

# AMERICAN POWER BOAT ASSOCIATION 2018 REFERENCE BOOK

*Special Events; UIM, CBF, FMM Agreements; Outstanding Endowments; North American Championships; Speed Computations; Glossary Of Terms*

## RULES FOR SPECIAL EVENTS

### RULE 1 • INTENT AND SPIRIT

The Special Events and Certification Committee will sanction events which are outside the jurisdiction of any of the racing categories, and will provide for the certification of the results of such events, whenever applicable.

#### Rule 2 • Eligibility

Organizations or individuals applying for sanction approval must contact the Chairman of the Special Events and Certification Committee for sanction approval and must be current members of APBA. They may apply for membership in conjunction with the application for sanction. The Chairman of the committee will in turn notify the Executive Administrator of APBA who will process the sanction application for the event.

#### Rule 3 • Jurisdiction and Management

Final jurisdiction over all events sanctioned under these rules shall reside in the Special Events and Certification Committee. All officials named in the sanction application must be members of APBA. A member of the Special Events and Certification Committee or a designated representative must be present at all events where certificates of performances are involved or requested.

#### Rule 4 • Sanction

Sanction applications for Special Events, addressed to APBA National Headquarters, must be received no less than 60 days prior to the date of the event, except where special circumstances preclude 60 days notice. All exceptions must be approved by the Chairman of the committee in writing.

Special Event sanctions must be signed by the Chairman of the Special Events Committee and by the Region Chairman of the region in which the event starts. If a Region Chairman does not respond within ten days to a request for a Special Event or if a Region Chairman will not approve a Special Event, the Chairman of the Special Events Committee can poll the national activity Vice Presidents and the result of this poll will be binding on granting the sanction. In addition, the Special Events Committee is not to allow a sanction that is being proposed with the specific intention of trying to circumvent class rules that are covered by individual category rules.

#### Rule 5 • Certification and Course Charts

For all Special Events where the applicant requests speed or performance certification, the sanction application must be accompanied by a chart of the course, or evidence that the applicant has contacted and is working with the APBA Chief Surveyor on the development of a chart to be submitted for approval.

- A. Course charts must be prepared in accordance with the provisions of General Racing Rule 2. For the purpose of records the course shall be measured in straight lines from one navigational buoy, lighthouse, landmark, etc., to another.
- B. Charts must be submitted postmarked no less than six (6) weeks prior to the date of the event, unless specific waiver is granted in writing by the Chief Surveyor. The land surveyor or civil engineer who prepares the course chart shall certify thereon that the chart is correct and that the course during the conduct of the event will be in accordance with said chart. The certification signature must be notarized and the final chart submitted in triplicate for the APBA Chief Surveyor's approval signature.
- C. If speed or performance certificates are involved, the official surveyor shall provide a notarized certificate, in duplicate, in which the strict execution of the above requirements is certified.

#### Rule 6 • Inspection

Inspection by the named Inspector will include a general safety inspection of all equipment to be used in the event and a general technical inspection to certify that the boat(s) and engine(s) is (are) as stipulated on the entry forms. The Inspector will provide a certification to this effect where speed or performance certificates are to be awarded.

#### Rule 7 • APBA Membership

All participants including owners, drivers and any passengers in the competing craft must be APBA members, annual racing or single event, in any division.

## UNION OF INTERNATIONAL MOTORBOATING

International power boat racing is conducted under the jurisdiction of the [Union of International Motorboating \(UIM\)](#). Founded in 1922, with headquarters in Monaco, the organization has affiliates in North and South America, Europe, Asia, Australia, Africa and New Zealand. It is the recognized body for approving all power boat **world championships** and world records. In each country one power boat racing organization is designated by UIM as the National Authority. In the United States, the American Power Boat Association is recognized by UIM as the National Authority and governing body for organized racing. Only records established at APBA sanctioned regattas may therefore be approved by UIM as world records.

