

2016 Inboard

Inspectors Test

Note: All Inspectors who have not submitted and passed the 2016 Inspectors test by May 15, 2016 will have their names removed from the list of Approved Inspectors until such time as they have successfully passed the examination.

Answer the questions below using APBA Bylaws, APBA General Safety Rules, Inboard Rules, and the Capsule Requirements document found in “Resources” on the APBA website.

1. Where applicable, it is acceptable to use Katech Whistler to determine an engine’s compression ratio.
2. The Association logo can be placed anywhere the competitor chooses.
3. As long as an image recording device is small (such as a GoPro) and has a quick disconnect attachment, it is acceptable for use on the driver’s helmet.
4. A contestant can be declared illegal in the runabout classes if they do not meet the lifting requirement for inspection.
5. 7/16” rocker arm studs are allowed in the Skiff class.
6. The cell manufacturers label does not have to be affixed to the cell as long as it is shown to the Inspector?
7. All Drivers in capsule boats must have audio communication from a Spotter on shore and the Spotter must be stationed in immediate proximity to the Referee or his/her designee.
8. Fuels may be mixed as long as they pass the Digatron test and are on approved fuels list.
9. Where a carburetor spacer is allowed, the maximum thickness shall be measured at the greatest thickness of the spacer or wedge.
10. An aftermarket intake manifold may be used on a 305 Stock engine option in the five litre class.
11. The maximum intake valve diameter allowed on a 2.5 Stock engine running an iron head is 1.890” ±0.010”.
12. Runabout class bottoms shall have no more than 3/8 inch concavity from keel to chine, from trailing edges to amidship.
13. All legal 2.5 Modified boats are considered legal boats in the NM class as long as they meet the rudder requirement.
14. Lifting slings must be pull tested every 2 years and documentation provided to inspector.
15. Where repairs are made during a race, the boat must be inspected and approved upon completion of such repairs in order to continue in competition.
16. All life jackets shall have at least 50% of the upper surfaces above the waist, both front and back, international orange or yellow in color.
17. A camshaft for a 350 engine used in the five litre class can only be purchased through the APBA/ACHA offices.
18. All GNH boats must meet the minimum class weight without the Driver.
19. A Holley 0-4412BKX carb is legal for use in the 2.5 Stock class.
20. The Inspectors shall have the power after the finish of any race to order any contestant to dismantle his motor for inspection and measurement. Any contestant refusing to comply with the orders of the Inspector shall be disqualified by the Referee.
21. Competitors may place artwork or writing in the area across the front of the helmet directly above the opening as long as it does not exceed 8” wide X 2” high.
22. The maximum cylinder compression ratio of the 350 engine used in the five litre class is 9.29:1.
23. What are the properties of Sunoco Supreme 112 fuel?
24. It is perfectly acceptable to use a crank shaft made out of titanium in the SE class.
25. Any 2.5 Stock wanting to run in the 2.5 Modified class must meet the 2.5 Modified capsule requirements (as noted on the capsule manufacturer’s label).
26. As of May 1, 2016 what are the only approved safety restraint systems allowed in non-capsuled SS and PS classes? (Note: At the time of this test publication the latest flatbottom rules have not been officially released. If this is the case when taking the test, leave this question blank.)

Upon completion of this test, submit to Jim Sechler, Inboard Chief Inspector by one of the following methods:

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USPS: Jim Sechler

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