 8
RACER BILL
1054 RIVERVIEW DR
LAKEVILLE MN 55044
CAPT 10-16 PHY NO
I NE IE NE
VINTAGE 255-GP MY SPECIAL BOAT
56-N WEEKEND FUN

Notice the year is 2016 not 2018 –he is not current.
CAPT = Capsule training and exp date (Month - Year)
Capsule training is explanation is on page 12
PHY NO = means no physical on file
I NE = Inboard No equipment
IE NE = Inboard Endurance No equipment
VINTAGE = registered in Vintage and lists the boats.

3456 2018 12
RACER MIKE
9546 OCEANVIEW BLVD
WATERWORKS CA 95059
CAPT 10-18 PHY 12-18
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 10/31/2016 They are good for 2 seasons.
Capsule training is explanation is on page 12
PHY = Physical is on file and it's exp date
I = Inboard, next is boat #- the letter A which stands for the 2.5 Litre Mod class, boat name. Next boat#- letter S for 2.5 Litre Stock, boat name. Next boat#- letters NM for National Mod, boat name. Last boat#- letter E for 5 Litre, boat name

4567 2018 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 release at every event.
Please review requirements on page 13
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
TC NE Registered in Thundercat – No Equipment

5678 2018 5
FAST FREDDIE
452 BAYVIEW
WATER CHANNEL FL 32233
SO F-47 TC 30- 48- 52-
CREW OFFICIAL

SO F-47 - Registered in Stock and his boat #
TC 30-48-52 - 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 2018 10
RACER SHAY
15246 SE INLET WAY
GRANTS PASS OR 97526
JRS JRR ORR

The abbreviations listed are Special Event Classes.
JRS ~ Jet River Sprint
JRR ~ Jet River Racer
ORR ~ Outboard River Racer

2018 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
The boat registration fee is the same no matter how many boats they register.

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

Vintage $30 - To add Vintage, to an existing racing membership.
Vintage $70 - To upgrade from a Vintage non-racing membership to a Vintage racing membership.

Thundercat (Driver only) $40 - Participant wants to be a driver or rider in a Thundercat boat 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.

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 $120 J Class dues and the $195 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 $120 K Pro H dues and the $195 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

<u>THE SUPER CATEGORY LICENSE</u>: (Stock/Mod/Pro) is available only when renewing or joining APBA. If driver joins in one category they can't upgrade to Super Category at a later date. Driver must join each category and pay the 2018 additional registration fees.

AXR class # 10012 and AXH class # 10013: To race in either of these classes the 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. **<u>Date of birth</u>**: IS IT FILLED IN? IS A MINOR RELEASE NEEDED? If a minor joins at your event, be sure the minor release requirements on page 13 are followed.
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 Vintage attach a copy of their current physical
   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. Capsule training is explained on page 12.
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:**
      l. Have them fill out a full annual or single event membership using directions 1-7 and pay fee.
      2. Indicate at the top "**DUPLICATE MEMBERSHIP.**"
      3. 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.
      4. If receipt is over 30 day's 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 or additional money. Even if you took the membership yourself, the original check may have bounced.
   D. M**embers 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 the correct monies are collected, turnaround 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 an email 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.

2018 SINGLE EVENT MEMBERSHIP

SINGLE EVENT MEMBERSHIPS ALLOW A PERSON TO PARTICIPATE AT ONE APBA EVENT AND BE COVERED BY APBA INSURANCE.

GENERAL INFO

- Single Event memberships are sent to the Scorer upon requested only
- Below is an explanation of the different fee types:

The categories below pay $35 to race 1 DAY or $50 PER EVENT (to race multiple days)

Inboard	Inboard Endurance	Offshore	Pro Outboard
Modified Outboard	Stock Outboard	OPC	Thundercats
Outboard Drag	*Special Event: 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

- **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 and sign the Agreement of Release on the back of the white copy. They must also show a physical exam form and/or capsule training certificate 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.**
- 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

- **A single event member can participate at a Championship event if their classes is not part of a championship event or it's not the specified day of the championships.**
- 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.

PHYSICALS AND CAPSULE TRAINING

Inboard, Inboard Endurance and Vintage require physicals. In any Category or class that require Reinforced Cockpits those drivers are required to show documentation of approved Capsule Training. At registration you are asked to check each driver to be make sure this training is current. Ideally, racers should send their physicals and capsule training forms to APBA with their membership. This way their card will show an expiration date, and indicate that they have fulfilled these requirements.