### UIM Officers

- 1) President, Raffaele Chiulli, Safe, Via A-Rivaldi 15 Rome, Italy
- 2) Senior Vice-President: Fred Hauenstein, Jr., 1830 White Swan Dr., Oshkosh, WI 54901 USA
- 3) Vice President: Jean-Marc Giraldi - Monaco
- 4) Cominsport President: Fred Hauenstein, Jr., 1830 White Swan Dr., Oshkosh, WI 54901 USA
- 5) Cominsafe President: Bob Wartinger, 14804 32nd Pl. S., Seattle, WA 98168
- 6) Secretary General: Thomas Kurth, Stade Louis II Entree H, MC98000 Monaco

### Documents Required for Records

The UIM requires that the following documents be added to an application for a world record:

- a) A copy of the boat's entry blank.
- b) A certificate by local licensed surveyor that the course is in accordance with the approved chart of course.
- c) Timekeeper's report.
- d) The calculations made by the various officials.
- e) The inspection certificate.
- f) A photograph of the boat under way with indications of the colors of the hull, inscriptions, etc.
- g) Official Record Application completely filled out and signed by the Referee.
- h) Required fees.

### General

For time trials, UIM recognizes a one nautical mile, a one statute mile, a 1/4<sup>th</sup> statute mile, and a one kilometer course. However, UIM recognizes only one speed record, for the fastest mile per hour, regardless of the course used.

In competition, the distances specified by UIM are five, ten and fifteen miles. UIM requires that approved courses must be laid out in relation to known marks on land.

Measurement certificates must be signed by *two* inspectors and by either the Referee for a competitive record or the Racing Commission representative for a straightaway record.

Courses must be surveyed in accordance with APBA instructions and requirements. UIM specifies that no runs can be counted if made within one hour before or one hour after high or low tide and that timing on board anchored boats or competing boats is not allowed.

UIM allows a record only if the new speed equals or betters the old speed multiplied by 1.003.

When applying for records refer also to the General Racing Rules, and to the Racing Rules for the division in question. The UIM Rule Books are available from [uimpowerboating.com](http://uimpowerboating.com) under Documents/Rule Books.

## APBA-CBF AGREEMENT Amended May 2, 2016

An operating agreement between APBA and the Canadian Boating Federation was signed on January 13, 1962. Its principal objectives are to promote better power boat racing in all classes of the sport, and to develop a sound understanding and cooperative international relationship between the two organizations.

The agreement includes reciprocal arrangements for sanctioning joint regattas, recognizing members of the two organizations who may participate in each other's regattas, and other working procedures. The text of the agreement is published herewith. Sponsors contemplating joint APBA-CBF sanctions, and officials of the two organizations likely to be concerned with the procedures, should review the provisions of the agreement. Additional information may be obtained from APBA National Headquarters or from Canadian Boating Federation, 142 Saint-Philippe, Salaberry de Valleyfield Quebec, Canada J6S 3H4.

## OPERATING AGREEMENT

This Operating Agreement made the 13th day of January, 1962, and amended December 11, 1977, and amended November 21, 1997 and amended January 25, 2000 by and between American Power Boat Association, a membership Corporation duly organized and existing under and by virtue of the laws of the State of New York and the National Authority of motor boat racing

for the United States of America and Canadian Boating Federation, Inc. a corporation organized and existing under and by virtue of the laws of Canada and the National Authority for motor boat racing for Canada.

WITNESSETH: First: The parties hereto mutually agree as follows:

**Purpose**

Second: This agreement has for its object and purpose the mutual benefit of both signatory organizations, the promotion of better motor boat racing for all classes in the sport, and a sound understanding and cooperative international relationship between the parties hereto.

**Territory**

Third: The Canadian Boating Federation, Inc. shall at all times retain its status as the National Authority, as defined in the By-Laws of the Union Internationale Motonautique, for power boat racing contests conducted in Canada and, in accordance with that status, shall have the right to sanction all and any power boat races in Canada. The American Power Boat Racing Association shall at all times retain its status as the National Authority, as defined in the By-Laws of the Union Internationale Motonautique, for power boat racing contests conducted in the United States of America and its territories and, in accordance with that status, shall have the right to sanction any and all power boat races in the United States of America and its territories.

