

2025 VINTAGE & HISTORIC COMMITTEE BYLAWS

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2025 Changes indicated by Red underlined text

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ARTICLE I: NAME

The name of this committee shall be the Vintage and Historic Committee, abbreviated V&H throughout this document.

ARTICLE II: PURPOSE

1. The purpose of this Committee shall be:
 - A. To provide a means by which individuals sharing a common interest in vintage and the history of race boats and racing can meet, share experience and information, exchange ideas and generate enthusiasm for all aspects of their interest.
 - B. To promote the preservation of the American Power Boat Association's (APBA) racing history.
 - C. To serve as a repository and clearinghouse for all information relating to vintage and historic race boats.
 - D. To report to the membership through a monthly column in Propeller magazine, and communicate with the public regarding its activities, purposes and goals.
 - E. To promote, further and encourage a love and enjoyment of vintage and historic boats at its highest level in all of its aspects.
 - F. To promote Vintage and Historic Race Boat Shows and rendezvous (possibly in conjunction with APBA sanctioned races) for the benefit of the public at large, and to educate members of the Association and the public by conducting research. In the long term, maintaining a library with information regarding classification, restoration and authenticity of vintage and historic boats. In general, to promote sponsored activities designed to create an interest and educate the public at large about vintage and historic boats.
 - G. To promote safety in the operation and display of Vintage and Historic boats and assist in the planning and organization of V&H Division events.
2. The President of the APBA will appoint the Chairperson of the V&H Division.
 - A. The V & H Chairperson shall be a member in good standing of the APBA.
 - B. The V & H Chairperson shall be responsible for all required sanction approvals.
 - C. The V & H Chairperson shall annually appoint the Vintage and Historic Vice Chairman, Chief Referee, Chief Inspector, Region Representatives and any other necessary Governing Committee members, all of whom shall be members in good standing of APBA and of its V&H Division.
3. As a Committee of APBA, V&H is governed by the General Safety and General Racing Rules (found as a combined document at www.APBA.org).
 - A. These rules cover the basics of personal safety and event conduct.
 - B. V&H may have some bylaws that are more stringent than these rules; these will be called out in the V&H bylaws.
 - C. All members are expected to be familiar with those portions of the General Safety and General Racing Rules which affect them.

ARTICLE III: MEMBERSHIP

The membership of the APBA V&H Committee shall consist of persons or other entities who are interested in and willing to be active and participate in furthering the aims and purposes of APBA

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and V&H. The members of the V&H Division of APBA will receive a membership and registration card for their vintage boat(s).

1. The V&H Committee is open to all classes of former racing boats from outboards through unlimiteds. The expanding popularity of Vintage activities makes it appropriate to clarify the types of boats that can be categorized as APBA V&H. The mission of the V&H Division has been to promote and preserve the rich history of APBA boat racing. To accomplish this, it is important that standards are in place to help participants restore, replicate or create boats that will reflect that mission. The goal is not to create a series of rules to enable static judging contests or inhibit participation, but rather to offer guidelines to members, participants, restorers and boat builders that will make it possible to continue the growth of V&H and thus achieve the Division's stated mission.

2. **Definition: Vintage Boat:** A "Vintage" boat is designated to have been a hull style that is 25 years old or older. The Vintage Division designates the various hull types using Groups.

A. The Vintage Groups are defined as:

Group A - Outboards - hydroplanes and runabouts, Stock, Modified, PRO

Group B - Outboard Performance Craft (OPC) - outboard tunnel, V bottom, and flat-bottom hulls

Group C - Inboards all types

Group D - Gentleman Racers

Group E – Unlimited Hydros

B. Hulls which are older than 25 years, but still registered and legal to compete in a current, active APBA racing category may participate in both Vintage and competition heats at the same event (dual participation) or V&H only event, providing the following conditions are met:

1. The event referee, vintage referee, vintage representative, and Race Director must all agree to allow dual participation.
2. Dual entries must complete APBA registration forms for both entries and pay all local and APBA registration fees.
3. The referee(s) shall instruct the dual entry driver(s) that they are to participate in the V&H heats as a V&H entry and in the spirit of vintage, meaning no competition, testing, fast laps, start practice, etc.
4. Failure to comply with referees' instructions while participating as a V&H entry may result in disciplinary action including but not limited to revocation of dual entry status for the day or event, or issuance of yellow or red card.
5. This rule does not allow current H1 turbine-powered Unlimited hulls to participate with Vintage Unlimited hulls.

3. **Definition: Historic Class Boats:** A "Historic" boat is designated to have been a hull style that was approved for racing prior to 1946.

4. Additionally, Vintage and Historic boats will fall into one of the following construction categories:

A. Un-restored Original: Self-explanatory. (Note: An un-restored original boat may not meet safety requirements and may only qualify for static display.)

B. Restored Original: A boat that raced in APBA sanctioned events at the time of its original construction. A measurable part of the original hull structure, hardware, engine or

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appendages (cowlings, etc.) must be included in the restoration of the boat. The engine type used in the restoration must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained.

- C. Spirit of Vintage or Historic: A boat resembling a race boat from the Vintage or Historic eras. The dimensions, configuration, and date of construction should be similar to boats that could have participated in APBA events of that era. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained. A Spirit of Vintage or Historic boat can be named and numbered after a vintage or historic boat that it resembles if the original boat is not in existence. The V&H Chairman should be contacted prior to naming the boat to ensure the Name/Class-Number's eligibility.
- D. Re-creation (Complete reproduction or replicas): A recently constructed boat that closely resembles a racing boat that could have participated in APBA sanctioned events from the Vintage or Historic eras. The original boat that is being re-created must no longer exist. No apparent content or components from the original boat are used, but all dimensions, basic construction technique, engine type, hardware, paint scheme and name/number accurately closely replicate the boat that it is patterned after. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained.

ARTICLE IV: EQUIPMENT

1. GENERAL NOTES

- A. All boats participating in a V&H regatta are required to undergo a safety inspection at each event and must comply with Article IV Equipment. Boats and/or drivers found in noncompliance with these by-laws will not be allowed to participate in in-water activities. The V&H Inspector shall prohibit use of any equipment he/she deems unfit for service. When approved a V&H Safety Inspection sticker will be attached to the boat.
- B. An approved V&H safety checklist will record any discrepancy found at the first event, or any other event thereafter. The safety inspector will classify the problem as follows:
 - 1. Level 1 - Discrepancy found - allowed to launch by call of safety inspector for in-water activities but must be corrected for the next event.
 - 2. Level 2 - Discrepancy found - not allowed to launch for in-water activities and must be corrected for the next event. Any discrepancies found on a particular hull must be forwarded by the Chairman to the next sanctioned event site, and proof of correction must be demonstrated to the appointed safety inspector. The Inspector will remove the inspection sticker from the boat as indication of a Level 2 discrepancy.

2. PERSONAL SAFETY EQUIPMENT

- A. A driver (and passenger, if any) when operating registered equipment at any time on water while at a sanctioned event, must wear complete safety equipment, including helmet and life jacket, with the following exception: Helmets may be removed only (a) when the boat is stopped or operated off-plane at idle speed, and (b) when there are no other boats operating on plane on the course or in the vicinity so as to create a danger, or (c) when the driver's boat is tethered to a tow boat. Considering the fact

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that there is no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and lifejacket.

B. Vintage helmets must meet the specifications set forth in the current APBA General Safety Rules.

C. Life jackets: For all V & H events, the minimum life jacket for unrestrained hulls is Type A-100.

1. Impact material is required in all A-100 jackets. The impact material shall be 0.06 inch low or medium density polypropylene or equal type material. The polypropylene must be the layer immediately under the outer cover and the flotation material must be against the inner cover.

