



2019 Stock Outboard Rules

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(New, reduced & changed rules are shaded)

Stock Outboard Mission Statement

Stock Outboard Racing is a form of affordable, amateur, outboard powered racing, achieving maximum recognition and reasonable awards for successful competitors. Our objective is to have competitive equipment, commercially available to all competitors on an equal basis. We wish to promote this sport on a national level and support it on a local level, giving safety a foremost consideration.

We will achieve this mission by:

- Having a clearly defined set of rules. However, the General Racing Rules shall prevail in all situations not specifically covered in the Stock Outboard rules.
- Legislating up-to-date safety equipment, requirements, rules and standardized interpretation.
- Having fair, impartial and trained judges and officials.
- Cooperating with engine manufacturers to meet our mutual goals and needs.
- Effecting a competent inspection procedure to avoid any unfair advantages.
- Promoting the sport to encourage new competitors to join.
- Promoting responsibility and participation of all members.
- Stock Outboard will attempt good competition in all classes via a philosophy of allowing the motor of choice in each class to be the currently manufactured engine.

Every attempt will be made to keep our older engines reasonably competitive within the class through our class competition committees. Going into the future, our current SORC will honor the decisions of previous commissions to achieve stability in our category.

The general safety and racing rules shall prevail in all situations not specifically covered in the Stock Outboard Rules. All rules for the 45SS class will be the same as the OPC SST-45 rules. Except for the minimum age which is 16 years.

SAFETY RULES

SAFETY RULE 1 • NEW DRIVERS

New drivers must, for ten (10) races, place a white cross (X) on their helmets, with the stroke of the X to be a minimum of 2 inches wide. The cross must extend from the front tip up over the top of the helmet to the back rim of the helmet, and from the left ear up over the top of helmet to the right ear. A new driver is any APBA member in good standing who has never driven a registered outboard powered boat in closed course competition heat racing. The new driver must be given an oral examination by the referee, assistant referee, or a person designated by the referee or assistant referee. The new driver must show knowledge of course racing rules before being approved to enter a race. Any new driver's first day of participation in competition must consist of at least one (1) heat of racing during a sanctioned event in which the new driver will drive in a position at the rear of the pack and be observed by the Referee and course officials. If the driver is not cleared for "open competition" at the end of that heat, he/she shall run an additional heat in the same manner until cleared by the Referee.

SAFETY RULE 2 • EQUIPMENT

1. To prevent ingestion of water in the engine, all carburetors shall have a spray shield. Carburetor spray shields are not required for rear-facing carburetors or kilo straightaway time trials. Hull cowlings and canopies may serve as spray shields provided they extend over the carburetor(s). In classes where engines are required to use a factory cowling, said cowling shall constitute a spray shield.

Engine cowlings will be securely attached to prevent loss during competition. Cowlings which come loose or fall off during a heat will result in disqualification. This shall not apply to boats which have flipped, or which have been struck by another boat during that heat. Under no circumstances shall an engine supplied with a motor cowling be run without its cowling. A violation of this rule will result in a disqualification from the heat. In marathon racing an entry will not be disqualified, but a two minute penalty will be added to the entries time. The marathon entry must start the race with the cowling securely attached.

2. Any boat's plastic windshield or cowling must have a protective molding on the exposed edge.

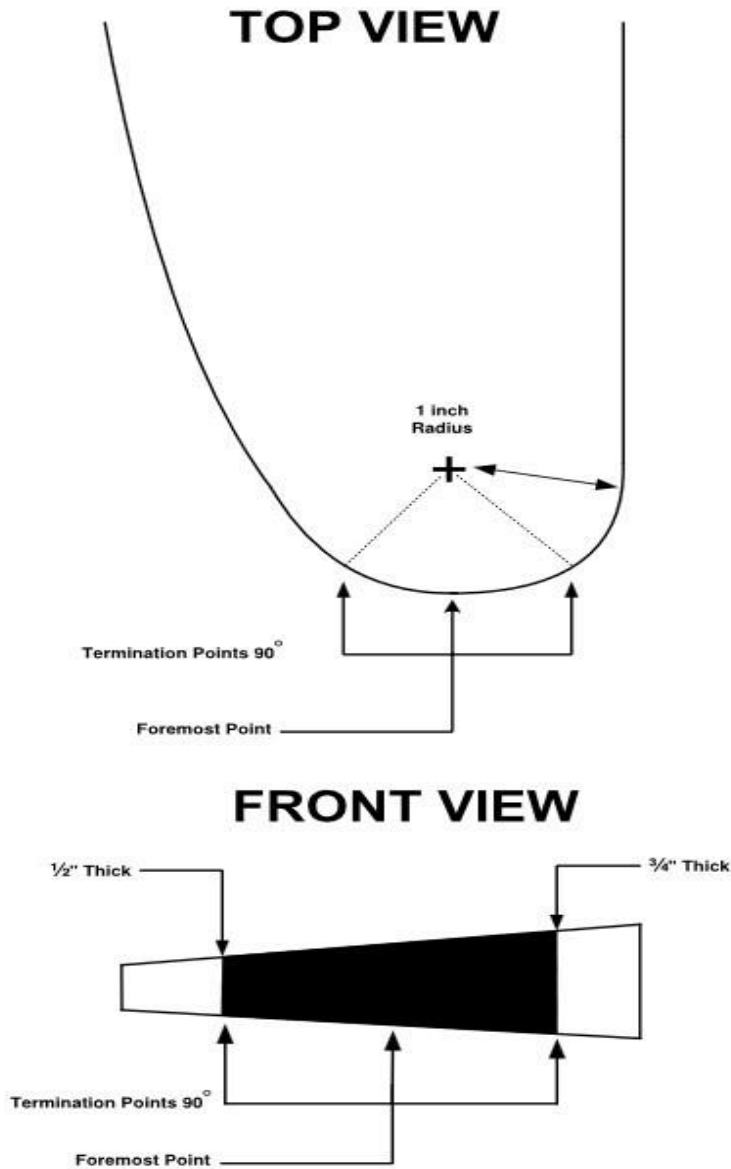
3. All boats must have an automatic device to close the throttle when released by the driver. All engines required to use gasoline as fuel must be equipped with full carburetor butterflies. All boats will have an ignition cut-off (kill) switch accessible from the normal driving position. All boats without a reinforced cockpit will have a tether activated operational ignition cut-off switch. A tether-activated switch shall qualify as the ignition cut-off switch mentioned above. When activated, kill switches must cut off the ignition to all cylinders of the engine. The tether switch should be mounted forward of the driver and use a minimum length cord which at full extension from the switch must not touch the engine. The tether must be attached to the life jacket or wrist while racing. Taping of either cap or tether in a manner which interferes with the functional operation of the kill switch is prohibited. In a LeMans start, the tether must be attached before the engine is started.

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4. Drivers must wear life jackets, helmets, eye protection and cut-resistant, wrist-length sleeves and cut-resistant, ankle-length pants at all times while on the water for the purpose of driving racing equipment. It is highly suggested that all drivers should make every attempt to wear cut-resistant gloves and cut-resistant boots and/or socks, or at the very least, durable work boots with steel shank and safety toe. In closed course racing, when stopped on the course, the driver's helmet may be removed when no other racing craft are underway anywhere on the course. The helmet may be removed once the driver has boarded a rescue, turn or tow boat. The helmet may also be removed by drivers of stalled boats during point-to-point marathons. Helmet restraints are recommended for use in Stock Outboard racing. All drivers must also wear impact/flak jackets, which may be worn separately or incorporated into the life jacket. The impact/flak material, whether in a separately worn impact/flak jacket or incorporated into the life jacket itself, will provide full coverage of the front and back of the torso. The intent is to provide impact/flak coverage of vital internal organs. The referee or inspector has the power to prohibit the use of any helmet or life jacket that he/she determines to be potentially unsafe.
5. If corrective lenses are required for a person to drive an automobile, they will also be required while operating a race boat.
6. A permanently fixed fin or fins may be used on the hull. No boats raced may have a fin or mounting hardware that protrudes beyond the chine (shear line) of the hull where mounted.
7. All flywheel type self-energizing ignition systems with external exposed rotating magnets must have a 360° guard of sufficient strength and design to completely contain the magnets should breakage occur.
8. It is recommended that gear cases be maintained and contoured, if necessary, within class technical specifications. Gouges, breaks and hollows should be sanded or filled.
9. On the OMC A motors, a safety wire must be in place on the steering bar-powerhead bolts. (unless locking nuts are used)
10. Unless the driver is restrained, the driver must be able to exit the cockpit without moving or removing any windshields, canopies or cockpit cowlings.
11. Engines must remain firmly clamped and/or bolted to the transom at all times. 45SST hulls utilizing reinforced cockpits with the driver harnessed in a seated position may use a power trim system. If power trim is used, the prop shaft depth shall be measured with the trim in the "full out" position.
12. Hulls used in classes may not utilize the following: hull surfaces that are adjustable while underway, fins that are adjustable while underway, water brakes and trim that is adjustable while underway (with the exception of 45SST).
13. An annual technical inspection of all boats is required prior to competition. A sticker shall be affixed to any boat that meets all safety requirements. Such approval expires each October 31.