**Eligibility**

Fourth:

- a) Canadian drivers who are affiliated with the Canadian Boating Federation, Inc. shall not be required to join the American Power Boat Association as racing members. In such case, however, they shall not receive high point awards of American Power Boat Association if they compete in a regatta sanctioned by the American Power Boat Association. American drivers who are affiliated with the American Power Boat Association shall not be required to join Canadian Boating Federation, Inc. as racing members. In such cases, however, they shall not receive high point awards of Canadian Boating Federation, Inc. if they compete in a regatta sanctioned by Canadian Boating Federation, Inc. All contestants shall be eligible for advertised prizes, as shown on race circular.
- b) Nothing herein contained shall be construed as any restriction prohibiting American Power Boat Association's drivers from competing in Canadian Boating Federation, Inc. sanctioned races not sanctioned by American Power Boat Association. All that shall be necessary is for the American driver to show his current American Power Boat Association card and he shall be eligible to compete in Canadian Boating Federation, Inc. regattas whether or not sanctioned by American Power Boat Association.
- c) Nothing herein contained shall be construed as any restriction prohibiting Canadian Boating Federation, Inc.'s drivers from competing in American Power Boat Association sanctioned races not sanctioned by Canadian Boating Federation, Inc. All that shall be necessary is for the Canadian driver to show his current Canadian Boating Federation, Inc. card and he shall be eligible to compete in American Power Boat Association regattas, whether or not sanctioned by Canadian Boating Federation, Inc.
- d) American Power Boat Association members in order to be eligible to compete at Canadian Boating Federation, Inc. National and Divisional Championships (only applies to single event titles) or to set a Canadian Boating Federation, Inc. record, must be members of Canadian Boating Federation, Inc.
- e) Canadian Boating Federation, Inc. members, in order to be eligible to compete at American Power Boat Association National and Divisional Championships (only applies to single event titles) or to set an American Power Boat Association record, must be members of American Power Boat Association.
- f) American Power Boat Association officials at United States sanctioned regattas shall have the right to discipline Canadian Boating Federation, Inc. drivers and Canadian Boating Federation, Inc. officials at Canadian sanctioned regattas have the right to discipline United States drivers.
- g) Protest and appeal procedures will remain consistent with current rulings. The decision of the governing body in the country where the regatta is held shall be final. American Power Boat Association and Canadian Boating Federation Inc., are to notify and abide by each other's decisions as to suspended drivers and protests. Each authority shall honor and enforce any disciplinary action taken by the other.

**Dual Sanctions**

Fifth:

- a) Referees and Inspectors for dual sanctions are to be selected from a current Canadian Boating Federation, Inc., American Power Boat Association approved dual-sanctioned listing of officials eligible for these assignments.
- b) Duplicate Summary Sheets are to be filed in accordance with current rulings of either Canadian Boating Federation, Inc. and/or American Power Boat Association regattas. Each organization is to receive one copy of said Summary Sheets.
- c) Should a single contestant be a member of both Canadian Boating Federation, Inc. and American Power Boat Association, then said contestant will be awarded points for high point awards in both Canadian Boating Federation, Inc. and American Power Boat Association.

- d) All contestants are to be equally eligible for advertised prizes as shown on race circular according to overall finishing positions.
- e) Protest and appeal procedures will remain consistent with current rulings. The decision of the governing body in the country where the regatta is held shall be final. American Power Boat Association and Canadian Boating Federation, Inc. are to notify and abide by each other's decisions as to suspended drivers and protests.
- f) When sponsoring, American Power Boat Association Club shall possess a current club membership in the Canadian Boating Federation, Inc.
- g) When sponsoring, the Canadian Boating Federation, Inc. Club shall possess a current club membership in the American Power Boat Association.
- h) American Power Boat Association records, closed course and kilo, may be set in the territorial limits of the United States and Canada, provided all APBA prerequisites for the setting of a record have been met.
- i) Canadian Boating Federation Inc. records, closed course and kilo, may be set in the territorial limits of Canada and United States, provided that all Canadian prerequisites for the setting of a record have been met.
- j) It is hereby agreed to by both parties that when any event is joint sanctioned by APBA and CBF, both associations will make their best efforts to ensure that any TV production will carry the logos and credits showing the event was sanctioned by both APBA and CBF.

