BOOKS NEEDED: CURRENT SCORER’S HANDBOOK

CURRENT CATEGORY RULE BOOKS

CURRENT GENERAL SAFETY AND RACING RULES

\*\*Note: For 2016 you will be using the 2016 Rule Books as well as current rules approved and printed in Propeller Magazine. This may vary depending on the category. 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.

## The purpose of this test is to have scorers read the current Handbook and the current Rule Book, including the General Racing Rules and General Safety Rules, as well as the rules pertaining to each category in which they score.

## This year, the 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, and Vintage/Special Events. **If you are scoring in another category and planning on having the J Classes on your sanction you need to take the J scorers test too! Keep in mind they run under the Stock, Mod and Pro Categories and some of the rules are the same, so you will need these Rule Books also. With the J Classes running more and more with other categories we are separating this test from Stock, Mod & Pro.**All scorers need to complete the section covering questions from the 2016 Scorer’s Handbook. Please complete the section covering the category where you wish to be approved. If you wish to be approved in more than one category, you must complete all the information required for each of those categories. 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. You must take and pass the test to be approved as a scorer for the current year.***

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 a ride too in 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.

J Category

1. Must JH and JR be given separate testing time.
2. Must heat be stopped if a JH or JR driver goes into the water prior to the final lap of any heat.
3. Drivers may compete in JH or JR after they turn 16 years of age.
4. AXH and AXR drivers can start racing at 12 years of age, with no maximum age.
5. 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. The Inspector and registrar needs to be notified.
6. 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).
7. The start shall be final, even if there is only 1 legal starter.
8. The driver or drivers responsible for the stoppage of the heat will not be scored.
9. 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. A receipt is given to someone completing a full year membership form at a race site.
2. The waiver and release forms are signed by adults only.
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 have the previous year’s forms where the fees or forms are dated, you can use them and just correct the date.
5. When Max Smith fills in his birth date and it shows he is 16 years old, he does not have to complete a minor release or have his parent/guardian signature to race.
6. A club card must be shown at registration.
7. A single event member should complete the form and sign the Agreement of Release on the back of the white copy of the single event form. They must show a copy of a physical exam form and or capsule training certificate if the category requires it. The yellow copy of the single event form is the members receipt. Do not use the “Membership Receipts”, they are mistaken for full membership dues at other events. Special Event includes COR, JRR, and ORR so they pay the Special Event fee.

Stock, Mod, & Pro

1. No driver shall leave the pits after the one-minute signal has been given.
2. Runabouts in MOD and SO classes must be affixed with numbers that are black on a solid white background or white on a black background. The figures and letters must be at least 6 inches in height and the stroke must be at least one inch wide and one inch spacing between each figure and letter, where space permits. There must be at least one inch of background around the number where space permits. These numbers must be affixed on both sides of the boat.
3. 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.
4. For a Stock Outboard entry to be scored, an entry must finish as a result of engine power.
5. In the PRO classes, in order to be scored, a driver must finish within two minutes of the first legal starter.
6. In the Pro category you can run K Pro H at age 12.
7. In the Modified Category there must be 3 legal starters at a divisional championship.
8. 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.
9. 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.

Stock, Mod, & Pro

Result the below races:

CSH Heat 1: CSH Heat 2:

67C 1st 2:45.37 20C 1st 2:25.51

20C 2nd 2:49.88 67C 2nd 2:27.45

350ccMR Heat 1: 350ccMR Heat 2:

5P 1st 2:28.15 9F 1st 2:27.40

9F 2nd 2:37.12 5P 2nd 2:35.14

51S 3rd 2:39.35 33W 3rd 2:42.45

33W 4th TNT 51S 4th TNT

125ccH Heat 1: 125ccH Heat 2: 125ccH Heat 3:

E111 1st 1:59.03R711st 1:59.13 Z22 1st 2:00.00

R71 2nd 2:03.15Z222nd 2:05.42E111 2nd 2:01.71

Z22 3rd 2:09.28E1113rd 2:07.47R71 3rd 2:03.33

300S 4th 2:13.3651E 4th 2:10.51300S 4th 2:08.12

51E DNF TNT F45 DNF TNT F45 5th 2:15.14

F45 DQ TNT 300S BG TNT 51E DNS TNT

Thundercat (SLT)

1. All drivers shall hold their lanes until they are completely around the first turn buoy or they will be disqualified.
2. In the distance of a marathon course, each heat shall not be less than 20 minutes or 15 miles in length from start to finish. The race may consist of one or two heats. If the race consists of two heats, they shall be on successive days and the winner in each class shall be determined on the basis of total points scored in the two heats.
3. If a race is stopped before 2/3 of the distance has been covered by the first boat, drivers shall return immediately to the starting area and be ready for an immediate restart. The driver(s) responsible for the stoppage shall not be eligible for the restart at the least advantageous position for that heat.

