



**Office use only:**  
Control Number: T 4  
Assigned Group:  
Effective for Race Year: 2023

## 2023 Inboard Rule Change Proposal

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**Date:** Dec. 1, 2022

Note: Proposals must be submitted to the Inboard Office by December 1, 2023 to be considered.

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

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

Check all that apply:

General Safety Rule	<input type="checkbox"/>
General Racing Rule	<input type="checkbox"/>
Stock Class Technical Rule *	<input type="checkbox"/>
Modified Class Technical Rule *	X <input type="checkbox"/>

**Affected Class(es):** 1Litre Mod

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

**Author's VERY BRIEF Summary of Proposed Action:** Allow increased displacement of 2 stroke engines to allow use of older engines that have been worn and need rebuilding.

**Affected Rule:** 41.1.2 Maximum Displacement , including clearances: 2 cycle – 1160 cc

**Proposed rule:** 41.1.2 Maximum Displacement, including clearances: 2 cycle – 1276 cc. Engines over 1160 cc have a 50 lb total race weight penalty.

**Reason for change:** Many times an engine cylinder wears and have to be bored out and reconditioned and a larger cylinder is required. The cost of this boring is less expensive than sleeving or destroking to maintain the maximum displacement. This small increase in displacement will not make a big increase in horsepower, so the 50 lb penalty will keep the engines in parity. The extra displacement will also allow the use of factory new cylinders ie: Yamaha 1300. Vs Yamaha 1200