D. All Vintage drivers, riding mechanics, and passengers are required to wear eye protection, long sleeves, and long pants, at all times while the boat is under power. Eye protection will be in the form of a helmet face shield, goggles, or ANSI/OSHA approved safety glasses with restraint straps. It is mandatory for all drivers to wear drivers' suits. The minimum acceptable driving suit shall consist of long pants with closed cuffs and a long-sleeved shirt with closed cuffs, tape will be an acceptable closure method. Coveralls are acceptable and under no circumstances should flammable synthetic materials (which may melt) be worn; flame-retardant drivers' suits are recommended. Ballistic shorts are also recommended.

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

3. HULL AND RELATED EQUIPMENT

A. Engines shall not be run or turned over on the beach or trailer unless the propeller is disengaged. If the prop shaft is direct driven, the propeller and all accessories (spacers, splines, and nuts) shall be removed for dry firing. Props shall be covered, if mounted on the prop shaft, while in the pit area. A hull with a through-hull rudder post aft of the prop shaft is considered adequate cover, as is a hull which has the propeller at least one foot ahead of the trailing edge of the covering transom.

B. Running Propeller Safety

1. Inboard V&H boats: A safety collar must be placed on the propeller shaft to prevent it from moving rearward should the thrust bearing come apart or loose on the shaft. Exceptions to this rule would be:

- a. Boats using a marine transmission and coupling assembly. The shaft coupling must have a minimum of two safety-wired setscrews; or
- b. A propeller shaft retention system, such as prewar Gold Cup racers that have the propeller shaft gimbaled and connected to the rudder.

2. Outboard Engines: All outboard engines must be restricted such that the engine may not tilt out of the water while decelerating. This may be done in any way suitable for the engine-hull combination.

C. Kill switches are mandatory for all vintage boats. The kill switch shall render the ignition and electric fuel pump (if so equipped) inactive.

D. All lifting straps and hardware on the hull must be of sufficient strength and attached properly to support the entire weight of the boat from any one of the lifting points. All lifting straps must be date tagged and load rated every **five** years. Lifting hooks must

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have safety spring loaded or gravity type retainers or some other method of positive retention such as secured screw shackle.

- E. Lifting points on the boat must be of full circle enclosed construction preventing slings from becoming inadvertently detached.
- F. Each boat shall have a minimum 5 pound (lb.) dry charge fire extinguisher with a minimum rating of 3A40BC and a gauge indicating condition of charge.
 - 1. Said extinguisher must be readily available during fueling and engine trailer starting and firing.
 - 2. Other types and sizes of fire extinguishing are allowed **in addition to** the above.
- G. All Vintage and Historic boats participating in APBA sanctioned events are encouraged, though not required, to display an APBA or APBA V&H logo on the boat and/or trailer package. They may be period-correct, currently issued, and/or painted.
- H. All boats with restrained drivers must be radio equipped. There are two types of radio systems:
 - 1. An individual boat – spotter system. This type of system requires the onshore spotter to be in a radio corral at all times while their boat is on the water. This may be either one- or two-way communication.
 - 2. An event ‘hailing’ radio system permitting the referee (or designee) to communicate directly with all boats in the heat simultaneously. This is a one-way communication.
 - 3. Any radio system supplements the official flags and does not replace them.
- I. The Liteceiver wireless flagging system shall be mandatory at all events where V&H hulls are participating.
 - 1. All events shall have a working Liteceiver **transmitter** and use it to transmit the color of the flags being displayed by officials on the course.
 - 2. All boats participating are required to be equipped with a working Liteceiver **receiver** for all on-water activities.
 - 3. This system is in no way intended to replace flags on the course, rather to supplement them.
 - 4. It is recommended that all participants bring their Liteceiver to the drivers meeting to verify operation.
- J. All throttle systems shall have a minimum of two return springs (Primary & Secondary)
- K. The class letter and number of each boat shall be displayed on both sides of the boat trailer in letters 3 or more inches high and shall be located within 3 feet of the trailer tongue.

4. OTHER NOTES

- A. All modifications to V&H hulls must be made in the “spirit of Vintage”. Hull modifications are subject to review by the V&H Chairman and if deemed not in the “spirit of Vintage”, the hull will be designated for static display only. Examples of modifications not in the “spirit of Vintage” include, but are not limited to, overpowered engines, technological advances not period to the hull, enclosed cockpits, safety cells, cages, driver’s restraints, etc.

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- B. All Jersey Speed Skiff engines shall use one (1) four (4) barrel carburetor, maximum of 750 CFM with the throttle bore not to exceed 1.75", on all engines, up to a maximum displacement of 350 cubic inches. Hydraulic or electric trim tabs must be disabled.
- C. Boats would be eligible for any class letter, number, and name that the original hull may have had in its racing career. It is highly suggested that to maintain the relevance of the historic preservation mission of V&H, the boat's most famous or noteworthy name be used. The owner can use the name and number of his choice as long as he does not attempt to recreate a boat currently registered in V&H. The Vintage Chairman should be contacted prior to naming the boat to ensure its eligibility.
- D. History and restoration photos are strongly encouraged to be displayed with the boat.

ARTICLE V: EVENTS

- 1. Events which only include Vintage and Historic boats ("stand-alone" events) will be given preference over dual-sanctioned events when the yearly schedule is determined.
- 2. All requests for sanctions shall be submitted to the Chairperson no later than the Annual APBA meeting.
- 3. Event organizers of a potential new event must contact their region rep with the details of their proposed event. All sanction requests for V&H participation must state which V&H classes will be accepted. Some venues may not have launching facilities or space to accommodate all V&H classes. For purposes of event planning, events shall list the group classifications of vintage boats that are invited to attend the Regatta on their sanction request. Group A, Outboards; Group B, Outboard Performance Craft and Tunnel Boats; Group C, Inboards; Group D, Gentleman Racers; Group E, Unlimited Hydros. Should an event wish to restrict entries, they should add "By Invitation Only". If V&H participation is requested by Inboard, Outboard, Unlimited or any other APBA Category, a V&H Inspector and V&H Driver's Representative must be listed on the sanction request. Sanctions will not be approved if these are not listed. The V&H Chairman will decide whether a V&H Inspector is required or if the hosting Division Inspector, using V&H Checklists, can do all the inspections.
- 4. There will be a minimum of 500 miles between V&H stand-alone events and other V&H sanctioned events which occur on the same weekend.
- 5. Agreement has been reached between the APBA and the CBF (Canadian Boating Federation). Members of either organization will be permitted to register and run at events organized by either organization. The two organizations will maintain their own individual insurance policies.
- 6. Each event shall forward to the APBA Office at the conclusion of the event **\$15** per registered V&H participating boat to be deposited in a Vintage Promotional Fund and managed by the responsible party at APBA Headquarters. The summary of all Vintage entries shall be forwarded to the Vintage Chairman by the Event Vintage Rep listed on the Sanction. This fund can ONLY be used for the promotion of Vintage and Historic.