- A current APBA racing membership card showing that PHY = physical or CAPT = capsule training is current shall be considered documentation. The date following PHY or CAPT is the expiration date, month and year.
- If their PHY or CAPT expiration dates are not current or there isn't a date on their card - Drivers must show a current physical or a document showing they have completed capsule training per the current criteria. It is the driver's responsibility to show current documentation. If you have any problems and/or questions, contact the Chief Referee.
- Physicals are good for 2 years from the date the physical was done.
- When capsule 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 a racer brings a current physical and/or capsule training form to the race, ask him if he wants to pay $10 for an updated membership card. Let him know this is the most efficient way for a racer to register throughout the season. It saves everyone time.

IF THE RACER WANTS A NEW CARD- use the additional registration form and attach the paperwork to the copy you return to APBA with your paperwork.

IF HE DOES NOT WANT A NEW CARD- hand back his paperwork and move on. Unless you want a copy for your own records, please do not attach a copy to his entry blank to send in with the results. Some racers would rather bring physical and capsule training forms to every race than pay for a new card. HQ does not need those forms with your results; we trust you have check that the racer is qualified. So please check the forms, but do not send them in unless the racer is paying for a new card.

WAIVER AND RELEASE FORM

INSURANCE REGULATIONS MUST BE FOLLOWED FOR COVERAGE TO BE VALID. THIS FORM IS AN INSURANCE REQUIREMENT. ALL ADULTS PARTICIPANTS IN AN APBA EVENT OR ENTERING THE RESTRICTED AREA MUST SIGN THE WAIVER AND RELEASE OF LIABILITY FORM

- **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 and will be entering the restricted area. 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.
- ALL WAIVER AND RELEASE FORMS ARE SENT DIRECTLY TO APBA WITH RACE RESULTS

MINOR WAIVER & RELEASE FORM

MUST BE SIGNED AT EACH EVENT BEFORE ENTERING THE RESTRICTED/HOT PIT AREA.
THIS APPLIES TO ANY MINOR AT THE RACE SITE WITHER THE MINOR IS RACING OR NOT

1. A minor is anyone under 18 years of age – Their card will have the word " - MINOR" after their name.
2. **MINORS DO NOT SIGN THE ADULT WAIVER & RELEASE**
3. There are two different Minor Releases, both require completion by the parent/legal guardian and minor.
   - Florida – used if your event is in the state of Florida
   - All Other states – used if your event is outside the state of Florida
4. Minors must complete the Minor Release form and must have their parent or Legal guardian sign.
5. If a minor will not be accompanied by a parent or legal guardian to a race, the Minor Release may be completed by the parent or legal guardian off-site.
6. If the Minor Release Waiver is completed off site, the original must be brought to the race site, printed in color, notarized and should not be folded.

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.

APBA-CBF JOINT SANCTIONS

CANADIAN BOATING FEDERATION, 142 Saint-Philippe, Salaberry de Valleyfield QC J6S 3H4
Phone: (450) 377-4122 ~ EMAIL: cbfnc@cbfnc.ca ~ Lise Haineault: lisecbfnc@hotmail.com
Website: www.cbfnc.ca

MEMBERSHIP FEES

If Racer is joining both authorities - Canadian citizens must join the Canadian Boating Federation prior to joining the American Power Boat Association. Citizens of the United States must join the American Power Boat Association prior to joining the Canadian Boating Federation.

If a Canadian CBF member wants to join APBA after joining CBF the fee is $125. The only additional fee is if they are Inboard and have equipment they must also pay the $50 boat fee. If a USA citizen who joined CBF first want to join APBA they will need to pay full dues.

SCORING

- The event must be joint sanctioned for a CBF member to receive CBF points.
- Summary Sheet - If racer is a member of both APBA and CBF - imprint APBA card/write CBF – if only CBF member imprint CBF card
- 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**

CBF RECORDS

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

- Contact Lise Haineault 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

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.

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 the chart below 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.
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.

KILOMETER

2236.936

MPH= _____

TIME

1/4 MILE

900

MPH= _____

TIME

1 MILE

3600

MPH= _____

TIME

1-1/4 MILE

4500

MPH= _____

TIME

1-2/3 MILES

6000

MPH= _____

TIME

2 MILES

7200

MPH= _____

TIME

2 1/2 MILES

9000

MPH= _____

TIME

3 MILES

10,800

MPH= _____

TIME

5 MILES

18,000

MPH= _____

TIME

15 MILES

54,000

MPH= _____

TIME

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 3) 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: 300SSH which requires 3 bona-fide entries.
   b. National Championship – 8 bona-fide starters in either heat. Rule 18 #1 A vi
   c. Eastern and Western Championships – 8 bona-fide starters in either heat. Rule 18 #1 A iv
   d. MARATHON – 3 bona-fide starters. Rule 10 #2
5. **THUNDERCAT Category -** Rule 60.003 and 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 in any heat.
   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 23.3
   a. Regular - a class is qualified if a minimum of 3 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 & B
   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.
16.3.1 - 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 16.3.1.2 - 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.
Rule 16.3.1.5 - 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.