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14. Hydroplane Pickleforks and Cockpit Noses – On all hydroplane hulls the foremost points of the pickleforks shall have a minimum radius of 1” in one view. This minimum radius shall extend at least 45 degrees to both sides of the foremost point. At 90 degrees to this radius conforming view, the points on the picklefork will have a minimum thickness of 3/4” on the inside of the sponson and an outside picklefork dimension 1/2”. (See diagram)



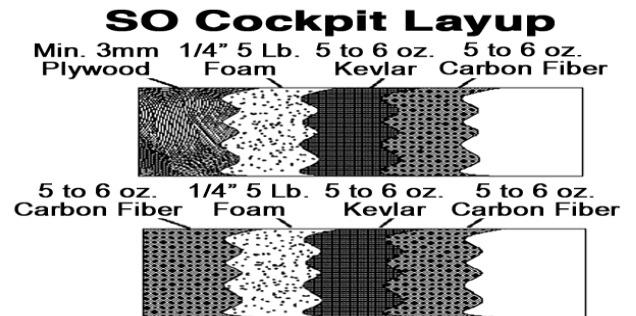
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A. On boats equipped with breakaway pickleforks and breakaway cockpit noses that meet a laminate thickness of no more than 1/16” or 1.5 mm, the breakaway part must contain no material other than the outer shell. The boat must also provide a way for inspection. The collapsible section must be a minimum of 3” and have a bulkhead at the start of the non-breakaway part of the sponson.

15. Cockpit Sides - It is recommended that cockpit sides should be reinforced. The recommended laminate to reinforce cockpit sides (from outside layer in)

For composite cockpit sides: For cockpit side containing wood:

- 5 to 6 oz. carbon fiber • Min 3 mil plywood
- 1/4” 5 lb. foam core • 1/4” 5 lb. foam core
- 5 to 6 oz. Kevlar • 5 to 6 oz. Kevlar
- 5 to 6 oz. carbon fiber • 5 to 6 oz. carbon fiber



SAFETY RULE 3 • ENGINE MOUNTING HEIGHTS

1. The following classes have limitations on where the engine’s prop shaft may be mounted. The prop shaft location shall be the distance between the center of the prop shaft at its aft end, and the “planing surface” (as defined under Hulls unless otherwise stated in technical rules). The measurement of the engine height shall be “as raced” with the engine turned straight (prop shaft in-line with the fore-aft centerline of the boat). This rule does not apply to boats running in Kilo Trials except for 300SSH, BSR & BSH.

CLASS	ENGINE	DEPTH
ASR	Sidewinder 15s	1-3/8"
	Mercury or OMC	1"
15SSR w/ side fin	Sidewinder 15h & 20s	1-3/4"
	Hot Rod 15ci	1-3/8"
15SSR w/o side fin	Sidewinder 15h & 20s	1-3/8"
	Hot Rod 15ci	1"
BSR	Sidewinder 20s	1"
	Mercury 25xs	1-3/8"
25SSR	Yamato 102, 302 & 321	3/4"
	Mercury 25xs	1-3/8"
CSR	Yamato 102, 302 & 321	3/4"
DSR	Any legal	3/4"

CLASS	ENGINE	DEPTH
ASH	Sidewinder 15s	1-3/4"
	Mercury or OMC	1"
15SSH	Sidewinder 15h & 20s	1"
	Hot Rod 15ci	1/2"
300SSH	Yamato 302 & 321	1-3/8"
BSH	Sidewinder 20s & Yamato 80	1/2"
	Mercury 25xs	3/4"
20SSH	Yamato 80, 102, & 302	1/2"
	Yamato 321	3/4"
CSH	Yamato 102, 302 & 321	3/4"
DSH	Mercury or Mariner	0"
	Tohatsu	1/2"

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2. In ASH the difference between the prop shaft location, as measured at the aft end of the prop shaft, and the foremost end of the gear case and the planing surface, as measured at the split line of the gear case, shall not exceed 1/2”.

3. In 300SSH, the engine may not be tucked more than 1/2”. Since there is no gear foot center line, a common kick out checking tool will be used that can be attached to the prop shaft. Two measurements are required to determine the amount of tuck.

A. The trailing edge of the boat bottom (planing surface) to the top of the tool.

B. The boat bottom (planing surface) to the top of the tool measured 11 1/2” forward from the trailing edge. By subtracting those two measurements, the maximum allowable difference between these two measurements is 1/2”.

C. An inspector is also permitted to use a digital angle gauge if desired. The maximum amount of tuck allowed will be 2.54 degrees.

D. The planing surface is defined as the lowest wetted surface of the hull at the aft end of the boat forward excluding air traps.

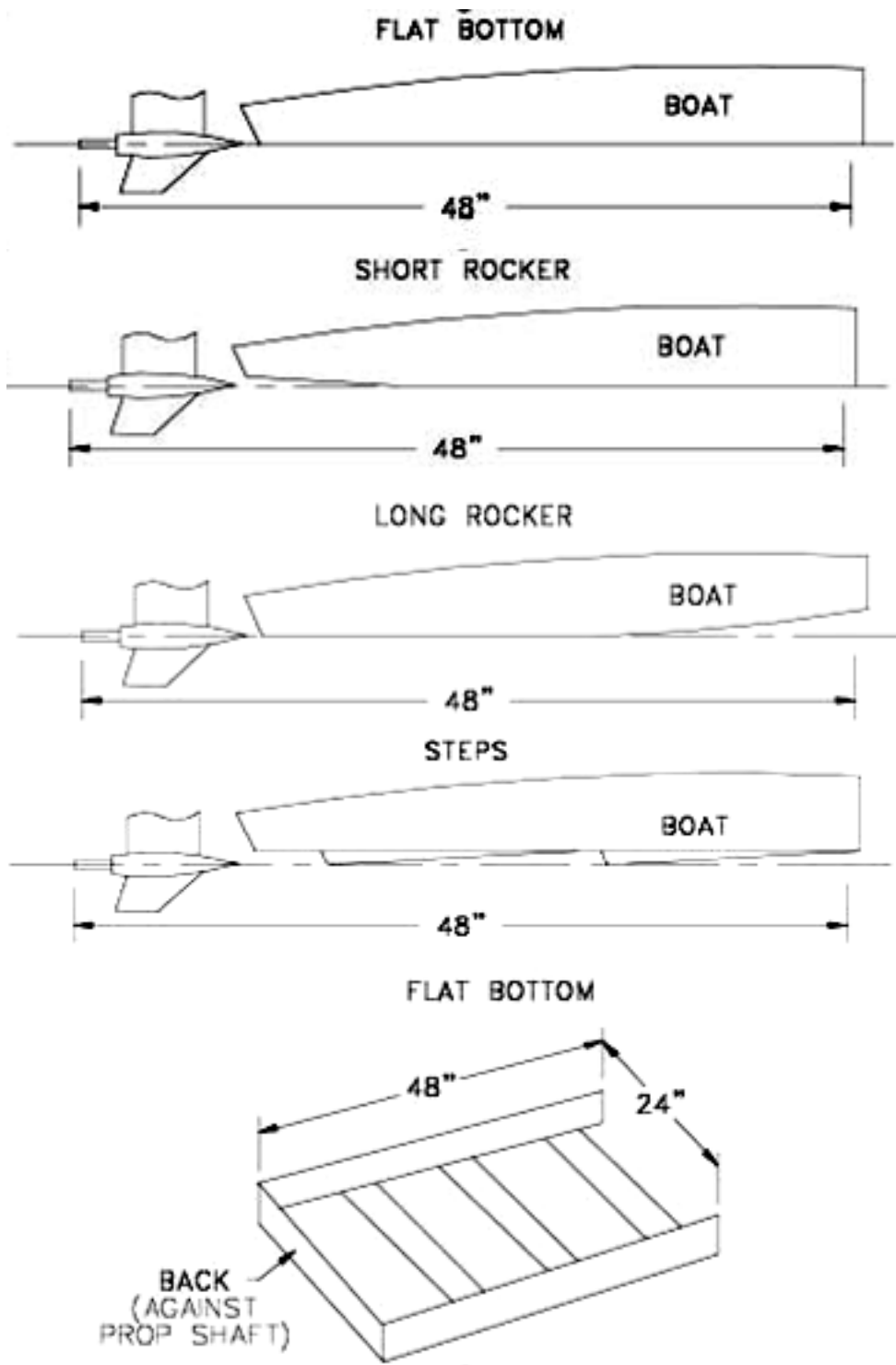
E. In situations where there is a tunnel built into the bottom of the boat, the measurement will be made by bridging the tunnel with a straight edge to show the lowest wetted surface of the bottom.

F. Also, the leading edge of the gear foot (nose cone) may not be closer than 5” to the trailing edge of the bottom of the boat.

G. Consequently, the procedures and/or tools used by the Inspector to measure these restrictions shall be deemed the procedures and/or tools for the day.

For both ASH and 300SSH - The planing surface is defined as the lowest wetted surface of the hull at the aft end of the boat forward excluding air traps. The previous definition of “air trap” above shall not be construed to include any wetted surface, which obviously does not serve the purpose of trapping air. Consequently, the procedures and/or tools used by the Inspector to measure these restrictions shall be deemed the procedures and/or tools for the day.

The following diagrams are intended as a guide for the measurement of the restrictions described.