ARTICLE VI: EVENT SAFETY RULES:

- 1. Driving former racing boats is an inherently dangerous sport and each participant assumes the risk when he/she participates in an event. While everyone involved - owners, drivers, crewmembers, officials, promoters, and the sanctioning body - can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will

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always be present. It is the participant's responsibility to advise their spouses and next of kin that APBA cannot be, and is not, responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events as follows:

- A. APBA: APBA officers, officials, agents, and representatives are not present at APBA events with sufficient frequency to make any representations or warranties of safety to any participant or other person. As a result, APBA cannot and does not take responsibility to ensure the adequacy - for purposes of safety - of the racing facility, safety personnel or equipment, or conditions of the premises including the waterway. The participants are solely and ultimately responsible for satisfying themselves as to the safety of the premises, pit areas and event course.
 - B. Participants: All participants are obliged to inspect the facilities, including the pit area and event course, including all the conditions that would affect their participation in, before and after the event. Participants are solely and directly responsible for the safety of their craft and equipment, are obligated to perform their duties whether as an owner, driver, or crew member in a manner designated to minimize, to the degree possible, the risk of injury to themselves and others. **NEITHER APBA NOR THE PROMOTER / CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S CRAFT, EQUIPMENT, OR ACTIVITY TO ACCOMPLISH THIS PURPOSE.**
2. The Referee of a sanctioned regatta must require that:
- A. All proper officials are present and functioning during the conduct of the regatta.
 - B. Adequate facilities are available for the efficient conduct of the regatta before the on-the-water activities begin.
 - C. A properly equipped ambulance will be used and a doctor, registered nurse, paramedic, or an EMT will be in attendance at all times while boats are under power.
 - D. Two patrol boats as an absolute minimum and more if conditions warrant, are available for duty on the course at all times. Only authorized personnel shall man safety and/or patrol boats.
 - E. Two designated rescue boats capable of carrying one or more accident victims in a supine position shall be present and the craft shall be staffed and ready for use at all times when racing boats are under power. A patrol boat, properly staffed and equipped, may be used as a rescue boat.
 - F. At events where restrained drivers are present, Rescue Safety Team Criteria and Staffing will comply with current Inboard Racing Rule 4.
 - G. All persons on the water in patrol boats or rescue craft must be 18 years of age or older.
3. It is mandatory that all courses have outside course marker/buoys that shall be of a different and contrasting color than the markers used to mark the inner course.
4. A driver or rider who is ejected from their boat and is in the water uninjured should signal the rescue craft by clasping their hands above their head as an "okay" signal.
5. The areas in which the cranes are located shall be separated from all other pit areas. Access to the crane area shall be restricted and limited to authorized personnel.
6. With regard to weather conditions, the event shall take place at the Referee's discretion.
7. The Referee shall immediately submit incident (accident) report forms following the event and follow all instructions contained in the current form. This does not preempt local authorities

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from reporting those accidents required by state and federal law. Event officials will assist local authorities in completing reports if necessary.

8. No participants are allowed in a V&H event with any type of splint, including, but not limited to, a cast or brace applied to his body without showing written authorization from a medical doctor and approval by the Referee at the particular event.
9. The minimum age for drivers or riders to participate in an exhibition run is:
 - (1) **16** years old for T, Y and S class Inboard boats.
 - (2) **18** years old for all other Inboard boats.
 - (3) **16** years old for OPC hulls 50 HP or less and Stock hulls 20 HP or less
 - (4) **18** years old for all other Outboard boats.

Where applicable, the APBA Minor's Assumption of Risk and Release and Waiver of Liability form must be signed by the underage participant and by their parent or legal guardian as specified on the form.

10. All participants or anyone entering the restricted area must sign an APBA Insurance Waiver and Release Form.
11. 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 of 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.
 - A. 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.
 - B. A physical is not required for a driver of a vintage boat that can still compete in its class where physicals are not a requirement (e.g., Outboards). Physical requirements mirror those of the equivalent competitive category.
 - C. A physical is required for all V&H drivers regardless of category at the age of 60 years or older, every two (2) years.
12. Intoxication (alcohol, drugs, and/or controlled substances) is prohibited. Definition and testing is specified in the APBA General Safety Rules. If a breathalyzer test is performed, the maximum allowable test limit shall be no greater than .00 BAC. Refusal to take the test will be considered a failed test. (Refer to current APBA Bylaws, General Racing and General Safety Rules for additional information on controlled substances and restrictions.)
13. Rescue Boats:
 - A. The rescue craft shall have radio communications with the Referee or his designee.
 - B. The rescue craft crew shall lift all accident victims from the water in as nearly a horizontal position as possible on a Stokes or backboard type litters.
 - C. The rescue boat staff shall consist of a minimum of two persons. All personnel on the rescue boat must be a minimum of 18 years old.

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- D. It is recommended that one person in the rescue craft shall be capable of providing basic life-support administration.

ARTICLE VII: EVENT SITE RULES:

1. A V & H Referee/Driver's Representative shall be designated by the Chairperson for each sanctioned event site. (The positions of Referee and Drivers' Representative may be combined into one position.) All Referees must take the V&H Referee test annually. It may be downloaded from APBA.org and will be checked by a designated V&H Referee when submitted as directed. That person will, in turn, notify the APBA of the results. The names of approved Referees will be posted on the Vintage and APBA websites. The Referee/Driver's Representative is responsible for the following:
 - A. Submitting APBA one-day membership forms.
 - B. Serving as the single point contact for any V & H participants in regard to disputes and/or problems at an event site.
 - C. Submitting incident report forms. This form must be filled out for every sanctioned event whether or not there is an incident to report.
 - D. Notify the V&H Region Representative for the region hosting the event and the V&H Chairman of all warnings, yellow and red cards at the event within 48 hours of the offense.
 - E. Work with the Event Chairman to formulate appropriate heat assignments and sequence. Consideration will be given for, but not limited to, boat speed, driver experience, combining boat classes/groups, and accommodating participant's requests (run together, or driving in multiple classes).
 - F. At events where riding participants (passengers) will be on the course, the Referee/Driver's Representative or designee shall conduct a safety briefing with both the driver and riding participant and complete and sign the checklist referred to in Articles IX and XIV.
2. A V&H Safety Inspector shall be designated by the Chairperson for each sanctioned event site. The V&H Chairman may designate a Racing Class Inspector to inspect on behalf of V&H. The Safety Inspector is responsible for the following:
 - A. Submitting safety check sheets for all in-water participants.
 - B. Serving as the single point of contact for any V & H participant's equipment safety related issues.
 - C. All current inspectors must take the Vintage & Historic inspectors test annually. It may be downloaded from APBA.org and will be checked by a designated V&H Safety representative when submitted as directed. That person will, in turn, notify the APBA of the results. The names of approved inspectors will be posted on the Vintage and APBA websites. A separate inspection form is required for each class/group.
3. The Event Chairman/Chairperson is to supply a package to the Referee, Drivers Representative and Safety Inspector. The package will include, but is not limited to, the Drivers' Meeting criteria list, safety check sheets, single event membership forms, inspection

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stickers, guidelines for new participants and incident report forms. All forms are available at apba.org. Inspection materials will be supplied by the V&H Chief Inspector.

4. Region reps must provide inspection stickers to all organizers of events in their region. These will be provided to the region reps at the beginning of each year by the Chief Inspector.
5. It is compulsory that all participants attend the driver's meeting. At an event that has a dual sanction, it is mandatory for members to attend both the V&H drivers' meeting and the event drivers' meeting. The Inboard referee for the event may also serve as referee for V&H with prior approval of the V&H Chairperson. A roll call will be held. Only participants who answer roll call will be allowed to launch for in-water activities.
6. All events shall have a handout for each participant that includes a course map showing locations of inner and outer course marker buoys, start/finish line, pits, how to enter and exit the course, location(s) of any hazards on the course and any fixed objects that drivers need to be aware of.
7. The drivers' meeting will be conducted by the Event Chairman, or a designated representative.
8. Flags used at Vintage events:

A. All flags shall be a minimum of 36" x 36".

B. Flag usage shall be as follows:

Five minutes to start	Green
One Minute to start	White
Start	Green
Last lap	White
Finish	Checker + Black
Return to pits	Black
Stop immediately	Red
Caution	Yellow*
	Blue with White diagonal stripe*
	Blue with Yellow diagonal stripe*

* Depends on venue

C. A minimum of three complete sets of flags shall be on the course at all Vintage events:

- One set shall be at or near the start/finish line, and
- One set shall be at each end of the course
- Flagmen shall be in radio contact with the Judge's Stand

9. In addition to the flags, restrained cockpit boats must be radio-equipped. (Article IV, H & I)
10. The Referee shall hold a drivers' meeting which will cover, at minimum, the following items:
 - Roll call of all drivers and riders and boats they will drive for the day
 - Course description and rules, including reviewing the course map.
 - Review of flags to be used
 - Comments by Scorer and Inspector
 - Question and Answer
 - Use of any additional safety devices like one-way radio transmitters and dash light systems.