INBOARD ENDURANCE: Doesn't run qualification heats

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):
60.003 Number of Boats – Divide boats into equal sections by lottery, and each section will run two qualifying heats.
70.001 Stationary Start Positions - The line-up position for the first heat races is determined by lottery at the drivers meeting. In elimination, qualifying, and all following heats the line-up position shall be the reverse order of finish of the previous heat. If there are elimination heats, the line-up position for the final heat shall be determined by the elimination heat finish

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 v) 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 not, get the member back to sign it. No one should be on the water if the Agreement of Release is not signed.

   If a membership is received at headquarters not signed, we send a letter asking them to sign and return. No membership card or Propellers are sent until signed application is received.

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 Parent or Guardian. If the Parent or Guardian is not at the event make sure the Minor Release instructions on page 13 are followed.

3. 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? An address label can be used for the address to save time, but you still must sign.

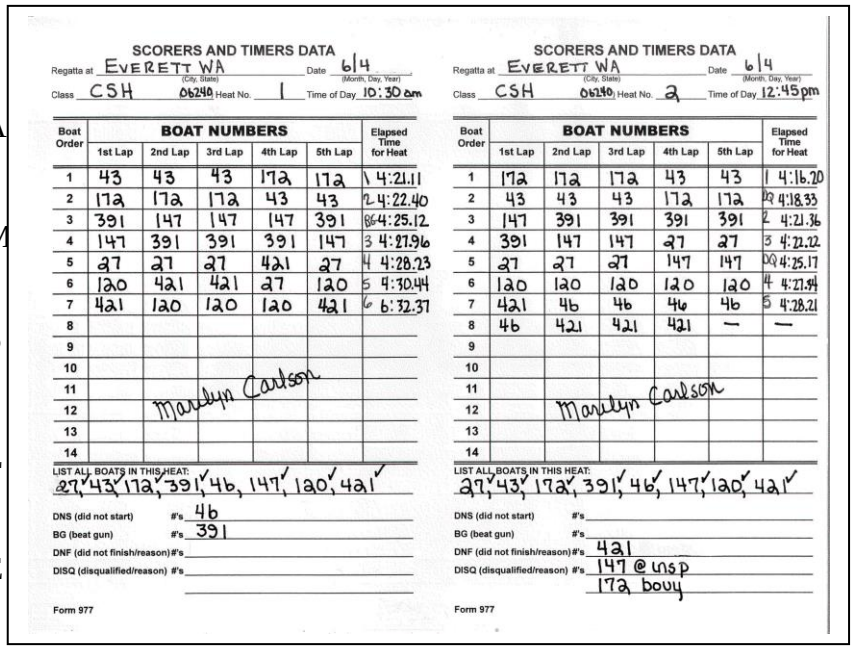
4. All adult and minor racers must sign the appropriate Waiver and Release forms. This is a condition of our Insurance Policy. Claims can be denied if a Waiver has not been signed. To help with this, make an announcement at the driver's meeting: "If you have not signed the Waiver, do so immediately."

5. 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 crossover 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.

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 #8, last sentence--THE REFEREE SHALL HAVE THE POWER TO DISQUALIFY WITHOUT PREVIOUS NOTICE, A BOAT THAT RACES WITH IMPROPER OR ILLEGIBLE NUMBERS.**

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.



SCORERS AND TIMERS DATA

Regatta at EVERETT WA (City, State) Date 6/4 (Month, Day, Year)
Class CSH 06240 Heat No. 1 Time of Day 10:30 am

Boat Order	BOAT NUMBERS 1st Lap	2nd Lap	3rd Lap	4th Lap	5th Lap	Elapsed Time for Heat
1	43	43	43	172	172	1 4:21.11
2	172	172	172	43	43	2 4:22.40
3	391	147	147	147	391	BG 4:25.12
4	147	391	391	391	147	3 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		Marilyn Carlson				
13						
14						

LIST ALL BOATS IN THIS HEAT: 27, 43, 172, 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