**General**

Sixth:

- a) Canadian Boating Federation, Inc. Clubs may apply for an American Power Boat Association sanction provided they first have a Canadian Boating Federation, Inc. sanction.
- b) American Power Boat Association clubs may apply for a Canadian Boating Federation, Inc. sanction provided they first have an American Power Boat Association sanction.
- c) A Canadian Boating Federation, Inc. club may join American Power Boat Association only after it is a member of Canadian Boating Federation, Inc.
- d) An American Power Boat Association club may join Canadian Boating Federation, Inc. only after it is a member of American Power Boat Association.
- e) Canadian Boating Federation, Inc. will sanction a regatta in United States only with the consent of American Power Boat Association.
- f) American Power Boat Association will sanction a regatta in Canada only with the consent of the Canadian Boating Federation, Inc.
- g) Canadian Boating Federation, Inc. liability and participant accident insurance shall cover an American Power Boat Association driver in a Canadian Boating Federation, Inc. sanctioned regatta.
- h) American Power Boat Association liability and participant accident insurance shall cover a Canadian Boating Federation, Inc. driver in an American Power Boat Association sanctioned regatta.
- i) Notwithstanding any of the above, a racing driver or owner may join Canadian Boating Federation, Inc. or American Power Boat Association regardless of where he or she may reside. A racing driver or owner shall not be required to belong to both organizations.

**Prior Agreement**

Seventh: This agreement shall supersede any and all prior agreements between the parties.

**Modification**

Eighth: The terms of this agreement may only be modified, altered or changed during the term hereof or any extension thereof by majority consent of those present at a stated meeting of a joint committee consisting of the President of Canadian Boating Federation, Inc. and the President of American Power Boat Association and four (4) appointed members of each organization. Such meeting to be at the call of the President of the Canadian Boating Federation, Inc. or the President of the American Power Boat Association by giving to the other thirty (30) days notice by mail, with proof of receipt, of such meeting to be held at the headquarters of the Canadian Boating Federation, Inc. or the American Power Boat Association setting out the agenda for consideration at the said meeting.

**Crossover Dues Agreement**

Ninth:

- a) Any member of the Canadian Boating Federation, Inc. can join the American Power Boat Association for a flat annual fee, the amount of which is to be established each year by mutual agreement of the Canadian Boating Federation and the American Power Boat Association. In order to reflect differences in currency exchange rates, all fees will be stated in United States dollars.
- b) Any member of the American Power Boat Association can join the Canadian Boating Federation, Inc. for a flat annual fee, the amount of which is to be established each year by mutual agreement of the American Power Boat Association and the Canadian Boating Federation. In order to reflect differences in currency exchange rates, all fees will be stated in United States dollars.

- c) Canadian citizens must join the Canadian Boating Federation prior to joining the American Power Boat Association. Citizens of the United States must join the American Power Boat Association prior to joining the Canadian Boating Federation.

**Term**

Tenth: This agreement shall terminate on the 31st day of January, 2001 but shall be automatically renewed from year to year thereafter unless notification in writing from either party be given at least 60 days prior to the 31st day of January of any year thereafter.

In Witness Whereof, the parties hereto have set their hands and seals this 25th day of January, 2000.

Attest: American Power Boat Association                      Canadian Boating Federation, Inc.