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11. Any member whose appearance, conduct, associations, or affiliations, at or away from APBA sanctioned events, which are deemed not conducive to the best interests of APBA or who exhibits conduct which is inappropriate, offensive, or abrasive and persons who have been convicted of criminal activity may be denied membership or a license or may be excluded or suspended from APBA at the discretion of the V&H Chairman.
 - A. The yellow/red card system may now be used for on- and off-water infractions during a sanctioned event.
 - i) 1st offense: Verbal warning.
 - ii) 2nd offense: Yellow card. Driver is not permitted to run for the remainder of the event.
 - iii) 3rd offense: Second yellow card. Driver is not permitted to run for the remainder of that event or the next event that is scheduled within 500 miles of the driver's address on file with the APBA.
 - iv) 4th offense: Red card. Driver is not permitted to run for the remainder of that season.
(A) For APBA members, a driver is not permitted to run for the balance of the event and for a period of six months from the Monday after the infraction. (B) For single event members, a driver is not permitted to run for the balance of the event and for a period of one year beginning the Monday after the infraction.
 - B. Both the referee and/or the vintage driver's representative are permitted to issue warnings, yellow and red cards. If the referee or driver's representative deems an offense serious enough, a red card may be issued at any time without first issuing a yellow card. A yellow card may also be issued at any time without first issuing a warning.
 - C. The referee and/or driver's representative must notify the V&H representative for the region hosting the event of all warnings, yellow and red cards at the event within 48 hours of the offense. Such notification must be copied to the referee of the event at which the infraction took place. The V&H region representative must in turn notify V&H representatives by email or phone within 48 hours.
 - D. According to APBA rules, appeals may be made to the APBA on all offenses.
12. It must be stressed that NONE of these events are competitive in nature but rather are exhibition

ARTICLE VIII: MENTORING PROGRAM FOR NEW VINTAGE PARTICIPANTS

1. The Referee at an event should direct an experienced driver to take a new participant onto the course on a patrol boat to point out where the flags will be, placement of buoys, any hazards on the course, etc.
2. The Referee should have the new participant take a few laps alone on the course to gain experience before they enter exhibition heats with other boats on the course.

ARTICLE IX: PROMOTIONAL RIDES IN TWO SEAT BOATS

It is recognized that promotion of V&H and inclusion of future participants benefits from providing rides at V&H events. The Referee at any such event will apply the following rules to these rides:

1. All participants, including passengers (riders) must be members of APBA and sign the APBA Waiver and Release Form.

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2. The driver of the V & H boat with participant passengers shall be approved, experienced drivers who have participated in a Vintage event in the current or previous year. All participant passenger and driver combinations must specifically be approved by the Vintage Referee at the event.
3. The minimum age for all participant passengers or riders must be at least **18** years of age, verified with proper identification.
4. No Vintage boat shall be allowed to carry a participant passenger that does not have a designated seat for the participant passenger.
5. Before being allowed to participate as a passenger, the individual shall:
 - A. Sign a Declaration of Health form; A physical is not required. (See Appendix A)
 - B. Receive training on safety equipment, what to expect, and what to do in case of emergency from the Referee or designee and indicate full understanding and acceptance by signing and the safety review form.
6. The number of passenger rides given during an event shall be predetermined in advance between the Referee and Regatta chairman.
7. All Promotional rides will be separate and distinct from regular regatta participation and not be run with other than other promotional rides.
8. The Referee will discuss top speed with the drivers based on weather conditions, driver's experience and the course layout.
9. The Referee or designee shall review the participant passenger safety checklist with the driver and passenger and witness the signatures of both on the form. All signed forms shall be returned to the Chairman of V&H.

ARTICLE X: GROUP A – OUTBOARD (STOCK, MOD AND PRO)

This section is reserved for future use

ARTICLE XI: Group B - Outboard Performance Craft (OPC)

Important Notes for Reinforced Cockpits

1. Reinforced cockpits were introduced to OPC racing starting in 1985. The purpose of a reinforced cockpit is to protect the occupant from a water rush in the event of a mishap. A vintage hull presented for inspection must meet, at a minimum, the reinforced cockpit specifications at the time of build.
2. While the cockpit is inspected at each event, it is the sole responsibility of the owner and driver to declare the cell serviceable.
3. An inspector, if he deems a cockpit to be unacceptable or unsafe, may deny an acceptable inspection.
4. Hulls Initially Built with Reinforced Cockpits
 - a. These hulls must be run with their reinforced cockpit installed. (See 1.A. & B. below)
5. Hulls Initially Built without Reinforced Cockpits
 - a. These hulls may be run with or without their reinforced cockpit.
 - b. Any structural components removed with the reinforced cockpit must be replaced to ensure the integrity, strength, and safety of the modified hull.

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1. The following equipment rules will apply for Group - B OPC.
 - A. All reinforced cockpit tunnel hulls, or hulls that have had a reinforced cockpit added, must have been built prior to 1993. The only exception would be a modern hull manufactured to meet the definition of built “in the spirit of Vintage”.
 - B. No hull originally built with a capsule/cell shall participate in V&H with the hull modified to remove the capsule/cell. Hulls that were built with a reinforced cockpit, or built without a reinforced cockpit but subsequently added, are subject to inspection by an APBA approved reinforced cockpit design builder, a qualified OPC Safety Inspector, or qualified individual designated by the V&H Chairman, and by an approved V&H inspector. The inspection shall address the hull and reinforced cockpit’s adherence to construction specifications in effect in 1994 as a minimum and fitness for use (free from defects such as delamination, wet core material, structural fracture, etc.) in V&H events. All holes, slots, openings, etc. added must be sealed with epoxy to prevent moisture intrusion. See **Appendix** (page 15) for reinforced cockpit construction details.
 - C. Electrical switches:
 - a) Switches for ignition, starter, and electrical fuel pump (if so equipped) shall be mounted inside the cockpit, accessible by the driver when strapped in. The starter switch may be a momentary type and shall be labeled clearly; ignition and fuel pump switches shall be positive ON-OFF, with system and ON-OFF position clearly labeled.
 - b) A centrifugal force actuated, or inversion actuated shut-down switch shall be installed to disable the ignition and electric fuel pump (if so equipped) if the boat is upside down. This switch may be resettable by a strapped-in driver.
 - c) A positive on-off ignition switch for the ignition and electrical fuel pump (if so equipped) shall be mounted on the left exterior side of the cockpit, with system and ON-OFF position clearly labeled.
 - D. Driver restraints: All reinforced cockpit hulls are required to have a driver restraint system, consisting of a minimum 5-point restraint system: central release; mounted as recommended by the manufacturer; restraint system strap width minimum two inches and of polyester material; SFI 16.1 or SFI 16.5 certified. Replacement or recertification is required five years from the date of manufacture shown on tag attached to the restraint set by the manufacturer. Follow current OPC safety rules for suggested fastener installation methods. A head and neck restraint (helmet restraint) system, SFI 38.1 certified, is highly recommended. Driver seat arrangement shall minimize driver movement.
 - E. Cockpit: A padded headrest (1/2 inch thick “ethofoam” recommended minimum) is required behind driver’s head. Similar padding inside the capsule around the driver’s head is recommended. Padding may be added to the cockpit interior for driver comfort provided driver egress is not impeded. Driver head clearance minimum is 2 inches, with 4 inches clearance recommended. The top of the front of the capsule should be a minimum of 4” below eye level. For forward visibility, a windscreen may be incorporated in the opening of the reinforced structure such that the lowest edge of the opening is not more than 7” below eye level and must be a minimum of 2” below eye level. Steering wheel shall be removable with a 360-degree spring loaded release collar. A suitable arrangement shall be installed capable of closing the throttle(s) when the driver’s foot is removed from the throttle pedal. This section is subject to revision if/when APBA

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categories that allow reinforced cockpits/canopies make changes to their rules. It is the intent of this section to maintain the highest level of safety based on the most current research and available information.