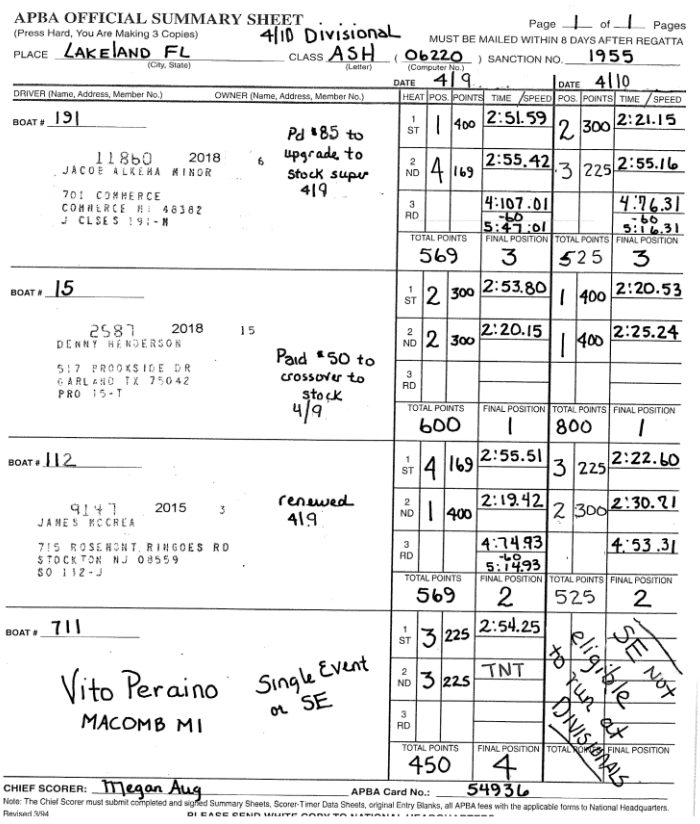
SCORERS AND TIMERS DATA

Regatta at EVERETT WA (City, State) Date 6/4 (Month, Day, Year)
Class CSH 06240 Heat No. 2 Time of Day 12:45 pm

Boat Order	BOAT NUMBERS 1st Lap	2nd Lap	3rd Lap	4th Lap	5th Lap	Elapsed Time for Heat
1	172	172	172	43	43	1 4:16.20
2	43	43	43	172	172	DQ 4:18.33
3	147	391	391	391	391	2 4:21.36
4	391	147	147	27	27	3 4:22.22
5	27	27	27	147	147	DQ 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		Marilyn Carlson				
13						
14						

LIST ALL BOATS IN THIS HEAT: 27, 43, 172, 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 @ insp, 172 bouy
Form 977

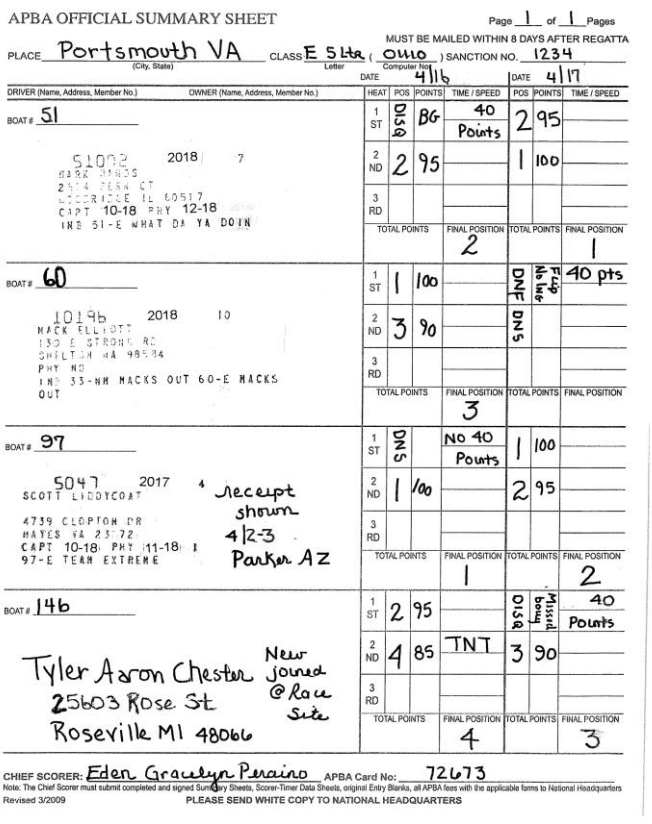
SUMMARY SHEETS



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

DRIVER (Name, Address, Member No.) / OWNER (Name, Address, Member No.)	HEAT	POS.	POINTS	TIME / SPEED (DATE 4/9)	POS.	POINTS	TIME / SPEED (DATE 4/10)
BOAT # 191 — 11860 2018 6 JACOB ALKEMA MINOR, 701 COMMERCE, COMMERCE MI 48382, J CLSES 191-M — Pd $85 to upgrade to stock super 419	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 -60 5:47.01			4:76.31 -60 5:16.31
	TOTAL POINTS			569		525	
	FINAL POSITION			3			3
BOAT # 15 — 2587 2018 15 DENNY HENDERSON, 517 BROOKSIDE DR, GARLAND TX 75042, PRO 15-T — Paid $50 to crossover to stock 4/9	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			600		800	
	FINAL POSITION			1			1
BOAT # 112 — 9147 2015 3 JAMES MCCREA, 715 ROSEMONT RINGOES RD, STOCKTON NJ 08559, SO 112-J — renewed 419	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			4:74.93 -60 5:14.93			4:53.31
	TOTAL POINTS			569		525	
	FINAL POSITION			2			2
BOAT # 711 — Vito Peraino, MACOMB MI — Single Event or SE	1 ST	3	225	2:54.25	SE Not eligible to run ex DNS/DNF/DQ		
	2 ND	3	225	TNT			
	3 RD						
	TOTAL POINTS			450			
	FINAL POSITION			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 3/94 PLEASE SEND WHITE COPY TO NATIONAL HEADQUARTERS



