



2015 COR RACING RULES

COR RULE 1 • CLASS OBJECTIVE

The Classic Outboard Runabout (COR) class may best be described as a throwback to the outboard pleasure craft class of racing in the 1970s and 1980s. The rules for this class are aimed at safety and a low cost of entry while providing competitive racing that both young and old will appreciate. The target speed for this class is in the low 80 mph range. The Mercury 2.0 Liter V-6 is the primary engine for this class however; Mercury inline 6 and OMC V-4 two stroke engines are also permitted.

COR RULE 2 • CLASS OVERSIGHT

1. The COR classes compete under the Special Events Category of APBA and is managed by the Special Events Chairman and COR Chairman as well as other elected officials.
2. Boat Owners are defined as someone who owns or owned a legal COR boat that completed a minimum of one (1) APBA points race in that racing year. Boat Owners are granted one (1) vote on pre-published agenda items. Boat Owners are granted a vote on new COR class officers including COR Chairman, Secretary, Activity Directors, Drivers Representative, New Driver Mentor, and Safety Leader on an annual basis.
3. At the end of each APBA racing year (Nov. 1 to Oct. 31), an annual COR meeting will be scheduled and run by the current COR Chairman. All proposed changes to the COR Rules will be voted on at the annual meeting. The COR Chairman will notify all Boat Owners and post the date and location of the meeting on the COR website thirty (30) days before the meeting to give all Boat Owners time to schedule their attendance. All agenda items to be considered will be shared ten (10) days before the meeting. Provisions will be made to ensure all eligible Owners who want a vote, get a vote whether they are able to physically make the meeting or not.
4. A special/interim meeting may be called by the COR Chairman as long as all Boat Owners are properly notified.
5. For any vote to be considered, a minimum of two-thirds of the Boat Owners must cast a vote. If two-thirds results in a fraction, standard-rounding rules apply.
6. A minimum of two-thirds of the votes are required for a rule to be put forward to the APBA. A tie vote means the vote failed to pass. The COR Chairman will record and present the votes. The Special Events Chairman and the APBA committee have the final approval for any change in rules.
7. Robert's Rules of Order will generally be used to run meetings and conferences effectively and fairly.
8. Force Majeure is in effect. A party is not liable for failure to perform the party's obligations if such failure is as a result of Acts of God.



2015 COR RACING RULES

COR RULE 3 • GOVERNANCE

1. The most current APBA GENERAL SAFETY RULES are in effect for the COR Racing class.
2. The most current COR RACING RULES are in effect for the COR Racing class.
3. Race day decisions within the purview of the Race Officials are made by the Race Officials.
4. Participants compete at their own risk and are responsible for their actions.

COR RULE 4 • NUMBERS AND DECALS

1. Racing numbers shall be not less than 10 inches high. The numbers shall be visible on both sides of the boat by the scorers and shall be dark on a plain light background or vice versa. Available one, two, or three digit numbers are issued by the COR Chairman. Zero numbers such as 04, 004 and 4 are recognized by the APBA and COR as the same number "4", so no duplicate numbers will be allowed.
2. APBA suggests that boat numbers be black in color on a white background. The legality of any boat numbering is the responsibility of the Scorer and the Referee only and cannot be protested by other teams. The Referee has the power to disqualify a boat that races with improper or illegible numbers.
3. A minimum three (3) inch high decal: "COR 2.0" or "Classic Outboard Runabout 2.0" or "COR 100" or "Classic Outboard Runabout 100" shall be placed on the boat.

COR RULE 5 • GENERAL SAFETY

1. Engines run "out of the water" must be in neutral and remain in neutral while the engine is "turning over". Boats must be equipped with a positive throttle return to the closed position when throttle pressure is released or with throttle cable detached.
2. Trim switches must be operational without removing your hands from the wheel. Negative trim angles are not allowed to be more than 5 degrees from level trim.
3. Boat must be equipped with a safety switch that will kill the ignition if a driver is thrown from the boat. The kill switch must be attached to the driver prior to starting the engine and must not exceed approximately 10 lbs. of pull to activate.
4. Steering may be actuated by the cable/pulley, double push/pull or hydraulic method. ARP or equivalent hardened bolts must be used when mounting the tiller arm. If Teleflex hydraulic steering systems are used, a 2.4 Cu in. must be used. Existing 2.0 cu in helms belonging to current APBA COR drivers/owners will be considered legal. This only applies to APBA members registered as COR drivers/owners prior to January 2015. In no case, will 1.7 cu in helms be considered legal.