OPC

1. All OPC classes run at this event will be dock starts and are scheduled to run 10 laps in each heat and/or final. The flag drops in the SST 45 heat and 9 of the 10 boats lined up leave the dock. The 10th boat could not get started and never leaves the dock. This boat is considered a legal starter.
2. On lap # 18 of a 20 lap race, boat # 70 blows over, causing the stoppage of the race. The decision is made not to restart the race and the final results are taken from the last full lap completed. Boat # 70 completed all of the 17 laps run before the race was red flagged. He is allowed to be scored and receive a position.
3. The boat that causes the stoppage of a race that is not restarted receives a 2 lap penalty.
4. A driver comes to registration for an event scheduled in March 2016. His card does not have CAPT and a date on it. He does have a receipt that states he completed capsule training on June 2014. This will allow him to race in the 2016 season.
5. Sammy Jones wants to register and run in SST 45 but he is 14. He produces verification that he ran in the Junior classes for 2 years, attended the SST45 driving school and was approved and knows that he must abide by the OPC rule for rookies. Everyone else registering in the class that day is 16 or older, but the scorer says that Sammy can register and run in SST 45.
6. Classes were combined on the race course. For scoring purposes and to save time, the scorer put all of the combined classes on the same summary sheet. This is acceptable since they raced together.
7. There must be at least five bona fide starters in the class in any heat in order to be scored as a National Championship and receive the designated bonus points.
8. If there are fewer starters than required, only regular points will be awarded and no championship will be awarded
9. Joey comes to his first race with his favorite numbers on his boat that he used to run in go carts. Problem is he is not the only entry with that number and the other boat has that number registered and listed on his APBA card. Joey says he is going to run his number on his boat anyway and the scorers felt sorry for him so she said that is ok.

Inboard

1. Entrants for the final heat will be decided on time.
2. After September 1st additional classes may be added to a sanction for a race taking place between September 1st and November 1st.
3. 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.
4. A boat that has been disqualified during the qualification heats shall be able to fill the filed.
5. 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.
6. The maximum number of entries allowed in a Jersey Speed Skiff heat is 10.
7. 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.
8. In order to be eligible to compete in a time trial, the boat 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.
9. SS, PS, and K racing runabout must be equipped with a registered reinforced cockpit to be eligible to participate in a time trial (Kilo/and or1/4 mile).
10. No record may be set using a flag start.

Inboard Endurance

1. Scoring will continue under caution flag conditions.
2. There are four starters required to have a legal heat in the Comp Jet class.
3. Drivers, who already have an APBA driver’s license, but have not run an Inboard Endurance race, must start on the outside.
4. The final positions for the day is figured if more than one heat is run in a day by adding the times together.
5. Changes to the APBA General Racing Rules and Safety Rules must be incorporated into the Inboard Endurance Racing Rules.

Vintage & Historic Questions

1. The person responsible for registration at a Vintage & Historic event must complete the appropriate sections of the current APBA Scorer’s Test.
2. A $10 fee is to be collected from each registered Vintage & Historic participant at each event.
3. The scorer listed on the sanction will forward the total fees collected ($10/participant) to APBA Headquarters where it will be deposited into the Vintage Promo Fund.
4. All drivers restrained in a reinforced cockpit are required to show proof of current capsule training and current physical.
5. All drivers whose category of racing requires physicals as well as, any competitor 60 years and older must show proof of current physical.
6. It is important to protect your event and the APBA from potential liabilities in case of accidents by having all participants sign the required waivers and entry blanks.

**Information that needs to get to all scorers who are listed on the sanction where a Vintage & Historic event is included.**

1. **Summary Sheets are available from APBA HQ. These are a good vehicle for use for tabulations of monies and points.**
2. **List name of each participant.**
3. **Imprint card and boat # in areas provided.**
4. **If no card (or information is not listed on the card) list participant and APBA #, etc. with current required information. Ie; physical, current membership taken, capsule training certificate, etc.**
5. **List all monies collected that are turned in to APBA ( $10 fee )**
6. **In order to be listed on the sanction as the scorer, that person will take the 2016 Scorer’s Test in the Handbook and Vintage sections. They will only be listed on the circular after taking and passing the required sections. ( same as all category scorers )**

*Please note:*

*APBA safety rules have changed physical and/or capsule training rules. The Vintage Rule book will be updated to reflect this information. This may alter the location of the answers for the appropriate Q&A listed above.*

Offshore

1. Minimum age for a riding crew is 18. A 16 year old crew member is allowed to compete if paired with a racer who has entered and competed in 3 offshore races.
2. The owner of V-Lite “Double Nickels” raced as #55 for several years. He took a year off to build a new boat. He returned to find another racer had registered as boat #55. “Double Nickel” should get his number back.
3. Each sanctioned racing event must have a scorer present. Should an officially designated scorer be unable to attend any sanctioned racing event, any member of the Offshore Racing Commission may appoint an alternate to serve at that racing event.
4. Team Desperado experiences engine trouble during testing and works over night to complete repairs. His class leaves the dock for the 2nd heat and the Desperado boat won’t start. Posted results give last place points to Team Desperado. At the conclusion of the race, Team Desperado tells registration his entry fee should be applied to the next race.
5. If a race is stopped half-way through the race, positions shall be recorded as they were at the finish line just prior to the stoppage of the race.
6. Boat #17 suddenly cuts across 2 positions, portside, in front of boat #33 forcing boat #33 off course, preventing boat #33 from reaching turn 4 first resulting in a 3 minute penalty for boat #17.
7. Based on the scenario in question six, boat # 33 may file a protest against Boat #17.
8. In the event of a tie in points any 2 boats (in all racing series consisting of 2 or more heats) the most laps and fastest average speed are considered for breaking a tie. First by distance then by time.
9. A race was held in Galveston, TX. The Super Stock class ran 2 heats on Sunday providing the below results. What is the order of finish?
10. Using the results below how many points did each boat receive for this race?

Super Stock Galveston, TX

|  |  |  |
| --- | --- | --- |
| Boat | Heat 1 | Heat 2 |
| 1 | 2 | 3 |
| 2 | 3 | 4 |
| 3 | 1 | 1 |
| 4 | 4 | 2 |
|  |  |  |