APBA OFFICIAL SUMMARY SHEET
Page 1 of 1 Pages
MUST BE MAILED WITHIN 8 DAYS AFTER REGATTA
PLACE Portsmouth VA (City, State) CLASS E 5 Ltr (Letter) (OHIO (Computer No.)) SANCTION NO. 1234

DRIVER (Name, Address, Member No.) / OWNER (Name, Address, Member No.)	HEAT	POS	POINTS	TIME / SPEED (DATE 4/16)	POS	POINTS	TIME / SPEED (DATE 4/17)
BOAT # 51 — 51092 2018 7 MARK JONES, 2514 TERA CT, LOCKPORT IL 60517, CAPT 10-18 PHY 12-18, INB 51-E WHAT DA YA DOIN	1 ST	DISQ	BG	40 Points	2	95	
	2 ND	2	95		1	100	
	3 RD						
	TOTAL POINTS						
	FINAL POSITION			2			1
BOAT # 60 — 10196 2018 10 MACK ELLIOTT, 130 E STRONG RD, SHELTON WA 98584, PHY NO, INB 33-NM MACKS OUT 60-E MACKS OUT	1 ST	1	100		DNF	Eng No Start	40 pts
	2 ND	3	90		DNS		
	3 RD						
	TOTAL POINTS						
	FINAL POSITION			3			
BOAT # 97 — 5047 2017 4 SCOTT LIDDYCOAT, 4739 CLOPTON DR, HAYES VA 23072, CAPT 10-18 PHY 11-18 I 97-E TEAM EXTREME — receipt shown 4/2-3 Parker AZ	1 ST	DNS		No 40 Points	1	100	
	2 ND	1	100		2	95	
	3 RD						
	TOTAL POINTS						
	FINAL POSITION			1			2
BOAT # 146 — Tyler Aaron Chester, 25603 Rose St, Roseville MI 48066 — New joined @ Race Site	1 ST	2	95		DISQ	Missing Bouy	40 Points
	2 ND	4	85	TNT	3	90	
	3 RD						
	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

1. Complete the information for all entries before drivers meeting.
   A. Boat #191 has a current card showing J Class but is not registered in Stock. Note Crossover fee paid.
   B. Boat #15 has a current card but is not registered in Stock. Note Crossover fee paid.
   C. Boat #112 this card shows year 2015. He is not current. Note renewed and date.
   D. Boat #51 his membership, physical and capsule training are current. He is good to go
   E. Boat #60 cards shows PHY NO, He will need to show you proof of a current physical and capsule training.
   F. Boat #97 card shows 2017 as the year. He is not current. Note receipt shown with info. Notice his Capt and Phy dates are still current for 2018.
   G. Boat #146 no card imprint. Info shows he is new and joined at race site.
   H. When an imprinter or cards are not available, write member's name and member number when known.
2. 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.
3. 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 and there are 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.
4. **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.
   A. Inboard / IE points go to the Owner; drivers may be substituted. Primary card = owners card.
   B. Pro / Mod / Stock / OPC / J Class / Drag / Thundercat - points go to the DRIVER. Primary card = drivers card.
   C. Offshore points go to the Hull.
   D. **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. They are not added together. Final position = position in final heat. Points are per Inboard rules
   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		-60	[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).