2015 COR RACING RULES

5. A charged fire extinguisher must be in the pit area at all times. It is recommended that you have a paddle, towline and fire extinguisher in the boat.
6. No multiple engine setbacks are permitted. The maximum engine setback allowed is no more than 38 inches from the running surface to the prop shaft thrust washer at neutral trim.
7. The minimum age for competing in the COR 2.0 is 18 years of age. COR 100 drivers must be a minimum of 16 years of age with parental consent.
8. The gearcase must be shiftable from the driver's seat with a working forward and reverse gear. Lower unit Skeg: Mercury stock fishing lower unit (135, 150 or 200 hp) is the smallest allowable skeg area. Left hand turning lower units are prohibited.
9. All crewmembers are required to wear closed footwear. All drivers must wear long sleeves and pants with cuffs at the ankles and wrists. Kevlar driving suits (cut suits) are recommended.
10. All drivers must wear helmets and life jackets in accordance with the most current APBA GENERAL SAFETY RULES. Drivers must wear helmet support straps (lanyards) secured to the driver's body as required.
11. The assignment of a COR inspector and safety representative will work with race committee officials on oversight and enforcement of the rules and mentoring of COR drivers. A test day is recommended at least annually to test set-ups and safety-inspect boats prior to racing. A boat not attending the test day is recommended to complete a test session with the current set-up prior to racing. The Special Events Chairman or his designee may review GPS speeds at anytime.
12. Driver Protection Bar System: Minimum requirements for the design, mounting and construction
Design: Taking into consideration that boat design and cockpit arrangements vary from one boat to the other the driver safety bar (Roll Bar) should be designed to not obstruct the driver in any way from exiting the cockpit in the event of an accident. The following are five (5) main points to the design:
 - The main loop must NOT be narrower than the width of the driver's seat and must extend two (2) inches above the drivers head with the helmet on. The main loop must be positioned directly aft of the drivers seat.
 - The main loop must be constructed with two cross bars (X braces) on a forty five (45) degree angle that extend from the driver shoulders to the top of the loop forming an X. A drivers head pad with a minimum of 2 inches of protective foam must cover the X bracing.
 - 2 aft support struts must attach no more than 2 inches below the top of the main bar on each side of the seat. These support struts should be long enough and on a shallow enough angles to support the top of the main loop in the event of impact.
 - 2 forward facing support struts must be attached as close to the middle of the main loop as possible on each side of the seat. It is important to note that the forward support struts must be designed in such a way as to not interfere with the driver's feet, Legs or hips.
 - It is highly recommended that that all surfaces of the protection bar that could potentially come into contact with the driver be padded.



2015 COR RACING RULES

Mounting: The system must be mounted securely to the hull. It is important that the mounting locations on the hull be structurally sound and capable of securely mounting the system. Through bolting is mandatory. Each mounting plate must be attached using 4 bolts a minimum of 5/16 diameter.

- The main loop must be mounted to a vertical stringer (i.e. engine stringer/pod stringer) or the flat tunnel bottom (top of the tunnels). The hull mounting surface must be 1 inch thick with a minimum surface area of 144 square inches. The main loop must be mounted in the center of the hull mounting surface. Bolts must be backed with a minimum of a 6 x 6" square backing plate having radiused edges. The backing plate must be a minimum of 3/16" aluminum or 1/8" steel.
- Forward and aft struts must be mounted to a vertical stringer (i.e. engine stringer/pod stringer) or the flat tunnel bottom (top of the tunnels). The hull mounting surface must be 1 inch thick with a minimum surface area of 144 square inches. The support strut must be mounted in the center of the hull mounting surface. Bolts must be backed with a minimum of a 4 x 4" square backing plate having radiused edges. The backing plate must be a minimum of 3/16" aluminum or 1/8" steel.

Construction: This section outlines the minimum recommended grade of materials and construction methods. It is important to note that alternate materials and alternate construction methods may provide additional structural integrity. If an owner uses alternate materials or alternate construction methods it is the owners responsibility to verify alternate materials and alternate construction methods meet or exceed the minimum specifications of the recommended materials and methods.

All tubing bends must be done leaving the radius smooth and free of crimp in the material. It is recommended the system be TIG welded (however not required). Mil certification is required. Inspectors may request to see your mill certification certificate. Carry your certificate with your racing equipment.