- a) Canopy. If a reinforced cockpit was fitted with a canopy, it must be run. Canopy must be fitted with either a handle or a handhold to facilitate opening. Canopy with a latching system must be fitted with releases operable from both inside and outside the cockpit and flow-through ventilation must be provided. The hinge must be fitted with a quick release pin to facilitate rescue operations, and as the strength of materials has substantially improved since reinforced cockpits were introduced, it is recommended that a new canopy be fabricated using current materials.
- b) Windshields. It is recommended that the windscreen shall be constructed using a minimum thickness of 3/16" (.187) of a shatterproof material. The use of polycarbonate material ("Lexan") or equivalent is recommended.
- F. All reinforced cockpit hulls are required to have a left side and a right-side rear-view mirror attached exterior to the capsule.
- G. The following information shall be labeled on the hull bottom under the cockpit using black letters on a white or orange background: boat number (12 inches high with 2 inch stroke); capsule; restraint release type (rotary or latch); air (if used); head restraint (if used). Letters for info other than boat number shall be 3 inch minimum height.
- H. A driver in a reinforced cockpit shall:
 - a) Wear a type B or C lifejacket manufactured to APBA Life Jacket Basic Manufacturing Standards dated March 1, 2013. Specifically, A-100 rated life jackets shall NOT be worn in a capsule equipped tunnel hull. Likewise, the capsule life jacket does NOT qualify for use in other V&H classes where the A-100 rating is required.
 - b) Wear a flame retardant driving suit (SFI-3.2A/1 certified minimum).
- I. Drivers of reinforced cockpit hulls must complete APBA Approved Capsule Training Program per the criteria established in APBA General Safety Rule 4, with frequency of test and evidence of completion per current OPC Safety Rules.
- J. Fuel tank: It is recommended that the fuel tank is equipped with a check valve on the vent or other device to prevent fuel loss in case of an accident. Overboard venting of the fuel tank is recommended.
- K. Flotation: All V&H OPC boats with capsules must have the appropriate amount of permanently attached flotation foam to float the combined hull, motor, and driver in a swamped state.
- L. It is the driver / owner's responsibility to verify each event they want to attend will be staffed with capsule ready safety crews (divers, number of rescue boats, etc.)
- M. Safety / rescue crews present at a regatta shall meet or exceed OPC Safety Rules for minimum staffing and equipment before a capsule hull with restrained driver is allowed on the water.

Appendix: Reinforced cockpit construction details, for reference or for use to construct a new or replacement capsule referenced in rule 7A and 7B:

1. 1994 - Construction details suggested (ref. article April 1987 Propeller Magazine: Step 1 – Gel-cote mold and let dry. Step 2 – Apply ¾ oz. glass mat and let dry. Step 3 Apply layer of veil and layer of 3/8" Belcobalsa core. Vacuum bag until fully cured. Step 4 – Apply layer of veil, layer of 9 oz. Kevlar, layer of veil and layer of 9 oz. carbon fiber. Vacuum bag and apply vacuum until fully cured.

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2. 2015 – as a recommended alternative, use specifications shown in current OPC rules, which specify passing a 3000 Newton load test of a sample of the cockpit layup schedule. In addition, it is recommended that the most current OPC cockpit design features (such as cockpit side and rear side intrusion prevention) are included in any new/replacement construction.

ARTICLE XII: Group C – Inboard

Important Notes for Reinforced Cockpits

1. Reinforced cockpits were introduced to inboard racing starting in 1988 for selected classes and required in all classes over the next several years. The purpose of a reinforced cockpit is to protect the occupant from a water rush in the event of a mishap. A vintage hull presented for inspection must meet, at a minimum, the reinforced cockpit specifications at the time of build.
2. While the cockpit is inspected at each event, it is the sole responsibility of the owner and driver to declare the cell serviceable.
3. An inspector, if he deems a cockpit to be unacceptable or unsafe, may deny an acceptable inspection.

Introduction

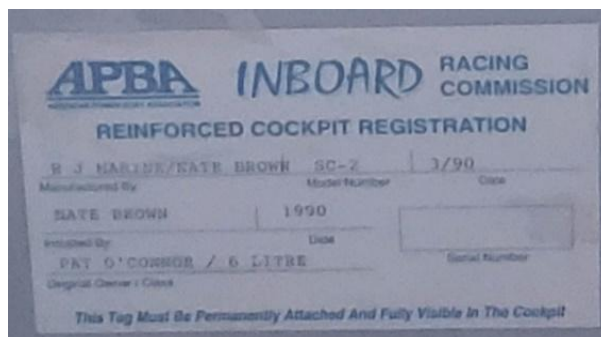
These hulls will fall into two general types:

- Hulls built initially with a reinforced cockpit, and
- Hulls built without a reinforced cockpit, and had a reinforced cockpit added to comply with (then) current inboard rules.

There are different considerations for each type.

The Inboard Category defines reinforced cockpits as falling into four types. These are:

- Type 1 - Capsules constructed of steel tube with water deflection without canopy. Type 1 capsules are not to be used in new hydroplane construction after November 1st, 2011.
- Type 2 - Capsules constructed of composite materials without a canopy.
- Type 3 - Capsules constructed of composite materials fitted with canopy which is not designed to withstand a hard impact.
- Type 4 - Capsules constructed of composite materials reinforced with steel tubing fitted with structural canopies and bottom hatches designed to withstand a hard impact. All



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Inboard Reinforced Cockpits are registered and have a permanently affixed registration certificate, examples of which are shown below.

The presence of this certificate is taken as proof that the cockpit met applicable standards at the time of manufacture and installation.

General Considerations

Regardless of type of hull these are common requirements for all hulls fitted with reinforced cockpits:

1. Driver Safety Equipment
 - a. Lifejacket Type B (no A-100 permitted)
 - b. Lifejacket Type C is also permitted in Type 4 cockpits.
 - c. Flame retardant driver suit, either one or two piece
 - d. Flame retardant gloves and socks
 - e. Restraint system (either 5 or 6 piece) mounted per manufacturer's recommendations; length shall NOT be adjusted by tying knots in the webbing
 - f. On board air system will conform to APBA General Safety Rule 4
 - g. Valid driver's capsule test
2. Cockpit Requirements
 - a. When cockpits were manufactured and installed, an APBA Cockpit Registration Certificate was issued and required to be permanently mounted to the cockpit. This certificate must be present. If not present, an appropriate authority must certify it serviceable and assign a Cockpit Registration Certificate.
 - b. Hulls registered for CBF may or may not have an APBA certificate. These cockpits were to be manufactured to the APBA standards and will be treated individually. A history of the boat specifying the builder must be submitted (in writing) to the Vintage and Historic Safety Director for approval prior to running.
 - c. All controls must be labelled with function and control position
 - d. All surfaces which the driver may contact must be padded with a minimum of ½" ethofoam
 - e. The underside of the dash or instrument panel must present a soft surface to the driver.
 - f. Reinforced cockpits fitted with a canopy shall run with the canopy.
 - g. All holes open to the engine bay are to be sealed; the purpose is to fully separate the cockpit from the engine bay in the event of fire.
 - h. A minimum of 2" of head clearance must be maintained between the top of the driver's helmet to the lowest point of the structural cockpit. This overhead surface should also be padded with ethofoam. This section is subject to revision if/when APBA categories that allow reinforced cockpits/canopies make changes to their rules. It is the intent of this section to maintain the highest level of safety based on the most current research and available information.