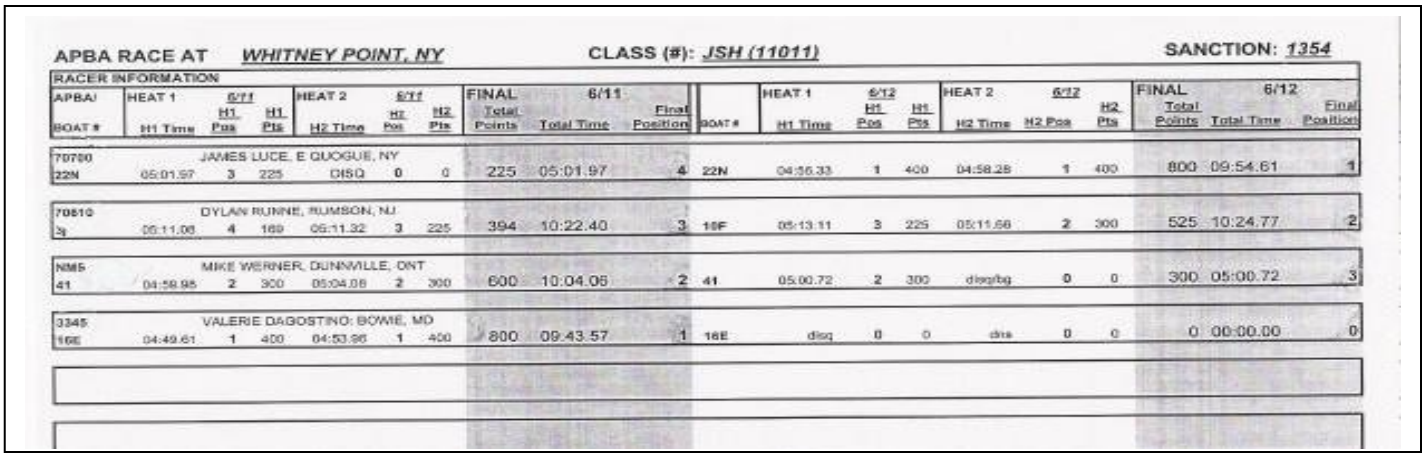
- OPCmv9.xls Marathon (OPC, IE, TC) events where laps must be entered. Can score up to 30 boats.

- 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.xlsScores championship inboard races (multi-qualification heat) uses minutes, seconds, milliseconds.

S A M P L E


APBA RACE AT WHITNEY POINT, NY CLASS (#): JSH (11011) SANCTION: 1354

RACER INFORMATION

APBA/ BOAT #	HEAT 1 6/11 H1 Time	H1 Pos	H1 Pts	HEAT 2 6/11 H2 Time	H2 Pos	H2 Pts	FINAL 6/11 Total Points	Total Time	Final Position	BOAT #	HEAT 1 6/12 H1 Time	H1 Pos	H1 Pts	HEAT 2 6/12 H2 Time	H2 Pos	H2 Pts	FINAL 6/12 Total Points	Total Time	Final Position
70700 JAMES LUCE, E QUOGUE, NY																			
22N	05:01.97	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																			
3j	05:11.08	4	169	05:11.32	3	225	394	10:22.40	3	16F	05:13.11	3	225	05:11.66	2	300	525	10:24.77	2
NM5 MIKE WERNER, DUNNVILLE, ONT																			
41	04:59.95	2	300	05:04.08	2	300	600	10:04.05	2	41	05:00.72	2	300	disq/bg	0	0	300	05:00.72	3
3345 VALERIE DAGOSTINO; BOWIE, MD																			
16E	04:49.61	1	400	04:53.96	1	400	800	09:43.57	1	16E	disq	0	0	dns	0	0	0	00:00.00	0

The directions on how to use these programs is available on APBA's web site (www.apba.org). Click on Resource - Resource Directory – In the title search box type – program - then click on apply - Scoring Programs, Directions and files will come up. Contact Donna with questions, her contact info 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.

1. 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 RESLTS 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're all there. When using NCR sheets, check top copy, make sure it's readable. Sometimes the top copy seems readable with the copies underneath it, but alone it isn't.
   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, Scorer/Timers Sheets, Signed Release and Waivers, Minor Release forms to APBA. If you don't order an envelope for Summary Sheets any envelope may be used. **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. **SENDING IN THE PAPERWORK:**

All Minor Releases should be together. Do not staple them to other forms.
All Adult Releases should be together. Releases are not filed with the results. They are kept on file for 7 years.
THE ORDER: There are three different forms for each class that runs at a race: Summary Sheet, Scorers and Timers Data, and Entry Blank. Please keep these 3 forms together with a paper clip by class—NOT by form.
Example: the summary sheet for 200MR, then the Scorers and Timers Data sheet for 200MR, then the entry blanks for 200MR. Next is the summary sheet for 750MR, then the Scorers and Timers Data sheet for 750MR, then the entry blanks for 750MR. You would do this for each class. After the paperwork has been thus grouped by class, it should be put in order by computer number. The computer number for 200MR is 05310, so it would come before the 750MR class (number 05360). The results are entered in the computer by class number.
When going through the results, if there is a question, it is much easier to look behind a summary sheet than to dig through a pile of Scorers and Timers sheets or entry blanks. To go a step further, the entry blanks should be in the same order as they are on the summary sheet. This helps when there are phone calls questioning results.
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 using the instructions at the top of the incident report. **DO NOT MAIL TO APBA.**
3. All waivers and entry blanks are sent to APBA with results. APBA will be asked for them if they are needed.
4. Serious injury or fatality to a participant or spectator: notification of a claim must be given the day of occurrence. Call Rick Felsen (516) 449-1134 or Dennis Liggett (260) 443-1752 and **Howie Nichols (321) 626-0666**.
5. **"Supplement Information Sheet".** This form is not mandatory. However, if 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 Rick Felsen (516) 449-1134 or Dennis Liggett (260) 443-1752 and **Howie Nichols (321) 626-0666**

1. Race site (city, state)
2. Time of the incident
3. Injured's name
4. Injured's Condition (Don't speculate)
5. Hospital transported to
6. Your name and call back number

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.

