

## 2018-2019 Scorer's Test Questions

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### BOOKS NEEDED:

### CURRENT SCORER'S HANDBOOK CURRENT CATEGORY RULE BOOKS

\*\*For Stock, Mod, and Pro you will need all three rule books

### CURRENT GENERAL SAFETY AND RACING RULES

**\*Recently approved rules will be printed in the Propeller Magazine will also apply\***

The purpose of this test is to have scorers read the current Scorer's Handbook, Category Rule Books, including the General Racing Rules, and General Safety Rules.

This test is required to pass every even year and will be good for two years. If you are not current you **MUST** pass the test on the odd year. All scorers' **MUST** follow the time guidelines as set by the APBA rule book.

### SCORERS WHO FAIL TO DO SO WILL BE REMOVED FROM THE APPROVED LIST.

To become an approved scorer you must complete and pass the scorer's handbook section and all sections for the categories you wish to score. This test is set as True or False scenarios and/or questions covering each category. There is a separate section for Stock/Mod/PRO, J, OPC, Inboard, Inboard Endurance, Offshore, Vintage, and Special Events.

If you are a chief scorer on a sanction which lists multiple categories run during the event, please remember the APBA General Racing Rules state that:

### A CHIEF SCORER MUST BE APPROVED IN ALL CATEGORIES LISTED ON THE SANCTION.

A separate answer sheet is provided. Please use extra paper, if needed.

If you live in Regions 1 – 6 email or mail your answers to:

**Kay Boyes**

1851 Brookside Court

Yuba City, CA. 95991

[Kay.boyes@gmail.com](mailto:Kay.boyes@gmail.com)

If you live in Regions 7 – 16 email or mail your answers to:

**Pat Yarno**

2514 Eureka Avenue

Centralia, WA 98531

[p.yarno1@comcast.net](mailto:p.yarno1@comcast.net)

**DO NOT MAIL YOUR ANSWERS TO APBA HEADQUARTERS!!! PLEASE WRITE LEGIBLY!!**

If you include your email address on the answer sheet, your results will be emailed to you ASAP. Suggestion: make a copy of the test answer sheet to keep, before mailing the test to Pat or Kay. Thank you for your interest in APBA and Scoring. Please contact members of the Regatta Scoring Committee for any further help, their contact information is listed in the Scoring Handbook.

*Note: We ask that, all scorers take the test as soon as it's available online. This reduces any problems caused by attempting to list non approved scorers on a sanction. Note that once the test is available no one will be grandfathered in from the previous year.*

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### Handbook

1. At a Championship event all categories are required to have two elimination heats.
2. Joe Jr. wants to race JR and Joe Sr. wants to race ASR. You sell them each a Single Event membership for \$35 for Saturday. Joe Jr. really likes his ride and wants to try again on Sunday so you make him pay an additional \$15 for the weekend.
3. J Class and K Pro H Class are not the same category.
4. At a Championship or Record race there must be a minimum of two individual timers used for timing the race.
5. You can upgrade to a Super Category License (Stock/Mod/Pro) at any time during the racing season.
6. If a driver requests a new membership card he must pay a \$10 fee.
7. The driver is registered in JH only and wants to run K Pro Hydro, this driver needs to pay a crossover fee.
8. Driver is registered in SO, MOD, PRO Super, and wants to run AXH, is the crossover fee \$10.00.
9. A graduate from Friday's driving school is allowed to race at the MOD North American Championships on Saturday under his driving school Single Event Membership.

### J Category

1. Drivers may compete in JH or JR until the end of the year they turn 16 years of age.
2. AXH and AXR drivers can start racing at 12 years of age, with no maximum age.
3. In Junior Classes, the same boat and motor must be used in all heats of a race where points of a heat are counted in the final standings. If deemed irreparable, the Inspector and registrar need to be notified by the contestant.
4. In Junior classes, a temporary number such as X or I may be used. However, only 1 regatta will be allowed without a regular number properly displayed on the hull (letter and number).
5. The start shall be final, even if there is only 1 legal starter.
6. The driver or drivers responsible for the stoppage of the heat will not be scored.
7. Driver 1P cannot get on plane and the heat is red flagged because of rollers in the chute. On the restart boat 3J flips causing a red flag. On the third start boat 1P is allowed to restart.