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- i. A minimum of ½" ethofoam must be placed behind the driver's head.
 - j. Air systems are recommended and/or required per APBA General Safety Rule 4 and configured per current Inboard Rules
 - k. While many early hulls did not use a seat, participants are strongly encouraged to run a seat to protect against potential back injury.
- 3. Other Considerations
 - a. Per APBA General Safety Rules all boats with a reinforced cockpit must be equipped with a minimum of a one-way radio system.
 - b. Rescue teams must be reinforced cockpit certified.
 - c. Boats with reinforced cockpits are allowed to run with non-reinforced cockpit hulls.
- 4. Hulls Initially Built with Reinforced Cockpits (with or without canopies)
 - a. These hulls must be run with their reinforced cockpit installed.
- 5. Hulls Initially Built without Reinforced Cockpits
 - a. These hulls may be run with or without their reinforced cockpit.
 - b. Any structural components removed with the reinforced cockpit must be replaced to ensure the integrity, strength, and safety of the modified hull.

ARTICLE XIII: GROUP D – GENTLEMAN RACERS

This section is reserved for future use

ARTICLE XIV: GROUP E – UNLIMITED HYDROS

NOTE: APPENDIX D references guidelines adopted by the Hydroplane and Raceboat Museum (HARM) for HARM activities. They are meant to supplement and not supersede these Bylaws

- 1. Prior to the first event in which the Unlimited Hydro will participate for the calendar year, the Unlimited Inspection Checklist will be reviewed and verified by the Vintage Inspector for that event. The Unlimited Inspection Checklist form will be provided by the Vintage Unlimited Chairperson.
- 2. Passengers at a sanctioned Vintage and Historic event will be allowed, provided the cockpit is configured for two participants and has been deemed appropriate for such use by the Referee and Vintage Inspector.
 - a). The participant passenger and driver must fit safely within the cockpit.
- 3. All participants, including passengers (riders) must be members of APBA and sign the APBA Waiver and Release Form.
- 4. Before being allowed to participate as a passenger, the individual shall:
 - a. Sign a Declaration of Health form; A physical is not required. (See Appendix A)
 - b. Receive training on safety equipment, what to expect, and what to do in case of emergency from the Referee or designee and indicate full understanding and acceptance by signing the safety review form.
- 5. The minimum age for all participant passengers in a Vintage Unlimited is 18 years of age, verified with proper identification.

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6. The number of rides given during an event shall be at the discretion of the Referee and/or Regatta Chair.
7. Boats with a driver only and boats with a driver and a participant passenger may be on the course at the same time as allowed by the Referee. Boats with a passenger will maintain a safe separation from other boats on the course. In no case will a boat with a passenger run in close proximity to another boat on the course.
8. The Referee or designee shall review the participant passenger safety checklist with the driver and participant passenger and witness the signatures of both on the form. All signed forms shall be returned to the Chairman of V&H.

APPENDIX A

ASSUMPTION OF RISK and DECLARATION OF GOOD HEALTH PARTICIPANT PASSENGER WAIVER

The undersigned wishes to ride in a vintage racing craft (the "Event"). The undersigned agrees to this Assumption of Risk as a condition of, and in consideration for permitting the undersigned to participate in the event. This agreement includes himself/herself and the undersigned's personal representatives, assigns, heirs and next of kin (collectively the "Releasing Party").

1. ASSUMPTION OF RISK

The Releasing Party hereby assumes full responsibility for, and risk related to, their participation in the Event including, without limitation, the **risk of bodily injury, death, loss or damage to person or property** and costs or expenses resulting there from due to negligence of Released Parties or otherwise.

2. DECLARATION OF GOOD HEALTH

The Releasing Party expressly acknowledges, and agrees, that ***the activities related to the Event are dangerous and involve the risk of serious injury and/or death and/or property damage***. The Releasing Party agrees that the Releasing Party is in good health, medically, physically, and in all other respects, fit and fully able to participate in the Event and has no special medical requirements or conditions, which may affect the Releasing Party's ability to participate in the Event.

I HAVE READ THIS ASSUMPTION OF RISK, AND FULLY UNDERSTAND ITS TERMS. I DECLARE THAT I AM IN GOOD HEALTH WITHOUT ANY UNDERLYING MEDICAL OR PHYSICAL CONDITIONS. I UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND BY MY SIGNATURE BELOW TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO RELEASED PARTIES TO THE GREATEST EXTENT PERMITTED BY LAW.

Dated this _____ day of _____, 20____

Releasing Party:

Signature: _____ Printed Name: _____

Witness: _____

Event Location: _____



APPENDIX B

Vintage Passenger Safety Checklist



The following safety checklist must be used to familiarize, review and emphasize the safety procedures with a passenger who will be riding in a Vintage and Historic racing craft. After the Referee or his/her designee has completed the form, both parties shall sign, date and return to the Scorer at the event.

Prior to the Ride

- ☐ Participant has paid and joined APBA as either a Racing or One-Day Member
- ☐ Participant has signed the APBA Insurance Waiver and Release
- ☐ Participant is 18 years or older and underage waiver (if applicable) completed and signed by parent or legal guardian, who **MUST** be present. Age must be verified with proper ID.
- ☐ Participant has signed **Appendix A**, Assumption of Risk and Declaration of Good Health Participant Passenger Waiver.

Safety Gear and Equipment

- ☐ Discussed all safety equipment, including purpose, proper way to wear and what to expect
- ☐ Helmet and Life Jacket meet current APBA General Safety Rules (Min Snell 2015 and A100 jacket)
- ☐ Helmet and Life Jacket: Check for proper fit, secured properly
- ☐ Proper Eye Protection
- ☐ Proper Driving Suit. *Alternative: Minimum Long Pants & Long Sleeve Shirt w/ closed cuffs (Tape acceptable)*
- ☐ Clothing/Driving Suit non-flammable; *Flame-Retardant Driving Suit preferred*
- ☐ Proper Shoes: Closed Toed Footwear

While Underway

- ☐ Discussed what to expect on straights and turns
- ☐ Discussed any hand signals or gestures to be used to communicate with driver
- ☐ Emphasize to always remain seated until told by driver it is ok to stand or exit
- ☐ Discussed when it is allowed to remove safety equipment
- ☐ Discussed what to do in the event of being ejected from boat
- ☐ Proper hand signals if uninjured: Clasping hands above head
- ☐ Discussed what to do in the event driver is incapacitated or unable to stop or control craft

Dated this _____ day of _____, 20__

Participant Signature: _____ Printed Name: _____

Driver Signature: _____ Printed Name: _____

APBA Official: _____ APBA# _____

Event Location: _____

Appendix C

RUDDERS RECOGNITION PROGRAM

APBA VINTAGE & HISTORIC COMMITTEE (V&H)

Scope

The RUDDERS Program of APBA's Vintage & Historic Committee recognizes the ceaseless commitment of individuals to the growth, longevity, and historical preservation of APBA's legacy. Founded in 1994, Vintage & Historic's charter was simple and dedicated to the active preservation and demonstrations of America's powerboat racing history.

Those charter members (and countless others, thereafter) shared a common goal of fun, educational, entertaining, and safe demonstrations of these historical craft at speed. Throughout its history, many individuals (owners, drivers, mechanics, crew chiefs, builders, promoters, officials, sponsors, etc.) have contributed to this committee's common goals. Many of these long-term contributors have gone unrecognized and it is this program's intent to recognize theirs' and others' ceaseless contributions to the APBA Vintage & Historic Committee.