By: Mike Jones, *President*    Pierre Lavigne, *President*

**APBA-FMM OPERATING AGREEMENT**

**Operating Agreement**

This Operating Agreement made the 28th day of January, 1978, by and between the American Power Boat Association, a membership corporation duly organized and existing under and by virtue of the laws of the State of New York and the National Authority for motor boat racing for the United States of America, and the Federation Mexicana de Motonautica, A.C., a corporation organized and existing under and by virtue of the laws of Mexico and the National Authority for motor boat racing for Mexico.

WITNESSETH: First: The parties hereto mutually agree as follows:

**Purpose**

Second: This agreement has for its object and purpose the mutual benefits of both signatory organizations, the promotion of better motor boat racing for all classes in the sport, and a sound understanding and cooperative international relationship between the parties hereto.

**Territory**

Third: The Federacion Mexicana de Motonautica, A.C. (hereinafter called FMM) shall at all times retain its status as the National Authority for motor boat racing contests conducted in its jurisdiction in Mexican waters and the American Power Boat Association (hereinafter called APBA) shall at all times retain its status as the National Authority for motor boat racing contest in its jurisdiction in United States waters. The National Authority referred to herein is that granted to the respective organizations by the Union of International Motorboating, (UIM).

**Eligibility**

Fourth:

- a) Mexican drivers who are affiliated with the FMM shall not be required to join the APBA as racing members. In such case, however, they shall not receive high point awards of APBA if they compete in a regatta sanctioned by APBA. American drivers who are affiliated with APBA shall not be required to join FMM as racing members. In such case, however, they shall not receive high point awards for FMM if they compete in a regatta sanctioned by FMM. All contestants shall be eligible for advertised prizes, as shown on race circular.
- b) Nothing herein contained shall be construed as any restriction prohibiting APBA's drivers from competing in FMM sanctioned races not sanctioned by APBA. All that shall be deemed necessary is for the American driver to show his current APBA card and he shall be eligible to compete in FMM regattas whether or not sanctioned by APBA.
- c) Nothing herein contained shall be construed as any restriction prohibiting FMM's drivers from competing in APBA sanctioned races not sanctioned by FMM. All that shall be necessary is for the Mexican driver to show his current FMM card and he shall be eligible to compete in APBA regattas, whether or not sanctioned by FMM.
- d) APBA members in order to be eligible to compete at FMM National, Divisional or Regional Championships must be members of FMM.
- e) FMM members in order to be eligible to compete at APBA National, Divisional or Regional Championships must be members of APBA.
- f) APBA officials at United States sanctioned regattas shall have the right to discipline FMM drivers; and FMM officials at Mexican sanctioned regattas have the right to discipline APBA drivers.

**Dual Sanctions**

Fifth:

- a) Referees and Measurers for dual sanctions are to be selected from a current FMM, APBA approved dual-sanction listing of officials eligible for these assignments.
- b) Duplicate Summary Sheets are to be filed in accordance with current rulings of either FMM and/or APBA regattas. Each organization to receive one copy of said Summary Sheet.

- c) Should a single contestant be a member of both FMM and APBA, then said contestant will be awarded points for high point awards in both FMM and APBA.
- d) All contestants are to be equally eligible for advertised prizes as shown on circular according to overall finishing positions.
- e) Protest and appeal procedures will remain consistent with current rulings. The decision of the governing body in the country where the regatta is held in shall be final. APBA and FMM are to notify and abide by each other's decisions as to suspended drivers and protests.
- f) When sponsoring, the APBA club shall possess a current club membership in FMM.
- g) When sponsoring, the FMM club shall possess a current club membership in the APBA.

**General**

Sixth:

- a) FMM clubs may apply for an APBA sanction provided they first have a FMM sanction.
- b) APBA clubs may apply for a FMM sanction provided they first have an APBA sanction.
- c) An FMM club may join APBA only after it is a member of FMM.
- d) An APBA club may join FMM only after it is a member of APBA.
- e) FMM will sanction a regatta in United States only with the consent of APBA.
- f) APBA will sanction a regatta in Mexico only with the consent of FMM.
- g) FMM liability insurance shall cover an APBA driver in a FMM sanctioned regatta.
- h) APBA liability insurance shall cover a FMM driver in an APBA sanctioned regatta.
- i) Notwithstanding any of the above, a racing driver or owner may join FMM or APBA regardless of where he or she may reside. A racing driver or owner shall not be required to belong to both organizations.

