**1. THIS RULE REPLACES CURRENT 11.1: (RULE PROPOSAL 6B)**

11.1 Inboard racing members who intend to drive racing boats and inboard riding mechanics must submit a statement of good health, certified by a licensed physician or a licensed medical assistant. The APBA Inboard Physical form is recommended. This form is available at the Inboard website [www.apba.org](http://www.apba.org) under resources or on request from the Inboard office. Additionally, other motorsports racing physical forms, DOT, FAA or similar medical certificates are acceptable. If corrective lenses are listed on the physical form/certificate, they must be used in competition. The original or a photocopy of a current physical form/certificate with no waivers except for corrective lenses, are to be sent to APBA headquarters with membership application.  If your physical expiration date is not on your APBA membership card, you are required to present your physical form/certificate at registration. Any of the above stated forms/certificates will remain current from date on said form/certificate until 12:00am of the second anniversary of the physical.

**2. THIS NEEDS TO BE ADDED TO RULE 13.1.1(RULE PROPOSAL 11A)**

Add to Rule:. ”The distance from the starting line to the entrance buoy of the first turn shall not be less than ½ the straight of way distance and it shall be the aim of the race committee to have this distance designed to be as long as possible. The exit buoy of the last turn may be used as a starting buoy.”

**3. REPLACES CURRENT RULE 38(RULE PROPOSAL 13)**

**RULE 38 - MARK J. WEBER, IRC MERITORIOUS SERVICE AWARD CRITERIA**

**38.1**This presentation may be awarded annually at the APBA Annual Meeting, by the Inboard Racing Commission. No past recipients of this, the “Bob Ballinger Award,” **or**the “Tony Scartine Award” **or the “Bruce Broussard Award”**are eligible to be considered. This award will be based on the following criteria and point system. A nominee must have a minimum of one hundred and twenty (120) points before he/she will be considered for this award. All nominations should originate at the club level. The nominations should include the nominee’s history with the APBA, emphasizing the following criteria.

National Officer (past or present).............................................................................................. 25 points

Council Member (past or present)............................................................................................. 20 points

Region Chairman (past or present)............................................................................................20 points

Region Officer (past or present)................................................................................................ 15 points

Race Chairman (past or present)...............................................................................................15 points

Race Official (past or present)...................................................................................................15 points

Club Officer (past or present)....................................................................................................10 points

Honor Squadron....................................................................................................................... 20 points

Inboard or National      Chief Referee………………………………………………… 10 points

                                    Chief Scorer…………………………………………………… 10 points

                                    Chief Inspector………………………………………………… 10 points

Chairman of Inboard:  Technical Committee………………………………………… 10 points

                                    SafetyCommittee……………………………………………… 10 points

                                    Other National IRC Committees…………………………… 5 points each

Inboard Racing Commission Member or Inboard Board of Governors (past or present)............20 points

**38.2**Add one (1) point to the above for each year the nominee was a member of the APBA Inboard division.

**38.3**Send nominations no later than November 15th to:

APBA/IRC Meritorious Service Award, David Shaw,

20414 Spangler Drive, Lincoln, DE 19960

H) 302-265-2465 C) 973-714-9785 E-Mail: instpov@yahoo.com

*Copy to the Inboard Chairman*

**4. NEW PART OF RULE 16 – CLOCK STARTS: ( RULE PROPOSAL15)**

 16.16  Alternate Format –Promoter’s Option - Assigned Lanes

 Race committees may use the following format at all non championship events. The Assigned Lane format must be stated on the sanction.

16.16.1 A maximum of 2 heats will be scored for national points per class per day.       
16.16.1.1 RACING FORMAT  
16.16.1.2 Lanes will be drawn for the first round of qualification heats of the event. A double blind draw is recommended, but not mandatory.  
16.16.1.3 .Second round qualification heats will reverse the order of lane assignments from round 1.  
16.16.1.4 Third round qualification heats will be based on the total number of points earned in heats 1 & 2 with the boat with highest number of points receiving the inside lane, ties in points will be broken by the fastest average time from round 1 & 2 qualification heats. In the event that no time is taken, a coin toss will determine the lanes.  
  
*16.16.1.5*  Owners and/or drivers may request an outside lane.  
*16.16.1.6* The referee may require a boat with a qualified driver to run on the outside and remain there through the exit of the first turn.  
16.16.1.7 A qualification is considered official if all the groups of the same qualification have run. (ex. Qualification 1A, 1B, and 1C)  
16.16.1.8 The number of boats per qualification group is determined by the Race Director and Referee.

 16.16.1.9 Positions for the final shall be determined by the total accumulation of points from the qualifications, the boat with highest number of points receiving the inside lane. If there is a tie in total points, the points from the last qualification will determine the winner.

16.16.1.10 All boats must be in their assigned lane before leaving the back straight after the one minute signal has been given. Any boat not in their assigned lane will be issued a one minute penalty.