SAFETY RULE 4 • OPERATION

1. Locked throttles are prohibited while getting on plane, while milling and in competition. The throttle can only be locked while starting the engine and until the driver assumes their driving position in the cockpit and begins to accelerate. While getting on plane, drivers must keep their hand on the throttle and one foot in the cockpit. No driver may assume a driving position, which requires that he/she remove his/her hand from the throttle. A foot throttle may be used in lieu of a hand throttle, but it must be operated in the manner described for hand throttles. While racing, one knee must remain below the top of the cockpit at all times, unless the driver is in a sitting position. The Referee and Race Committee will make the final decision regarding driving safety issues.
2. No motor shall be started when affixed with a propeller, nut, washer or pin — any part of which is out of the water — unless it is hand held over the water prior to a launch. Boat stands are permitted for this function only if they are specifically designed as launching stands. For the purpose of testing or warming up, motors with propellers affixed may be started under the following conditions: The boat must be on a secure stand or dolly with the bow pointing directly towards shore, and adequate warning must be given to participants nearby prior to startup. Engines must have at least half of the propeller in the water. Violation of this rule will result in the driver's disqualification for the remainder of the day from the class in which the infraction occurred. This prohibition shall not apply during the five minutes immediately preceding the start of a race using a "jetty" or "modified Lemans" start.
3. OVERLAP - When there is less than one boat length of open water between a leading boat and a following boat, an overlap is established. In a position of overlap, the following rules shall apply:
 - A. The front boat shall not alter its course across or into the established path of the rear boat.
 - B. The outside boat must give the inside boat room to clear any course marker.
 - C. Any violation of the overlap rules listed above will result in the disqualification of the offending driver for the heat.
4. Drivers or riders shall not drag feet, legs, hands, or arms through the water to aid in turning.
5. No driver shall leave the pits after the one-minute signal has been given. Violation of this rule will result in a disqualification for the day from the class in which the infraction occurred.
6. Any driver who is off-plane at the start of the race or during the race and pursues a position on the race course in an unsafe manner shall be disqualified for the heat.

SAFETY RULE 5 • ACCIDENTS/FLIPS

1. Turn judges, race committee, referee, or assistant referee have the authority to stop a heat. If the lead boat is on the final lap, the order of finish shall be determined by the order of finish of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored.

2. It is recommended that the referee or inspector require any boat that has flipped or was involved in an accident be re-inspected for safety before further competition in that boat.

SAFETY RULE 6 • COURSES

At the closed course national championships, the distance from the starting line to the entrance buoy of the first turn shall be at least 1,000 feet. If, due to extenuating circumstances, it is not possible to meet this criterion, the race committee must have approval by the majority of commissioners present to waive this rule.

SAFETY RULE 7 • AGE REQUIREMENTS

1. The age minimum requirements by class shall be as follows. Age shall be determined by the birth date.

- Age 14 – ASR, ASH & 300SSH
- Age 15 – 15SSR, 15SSH & 20SSH
- Age 16 – BSR, BSH, CSR, CSH, DSR, 25SSR & 45SS
- Age 18 - DSH

SAFETY RULE 8 • VIOLATION CRITERIA

Any violation of a safety rule: a safety rule of a non-speed advantage nature: unless otherwise specified, will result in a violation warning to the driver.

SAFETY & RESCUE TEAM CRITERIA

RULE 1 • PERSONNEL AND STAFFING

1. When any race boat is on the course, each rescue boat on the water shall have personnel on board consisting of a boat operator and at least one other person. It is recommended that one person in each rescue boat be an emergency medical technician (EMT).
2. Alcohol and non-prescribed drugs are prohibited on any rescue boat. Caution should be exercised to ensure that prescribed medications do not alter the rescuer's ability to perform his/her duties.
3. The Race Director, Referee, or Assistant Referee shall have the discretion to place a rescuer off duty if he or she determines that the rescuer is not performing effectively or is endangering their own or others' safety.
4. Rescue boats should not have excessive personnel on board during the race. The number of individuals on board should be limited to the number required to carry out assigned functions.

5. When boats with enclosed cockpits are running, a minimum of two divers are required. These divers shall be in different rescue boats, which shall be located at different ends of the race course. Divers shall be fully suited and ready to enter the water whenever a boat with an enclosed cockpit is on the water.

RULE 2 • EQUIPMENT

1. At least one rescue boat is required at each regatta, except when the 45SST class is racing where two rescue boats are required.
2. Each rescue boat must contain:
 - A. A personal flotation device (PFD) for each occupant.
 - B. Communication equipment sufficient to ensure adequate communication between rescue boats, turn judges, and the judge's stand.
 - C. A rigid body immobilization device such as a backboard or Stokes basket.
 - D. A fire extinguisher.
 - E. A device capable of cutting cut-resistant clothing.

RULE 3 • OPERATION PROCEDURES

1. Rescue boats must be on the race course at all times while race boats are on the water. Rescue boats shall be operated in such a manner as to avoid creating wakes except under emergency response conditions. During emergency response conditions, the heat must be stopped.
2. Rescue boat personnel shall meet with the Race Director, Referee, Assistant Referee, or their designee for instructions prior to the beginning of each sanctioned event. All rescue boat personnel shall be instructed in the meaning of signal flags, driver hand signals, how to conduct themselves, their position on the course, what to watch for, and how to respond in case of emergency.
3. Rescue personnel shall immediately advise the judge's stand if, in their opinion, any unsafe course conditions exist.
4. All potentially injured racers shall be lifted from the water in as nearly a horizontal position as possible on a rigid body immobilization device.
5. The rescue boat operator has full responsibility for the safe operation of the rescue boat at all times. The safety of rescuers and racers is his/her responsibility. The operator should be aware at all times of potential hazards in the water, including racers and rescue personnel. Speed of transport of a patient to onshore care should be determined in concert with the rescue person in charge of the patient.

RACING RULES

RULE 1 • GENERAL

1. Racing shall be governed by the By-Laws of APBA. All rule changes shall be governed by By-Law Article XII, Section 12.7.
2. Racing shall be conducted under the supervision of the category racing commission. Subject to the provisions of the by-laws of this association, the decisions of the commission shall be final in all matters pertaining to the interpretation of the rules for its classes. The commission shall serve as an appeal board for owners, drivers, referees, inspectors, and Race Committees. A technical committee may be appointed by the category chairman to advise the commission on all matters of a technical nature.
3. The driver is responsible for the actions of his/her pit crew and family. The driver shall be subject to disciplinary action for the actions of pit crew and family.
4. The commission shall have the power to review any and all paperwork resulting from its races and time trials and shall have the power to correct any errors up to 90 days after the event.
5. At the sponsor's request, drivers shall wear uniforms consisting of a minimum of long pants and shirts with racing identification. Such a request must appear on the race circular.
6. Except for boats with capsules, any form of audio communication while underway is forbidden.
7. Except for participants in marathons, no driver may receive outside assistance or supplies prior to the completion of a heat unless prior consent is given by the referee.

RULE 2 • REGATTAS

1. The Referee, Risk Manager, Scorer and Inspector must be chosen from the lists of Referees, Risk Managers, Scorers and Inspectors, approved by the appropriate category chair and region chair.
2. Any owner who permits a non-member to race his or her equipment in a sanctioned regatta shall be suspended for thirty (30) days.
3. In the event a driver cannot attend a Drivers' Meeting because of extenuating circumstances, it shall be the privilege of the Referee to permit the driver to be excused. Any driver who answers for an absent driver at the drivers' meeting shall be disqualified for the day.

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4. 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. It shall be legal to change engines between an elimination heat and / or final heats only if there is irreparable damage to the engine. However, the contestant must notify the Inspector, make proper notification and registration prior to the finals at the registration stand, and present both engines to the Inspector for inspection immediately following the final heat. It shall not be legal to change boats between elimination heats and/or final heats unless the boat is deemed damaged and unsafe by the Inspector or Referee. Drivers in different qualifying races or heats may not use the equipment previously used in qualifying for the same event.
5. At least one qualified turn judge approved by the Referee shall be required in each turn. All turn judges must be APBA members. The Referee will review the proper interpretation of the overlap rule prior to the start of the race. All overlap violations will be called by the turn judges and/or Referee. All disqualifications will be carefully reviewed by the Referee.
6. There shall be no entry step-ups in classes. Each class run at a regatta must consist only of boats eligible for that class. Classes may be combined, but must be scored separately.
7. Boats shall race without handicap or time allowance, unless the race specifically is designated as a handicap race. No record made in a handicap race may be claimed as an official record.
8. Special races run under restrictions other than those embodied in these rules may be included in the program when announced as such in the race circular, but no official record shall be allowed for speeds in such races.
9. The race for each class shall consist of up to three (3) heats. The maximum number of boats competing in any heat shall be determined by the Referee after consulting with the racing Commissioners present. The maximum number of boats allowed to participate in any closed course heat shall not exceed twelve (12); this twelve (12) boat maximum does not apply to marathon races. Due consideration shall be given to safety at the particular course. The maximum number of boats need not be the same for every class.
10. If the total number of entries exceeds the number determined to be safe for the race, this number shall be separated into elimination heats by drawing lots. Secondary qualifying heat(s) may be run for all those entrants not previously qualified to fill the field to its announced maximum. In the event a secondary qualifying heat is run, no points will be awarded for the secondary qualifying heat. When elimination heats do not result in a full field for the final heat, the race committee shall fill the field by selecting additional boats in the following sequence:
 - A. Boats which finished an elimination heat but not high enough to qualify, in order of least recorded time.
 - B. All other boats that were entered in the race except those previously disqualified from the class.
 - C. If the boats in the last group (B) overfill the field, the exact number is to be selected by lot.
11. If circumstances beyond the control of the Race Committee develop, they may run a one-heat race. This rule does not apply at the nationals where the category chair must give approval.