Recommended materials and construction methods:

- Main loop shall be constructed of a minimum 1 5/8 inch diameter 4130 chromium-molybdenum seamless tubing. Tensile Strength: 90,000 PSI. Wall thickness minimum .065. (2 inch diameter tubing is recommended however not required) Alternate materials may be used however must meet or exceed specifications above.
- Main loop mounting plates shall be a minimum of 6"X 6" inches with a plate thickness of .180. Mounting bolt must be 316 stainless with locking style nuts.
- Support struts and X braces shall be constructed of minimum 1-5/8 inches 4130 chromium-molybdenum seamless tubing. Tensile Strength: 90,000 PSI. Wall thickness minimum .065. Alternate materials may be used however must meet specifications above.
- Support struts mounting plates shall be a minimum of 4"X 4" inches. Wall thickness minimum .065. Mounting bolt must be 316 stainless with locking style nuts.



2015 COR RACING RULES

COR RULE 6 • COR 2.0 PRO (TECHNICAL RULES)

1. ENGINES: V-6, Inline 6 (T-2) and V-4 (Looper and Strangler) engines manufactured and made available to the general public with an original displacement of 125 cu. in. or less. Engines built and designed by the manufacturer strictly for racing shall be prohibited. The engines must be naturally aspirated and run on gasoline containing no oxygen-carrying additives introduced to the combustion chamber in any way. The maximum displacement for any engine shall be 130 cu. in. to provide for cylinder "clean-up". Unless specifically forbidden in the following, engines may be modified in any way. All engines must adhere to the midsection, lower unit measurements and weight as specified in the COR 2.0 rules.

2. MERCURY V-6 2.0 POWERHEADS: V-6 Mercury engines must be of a standard production design. Special purpose engines shall not be allowed. Ports may be modified, raised, or enlarged but shall remain in their original positions. Additional ports may not be added to the cylinders. "Behind the Liner" engines shall be prohibited, as shall finger porting and Bridgeport exhausts. Heads shall consist of a flat surface with the only deviation being the "pocket" or combustion chamber that shall measure no less than 26 cc's using a surface gap plug. Only replacement head gaskets may be used as a sealing agent between the head & block. The head gasket must measure no less than .030 at the crush ring when removed for inspection. The use of "O" rings as a sealing agent is not allowed. Pistons must be of a flat top design with no dome or modifications made to increase compression. The top of the piston may protrude beyond the deck of the block no more than .010" to provide for deck "clean-up" purposes. The engine may have no more than 6 carburetor venturis, measuring no more than 1.327 at the venturi. EFI (Fuel Injected) engines are not allowed. All critical or performance related parts/components (except pistons, rings, bearings, reeds, replacement electronics and sealing components) shall be made by the OEM. Parts may be exchanged from other years or horsepower models. No other aftermarket parts or mixing of parts from other manufacturers shall be allowed.

3. MERCURY INLINE 6 & OMC V-4 POWERHEADS: These engines must be carbureted. Powerheads must exhaust no higher than the midsection. Mercury inline 6 engines must be equipped with production based intake components: e.g. front half, intake manifold and a maximum of 3 carburetors with a maximum throat of no more than 1.327 " measured at the venturi. OMC (Johnson or Evinrude) engines must be equipped with production based intake components: e.g. front half, intake manifold, maximum of 4 plastic single barrel carburetors.

4. MIDSECTIONS: All powerheads must be mounted on an exhaust adapter plate sold by the OEM. Modifications are allowed. Midsections must be a minimum of 15 inches and made by the OEM. The swivel bracket attaching the engine assembly to the boat must be made by the OEM for an engine with same configuration as the powerhead used. Modifications are allowed. All COR engines must exhaust no higher than the midsection. Power trim systems may use any type of component.

5. LOWER UNITS: Lower units must have been produced by the OEM for the matching powerhead. (Exception: Mercury 2.0 Liter V6 engines must use the larger lower unit housing measuring 4.7 inches at the aft-most point just ahead of the prop.) OMC and Mercury inline sixes may use any shiftable gear case. Lower units must have a functioning forward, neutral and reverse operable from the driver's seat and must be a thru hub exhaust. Water pickups may be modified or relocated, but must be located on



2015 COR RACING RULES

the lower unit. Pointy noses may be added to lower unit. Engine jack plates with power adjustment must be disconnected in a location not accessible from the driver's seat and must be inspected and "sealed" prior to the race.