Selection Process

Every year, the V&H Committee will recognize up to three (3) individuals who meet these criteria. The Selection Sub-Committee will be chaired by the Vice-Chairman of V&H and include the Regions Representative and the Officiating Representative. Individuals may be nominated by any Committee member, Region Representative, or APBA V&H member in good standing. Nominations will be submitted to the Selection Sub-Committee and accompanied with a written product highlighting and detailing (if applicable) one's accomplishments and contributions. The nominations will be assessed by this Sub-Committee. Their recommendations will be voted upon by the sitting/voting V&H Committee members.

Nomination Criteria

Criteria for nomination and selection are as follows:

- 1) Nominees must be, or have been, an active member of APBA.
- 2) Nominees must have participated in and supported Vintage & Historic events in any form of duty and for long-term. (Owner, driver, mechanic, etc.)
- 3) Nominees' contributions, though not necessarily tangible, should be accounted for and judged for their support to the founding principles of V&H.
- 4) Nominees' boats, collections, special talents, and any special considerations should be referenced and supported with factual detail.
- 5) Nominees not selected for a given year's induction will continue to be considered for follow-on years and those years' respective inductees.

- 6) Nominees will be submitted no later than 1 November to allow the Selection Sub-Committee due process.
 - 7) The Selection Sub-Committee will submit its proposed selectees to the V&H Committee for a final approval vote.
 - 8) Selectees will be notified as soon as reasonable to assist and ensure their attendance to their induction.
 - 9) Nominees/selectees may be living or deceased.
 - 10) No discrimination shall apply as related to type of craft and respective propulsion.
 - 11) No discrimination shall be allowed based upon race, color, religion (creed), gender, age, ancestry, disability, marital status, or sexual orientation.
- Note: This criterion is not exclusive and other facets of related support should be considered if not addressed above. This is to allow the Selection Sub-Committee to consider worthy candidates for other contributions that may not be exclusively listed above.

Notification and Induction

Candidates will be notified of their selection as soon as reasonable and recognized at the next National APBA meeting. Non-selectees will be considered for following years' nominations. Selectees will be presented a citation and token for their esteemed RUDDERS selection at the National APBA Meeting.

Program Additions/Changes

Additions and changes (preferred and/or required) to this program will be submitted to and approved by the V&H Committee leadership.

APPENDIX D

2025 HYDROPLANE & RACEBOAT MUSEUM RULES AND REGULATIONS (APBA VINTAGE & HISTORIC)

The following are Hydroplane & Raceboat Museum-specific guidelines for driver qualification, training and standardization, exhibitions, and ride-program. While they are intended to apply to HARM drivers and activities, they can be adapted by the APBA Vintage & Historic Category as necessary (i.e. what applies to HARM “Unlimited” events may not be applicable to other V&H events with smaller classes). All HARM-qualified drivers, however, are expected to be familiar with the APBA Vintage & Historic bylaws and abide by the information contained within.

These guidelines specifically apply to Vintage Unlimiteds owned and operated by the Hydroplane & Raceboat Museum, to include those individually-owned Vintage Unlimiteds that are operated and maintained as part of the ‘greater’ HARM umbrella. They do not currently extend to Vintage Unlimiteds that are privately operated outside of the HARM fleet.

--All HARM-qualified drivers must be members in good-standing of both the Hydroplane & Raceboat Museum as well as the American Powerboat Association (Vintage/Racing membership) in order to drive in a HARM-sanctioned event.

--All drivers are required to attend the driver’s meeting each day. Only participants who answer roll call will be allowed to launch for in-water activities. (V&H Bylaws Article VII, 5)

--All HARM-sanctioned events are non-competitive in nature and should, at all times, be operated as an exhibition.

--Helmets may be removed only (a) when the boat is stopped and (b) when there are no other boats operating on a plane on the course or in the vicinity so as to create a danger, or (c) when the driver’s boat is tethered to a tow boat. (V&H Bylaws Article IV, 2, A)

--All Vintage drivers and passengers are required to wear eye protection all times while the boat is under power. Eye protection in the form of a helmet face shield, goggles, or ANSI/OSHA approved safety glasses with safety straps. It is mandatory for all drivers and passengers to wear driver’s suits. The minimum acceptable driving suit shall consist of long pants with closed cuffs and a long-sleeved shirt with closed cuffs. Tape will be an acceptable closure method. Coveralls are acceptable and under no circumstances should flammable synthetic materials (which may melt) be worn; flame-retardant driver’s suits are recommended. (V&H Bylaws Article IV, 2, D)

--The Liteceiver wireless flagging system shall be used at all V&H events. **At all HARM-sanctioned events, the Liteceiver system shall be the primary indicator and takes precedence over flags**, as not all events are set up to accommodate flags to the fullest extent.

--When driving at an event with a start/finish tower, all drivers will give a look to the tower each lap (per referee request)—the referee will be looking for it.

--A driver or rider who is ejected from their boat and is in the water uninjured should signal the rescue craft by clasping their hands above their head as an ‘okay’ signal. (V&H Bylaws Article V, 4)

--Even though APBA has repealed General Safety Rule 30 for 2025, all Vintage & Historic drivers (and as such, HARM drivers) 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. (V&H Bylaws Article V, 11)

--In alignment with current H1 driver requirements, HARM drivers who have not actively driven during the previous 2 seasons are required to have an observed solo run (minimum 3 laps), demonstrating proficiency in starting, entering/exiting race course, and handling the boat prior to giving rides or participating in exhibition runs. This requirement is NOT hull-specific to any boat that will be driven by the driver, and applies to 'any' Vintage Unlimited that is able to participate at a HARM-sanctioned event.

--Every calendar year, all HARM-qualified drivers will be required to participate in a 2-hour Driver's Training course at the Hydroplane & Raceboat Museum prior to the first event of the season. Driver's Training will consist of a review of APBA/Vintage & Historic/HARM rules, regulations and requirements, a written test (to be kept on file by HARM for the duration of that racing season), and physically demonstrate proficiency in safely starting/shutting down a Vintage Unlimited on the trailer. A HARM-designated Training Director will be responsible for administering and updating the yearly Driver's School training, as well as maintaining a database and currency of all HARM-eligible drivers. Each calendar year, the HARM Board of Directors will approve a list of eligible drivers prior to Driver's Training for the ensuing season. The Board retains the right to approve 'new' drivers to the eligibility list during the course of the season (after the yearly Drivers Training course), on a case-by-case basis. Drivers who are unable to attend Driver's Training in person prior to the start of each season shall undergo review and testing with a HARM instructor prior to participating in any HARM-sanctioned event. In such a case, drivers wishing to participate at a HARM event in HARM boats must contact/coordinate with the Training Director and event referee a minimum of one week prior to the event to schedule individual training. No driver will be allowed to operate a HARM vessel without documented training for the season in question—**There will be no exceptions to this requirement.**

--Being named on the yearly eligibility list or designated for training by the Board of Directors is not a guarantee that individuals will drive or complete their training during that season, as it is merely a pre-approved list by the HARM Board for the given year.

--Boats with a driver only and boats with a driver and a participant passenger may be on the course at the same time as allowed by the event referee. Boats with a passenger will maintain a safe separation from other boats on the course. In no case will a boat with a passenger run in close proximity to another boat on the course. (V&H Bylaws Article XIV, 7)

--New drivers undergoing qualification, or drivers undergoing recertification will not be allowed on the course with any other boats.

--No more than three ride-boats will be allowed on the race course at any given time. Any overtaking of a slower boat will be done on the outside with a safe lateral separation from the boat being overtaken. All drivers shall perform a visual 'over-the shoulder' check to the inside prior to initiating a turn when multiple boats are present on the course.