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12. Each heat shall be a maximum of approximately five (5) miles and shall be a minimum of three (3) laps. However, the Referee is empowered to reduce the number of laps if, in his/her judgment, such action would be in the best interests of the race sponsor and the drivers.

13. It is permissible for the race committee to schedule and run an extra race for any class or classes it chooses on any single sanction so long as the same is published on the circular. All races must be scheduled for two heats.

RULE 3 • RECORDS

1. Competition records of five (5) miles shall be established on surveyed courses laid out in laps measuring one and one quarter (1-1/4), or one and two thirds (1-2/3) miles and recorded separately.

2. Three (3) mile records shall be established on a 3/4-mile course, 4 laps. The 3/4-mile course will be required to use the layout supplied by APBA National Headquarters. Classes may also establish competition records of three (3) miles on a surveyed course of one (1) mile per lap and recorded separately.

3. Except for straightaway records, in order for a driver to qualify for a record, there must be a minimum of four (4) bona fide starters in the heat, except for 300SSH which is three (3).

4. Straightaway records shall be run over one (1) kilometer and one-quarter (1/4) mile courses. One-quarter (1/4) mile record events must be run in the same manner as kilometer records except with the one-quarter (1/4) mile distance, the entrant must run the equipment in "competition set-up".

5. There shall be no records for lap speeds.

6. If two records are established in the same class within a four-day period, the fastest record will be approved, regardless of the time difference between the two records.

7. Upon request, the appropriate commission will sanction and supervise time trials for any UIM racing class or classes. In such case, UIM rules will apply.

8. The highest speed attained in a class at each event which equals or betters the previous record speed multiplied by 1.003 shall qualify a driver for a record, provided the driver and the equipment meet all other requirements for that class.

9. All current records are grandfathered as of 2012. To establish a new record, the driver must establish a speed that is 95% of the grandfathered record. Once a new record for a particular course is established, it must thereafter be broken as set forth in the APBA General Racing Rules. Any record set at 95% of the old record would not be eligible for Hall of Champions "bonus" points.

10. In 300SSH, all straightaway and competition records will be in the competition set up. Straightaway record events that have less than three entries must have a minimum of three authorized 300 propellers to draw from. Also, it is not permissible to draw new propellers in between any of the six runs allotted unless they are deemed damaged by the

Inspector. A new draw can only occur after a new registration is entered with the race committee for another six attempts. Drivers establishing the first approved record will not receive APBA Hall of Champions bonus points if qualified for the HOC.

RULE 4 • START & FINISH

1. At all races a preparatory signal shall be given three (3) minutes before the start of the heat and, at this time, at the judges stand, a green flag will be displayed. The race committee may extend the period prior to the start of the heat to four or five minutes for some or all classes if local conditions warrant. Additionally, at non-championship races and Divisional Championship Races a “short” three-minute period (less than three minutes) may be used when announced at Drivers Meeting and all boats entered in that heat are on the course, planed off and in the milling area.
2. There shall only be one (1) start per heat. Boats crossing the starting line during the last thirty (30) seconds before the start shall be disqualified; this time period may be shortened by the referee when local conditions warrant. Any boat passing the 500’ marker during the last fifteen (15) seconds before the start is committed to the start and must maintain a straight line; this time period may be shortened by the referee when local conditions warrant.
3. The start shall be final, even if there is only one (1) legal starter. In the event there is no legal starter, the heat shall be cancelled.
4. Except for championship closed course regattas, “Jetty” or “modified LeMans” starts are permitted if so specified on the race circular. The contestants participating in a jetty start will be assigned starting positions by lottery. Prior to the start signal, all engines will be stopped and the boat attended by no more than three crew members. A preparatory starting signal will be given. A member of the race committee will start the race by waving a flag. Either a crew member or driver may start the engine. If the engine does not start on the first attempt, the crew members may receive additional assistance.
5. Except for championship closed course regattas, “flag” starts are permitted if so specified on the race circular.
6. Legal starters clarification:
 - A. The first heat may be cancelled if fewer than 4 boats cross the starting line. If a previous heat in the race has been run you cannot cancel the heat.
 - B. If the first heat has started with at least 4 boats but then must be rerun, the heat must be rerun even if only one boat starts the heat.
 - C. If a previous heat (first heat) has been run the second heat should be cancelled only if no bona fide starters cross the starting line or if all boats are disqualified.
 - D. The only exception to this rule is the 300SSH class, which shall require three (3) boats as a minimum in the rule above.

7. In the event that a stoppage of a heat is necessary and the lead boat is on the final lap, the order of finish shall be determined by the order of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored. If the lead boat is not on the final lap, the heat must be restarted. This rule does not apply at the closed course Divisional, North American, Eastern, Western and National Championship races, where all heats (including qualifying heats) must be run to their full number of laps as published on the circular.

8. The referee may call for the restart of a heat under the following circumstances:

- A. if officials or their equipment have performed in error,
- B. if officials have failed to record those boats jumping the gun, or
- C. due to the stoppage of the heat caused by an accident or other on-the-course issue. Should a restart be required due to a stoppage, all boats that are responsible for the stoppage of the original heat, or any restart of the heat, may not participate in any restart. All other drivers entered in the original heat, including gun jumpers, may participate in any restart. Drivers who committed a driving infraction (other than jumping the gun) may not participate in any restart. This rule is in effect from the time boats entered in the original heat leave the pits until a winner is established.

9. For a Stock Outboard entry to be scored, an entry must finish as a result of engine power. Marathon racing is excluded.

RULE 5 • COURSES

1. It is recommended that there be a minimum of four turn markers in each turn.
2. Floats used for finding anchors or ropes are not racing markers.
3. The driver of a boat which damages or dislodges a buoy shall be disqualified for that heat.
4. The starting line must be marked with two (2) buoys. One of these starting buoys serves as an inside course marker, the other serves as the outside course marker.
5. When not otherwise specified, all marks shall be passed on the driver's left-hand side. Any contestant who fails to turn a mark may validly continue in the heat, provided the contestant returns to the mark and passes it in the proper manner and then continues his course. Running an extra lap shall not constitute a fair turn.

RULE 6 • RACING NUMBERS

Each racing member owning a boat or boats shall annually request National Headquarters to assign him/her a racing number for each category raced. This number, or numbers, shall be valid for the current membership year. The racing member will use these numbers on all boats of all classes which he or she may enter in given category's races. The racing

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number shall consist of a letter designating the geographic section of the country where the owner resides and an assigned number. The assigned number shall range from 1 to 999. The official racing number must be displayed on both sides of the boat in accordance with the following procedures:

1. Hydroplanes shall be affixed with vertical numbers on both sides of the boat. Numbers must be a minimum of six (6) inches in height and one (1) inch stroke where space permits and shall be black on white or white on black; The background must be solid. There shall be at least one (1) inch background border around each number and letter, where space permits. There shall be a minimum of one (1) inch spacing between each number and letter, where space permits.
2. In addition to vertical numbers and letters, it is recommended that hydroplanes have deck numbers and letters. These deck numbers should be placed on a solid background that contrasts strongly with the color used for the deck numbers.
3. Runabouts must be affixed with numbers that are black on a solid white background or white on a solid black background. The figures and letters must be at least 6 inches in height and the stroke must be at least 1 inch wide, where space permits. There must be at least 1 inch of background around the number, where space permits. There must be a minimum of one (1) inch spacing between each figure and letter, where space permits. Numbers must be affixed to both sides of the boat.
4. It shall be the driver's responsibility to make the numbers legible. The numbers must be so displayed as to be clearly visible at all times, and shall be securely attached in such a manner that they will not be lost or defaced during a race. The race committee shall have the power to warn, or disqualify without previous notice, any driver who races with improper or illegible numbers.
5. A temporary number, such as an "X" or "I", may be used. However, only one (1) regatta will be allowed without a regular number properly displayed on the hull.
6. In the event one owner enters two boats, both of which carry his/her assigned racing number in the same race, it shall be the owner's responsibility to affix a temporary identifying mark to his/her second entry to assist the scorers in identifying the drivers. The identifying mark shall be in the form of the letter "I" following the official racing number. If the owner enters three boats in the same race, the third entry shall have two such identifying marks following the official racing number, and so forth. Such temporary marks are for the use of the local headquarters or race committee and have no official standing at National Headquarters.
7. No one will be allowed to compete in a regatta without a letter designation and number displayed on the hull.

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8. The following letters indicate the residence of the boat owners. The letter is to be on the right of the number.