6. PROP SHAFTS: The prop shaft centerline shall be no higher than 1-inch below the bottom most portion of the aft planing surface of the boat. The measurement for the height of the prop shaft shall be measured with a straight edge placed on the bottom, 36 inches forward of the transom and parallel to that flat portion of the boat. Any rocker in the bottom of the boat aft of this point shall be disregarded in the measurement as the straight edge runs on out to the prop shaft for measuring purposes. A boat with a built-in "hook" shall be measured in the same manner; however, the straightedge will be placed in the area 36 inches forward of the transom and will again contact the bottom in the aft area of the "hook" running on out to the prop shaft.

7. HULL: V-bottoms, flat bottoms, or modified v-bottoms are allowed. All boats must have an open cockpit area and may not be cowled-in. An open cockpit shall consist of an undecked area that is at least 36" wide and 48" long. Minimum boat length shall be 18' 6" measured from the bow to and including the transom. Nonstructural protrusions may not be added to boats to comply with the minimum length rule such as setbacks or jackplates.

8. WEIGHT: Boats complete with engine and accessory equipment such as fuel tank, steering, seat etc. shall weigh a minimum of 1500lbs. with 26cc of larger heads or 1550 lbs with 22cc or larger heads. including the driver, and safety equipment and remaining fuel. Ballast may be added to boats so long as it is securely anchored in the boat in a manner so as to prevent it from detaching in event of an accident. Water shall not be used in any way as a form of ballast. All boats are required to have safe lifting straps at every race so this rule can be implemented at the discretion of the Race Officials or protest filed by another COR team accompanied by \$100.

9. V-Bottom or Flat Bottom boats are permissible in this class. Hydroplanes are not allowed.

10. Modified V-Bottoms are permissible in this class subject to the following rules: a. These boats must have a center pod extending below or at least even with the outside sponsons. Starting at the transom, the pod must be a minimum of 8" wide with a cross section width taken from the plane between the tips of each sponson carrying forward for 36" in the same plane as developed between sponson tips. The planing surface of the pod must not vary more than 1/4 inch when measured across in the last 36 inches of the boat. The outside sponsons may extend a maximum of 3" aft of center pod measured from the farthest aft portion of center pod, including protrusions, extensions and fins on outside sponson.

COR RULE 6 • COR 100 TECHNICAL RULES

1. ENGINES: Mercury Inline 6 and OMC crossflow V-4 engines originally manufactured and made available to the general public with a displacement of 100 cu. in. or less. Engines built and manufactured strictly for racing are prohibited. The engines must be naturally aspirated and run on gasoline containing no oxygen carrying additives introduced to the combustion chamber in any way. The maximum displacement for any engine shall be 105 cu. in. to provide for cylinder "clean-up". Unless specifically forbidden in the following rules, engines may be modified in any way. Strangler and T-2 type engines are



2015 COR RACING RULES

not allowed in the COR 100 class.

2. MERCURY AND OMC MANUFACTURED POWERHEADS: COR 100 Engines must be of a standard production design. Special purpose engines shall not be permitted. Ports may be modified, raised, or enlarged, but shall remain in their original positions. Ports may not be added to the cylinders. Powerheads must exhaust no higher than the midsection. The engine may have no more than 4 carburetor venturis (OMC) and 3 single venturi carburetors (Mercury). All critical or performance-related parts/components (except pistons, rings, bearings, reeds, electronics, sealing components etc.) shall be made by the OEM. Parts may be exchanged with other model engines from the same manufacturer. No aftermarket parts or mixing of parts from other manufacturers shall be allowed.

3. MIDSECTIONS: See rules governing midsections for COR 2.0 (same rules apply).

4. LOWER UNITS: See rules governing lower units for COR 2.0 (same rules apply).

5. HULLS: See rules governing COR-2.0 rules with the following exceptions: (a) V-Bottom and Flat-Bottom boats only. Mod VP's shall be prohibited, (b) Weight: Minimum of 1175 lbs. measured in the same manner as the COR 2.0 with the same rules regarding ballast, (c) Length: 15', measured in the same manner as the COR 2.0.

APBA RULE 7 • EQUIPMENT

1. A safety inspection of each entry may be made by the Inspector or his designee to determine whether the boat is of safe construction and that all mechanical devices for steering, throttle, etc. are in good safe working order. An inspection of the driver's helmet and life jacket may also be done before an entry will be allowed to race or test.