ADDITIONAL SCORING BOOKLETS 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
1600 Division Rd
West Warwick, RI 02893
888-556-7464
everythingtrackandfield.com

For repair, contact
seikoserviceusa.com
1111 MacArthur Blvd.
Mahwah NJ 07430
800-722-4452

IMPRINTER INFORMATION

When replacement parts or a new machine are needed you can contact:
Addressing Machine & Supply Company
940 Virginia Ave, Indianapolis IN 46203
www.addressingmachines.com 1 800 428-4595

OR
Addressograph
450 Weaver St
Rocky Mount, VA
1-800-431-2682 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, 17640 E Nine Mile Rd, Eastpointe, MI 48021 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

_____ RELEASE AND WAIVER (pads of 50)

_____ MINOR RELEASE OTHER STATES (pads of 50)

_____ MINOR RELEASE FOR EVENTS IN FLORIDA

_____ MEMBERSHIP APPLICATION (pads of 25)

_____ MEMBERSHIP RECEIPTS

_____ SINGLE EVENT FORMS

_____ ADDITIONAL REGISTRATION FORMS

_____ REGISTRATION INFORMATION SHEETS

_____ ENTRY BLANKS (Pads of 100)

_____ SUMMARY SHEETS

_____ SCORERS & TIMERS DATA PADS

_____ WORK SHEETS

_____ EVENT INCIDENT REPORTS (pads of 50)

_____ REFEREE/RISK MANAGER CHECKLIST

_____ ASSISTANT RISK MANAGER CHECK LIST

_____ HOSPITAL READY SHEET

_____ COMPUTER NUMBER LIST

QUANTITY

_____ 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 mile 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.

<u>Boats Un-lapping themselves during an event: (no restart involved)</u>
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 lease 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.

EXAMPLE 1

BOAT NUMBERS	Lap 15	Lap 16	Lap 17	Lap 18	Lap 19	Lap 20	Total Laps	Penalties	Laps less penalties	Final Position
	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
	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

EXAMPLE 2

BOAT NUMBERS	Lap 15	Lap 16	Lap 17	Lap 18	Lap 19	Lap 20	Total Laps	Penalties	Laps less penalties	Final Position
	10	10	10	10	12	12	20			1
	12	12	(36)	36	14	14	20			2
	14	14	(40)	40	18	18	20			3
	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

EXAMPLE 3

BOAT NUMBERS	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	55	
	65				65	65	

EXAMPLE 4

BOAT NUMBERS	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			30	18	6
	30	30	21	21			36	18	7
	36		26	26			40	18	8
	40		30	30					
				36					
				40					

VINTAGE & HISTORIC REGISTRATION INSTRUCTIONS

1. The person responsible for registration ("registrar") at any Vintage & Historic event must complete and submit the appropriate sections of the 2018 APBA Scorer's Test, available at APBA.org, prior to the sanction being approved. This person will be listed on the sanction for the event as Scorer and must be a current APBA member. **Even though points are not recorded at V&H events, the following procedures for registration must be followed at every V&H event.**

2. Prior to the event, obtain these forms from APBA or from APBA.org: Discard any dated forms you may have.

- APBA Entry Blank
- Waiver & Release of Liability Forms (Adults) **–must be printed in color if not obtained from APBA**
- Minor Release (states other than Florida) **– must be printed in color if not obtained from APBA**
- Minor Release (event in state of Florida) **– must be printed in color if not obtained from APBA**
- 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 (for members in other classes to join V&H, or for a participating V&H member to become a driving V&H member)
- Summary Sheets – APBA or vintage
- Incident Reports

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, check the APBA membership card to see if their physical is current, where required (See Article VI of the Vintage & Historic bylaws, or **). If APBA card says PHY NO, entrant must present a physical dated in the previous 24 months. **All drivers of Inboard boats must submit a statement of good health, certified by either a physician (MD or DO), physician's assistant or nurse practitioner every two (2) years. The original or a photocopy of this current FAA Class I, II or III, or USCG or D.O.T. V&H or APBA Inboard Racing medical certificate, with no waivers except for corrective lenses, may be sent to APBA headquarters with membership application. If corrective lenses are listed on the medical certificate, they must be used in the event. If an individual prefers to submit his/her at the regatta site or applies for a single event membership, the same requirements given above must be met; however, the Scorer will have the responsibility attesting to the validity of the medical. Should the participant wish to submit their medical at the event site they must bring it with them to every event. Canadian residents can submit proof of their CBF physical and membership forms along with their APBA application and waive the required FAA, D.O.T. or Inboard physical. Canadians who are not members of CBF must still provide an FAA, M.O.T., V&H or Inboard medical certificate. A physical is not required for a vintage boat that can still compete in its class where physicals are not a requirement (e.g. Outboards). **A physical is required for all V&H participants regardless of class at the age of 60 years or older, every two (2) years.**

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 Racing member, make sure they are registered in Vintage. ie: membership card states Vintage

-If they are registered in other APBA classes, have them fill out the APBA Additional Registration form and pay the crossover fee ($30) to add Vintage to their current membership.

