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Effective for Race Year: 2021

## 2022 Inboard Rule Change Proposal

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Note: Proposals must be submitted to the Inboard Office by December 1, 2021 to be considered.

Save and E-mail completed form to: [inboardracing@apba.org](mailto:inboardracing@apba.org) or [melildon@yahoo.com](mailto:melildon@yahoo.com)

US mail to APBA Inboard Office, 8039 Stone Barn Dr, West Chester, Ohio 45069

Check all that apply:

General Safety Rule

General Racing Rule

Stock Class Technical Rule \*

Modified Class Technical Rule \*

Affected Class(es): 2.5 Stock

**Specific Rule Information: [Note: All fields must be completed for consideration.]**

**Author's VERY BRIEF Summary of Proposed Action: Allow hydraulic roller cam ,400" plus or minus .055" for the cast iron Ford Head Head Option 2 only.**

**Affected Rule: 43.6.6 Camshaft: Any aftermarket cam can be used providing it meets profile under these class rules. Maximum lift at valves 0.406 inches (+1% or 0.410" max for tolerance). (See inspection procedure to check camshaft.) Suggested camshafts are CamCraft 38-APBA or Melling SFP-2.**

**Proposed rule: 43.6.6 Camshaft: Any aftermarket can be used providing it meets profile under these class rules. Maximum lift at valves 0.410 inches for flat tappet heads and on Cast iron Heads Option 2 maximum lift of 0.455" inches at the valve for roller cams (+-1%). Suggested flat tappet camshafts are CamCraft 38-APBA, Melling SFP-2. Suggested Roller Follower Cams are Racer Walsh 1406R (Crane Power Max RFOR-234/450-8) or Racer Walsh RWA 1431R (Crane Truck Max RFOR-226/420-2S-12).**

**Reason for change: Revive inboard racing in regions with low boat counts, reduce costs and make the competition in the 2.5 Stock more competitive against the Option 1 and Option 3 BoPort Modified Head by allowing the Option 2 cast iron head to run a higher lift cam. Due to the shortage of Esslinger APBA Spec Head and the cost of the BoPort Modified Cast Iron Head, a roller camshaft in the Option 2 Cast Iron head will bring the three heads closer in parity. Since the Esslinger Aluminum APBA Spec Head and BoPort Cast Iron Head has better flow with the larger valves than the Option 2 stock cast iron head. The Esslinger and BoPort Head has 1.590" exhaust/1.890 inch intake valves while the Option 2 head only has 1.500" Exhaust and 1.735" intake valves. The two recommended Roller Follower Camshaft would increase option of the Option 2 cast iron head engine about 5%. (See also rule change 43.6.8 for roller followers). The cost to install a roller rocker are kit would be \$852 for camshaft, roller rocker arms, retainers, and matching springs. This is an inexpensive upgrade in comparison to the Esslinger Aluminum Head and the BoPort Cast Iron Head. This would even out the field of boats and simplify inspection procedures similar to what the car racers do in the Pony Stock Lift Class. Reducing Cost are the name of the game in this increased fuel price environment, travel costs where expenses for each race have gotten more expensive for the average race Team.**