2. If, in the judgment of the Inspector or Referee, a boat is unsafe, he/she may refuse to allow the boat to start. If, in the Inspector's or Referee's judgment, the entrant, driver or owner has failed to live up to the spirit or letter of the rules prior to the race, he/she may refuse to allow the boat to start, except as hereinafter provided: A. Before a race, and after the owner or the driver has been notified in writing to comply with any rule, the owner or his representative may file an appeal with the Referee prior to the start of the race, in which case, the Referee shall, except in cases where the boat has been determined to be unsafe, allow the boat to start in a sanctioned race and shall withhold announcing the results of the race until a hearing has been held by the appropriate Racing Commission of the respective category, and an opportunity given to both sides to be heard. In case the appropriate Racing Commission rules that the appeal is justified, the performance of the boat should be considered as official; should the Racing Commission rule that the Referee or Inspector was justified in his action, then the performance of the boat in all races shall be recorded as "disqualified."

3. The use of oxygen tanks in connection with the performance of motors is specifically prohibited.

APBA RULE 10 • STARTING METHODS



2015 COR RACING RULES

1. Clock (sweep hand or digital), Flag or Modified Le Mans Starts may be used and must be stated in sanction application. Starting method is indicated on the individual APBA Race Sanctions and is at the discretion of the Race Officials.

APBA RULE 13 • START AND FINISH

1. The start of handicap races may be in accordance with the handicap time allowance in which the Race Committee starts each boat separately, the scratch boat being last away; or all may start together, the winner being calculated at finish of the race.

2. In the event of a clock start, the starting time of a race is when the clock hits zero.

3. The time of finish of each boat shall be taken when the boat's bow crosses the finish line.

4. The finish of each heat shall be when the last boat in its class has crossed the finish line after completing the required number of laps. In the event a majority of the boats still running have crossed the finish line, the Referee shall, at his discretion, flag off the remaining boats still running, and they shall be scored according to their positions. Boats not running at the time the boats are flagged from the course shall receive no points for the heat. Any boat still running that has not crossed the finish line at said time shall not receive a time for its finish.

5. The number of boats crossing the starting line before the lead boat has completed the first lap during the first heat of a race shall determine the number of boats starting the race.

6. A boat working into position from the wrong side of the line after the first starting signal has been given, must keep clear of, and give way to all boats in the race.

7. No boat shall be allowed to start in any particular race or heat after the leading boat has completed one lap of the racecourse. No boat will be allowed to leave the pits after the one-minute signal, except in marathon racing. No boat other than those entered in the heat shall leave the pits after the five-minute or three-minute signal.

8. All boats required for inspection immediately after finishing must report to the inspection area at a place designated by the Inspector.

9. Boats crossing the starting line during the last minute before the official start will be penalized pursuant to the category rules. COR Rule: A one-lap penalty will be assessed.

10. The Referee shall have the power to annul any start and request a restart. In the event a restart is caused by a boat(s), the Referee shall determine if those boat(s) will be allowed to run.

11. A boat shall be disqualified that approaches the starting line at other than a right angle, or nearly so, within 500 feet of the starting line. A buoy shall be located as near as possible at a point 500 feet from the starting line.



2015 COR RACING RULES

12. Milling around the 500-ft. buoy and the starting line shall be permitted unless specifically forbidden by the Referee and so announced at the Drivers' Meeting. All turns must be made to the left in any area while approaching the starting line and maneuvering for a start.

APBA RULE 14 • BUOYS

1. A buoy is any vessel, or other object, used to indicate the course.
2. Should any buoy be absent or moved from its proper position during a race, the Race Committee shall, if possible, replace it. If failing thus to replace a buoy, the race may be ordered rerun or not, at the option of the Race Committee.
3. The buoy must be so constructed as to inflict no major damage to racing craft striking said buoy.
4. All turning buoys and course buoys shall be passed on the driver's left-hand side unless otherwise indicated and announced at the Drivers' Meeting.

APBA RULE 15 • RIGHT OF WAY

1. When two boats are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows: (A) When two boats are meeting end on, each shall alter her course to starboard. (B) When two boats are crossing, the one that has the other on her starboard side shall keep out of the way.
2. Every boat that is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case allow, avoid crossing ahead of the other.
3. Every boat that is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, reduce her speed, stop, or reverse.
4. Every boat overtaking any other shall keep out of the way of the overtaken vessel.
5. In obeying and constructing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances that may render a departure from the above rules necessary in order to avoid immediate danger.