A	Maine, New Hampshire, Vermont	L	Louisiana, Mississippi, Arkansas
B	Massachusetts	M	Michigan
C	California, Nevada, Arizona, Hawaii	N	New York
CE	Eastern Canada: Ontario, Quebec, and Maritime Provinces	O	Oklahoma
CP	Central Canada: Alberta, Saskatchewan, Manitoba	P	Pennsylvania
CW	Western Canada: British Columbia	Q	Delaware
D	Connecticut, Rhode Island	R	Oregon, Washington, Idaho
E	Virginia, West Virginia, Maryland, District of Columbia	S	Ohio
EC	Ecuador	T	Texas, New Mexico
F	Florida, Georgia, Alabama	U	North Dakota, Wyoming, Montana, Colorado, Utah
G	Minnesota, South Dakota	V	Illinois
H	Indiana	W	Wisconsin
I	not used	X	Iowa, Nebraska
J	New Jersey	Y	Kansas, Missouri
K	Kentucky, Tennessee	Z	North Carolina, South Carolina

RULE 7 • BOAT NAMES AND ADVERTISING

The APBA reserves the right to review boat names and advertising displayed on member's boats, and may refuse to issue boat numbers to any applicant if a boat carries advertising or a name which is obscene or might be of such a nature as to cause embarrassment and cast any discredit on the sport of powerboat racing. A Race Committee may refuse entry to any contestant who violates the letter or spirit of this rule.

RULE 8 • MEASUREMENT AND INSPECTION

1. Motors, hulls and other equipment subject to these rules shall be inspected by the Inspector, and a report of any violation of rules and regulations submitted at the earliest possible moment to the Race Committee for action. Except as noted below, it shall be up to the discretion of the Inspector, under the direction of the Referee, as to the extent of the inspection conducted.
2. Racing equipment shall be available for examination previous to the race and if found not in compliance with any governing rule or regulation, unsafe, unseaworthy, or unmanageable, or if the owner or driver has failed to live up to the spirit or letter of the rules, the Race Committee may rescind the entry. Correction or substitution may be permitted if made previous to competing in the race, but the start shall not be delayed to allow compliance. Dismantling of motors before racing shall not be required.

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3. The Inspector shall have the power after the finish of any race to order any contestant to dismantle his or her motor for inspection and measurement.
4. Each winning motor and each record-claiming motor and such others as may be designated by the Race Committee shall be inspected. Except for championship regattas, or at regattas where a special inspector has been assigned by the commission, the Referee or Inspector may waive inspection of any motor as long as no APBA or UIM records are at stake. Motors used to set records or win national championships shall be disassembled and completely inspected by the official inspector per the instructions in the technical manual.
5. The driver shall be responsible for the condition of the motor and hull as raced. Errors on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse non-compliance with the rules.
6. For the purpose of national high points, equipment disqualifications will be scored as one race with zero points.
7. Upon refusal of inspection procedures at any regatta, said driver will be disqualified. Upon refusal of inspection procedures at championship or record-attempt regattas, said driver shall be suspended for a period of one year for unsportsmanlike conduct.

RULE 9 • ILLEGAL EQUIPMENT

1. Any driver who races a motor or hull that does not meet with specifications as quoted in these rules, will be disqualified and warned. Except for disqualifications for fuel, engine height or minimum racing weight, a second disqualification for the same offense in the same class within a six (6) month period will result in the automatic suspension of the driver for one (1) year from the date of the second disqualification. Note: Violations of a non-speed-advantage nature are covered in General Racing Rule 18.

RULE 10 • MARATHONS

1. 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.
2. Classes may be run separately or together at the discretion of the race committee. They shall be scored separately and must consist of three (3) bona fide starters or more per class to qualify for national points.
3. Each heat shall not be less than 20 minutes or 15 miles in length from start to finish.
4. Either Jetty (modified LeMans) or clock starts will be accepted.
5. Regular points will be awarded to the winners of the overall race.

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6. There will be no change of equipment between heats unless equipment is damaged beyond repair. If equipment is changed but not damaged, points for the first heat shall not be counted in the overall standings.
7. The race may be point-to-point form or a closed course of any size.
8. No claims for records will be entertained.
9. In lap marathons, any entry sinking or damaging a buoy will be penalized one lap.
10. In lap marathons, any entry jumping the gun will be penalized one lap. In the event of a restart, any entry jumping the gun will be penalized one lap. In general, each entry shall be penalized one lap of each gun jump.
11. In the event a boat starts the heat but does not finish it, that boat shall be scored in the next available position behind all other boats which have finished the heat in that class. A driver causing the stoppage of a race will be penalized one lap if the race is restarted or placed at the bottom of the scoring for that class if the race is not restarted. In the event that multiple boats drop out on the same lap or being put to the bottom of the scoring sheet, each boat will receive the average of the sum of the tied positions. This rule only pertains to closed course lap marathons where the entire course is visible from the judge's stand.
12. Lap marathon points shall be awarded based on when the lead boat in each class has crossed the finish line at the end of the allotted time frame or upon completion of the final lap as described on the race circular. Each entry shall finish the lap they are on and shall be awarded points based upon their position as they cross the finish line.
13. During a clock or flag start of a race, a driver can vary his course between the 500-foot buoy and the starting line as long as the driver abides by the overlap rule, and does not adversely affect other boats.

RULE 11 • PROBATIONARY AND PROTOTYPE MOTORS

1. Probationary motors cannot be raced for national high points, records, or national titles.
 - A. Entries using probationary motors shall count in the boat total of four (4) for bona-fide entries at regular races, and to make the boat total eight (8) to qualify for the Nationals at the Divisionals.
 - B. If an entry using a probationary motor wins first place at the Divisionals, no one qualifies for the Nationals in this class.
 - C. Entries using legal motors shall receive the national high points instead of entries using probationary motors. That is, entries using legal motors shall receive national high points in their order of finish among entries using legal motors. The first entry with a legal motor receives first place national high points, the second entry with a legal motor receives second place national high points, and so on.
 - D. If elimination heats are required, and an entry using a probationary motor qualifies, the entry using the probationary motor shall move on to the finals.

E. Entries using probationary motors shall receive the prizes for their place of finish in a race.

2. Prototype engines may be raced in established classes with no points or prizes, at the discretion of the Race Committee.

RULE 12 • INQUIRY

An inquiry is a request to the officials from a driver for information, clarification of a decision, or interpretation of an occurrence on the race course. An inquiry must be made in writing to the designated drivers' representative and forwarded to the proper official for a timely answer. A fee will not be charged and it will be the responsibility of the inquiring driver to contact the drivers' representative for the race official's answer.

RULE 13 • PROTEST

A protest is a written statement by a driver or owner to the Race Committee alleging violation of the rules affecting their particular class.

1. Any driver may protest a violation of the rules by filing a written statement of the protest with the referee or assistant referee along with a one hundred-dollar (\$100.00) filing fee.

2. Protests involving the sanction or the manner in which the regatta is being conducted must be made within sufficient time to allow the alleged violation to be corrected. The Race Committee shall consider the protest and render a decision.

3. Protests involving the eligibility or legality of an entry must be filed in writing with the referee or assistant referee not later than one hour after the finish of the inspection in question, or one hour after the finish of the final heat of the day, whichever is later. Any driver wishing to file a protest after the final heat of the day has been completed must notify the referee or assistant referee of his or her intent to file a protest within fifteen (15) minutes of the time when the final class of the day clears inspection. The notification of intent to file a protest may be either written or verbal.

4. If a technical violation is alleged, the Inspector shall conduct an inspection of the equipment that is the subject of the protest and shall make a report to the Race Committee. The Race Committee shall consider the protest and render a decision. In such a case the Inspector shall be disqualified from voting on the ultimate question.

A. The owner of protested equipment must present the protested equipment to the inspector immediately upon request of the Referee. Failure to present protested equipment shall result in disqualification.

B. The inspector may impound components to determine their compliance with the rules.

C. When a protest of equipment is lodged at a non-championship regatta and facilities (or equipment) are inadequate for complete engine disassembly and inspection, the protested components may be taken into custody by the referee or a person designated by the referee for insured shipment to the nearest qualified inspector for evaluation. The cost of the shipment, inspection, and reassembly (if requested) shall be borne by the loser.

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5. No member of the race committee shall take part in any decision in which they have a direct interest.
6. Any party to the protest may appeal an adverse ruling under this rule pursuant to Rule 14, Appeal.

RULE 14 • APPEAL

An appeal is a request by a driver or owner to the appropriate racing commission asking that a disqualification, or a decision that affects a driver, be reversed or changed. An appeal is a written statement that should be as detailed as possible. Written statements from witnesses may be attached to an appeal.

1. An appeal is made by filing a written statement with the Referee or Assistant Referee along with the appropriate filing fee. The appeal fee will be \$50.00. The \$50.00 required for a fuel appeal will not be refunded due to the cost of fuel testing.
2. Appeals must be in writing and filed within one hour of the adverse decision of the Race Committee or Referee, or one hour after the finish of the final heat of the day, whichever comes later. Any driver wishing to file an appeal after the final heat of the day has been completed must notify the Referee or Assistant Referee of his or her intent to appeal within fifteen (15) minutes of the time when the final class of the day clears inspection. The notification of intent to appeal may be either written or verbal.
3. When an appeal is filed by a participant, the racing commission shall hear the appeal and render a decision. Rule appeals at championship events will be decided by the commissioners present at that event. No member of a commission shall take part in a decision in which he/she has a direct interest.
4. If a technical violation is alleged, the Inspector shall conduct an inspection of the equipment that is the subject of the appeal and shall present a report to the appropriate decision-making body.
5. A copy of all appeals shall be sent by the referee immediately to the Chair of the SORC. Ten days will be allowed for postmark of evidence and testimony mailed to the Commission from all parties concerned.
6. A driver who appeals a suspension may continue to race until the appeal is decided upon by the appropriate decision-making body.
7. Decisions of the racing commission shall be based on the rules set forth for the APBA. However, because no set of rules can cover all contingencies, the decision-making body shall be guided by its own judgment of fair racing. In rendering such judgment, the decision-making body may avail itself of counsel from the referee. Subject to the provisions of the Bylaws of this association, all decisions of the racing commission shall be final.