### Special Event

1. Joe showed up to an event and has not joined APBA yet, he was offered to drive an Unlimited Light for the weekend. Joe can pay \$50 for a single event membership to allow him to race for the weekend.
2. A club card must be shown at registration.
3. Members of the safety team, crane operators, and even the person collecting trash at the event need to sign the waiver and release form.
4. If you are using APBA summary sheets, you can imprint whichever APBA card that applies to your type of scoring or you can use your own sheets for keeping track of results.
5. Sarah fills out her birth date and it shows she is 16 years old; she does not have to complete a minor release or have her parent/guardian signature to race.

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### Vintage & Historic Questions

1. The most important way to protect your event and the APBA from potential liability in case of accidents is to have Entry Blanks and Waivers fully completed and correctly signed.
2. An entrant's APBA card says PHYS NO, and they present a physical dated 3 years ago. They may use it to register for the event.
3. A member claims that his dues were paid but he has no current membership card. You may accept his word that his membership is current.
4. The scorer at a V&H event is permitted to print APBA Single Event Membership Forms.
5. Following an event, the scorer at a V&H event need to send \$10 per boat for the V&H promotion fund to APBA.
6. A person under the age of 18 is not allowed to enter the hot pits if a parent does not accompany him to the event.
7. Driver's entry blanks should be used use to call the roll at the driver's meeting.
8. If an APBA member is not a registered member of Vintage & Historic, they can drive a boat in heats at a V&H event without paying any additional fees.
9. Waiver & Release of Liability forms may be printed in color by the Scorer.

### Inboard

1. Entrants for the final heat will be decided on time.
2. Inboard racing members who intend to drive and riding mechanics must submit a FAA Class I, II or III, APBA Inboard Physical or D.O.T. physical. Any of the above medical certificates will remain current from the date on the certificate until the second anniversary of the certificate.
3. A boat that has been disqualified during the qualification heats shall be able to fill the field.
4. A new driver or unqualified rookie will not be eligible to advance to the final during the UIM World Championships, APBA Summer Nationals, APBA Divisional Championships or APBA North Americans.
5. The maximum number of entries allowed in a Jersey Speed Skiff heat is 10.
6. In order to set a record there must be at least four legal starters and at least three finishers. All competitors must conform to the requirements of the class.
7. In order to be eligible to compete in a time trial, the boat and driver must have first qualified by finishing 1st, 2nd, 3rd, or 4th in a heat scheduled for the class in which to the boat is registered.
8. No record may be set using a flag start.

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### Stock, Mod, & Pro

1. No driver shall leave the pits after the one-minute signal has been given.
2. It shall be the driver's responsibility to make the numbers legible. The race committee shall have the power to warn or disqualify without previous notice any driver who races with improper or illegible numbers.
3. For a Stock Outboard entry to be scored, an entry must finish as a result of engine power.
4. In the PRO classes, in order to be scored, a driver must finish within two minutes of the first legal starter.
5. In the Pro category you can run K Pro H at age 12.
6. In the Modified Category there must be 3 legal starters at a divisional championship.
7. If a driver is disqualified in inspection after the second heat and there was no inspection after the first heat, both heats must be re-scored after the disqualification.
8. A 15 year old driver is eligible to race in the CSR class.