--Unless otherwise briefed before the event, a maximum of 4 boats will be allowed to participate in any given multi-boat exhibition. (This maximum amount may be reduced for safety-reasons if dictated by course layout restrictions or referee's discretion.)

--Prior to taking a boat onto the race course, HARM-qualified drivers should ensure proper operation of the magneto switch, mixture handle/throttle and kill-switches. This can be accomplished with an active trailer-fire, or with a two-person visual check of movement on the engine itself. If a hot-swap of drivers is performed without the boat being taken out of the water, it is up to both drivers to perform a proper verbal pass-down of any operating issues and concerns, and to ensure that everything is functioning properly.

--The HARM Board of Directors will maintain veto authority prohibiting any drivers whom it is felt do not have the best interest of HARM equipment in mind.

--Only HARM-qualified Instructor Drivers will have authority to train and sign-off on new drivers.

Instructor Driver qualifications:

1. Meet all current HARM driver qualifications
2. A minimum of 5 years experience driving Unlimited class (Vintage or H1) hulls
3. A minimum of 100 laps driving Unlimited class (Vintage or H1) hulls
4. A minimum of 5 Vintage Class exhibitions

The Hydroplane & Raceboat Museum will have a minimum of 3 qualified Instructor Drivers at all times.

Candidates will be nominated by the Museum Director and approved by the Museum Board of Directors.

The HARM Driver Standardization Committee will consist of 2 HARM drivers and 2 HARM crew chiefs, and Instructor's will require unanimous approval of the Committee.

(2025 qualified instructors: David Williams, Jere Heiser, Kip Brown)

Age Limits:

1. In alignment with current APBA driver regulations, the minimum age for any HARM driver will be 18 years old. The minimum age for any rider will be 18 years old (V&H Bylaws, Article IX, 4)
2. Drivers over 60 years of age must demonstrate proficiency by performing an observed solo run on the race course (by a qualified HARM Instructor and event-Referee) every two years.
3. Drivers over 70 years of age must demonstrate proficiency by performing an observed solo run on the race course (by a qualified HARM Instructor and event-Referee) every year.

--All drivers shall perform a full magneto check when returning to the pit area after every run—before shutting the boat down.

--Unless otherwise previously briefed, the maximum speed of operation for all boats at a HARM-sanctioned event will be 130 mph. (This excludes exhibition runs where drivers will need to adjust speeds as necessary to

maintain positions as briefed. In these cases, the driver has ultimate responsibility for the safe operation—both speed and separation—of their boat.)

--Drivers will ensure they keep all course buoys on their left-hand side. If a course buoy becomes dislodged or is out of position during a heat, continue to drive the course with the buoy in question on your inside (*unless it poses an extreme safety hazard). Any buoys in question will be reset after the heat, prior to any other boats entering the course.

Requirements for new drivers in HARM equipment/at HARM event:

1. Driver will demonstrate proficiency in trailer-firing engine, performing magneto check and shutting down engine via mixture handle/magneto switch/kill switches.
2. Dual Ride with Instructor. Driver will ride along with an instructor, observing how to start, enter/exit the race course, and handle the boat.
3. Give Ride to Instructor. Driver will take instructor out on race course, demonstrating proficiency in starting, entering/exiting race course and proper handling of the boat.
4. Driver will give verbal walk through of engine starting/securing procedures and discussion of specific course rules with HARM Instructor and event Referee.
5. Driver will take boat on the course solo, demonstrating proficiency in starting, entering/exiting race course and proper handling of the boat while being observed from the beach by Instructor and Event Referee. A minimum of 3 laps, or until approved by Instructor and Referee are required. Upon completion/blessing of solo event, the 'new' driver will be cleared to give rides in HARM boats/HARM event.

Requirements to drive in HARM exhibition event:

1. Only HARM-qualified drivers are permitted to participate in HARM-sanctioned multi-boat exhibition runs.
2. Drivers for multi-boat exhibitions will be appointed/approved by HARM prior to the event.
3. New drivers must demonstrate proficiency by running side-by-side on the race course with a qualified HARM instructor. This will include running both inboard and outboard of instructor, maintaining proper positions, and maintaining proper horizontal and lateral spacing as briefed for exhibition runs. A minimum of 3 laps, or until approved by the Instructor and event-Referee are required. The event-Referee will have final approval authority for new driver qualifications.

For any multi-boat exhibition run:

1. All participating drivers will be briefed on course rules (including leaving pits, entering/exiting the race course, DMZ-areas/course-cutting, and returning to the pits). It is essential that all participating drivers adhere to the rules as briefed run (as they may change from run-to-run.)
2. The driver in Lane 1 sets the pace.
3. Each driver is responsible for maintaining proper horizontal and lateral separation from other boats in the exhibition—specific to their assigned lane. This includes adjusting speed and position for entering and exiting turns on each lap.
4. Down the straightaway, the boats should be aligned in a 'right echelon' formation, with each boat forming abeam the sponson transom of the boat to the inside of them. This allows for maximum visibility of all boats from the shore. As the formation transitions into the corners, boats in the outside

lanes will swap lateral positions as they enter the turn—i.e. the outside boat has farther to go than the boat to the inside, and must enter the turn first in order to retain a proper line-abreast alignment. Upon exiting each turn the reverse must take place until the desired position is regained for the straightaway.

5. All drivers will adhere (as much as possible specific to maintaining assigned positions) to briefed speed limits.
6. The least experienced driver typically be assigned Lane 1 and will set the pace for exhibition runs.
7. If the boat assigned to Lane 1 is unable to start the heat, the boat/driver assigned to lane 2 will assume the inside lane and become the pace boat. If any boat in lanes 2 or 3 are unable to start, or drop out during the exhibition, drivers to the outside shall maintain their assigned lanes and not move over into the empty lane.
8. Any driver who is unable to maintain lateral position (aka: 'loses the show') more than a straightaway or for more than half a lap, shall slow down and allow the rest of the boats to catch up. Do not attempt to catch up.
9. Drivers shall not, to the best of their ability, cross through another boat's roostertail.
10. Due to the nature of positioning during a multi-boat exhibition, drivers shall perform a visual 'over-the shoulder' check to the inside prior to initiating any turn to ensure proper lateral separation.
11. Drivers need to take into account the visibility and handling differences between round-bow and picklefork/skid-fin boats, and adjust their spacing and driving accordingly. (Due to handling differences, dissimilar hull types will not run side-by-side exhibitions. Round bow boats will drive with other round bows, and picklefork/skid-fin boats will run with other picklefork/skid-fin boats.)

--For any HARM driver/equipment participation at a non-HARM event (i.e. an H1 race) all H1 rules and officiating take precedence over these rules and regulations. It does not nullify the HARM Rules and Regulations as presented here at that event—all HARM drivers will still need to follow them as written—it merely identifies that any H1 rules and officiating over and above will apply first.

--A Red Card issued at a Vintage Unlimited event will result in a 1-race suspension from a similar Vintage Unlimited event. The resulting suspension cannot be served at an event outside of the Unlimited division of APBA Vintage & Historic.

--Any driver receiving a Red Card at a HARM-sanctioned Vintage Unlimited event for driving/race course infractions will be required to demonstrate proficiency by performing an observed solo run on the race course (by a qualified HARM Instructor and event-Referee) prior to being allowed to drive in a HARM-sanctioned event again. (This applies to anyone driving in a HARM-sanctioned event, regardless of whether it is a private or HARM-owned boat.)

--All HARM-qualified drivers are ultimately responsible for the safe operation of their craft on the race course.

None of these rules or regulations should be considered a substitute for sound judgment. Compound emergencies or considerations affecting the lives and property of others may require modification of the above listed procedures.

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