RULE 15 • HIGH POINTS

1. For all sanctioned regattas, National Headquarters will tabulate points on a race basis to all drivers competing in sanctioned regattas as follows:

Order of Finish	Regular	Divisionals / E & W Championships	Nationals
1	400	800	1200
2	300	600	900
3	225	450	675
4	169	338	506
5	127	253	380
6	95	190	285
7	71	142	214
8	53	107	160
9	40	80	120
10	30	60	90
11	23	45	68
12	17	34	51
13	13	25	38
14	10	19	29
15	7	14	21
16	5	11	16
17	4	8	12
18	3	6	9
19	2	5	7
20	2	3	5

** In marathon racing, all places that have scored points in either day or heat of the race will receive a minimum of one point overall.

2. HIGH POINTS

A.. The No. 1, followed by the letter designating the state, shall be given to the driver residing in each state or geographical section who accumulates the most points in any one class by hydro or runabout.

B. National High Point Championships shall be based on the total points scored from November 1st through the following October 31st in up to three (3) bonus point races plus the first group of regular races for a total of 14 races. If a contestant does not run one, or more, bonus point races, the point total shall include the next races to a total of fourteen (14). In each class the driver having the highest total points as defined in these rules shall be awarded 2-US in closed course racing.

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C. All boats crossing the starting line in any heat of a race will be scored nationally as having competed. Boats not scoring any overall points will be credited nationally as having competed with zero points. An entry that has zero (0) points scored due to a DNF or DQ, and is one of the first 14 races participated in will count towards the computation of the high point total to determine the 2-US recipient. Disqualifications in elimination races will also be included. A DNS does not count towards the computation of the high point total.

D. Points scored in marathon events shall not be counted toward the closed course high point championships.

E. Marathon Racing

- i. Separate points for marathon racing will be tabulated on a national basis.
- ii. The driver earning the greatest number of points in each class may add the letters “US” in front of their current boat number for the following year.
- iii. The points shall be totaled from November 1st through the following October 31st.
- iv. To be considered a national high point championship, a driver must have competed in a minimum of five (5) sanctioned marathons in the class for which the points are being tabulated.
- v. All entries that have scored points in competition, will receive a minimum of one point overall in the national high point tabulation.

F. There must be a minimum of four (4) bona fide entries crossing the starting line in one heat for a race to qualify for national high points. The exception will be the 300SSH class which requires three (3) bona fide entries.

G. A minimum of eight races is required to win national high point in closed course racing, excluding marathon high points.

RULE 16 • ADMINISTRATION

1. Racing shall be conducted under the supervision of a Stock Outboard Racing Commission (SORC). The decisions of the SORC shall be final in all matters pertaining to the administration and interpretation of the rules for these classes. This commission shall serve as an appeal board for owners, drivers, Referees, Inspectors and Race Committee. One of the SORC’s duties shall be the enhancement of membership and the promotion of the growth of Stock Outboard racing.

2. The SORC may declare that any racing class, shall be eliminated. Approval of a majority of the Commission members is necessary. Such class shall continue racing until October 31 following the date of approval whereupon said racing shall then be eliminated.

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3. NEW ENGINE APPROVAL; The procedure for approval of engines to be used in existing classes is as follows:

A. At any time, a party in interest may submit to the SORC a petition for approval of a new engine for use in an existing class.

B. The petition for approval shall contain or indicate the following:

- i. The class(es) within which the new engine shall be utilized;
- ii. A description of the new engine including the name of the manufacturer, the displacement of the engine, and the horsepower rating;
- iii. The estimated speed range for both the hydroplane and runabout class, if applicable;
- iv. The estimated new cost for the engine;
- v. Whether or not modifications of the engine of any kind will be required for racing; (Note: this shall include whether the engine is submitted as a complete outboard motor, including powerhead and lower-unit, or whether the engine is submitted as an incomplete motor which shall have an after-market racing foot or lower-unit, etc. installed);
- vi. The approximate availability date for the engine;
- vii. The approximate number of engines which are or shall be available for purchase;
- viii. The expected time period such engine shall be available from the manufacturer;
- ix. The estimated parts-availability;
- x. Whether or not any currently approved engine(s) shall be eliminated from use or shall have any technical changes made;
- xi. The name(s) and signature(s) of the individual(s) submitting the petition.

C. Contemporaneously with the filing of the petition, the proposed technical specifications for the engine and, if applicable, for the boats which shall be utilized with the engine shall be submitted to the SORC.

D. Upon receipt of the petition for approval, the Chairman shall submit the same to the SORC or a committee thereof for consideration within ten (10) days.

E. The SORC shall thereafter consider the petition. The SORC may approve the engine for a class other than the one(s) proposed in the petition.

F. The SORC shall consider, among other factors, the following:

- a) The availability of the engine and parts;
- b) The cost of the engine;
- c) The expected speed range for the class(es);
- d) Whether or not any existing engines shall be eliminated or obsoleted;

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- e) The impact upon the existing membership;
- f) The potential success of the use of the proposed engine;
- g) The extent to which the engine must be modified for racing purposes;
- h) Whether or not the engine can reasonably be considered a Stock Outboard engine.

G. The SORC may hold hearings, make requests for information and do any other act reasonably necessary for the proper consideration of the petition.

H. Once the SORC or a committee thereof has duly considered the petition for approval, the full SORC shall vote for approval or disapproval of the petition.

I. The SORC may poll the members of the class(es) within which the motor is proposed to be incorporated or the full Stock Outboard membership for input. However, the final decision for approval or disapproval of the petition shall be made by the SORC.

J. If the SORC approves the petition, the motor shall be eligible for competition 45 (forty-five) days after the date of approval unless such date falls between May 1 and September 1. In the latter case, eligibility shall commence September 1. The petition shall be deemed approved if the SORC does not disapprove the petition within forty-five (45) days from the filing of the petition or if the SORC does not notify the petitioners within the same time period of the date that the decision shall be made.

K. Additionally, the technical specifications and any other rule change shall become effective at the date the proposed motor becomes eligible for competition.

L. If the SORC disapproves the petition, the Chairman shall notify the petitioners of this decision within fourteen (14) days.

M. If the petition is disapproved, a petition for approval of the same engine for use in the same proposed class(es) contained in the original petition shall not be filed within one (1) year from the date of the filing of the original petition.

4. **NEW CLASS APPROVAL;** The procedure for establishing a new class within the Stock Outboard Category shall be as follows.

A. At any time, a party in interest may submit to the SORC a petition for approval of a new class.

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B. A new class is defined as a class which does not currently compete within the Stock Outboard Category and which utilizes a different motor make and hull size than any other class used within the Stock Outboard Category, or which results from a class separation, whereby one existing class is separated into two different classes.

C. Class combinations, whereby two existing classes are combined into one class, are also governed by this paragraph.

D. The petition for approval shall contain or indicate the following:

- i. The name of the new class(es);
- ii. The motor which shall be utilized, including manufacturer and horsepower rating;
- iii. The estimated approximate speeds for the new class(es);
- iv. Whether a propeller-height restriction shall be utilized;
- v. Whether an existing Stock Outboard class is proposed to be eliminated with the approval of this new class; and
- vi. The name(s) and signature(s) of the individual(s) submitting the petition.

E. If an engine is proposed to be utilized in this new class which is not currently utilized within the Stock Outboard Category, then a petition for approval of a new engine must be filed with the SORC contemporaneously with the filing of the petition for approval of a new class.

F. Upon receipt of the petition for approval, the Chairman shall submit the same to the SORC or committee thereof for consideration within ten (10) days. The SORC shall thereafter consider the petition.

G. The SORC shall consider, among other factors, the following:

- i. The number of existing Stock Outboard classes.
- ii. Whether the proposed class exists in another APBA category.
- iii. Whether the proposed class can reasonably be considered a Stock Outboard class.
- iv. Whether an existing class shall be eliminated.
- v. The number of classes the Stock Outboard Category currently contains within the estimated speed range of the proposed class.
- vi. Whether the new class should more appropriately be incorporated into an existing Stock Outboard class.
- vii. The interests of the existing membership.
- viii. The prospects for success or failure of the proposed class.

H. The SORC may hold hearings, make requests for information and do any other act reasonably necessary for the proper consideration of the petition.

I. Once the SORC or a committee thereof has duly considered the petition for approval, the full SORC shall vote for approval or disapproval of the petition.

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J. The SORC may poll the Stock Outboard membership for input; however, the final decision for approval or disapproval of the petition shall be made by the SORC.

K. If the SORC approves the petition, the class shall become eligible for competition 45 (forty-five) days after the date of approval unless such date falls between May 1 and September 1. In the latter case, eligibility shall commence September 1. The petition shall be deemed approved if the SORC does not disapprove the petition within forty-five (45) days from the filing of the petition or if the SORC does not notify the petitioners within the same time period of the date that the decision shall be made.