-If the member is a non-participating (non-driving) V&H member and wants to become a driving V&H member, have them fill out the APBA Additional Registration form and pay the $70 crossover fee.

7. 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.

8. If entrant is not an APBA member, have them print their name, address and phone number on Entry Blank. A copy of the current physical form must be attached to the Entry Blank. Non-APBA members must also complete an APBA Single Event Membership Form or an APBA Full-Year Membership form ($125); collect the 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.

9. Please have any additional person who registers to drive a boat fill out a new entry blank so that the emergency contact information and equipment information can be recorded.

10. 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

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

12. Collect event entry fees, if applicable.

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

14. 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 in the presence of the registrar at the event.**

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

16. 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 legal guardian. If a minor will not be accompanied by a parent or legal guardian to a race, the Minor Release Waiver may be completed by the parent or legal guardian off-site. If the Minor Release Waiver is completed off site, it must be printed in color, notarized, and the original must be brought to the race site. The Minor Release Waiver should not be folded.** Minors for whom a minor waiver has been completed must wear a wristband on their wrist, signifying that the waiver has been completed.

17. 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.

18. **Following the event, the following must be sent to APBA headquarters within 8 days of the end of the event:**

- 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 boat for the V&H Promotion Fund and all fees collected.

19. Any questions with registration for V&H may be directed to V&H Chief Scorer Debbie Joseph, debbiejoseph26003@gmail.com or 304-650-0185.

INBOARD and INBOARD ENDURANCE POINT SYSTEM

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

Rule 23.4.1 & 3: INBOARD: Regional Events: Final Heat:

Rule 8 #5 A: 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	

Rule 23.4.2& 3 INBOARD: Divisional – Summer Nationals – World Championships – designated series events:
Rule 8 #5 A: INBOARD ENDURANCE: Divisional – Summer Nationals – World Championships, designed series events and Events over 100 miles or 1 hour duration:

1st……150	5th……120	9TH……90	13th…..60	17th…..60
2nd……143	6th……113	10TH……83	14th…..60	18th…..60
3rd……135	7th……105	11th……75	15th…..60	19th…..60
4th……128	8TH….. 98	12th……68	16th…..60	20th…..60

Inboard Rule 23.4.4: Each boat that makes a legal start, without completing either the qualifying heat or the final heat, **will receive a minimum of 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

2018 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
[ ](01530) GPW Supercharged Automotive
[ ](01600) Pro Stock
[ ](01630) Sportsman Comp (SC Class)
[ ](01640) Sportsman Advanced (SA Class)
[ ](01650) Sportsman Entry (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-1 SuperStock
[ ](03260) Super Vee
[ ](03270) Super Vee Xtreme
[ ](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

Rev 2/18

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) C Ser H
[ ](04350) F500

MODIFIED OUTBOARD

[ ](05000) Modified Super
[ ](05300) 125ccMR
[ ](05310) 200ccMR (FAR)
[ ](05320) 250ccMR (AMR)
[ ](05330) 350ccMR (BMR)
[ ](05350) 500ccMR (CMR)
[ ](05360) 750ccMR (DMR)
[ ](05370) 850ccMR (FER)
[ ](05400)125ccMH
[ ](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
[ ](06090) 15SSR
[ ](06220) ASH
[ ](06230) BSH
[ ](06240) CSH
[ ](06250) DSH
[ ](06260) 25SSH
[ ](06270) 300SSH
[ ](06290) 15SSH
[ ](06300) 20SSH
[ ](06330) 45SS

STOCK MARATHON

[ ](06420) ASR MAR
[ ](06430) BSR MAR
[ ](06440) CSR MAR
[ ](06450) DSR MAR
[ ](06460) 15SSR MAR
[ ](06470) 25SSR MAR

OUTBOARD PERF CRAFT

[ ](07000) OPC SUPER
[ ](07280) SST 120
[ ](07290) SST 60
[ ](07300) SST 200
[ ](07310) SST 45
[ ](07340) Formula 150
[ ](07350) Sport C
[ ](07400) Champ
[ ](07420) F1
[ ](07430) GT-1
[ ](07640) Mod U
[ ](07740) Tri-Hull
[ ](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
[ ](11022) AXR Marathon

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