**Prior Agreement**

Seventh: This agreement shall supersede any and all prior agreements between the parties.

**Modification**

Eighth: The terms of this agreement may only be modified, altered or changed during the term hereof or any extension thereof by majority consent of those present at a state meeting of a joint committee consisting of the President of FMM and the President of APBA, and four appointed members of each organization. Such meeting is to be at the call of the President of the FMM or the President of the APBA by giving to the other thirty (30) days notice of such meeting to be held at the headquarters of the FMM or the APBA setting out the agenda for consideration at the said meeting.

**Term**

Ninth: This agreement shall terminate on the 31st day of January, 1978, but shall be automatically renewed from year to year unless notification in writing from either party be given at least 60 days prior to the 31st day of January, 1978, or any year thereafter.

In Witness Whereof, the parties hereto have set their hands and seals this 28th day of January, 1978.

**Federacion Mexicana De Motonautica A.C.**

Ing. Fidel Alvarez Guzman

*President de la Commission Internacional de la FMM*

Dr. Francisco Parra Pichardo

*President FMM*

**American Power Boat Association**

Mr. Charles D. Strang

*Chairman, International Affairs APBA*

Mr. Richard Sandstrom

*President APBA*

**HONORARY LIFE MEMBERS**

George Byers Jr., Steven J. David, Craig Dewald, Fred Hauenstein, Jr., R. Steven Hearn, Michael K. Jones, Edgar Rose, Richard W. Sandstrom, Charles D. Strang, Dave Sutton, Gloria J. Urbin, Mark Weber, Mark Wheeler

**HONORARY FOREIGN VICE-PRESIDENTS**

Raffaele Chiulli, *President, Union Internationale Motonautique* [www.uimpowerboating.com](http://www.uimpowerboating.com)

1, Avenue des Castelans, 98000 Monaco T) +377 92 05 25 22 F) +377 92 05 04 60 [uim@uimpowerboating.com](mailto:uim@uimpowerboating.com)

Norm Woods, *President, Canadian Boating Federation* [www.cbfn.ca](http://www.cbfn.ca)

142 Saint-Philippe, Salaberry de Valleyfield, Quebec J6S 3H4 Canada B) 450-377-4122 [cbfn@cbfn.ca](mailto:cbfn@cbfn.ca)

## **PAST PRESIDENTS**

W. H. Ketcham 1903-04  
J. Howard Wainwright 1905, 1909  
J. Norris Oliphant 1906-08  
Herman T. Koerner 1910-15  
Albert L. Judson 1916-22  
Frederick R. Still 1923-31  
George H. Townsend 1932-34  
George W. Sutton, Jr. 1935-37  
John A. Remon 1938-45  
W. M. Horn 1946  
Leonard H. Thomson 1947-48  
C. King Brugman 1949-50  
Jack Horsley 1951  
Gibson Bradfield 1952-53

Merlyn M. Culver 1954  
George J. Trimp 1955-56  
Donald L. Guerin 1957-58  
Gerald T. Hanley, Jr. 1959-60  
E. M. Peatross 1961-62  
Charles D. Strang 1963-64  
James H. Jost 1965-66  
Bob Wanamaker 1967-68  
Les Brown 1969-70  
Paul Kalb 1971-72  
James E. Wilson 1973-74  
Bob Nordskog 1975-76  
Richard W. Sandstrom 1977-78  
Michael K. Jones 1979-80

Stanton T. Fitts 1981-84  
Michael K. Jones 1985-88  
Edgar Rose 1989-92  
Fred Hauenstein, Jr. 1993-96  
Steven J. David 1997-98  
Michael K. Jones 1999-2002  
R. Steven Hearn 2003  
Don Allen, Sr. 2003  
R. Steven Hearn 2004-07  
Mark J. Weber, 2008-2011  
Mark Wheeler 2012-2017  
Howie Nichols 2018 – present