16.16.1.11 After the start of the race boats must maintain their lanes parallel to the interior of the race course to the exit of turn 1.   
16.16.1.12- In the event that there are more than 12 boats a consolation heat may be run at the discretion of the race committee and referee. The lanes will be determined by total points. The winner of the consolation heat will be assigned to the outermost available lane. There shall be no national points given for a consolation heat.

**5. REPLACES CURRENT CRACKER RULE 50.4: (RULE PROPOSAL 18)**

**50.4 Engine:** Competing boats shall be powered by one internal combustion four-cycle engine. Carburetors or mechanical fuel injection shall be permitted

where specified. An aftermarket starter may be used. Ignition may be battery or magneto. The block, OEM or aftermarket permitted, must be

cast iron and based on a U.S. automotive production design. The cylinder heads must be of OEM design, but aftermarket parts may be used

including aluminum heads. There shall be no more than two valves per cylinder. There shall be no superchargers or overhead cam

**6. DELETE RULE 25.9 AND ALL PARTS – BOARDER SERIES: (RULE PROPOSAL 26)**

**25.9 APBA/CBF Border Series:** *Due to geographical location and regatta success depending upon international competition, Regions 1 and 2*

*may conduct regattas under an APBA/CBF Border Series format and APBA/CBF Border Series Racing Rules as described in Rule 25.8.4 if*

*the following conditions are complied with. Any other Region requesting this APBA/CBF Border Series format must have the approval of the*

*Inboard Chairman.*

**25.8.3.1** All APBA sanction fees and insurance fees are assessed and paid at the APBA Series rate.

**25.8.3.2.a** All Inboard hulls (APBA, CBF, ACHA or others) registered to participate in the regatta pay the $50 Series national

registration fee (rule 35.1.5). This fee is for all Inboard hulls participating in the regatta, regardless of their

participation in the Series or not. All inboard classes participating at an APBA/CBF Border Series event except 1

Litre, 2.5L Modified, National Modified, and Grand National Hydroplane will use the APBA/CBF Border Series

format and the APBA/CBF Border Series Racing Rules as described in Rule 25.8.4

**25.8.3.2.b** All 1 Litre, 2.5L Modified, National Modified, and Grand National Hydroplane hulls may be included in a Border

Series race and will run and scored using the two day/two race format.

**25.8.3.3** Excluding Series Format and Series Racing Rules, all APBA rules must be complied with (i.e. safety, rescue, technical, etc.).

**25.8.3.4** Regatta officials must be APBA inboard approved. Dual certification is acceptable.

**25.8.3.5** The APBA/CBF Border Series Format, Racing Rules and Series fee must be announced on the race circular. (i.e. APBA/CBF

Border Series format, APBA/CBF Border Series racing rules, and $50 Series Inboard Fee will be in effect a this regatta).

**25.8.3.6** The APBA/CBF Border Series Format and APBA/CBF Border Series Racing Rules must be reviewed at the drivers

meeting to assist all owners and drivers in understanding the format and racing rules in effect at the regatta.

**7. THE FOLLOWING IS ADDED TO RULE 6 – AFTER PART 6.6.15.2**

**ADD RULE: 6.6.15.3 ( RULE PROPOSAL 29)**

**APBA Inboard National Event Inspection Protocol for Summer Nationals, Eastern & Western Divisionals**

At a National Event all classes shall be inspected under the Level 1 procedure listed below. However, 1 class that shall be drawn from a hat at the driver's meeting by the Referee will be inspected under the Level 2 procedure. This class shall be announced after it has finished its heats of competition and has been sealed. If a modified class is drawn, its rule set may allow for a Level 1 inspection to be determined by the Inspector.

**Levels of Inspection**

Level 1: Any measurements or procedures the inspector chooses without removing the head/heads. Any 2-stroke engine must have the head/heads removed for a physical measurement of displacement.

Level 2:   Any measurements or procedures the inspector chooses with the head/heads removed, but short of removing the short block from the hull.

Level 3:   A complete inspection that may include removing the short block from the hull.

This protocol does not preclude the referee or the inspector from the right to inspect any equipment, for any reason, at any time, at any level.  All levels of inspection allow the inspector discretion to choose the number of measurements or procedures he wishes to perform within the class rule set. In the case of a protest or a record being set a complete level 3 inspection is recommended.

**FOLLOWING NEEDS TO BE ADDED TO GO ALONG WITH THE ABOVE:**

**42.3 ( add recommended)Minimum inspection procedure for 1.5 Litre Stock Toyota.**

**43.5 (add recommended) 7 point Minimum Inspection Procedure for 2000cc Ford Pinto.**

**45.1.27** In the eve**nt** that (Delete--- a national championship, a divisional championship, or) a record is established, the engine must be dismantled to determine legality of the parts.

**45.2.27** In the event that (Delete---- a National Championship, a Divisional Championship, or) a record is established, the engine must be dismantled to determine legality of the parts.

**54.3.14 (add recommended)** 7 Point Minimum Inspection Procedure for 283 cu. in. engine

**54.4.14(add recommended) 7 Point Minimum Inspection Procedure for 305 Cubic Inch Motor**

**54.4.15 (add recommended)** 6 Point Minimum Inspection for Boat