APBA RULE 16 • OVERLAP

1. Each of the respective categories shall establish its own rules concerning when an over taking boat has established an overlap so as to invoke the risk of fouling. COR Rule: Two boat lengths are required



2015 COR RACING RULES

for a lead boat to change lanes, move over on, or move in front of another boat. This rule is in effect for the start and the entire duration of the race. Each lane violation called by the Race Officials is a one (1) lap penalty.

APBA RULE 17 • BEARING AWAY

1. A boat shall not bear out of her course so as to hinder another in passing to starboard or port. COR Rule: Each bearing way violation called by the Race Officials is a one (1) lap penalty.

APBA RULE 18 • OTHER PENALTIES

1. Every boat must go fairly around the course without destroying, damaging, or dislodging any buoy unless forced to do so by another boat. In that event, only the offending boat will be penalized in accordance with the category rules. COR Rule: A one (1) lap penalty will be assessed.

APBA RULE 21 • SCORING POINTS

1. No national points shall be awarded unless there are at least three(3) bonafide starters in at least one of the heats of the race day, all of whom must be COR 2.0 class boats.

2. Scoring is in matches (match equals a day of racing) consisting of one or more heats of racing per day and will be counted by the following method: The winner of the match will be determined by the average finishing order of the combined heats, whereby each boat starting and finishing a day or racing (a match) will receive as many points as is indicated below for the day of racing:

First	400
Second	300
Third	225
Fourth	169
Fifth	127
Sixth	95
Seventh	71
Eighth	53
Ninth	40
Tenth	30
Eleventh	23
Twelfth	17
Thirteenth	13



2015 COR RACING RULES

Fourteenth	10
Fifteenth	7
Sixteenth	5
Seventeenth	4
Eighteenth	3
Nineteenth	2
Twentieth	2

3. In case two or more drivers have scored the same number of points for the series, thus establishing a tie, the winner will be one of the tied boat drivers with the least elapsed time for the combined heats. If the tie can't be broken by the least elapsed time then the one with the fastest heat will be declared the winner.

4. If an entry is disqualified, the points for that heat will be awarded to the legal boats in the corrected order of finish. If inspection reveals that a boat or motor is illegal, the entry will be disqualified for each heat in which it raced, and the order of finish shall be corrected for each heat. Overall positions shall be obtained by adding the points from the heat after the order of finish has been corrected for each heat.

5. For the purpose of tabulating annual driver high points, the racing year shall be from Nov. 1 through the following Oct. 31. All COR points races will counted for the purpose of accumulating high points for the year.

6. COR Divisional and Nationals will be single points races and may be held on separate weekends per year. Promoters will bid on holding the COR Nationals. These races will be awarded based on proximity, prize money, promotion, and fan base.

7. Points go to the driver's member # as stated on the entry blank. Single Event APBA Members are not eligible for APBA points.

APBA RULE 22 • PROTESTS

1. Drivers shall have the right to protest any violation of the rules from sanctioned regattas affecting their particular class.

2. When the alleged violation, concerns the sanction or method the regatta is being conducted, said protest shall be filed within sufficient time to allow the appropriate persons to correct their error.

3. If the protest concerns the eligibility or legality of an entry, the protest must be filed in writing with the Referee not later than one hour after the finish of the inspection in question or not later than one hour after the finish of the last heat of racing on that day, whichever comes later. If the protest concerns the eligibility or legality of an entry, the complainant must post a fee, in accordance with the category rules. COR Rule: \$100

4. If the racer is found illegal the \$100 is returned to the competitor that filed the protest. If the racer is found legal, he is given the \$100 to defray the cost of rebuilding his engine.



2015 COR RACING RULES

APBA RULE 23 • APPEALS

1. All decisions of the Referee regarding violations of starting, driving, and of course rules shall be final, and appeals will be allowed only if disqualification is involved.
2. Any contestant who wishes to appeal a disqualification of a boat, motor, or suspension may do so by filing with the Referee a written statement accompanied with a fee in accordance with the category rules. COR Rule: \$100
3. The Special Events Chairman along with the Region Chairman (from APBA Regions with active COR racing) will then settle the matter. Under no circumstances will an appeal be entertained unless it is filed with the Referee not later than one hour after the finish of the last heat of racing of the day or within one hour of the adverse decision whichever comes later.

APBA RULE 25 • MINIMUM CLASS REGISTRATION

1. To be eligible to hold championship events or obtain national high point honors, the class must have had a minimum number of participants. COR Rule: 5 boats.