## **OUTSTANDING ENDOWMENTS**

### **Kiekhaefer Straightaway Timing Equipment**

Special equipment designed for use in timing straightaway speed trials and other power boat racing events was presented to APBA by E.C. Kiekhaefer, late president of the Kiekhaefer Corporation, Fond du Lac, Wisconsin, on May 23, 1966. The timing equipment, designed and built by Kiekhaefer Corporation engineers, is of the scanner type, extremely accurate, and is the most practical for all-around use. It is checked annually by the corporation for recalibrating and updating before use in the next racing season in order to maintain its high accuracy. A 10-year program of insurance and yearly maintenance by the corporation is included in the deed of gift.

APBA clubs may request the use of the equipment for sanctioned time trials by contacting National Headquarters or the Chairman, Kiekhaefer Timing Equipment Committee, at least 60 days prior to the event. A fee is required for its use.

### **NORTH AMERICAN CHAMPIONSHIPS**

*North American Championships are held in any one of the three North American countries.*

1. North American Championships may be held annually at the rate of one championship per class; all categories.
2. Awarding of the N.A.C. will be on a bid basis.
3. All provisions of the APBA-CBF agreement will be followed to the letter.
4. All provisions of the FMM-APBA agreement will be followed to the letter.
5. All provisions of the FMM-CBF agreement will be followed to the letter.
6. The cost of N.A.C. plaques shall be \$150.00.
7. In order for the N.A.C. plaque to be awarded to any one class at a regatta there must be a minimum of four (4) starters in the class in at least one heat; step-ups excluded.

## SPEED COMPUTATIONS USING A CALCULATOR BY EDGAR ROSE

Record the calculated MPH to **two** decimal places. For straightaway records, add the Times from two consecutive runs, and divide by two. Compute and record the answer to **two** decimal places.

$$\begin{array}{r} \text{KILOMETER} \\ 2236.936 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{1/4 MILE} \\ 900 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{1 MILE} \\ 3600 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{1-1/4 MILE} \\ 4500 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{1-2/3 MILES} \\ 6000 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{2 MILES} \\ 7200 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{2 1/2 MILES} \\ 9000 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{3 MILES} \\ 10,800 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{5 MILES} \\ 18,000 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

$$\begin{array}{r} \text{15 MILES} \\ 54,000 \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

### CLOSED-COURSE MARATHON

$$\begin{array}{r} 0.6818182 \times (\text{No. of Laps}) \times (\text{Lap Length in Feet}) \\ \text{MPH} = \frac{\quad}{\text{TIME}} \end{array}$$

## GLOSSARY OF TERMS

**Terms of the Glossary shall apply to the By-Laws, General Racing Rules, General Safety Rules and Category Rules.**

**Association:** Shall mean the American Power Boat Association.

**Bona Fide Starter:** Any boat that belongs in the class for which the heat is run, which enters the race course within the allotted time, and crosses the starting line no later than allowed by the rules.

**Competitor, Driver, etc.:** Whenever the words “competitor”, “driver”, “boat”, “boat owner”, “mechanic” or “crew member” are used, unless the context indicates otherwise, the term used shall be interpreted to include a competitor, driver, boat, boat owner, mechanic or crew member assigned to or a member of the same racing team.

**Fair Start:** The instant when the bow of the first bona fide starter crosses the starting line no earlier than allowed by the rules. **Heat:** A single continuous competitive event.

**Race:** An event or a series of heats that result in a single winner for each of the participating classes.

**Regatta:** The complete set of races and time trials that take place pursuant to a single application for an APBA sanction.

**Start of Race:** A race starts when the first boat crosses the starting line in an event or series of events that results in a single winner for its class. In an event that has two or more heats to determine a winner, the race starts when the first boat meeting all starting rules crosses the starting line for the first heat. In a heat utilizing timers that are synchronized with the starting clock, the race starts when the starting clock reaches “0”.