L. Additionally, any technical specifications or other rule changes necessary for the approval of the proposed class shall become effective at the date the proposed class becomes eligible for competition.

M. The proposed class shall not become eligible for competition until the same has been presented to and has received the approval of the APBA New Class Committee. However, said approval shall not determine the date of eligibility once the SORC has approved the petition.

N. Upon the date the proposed class shall become eligible for competition, use of the proposed class shall qualify for all of the rights of an existing class, including eligibility for national high points, championships and the establishment of competition records. There shall be no probationary period unless the SORC specifically establishes the same.

O. If the SORC disapproves the petition, the Chairman shall notify the petitioners of this decision within fourteen (14) days of the decision.

P. If the petition is disapproved, a petition for approval of the same class contained in the original petition shall not be filed within one (1) year from the date of the filing of the original petition.

5. Motors which have been loaned, leased or given by a manufacturer or agent, as a subsidy or through subterfuge, to any individual for use in Stock Outboard racing events of any type, shall not be eligible for racing.

6. When an outboard manufacturer discontinues business and sells jigs, fixtures, patterns and manufacturing rights to all fishing and racing engines to another, the successor shall be recognized as a legal manufacturer of replacement parts for engines previously accepted for racing by the SORC.

7. The SORC may at its discretion declare motors non-stock whose manufacturers have failed, at the request of the SORC, to supply information and the necessary specifications for measurements of engines.

8. The Stock Outboard Technical Committee may recommend engine specifications, clarifications, or replacement parts to the SORC. The SORC shall have authority for approval of engine changes and specifications. Motor specifications and related items shall be frozen for the period of a racing year, effective November 1. At the written request of the manufacturer, the technical committee and the SORC may approve a replacement part. Replacement parts with specification changes will not be approved for racing between May 1 and November 1 for the respective racing year.

RULE 17 • CATEGORY FEES

APBA Headquarters will collect a surcharge of \$10.00 from each racing member of the SO Categories. This money is to be used exclusively for the promotion of the racing category from which the surcharge was collected. Each category's funds will be administered by the category's commission.

RULE 18 • CHAMPIONSHIPS

1. Closed Course Championships

A. During each racing year Championship regattas shall be held for members of the American Power Boat Association only, as follows:

i. One Divisional Championship in each geographic division open to any APBA driver for points, trophies and prizes, but only to divisional drivers for bonus points and nationals qualification. A driver from out of the division may be named the divisional champion, but will also be listed as, "out of region".

ii. One closed course National Championship, one Eastern Championship and one Western Championship open only to APBA members.

iii. There shall be no other Stock Outboard race sanctioned within the same geographic Division on the same dates as a Championship race.

iv. The SORC shall be empowered to award two Championships to be held anytime between November 1 up to and including the third weekend in May. There will be an Eastern championship for the NE, SE, and Central divisions and a Western championship for the West division. A championship and double points will only be awarded if there are eight (8) bona fide starters in either heat of the finals and the winner is from one of the selected geographical divisions. The only qualified driver will be the defending East or West champion. Qualifying will be run on a race basis for which national race points will be given. Bids for this race must be submitted prior to the Annual Meeting.

v. All closed course Championship races (except the divisionals) must have a minimum of eight (8) bona fide starters in either heat to award a championship. Bonus points will not be awarded if the minimum is not met.

B. Qualifications for Divisionals (Maximum Starters — 12 Finalists)

i. At Divisional championships, eliminations shall consist of heats or complete races. In the event of point ties from different heats, time will become the basis for qualifying.

C. Qualifications for the closed course National Championships:

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- i. The National Champion in each class for the previous racing year shall be eligible to run in the finals without entering elimination races, if he/she is qualified to run under the requirements of the class.
 - ii. A Nationals qualifier shall be chosen from each of the four (4) divisional championships as per the following criteria:
 - a. Qualified drivers shall be chosen from each class with eight (8) or more starters.
 - b. The qualified drivers shall be chosen only from Divisional Championships held a minimum of three (3) weeks prior to the National Championships.
 - c. The qualified driver shall be the participant from that geographic division finishing in an overall first place.
 - iii. Twelve (12) drivers in the final field shall consist of the defending champion, the national qualifiers from each of the four (4) divisions, plus the first-place drivers with the best time for the elimination races. In the event that a driver does not place in one heat, that heat time shall be considered infinite.
 - iv. In the event that vacancies still occur, other drivers will be taken from the elimination races according to their position of finish. In the case of a tie, the qualified position shall be awarded to the driver who has established the least total elapsed time in his two qualifying heats.
 - v. Elimination races shall consist of two heats for each group of 12. In the event the reigning National Champion or a Divisional Qualifier wishes to enter elimination races, the driver must relinquish his or her qualified position to run in the eliminations. Regular points shall be given for all elimination races.
 - vi. Any driver that is previously qualified for the summer nationals final in their class, may not be in any official capacity during the qualifying races for their class.
- D. Assignment of each Championship shall be made by the SORC so as to provide the best possible course.
- E. The boat and/or motor in which a driver qualifies in elimination heats or races shall be run in the finals unless, in the opinion of the referee and/or inspector, the boat or the motor shall have become damaged beyond repair.
- F. In the event of a motor technical disqualification after the finals, the offending driver shall relinquish all prizes and points earned with the disqualified motor in any elimination races previously accumulated at that event.
- G. The Referee, Risk Manager, Scorer and Inspector must be approved by Stock Outboard Racing Commission before granting sanctions.
- H. All Stock Outboard classes will be eligible to compete.

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I. Scales at all Championships must be certified within the current racing year prior to the event by an authorized agent. Scales shall be in place for drivers' use one (1) hour before the start of the first race or qualifying heat. It shall not be possible to protest or appeal the accuracy of scales used.

J. In each class, the driver winning the Closed Course National Championship shall be awarded the 1-US number for the following season.

2. Marathon National Championships

A. During each racing year the SORC will sanction one Stock Outboard Runabout and one Stock Outboard 45SS Marathon National Championship. The following special rules shall apply:

- i. The contest shall consist of two (2) heats to be run on successive days. The winner in each class shall be determined on the basis of total points scored in the two heats.
- ii. Classes may run separately or together, at the option of the sponsor and with the approval of the SORC. They shall be scored separately.
- iii. Each heat shall be not less than 30 miles or 30 minutes at the discretion of the Race Committee.
- iv. Prize money shall be awarded on a race basis, and bonus monies to the champion of each class.
- v. The requirements for a photographic start will be waived for the Marathon National Championship heats.
- vi. There will be no change of equipment between heats unless damaged beyond repair. If equipment is changed but not damaged, points for the heat shall not be counted in overall standings.
- vii. No claims for records will be entertained.
- viii. If handicap system is utilized, the SORC must approve.
- ix. In each class the driver winning the Marathon National Championship shall be awarded the -US number for the following year, with the class designation first. (ex. C-US)
- x. The Marathon National Championship races must have a minimum of eight (8) bona fide starters in either heat to award a national championship. Triple points will not be awarded if the minimum is not met.
- xi. In the event of a tie on points at the Top O' Michigan Marathon Nationals, the tie will be broken on overall time for all places. If there is still a tie, the tie will be broken by the highest finishing position on the longest day. Currently, the longest day is Sunday's course.

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3. Marathon Divisional Championships

A. During each racing year the SORC may sanction one Stock Outboard Runabout and one Stock Outboard 45SS Marathon Divisional Championship in each of the Stock Outboard Divisions. These events shall be open to all bona fide Stock Outboard racing members. Double points shall be awarded to drivers residing within the division. Regular points shall be awarded to all other participants.

4. Probationary motors may not be raced at any championship events.

5. North American Championships - Require four (4) starters, excluding step-ups, in at least one heat. All categories must comply with all NAC rules, in the Reference Book under Special Events and Awards in the Resource Directory of the APBA website.

6. Chairman’s duties - At a championship event, the Stock Outboard Chairman will not be required to fulfill any duties of official capacity at registration. However, the chairman may volunteer to assist in pit area duties when time permits.

RULE 19 • AWARDS

1. Stock Outboard Hall of Champions

A. To be eligible, a member must have:

- i. Won a Closed Course National Championship with 12 bona fide starters in the event
- ii. Won a Marathon National Championship with 12 bona fide starters in the event.

-OR

- iii. Won a Closed Course National High Point Championship having competed in 12 or more races.
- iv. Won a Marathon National High Point Championship having competed in 10 or more races.

B. Once eligibility is established, the driver shall be awarded points for accomplishments in that year according to the following table:

Won a Closed Course National Championship with 12 bona fide starters.....	5 points each
Won a Closed Course National High Point Championship with 12 or more races.....	5 points each
Won a Marathon National Championship with 12 bona fide starters.....	5 points each
Won a Marathon National High Point Championship having competed in 10 or more races.....	5 points each
Won a Eastern or Western Championship with 8 or more bona fide starters.....	2 points each

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- Set a Stock Outboard record (except those establishing a record).....2 points each
- Henry Menzies Award winner.....1-1/2 points each
- Jerry Waldman Award winner.....1-1/2 points each
- Craig Dewald Award winner.....1-1/2 points each
- Won a Divisional Championship with 8 or more bona fide starters.....1 point each

C. In case of a tie, the following tiebreakers apply:

- i. The award will go to the driver whose qualifying class(es) per rule 1 has the greatest number of active participants.
- ii. If still tied, the winner will be the driver who scores the most points in direct competition (same class) at the Closed Course National Championships.
- iii. If still tied, the winner will be the driver who scores the most national points in the class in which he established his/her eligibility (rule 1).