Result the below races:

#### CSH Heat 1:

67C	1 <sup>st</sup>	2:45.37
20C	2 <sup>nd</sup>	2:49.88

#### CSH Heat 2:

20C	1 <sup>st</sup>	2:25.51
67C	2 <sup>nd</sup>	2:27.45

#### 350ccMR Heat 1:

5P	1 <sup>st</sup>	2:28.15
9F	2 <sup>nd</sup>	2:37.12
51S	3 <sup>rd</sup>	2:39.35
33W	4 <sup>th</sup>	TNT

#### 350ccMR Heat 2:

9F	1 <sup>st</sup>	2:27.40
5P	2 <sup>nd</sup>	2:35.14
33W	3 <sup>rd</sup>	2:42.45
51S	4 <sup>th</sup>	TNT

#### 125ccH Heat 1:

E111	1 <sup>st</sup>	1:59.03
R71	2 <sup>nd</sup>	2:03.15
Z22	3 <sup>rd</sup>	2:09.28
300S	4 <sup>th</sup>	2:13.36
51E	DNF	TNT
F45	DQ	TNT

#### 125ccH Heat 2:

R71	1 <sup>st</sup>	1:59.13
Z22	2 <sup>nd</sup>	2:05.42
E111	3 <sup>rd</sup>	2:07.47
51E	4 <sup>th</sup>	2:10.51
F45	DNF	TNT
300S	BG	TNT

#### 125ccH Heat 3:

Z22	1 <sup>st</sup>	2:00.00
E111	2 <sup>nd</sup>	2:01.71
R71	3 <sup>rd</sup>	2:03.33
300S	4 <sup>th</sup>	2:08.12
F45	5 <sup>th</sup>	2:15.14
51E	DNS	TNT

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### OPC

1. In races of more than 5 laps, consisting of 1 heat only, where positions and National High points are awarded, the scorer does not have to record the time for each boat every lap.
2. A driver comes to registration for an event scheduled in March 2018. His current membership card does not have CAPT and a date on it. He does have a receipt that states he completed capsule training on June 2016. This will allow him to race in the 2018 season.
3. If the race is stopped and not restarted in heats of more than 5 laps, the final results are taken from the last completed lap. If the race stoppage is caused by a driver that driver will receive a two lap penalty.
4. During a one day sanction it is ok to schedule a class more than one time and give National High Points.
5. Pete was having a problem controlling his boat through the turns and he hit a buoy and damaged it. He kept racing. The officials saw this and Pete was penalized one ( 1 ) lap per OPC Rule 10, par 2. A few laps later the race was red flagged. All boats, including Pete, were brought to the dock and lined up for a restart. The boats were lined up per OPC Rule 7 par 2. Pete's one (1) lap penalty will not be assessed until the completion of the heat.
6. If there are fewer starters than required, only regular points will be awarded and no championship will be awarded.
7. APBA National High Points go to the driver as listed on the Summary Sheet. However if an owner is listed as well, the points go to the owner not the driver.
8. Boat numbers must be readily visible to the officials. Failure of the number to be visible may disqualify the boat.
9. Boat numbers must be black numerals on a white background that is approximately elliptical or rectangular in shape, or the reverse of the preceding is acceptable.
10. Johnny was new to racing and really loves the colors red and white. He painted his boat white and had his number painted red. He could see it from very far away so he was sure the scorers could see it. He also loved the number he used on his favorite go-cart so put that as his SST 45 number even though it was not what was printed on his membership card. The scorers really liked Johnny so said it was ok for him to use what he wanted.

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### Offshore

1. The following are APBA Offshore National Classes: Super Cat, Cat Lite, Super Vee Lite, P-1 SuperStock, Super Vee and Extreme Limited.
2. APBA Membership fee for a riding team member is \$150 per person, but the non-riding team members only pay \$60 per person.
3. No matter who is driving the boat, the minimum age is 18.
4. At registration, all riding crew members must show proof of a current Class II FAA physical or CDL Physical.
5. Registrations and assignments of racing numbers become effective November 1 and are valid until October 31, unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned.
6. If you sell your boat you can allow the new owner to use your assigned number on that boat, even if you are planning to use the same number on another of your boats.
7. Racing numbers on each boat must be no more than 3 digits and numbers only.
8. Numbers must be legible for scoring purposes.
9. Each sanctioned event must have a scorer present.
10. The Event's Chief Scorer's must submit results to APBA headquarters from races within fourteen (14) days of the completion of the event.