2. The Gerald Waldman Award

Is awarded to the driver earning the most APBA points in a single Stock Outboard class. This award is for closed course only. Jerry Waldman, at the age of 42 years from Milwaukee, WI was probably the most talented outboard hydro driver ever. Over the lifetime of his racing career, Jerry at one time or another raced every class of stock runabout and hydro plus alky hydro in APBA and NOA classes. He won at least 45 national championships, 26 APBA titles and 19 NOA titles. His fantastic career will probably never be equaled. Jerry's spectacular racing career came to a tragic end on June 3rd, 1972, at Hot Springs, Arkansas, as he was racing in D (Alky) Hydro. Jerry's final day of racing met with great success until the accident as he won most of his events that day and ended up being the high point driver for the race. The racing number 240-W was retired by the SORC in 2014 in honor of Jerry.

3. The Henry Menzies Award

Is awarded to the driver earning the most APBA points in all Stock Outboard classes raced. This award is for closed course and marathon racing combined. Dr. Henry "Hank" Menzies was a dentist from Colgate, WI and earned himself a place on the APBA Hall of Champions and the Gulf Hall of Fame. He was known nationwide for his dedication to the sport of stock outboard racing and passed away due to a racing accident in 35SSH during the national championships in Saranac Lake, NY in 1978. Hank lived every minute of his 34 years to the fullest and inspired this enthusiasm in the hearts of those around him. The racing number 12-W was retired by the SORC in 1978 in honor of Hank. The racing number 12-W was retired by the SORC in 1978 in honor of Hank.

4. The Craig Dewald Award

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Is awarded to the driver earning the most APBA points in a single Stock Outboard class. This award is for marathon racing only. Craig (Butch) Dewald, from Reading, PA, began racing outboard Marathons in the early 1950's at the age of 12. He achieved instant success and national recognition with many wins including the Winnebagoland, The Belle Isle and the grueling Around Manhattan Marathon. In 1968, he won the 1000 Islands, NY Marathon where he debuted the very first converted Mercury 20H in the B-Stock class. Craig went on to achieve additional success as a short course hydro and runabout driver during a forty-year racing career. Along the way he also became the country's leading propeller builder. Although these accomplishments earned him many accolades through the years, there was one thing which Craig valued over everything else, the enjoyment of teaching young racers to drive runabouts. The racing number 24-P was retired by the SORC in 2014 in honor of Craig.

5. Rookie of the Year Award

Is awarded to the new driver selected by the SORC for the accomplishments in their first season. A new driver will be defined as one who has never before participated in a APBA race with a full racing membership and who started his or her full membership racing career in the year in which the award is achieved.

The rookie drivers will be judged, and the winner selected based on the following criteria:

1. The rookie's accomplishments and points earned on the race course.
2. The rookie's contributions to the sport off of the race course.
3. The rookie's sportsmanship throughout the race season.
4. Recommendations from the rookie's fellow racers and officials.

All new drivers will be verified by the chairman and distributed to the SORC after the end of the season for review and reference checks. The SORC will deliberate and select one winner based on the criteria above and the majority of the votes counted. The winner will be announced by December 15th. The award will be a custom embroidered jacket and be presented at the APBA Outboard Awards Banquet held at the APBA National Meeting.

6. The Tammy Dawe Advocate Award

Is awarded to recognize an APBA member who has made an outstanding contribution to our sport of boat racing. This award is named in honor of Tammy Dawe who dedicated her life to our sport and made it better through each person she touched. Tammy grew in a well-known racing family from Indio, California. Soon, she was a respected contender in the ASH & 20SSH classes. She followed in her father Ernie's footsteps to lead the Stock Outboard category as a Region 12 commissioner on the SORC for many years until her untimely passing in 2012. She was an eighth-grade language arts teacher in Victorville, CA and passed away after school in her classroom at the young age of 40 years. The racing number 20-C was retired by the SORC in 2012 in honor of Tammy.

A. Tammy Dawe Advocate Award Criteria - This award may be presented at the APBA Annual Meeting by the Stock Outboard Racing Commission and can only be awarded once to an individual. This award was created with the help of Tammy's close friend Jeff Conant and will be based on the following criteria and point system. A

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nominee must have a minimum of forty-five points before he/she will be considered for this award. Nominations can come from any past or present member. The nominations should include the nominee’s history (past & present) with APBA, highlighting the following criteria.

Advocate for Stock Outboard.....	15 points
<i>(Examples: Promotes racing, put drivers in equipment, builds equipment for free or little cost, put on driver schools, etc)</i>	
Stock Outboard Category Chairman.....	15 points
Race Official.....	10 points
National Officer.....	5 points
Stock Outboard Racing Commission Member.....	5 points
Council Member.....	5 points
Region Chairman.....	5 points
Region Officer.....	5 points
Club Officer.....	5 points
Honor Squadron.....	5 points
Has been an APBA member for over 25 years.....	5 points
Accumulated 25 or more points by earning 1 point for each year of service for any of the items listed above.....	5 points

Example: been on SORC 12 years = 12 points, race official 8 years = 8 points, region officer = 6years, totaling 26 points so the individual will have more than 25 points, therefore eligible for the 5 points.

B. Each year the SORC Chairman will pick a committee of three from the membership to establish the Tammy Dawe Advocate Award Committee. This committee will be announced like all other committees at the National Meeting for the upcoming year. On an annual basis, the SORC may elect one individual for the award. The committee will choose up to three individuals eligible for that year’s award and submit them to the SORC Chairman. The three they recommend to the SORC do not have to be the top point earners; they just have to be eligible with over 45 points. The recipient will then be chosen by a majority vote of the SORC via email. Nominations must arrive in any manner to the SORC Chairman no later than July 1st. The committee will review nominations & submit to the Chairman up to three individuals that they have chosen by July 31st. If there are no nominations for the year, the committee may nominate an individual on their own. The committee does not have to present the award every year if there is not a suitable candidate.

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7. Steve Warnock Memorial Award

This perpetual trophy is awarded each year to the BSH national champion and was the gift of his wife Darlene, son Michael and daughter Rachel in 2014. The trophy was originally won by Steve for his national championship win in 25SSH at the 1990 Wakefield, MI nationals. A native of Pewaukee, WI, he earned over 12 national championships and set two competition records during his career. He also won two world championships in 25SSH and was inducted into the APBA Hall of Champions and the Honor Squadron for his achievements. Steve was a leader for many years in the Badger State Outboard Association and was the driving force in the many championships held in Wakefield. He went on to be elected as the Stock Outboard Chairman for four years starting in 1990 after many years on the SORC as a Region 7 commissioner. His untimely death in 2010 left all in the sport with a huge loss and so many will never forget the gentle soul we affectionally called, Warby.

8. Fred Miller Memorial Award

This perpetual trophy was the gift of Fred's daughter Stacy Iwanicki in 2018. The trophy was originally won by Fred for his championship in B utility at the Winnebago, WI marathon national championship in 1959. Fred attended the race for five years in a row from 1957 to 1961. He was very successful in many of our runabout classes throughout his career. He managed the races in Trenton, MI and Dayton, OH for many years and also created the APBA Hall of Champions.

Prior to the marathon nationals each year, one Stock Outboard class will be drawn in a lottery. The national champion in this class will receive and hold this trophy for one year in Fred's honor.

Fred left his home of Trenton in 1986 to be the Manager of High Performance and Racing for the Outboard Marine Corp (OMC) and lived in Lake Villa, IL until his passing. With an amazingly energetic attitude, he passed away suddenly in 2017 at the age of 78 only two months after attending what would be his last national meeting in Los Angeles, CA. Along with his daughter Stacy, Fred was supported by his son Gordon and wife of many years, Merry.

GLOSSARY OF TERMS

Beam: Width of the hull.

Concavity: A surface that curves inward.

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Dead rise: lift from the centerline or keel to the chine. Sometimes referred to as a V. An example of dead rise is the keel being 0 and the chine being 1" higher. Negative dead rise is the opposite of dead rise. Negative dead rise is not permitted in any runabout. This is the case for both negative dead rise from fore to aft and port to starboard.

Immersed Surfaces: The wetted surface of the hull, including the bottom and chines, from transom to bow.

Longitudinal, Longitudinally: Parallel to keel.

Monoplane: A boat with one planing surface.

Planing Surface: The lowest immersed surface from the aft end forward, excluding hydro air traps.

Rocker: In a profile view (fore and aft), the rise in the keel and chine.

Securely Fastened: Does not fall out when hull is turned upside down.

Shear Line: The fore and aft curvature from stem to transom of the deck as shown in side elevation.

Transverse, Transversely: At right angles (90°) to keel.

Trailing edge: The trailing edge of the bottom of the boat is defined as the aft most end of the bottom, or in the case of a discontinuous trailing edge, the trailing edge is defined as a straight line connecting the aft most point on the starboard side bottom to the aft most point on the port side bottom. This straight line occurs on the main structural wetted surface between the air traps."

Tunnel: A concavity greater than 1/16" within the planing surface.