

# Grand National Hydroplane Inspection Sheet (REVISED 4/20)

Regatta: \_\_\_\_\_ Date: \_\_\_\_\_ Boat # \_\_\_\_\_

- **Length:** (Min: 20' built before 11/1/1997) \_\_\_\_\_ Weight: (2000 lbs.) \_\_\_\_\_
- **Length:** (Min: 20' built 11/1/1997 or after) \_\_\_\_\_ Weight: (2200 lbs.) \_\_\_\_\_
- **Length:** (Min: 20' Max: 26' 511 Cu. In. engine) \_\_\_\_\_ Weight: (2500 lbs. w/o drv) \_\_\_\_\_
- **Propeller:** One only, max. 3 blades, cast material; hull, cavitation plates, and drive shaft must be non-adjustable while boat is in motion.
- **Radio:** 2 way communication required.
- **Fuel Type:** \_\_\_\_\_ (Brand name i.e. VP-C12., etc.)
- **Gasoline (per Rule 40.18.12)**
  - Specific Gravity \_\_\_\_\_ (less than 0.800 @68°F) (per 40.18.12 SG .715-.765 @60°F)
  - Digatron Reading \_\_\_\_\_ (Must be negative)
- **Engine Option 1**
  - Block: cast iron, US manufactured, OEM supplied, min. bore spacing 4.600 in.
  - Overhead cams are not allowed.
  - Ignition: Crank-driven not allowed.
  - Engine Displacement (Max. 468 cu. In.)
    - Bore: \_\_\_\_\_
    - Stroke: \_\_\_\_\_
    - P&G: \_\_\_\_\_ (can't be done for records)
    - Note: Displacement = Bore x Bore x .7854 x Stroke x Number of cylinders
  - Carburetor: Holley 600 cfm, throttle bore primary and secondary 1 9/16 in. max.
    - Primary TB Dia.: \_\_\_\_\_
    - Secondary TB Dia.: \_\_\_\_\_
- **Engine Option 2**
  - Block: cast iron, OEM or aftermarket, short deck, minimum bore spacing 4.600 in.
  - Overhead cams are not allowed.
  - Not inspectable: inlet manifold, camshaft, compression ratio, piston and rings, carburetor body and venturi.
  - Bore and Stroke: (454 Chevy) – mandatory combination allowed
    - Bore 4.310 in. : \_\_\_\_\_
    - Stroke 4.00 in.: \_\_\_\_\_
  - Bore and Stroke: (427 Chevy) – alternative combination allowed
    - Bore 4.440 in. : \_\_\_\_\_
    - Stroke 3.760 in.: \_\_\_\_\_
  - Connecting Rod Length 6.135 in.: \_\_\_\_\_
  - Cylinder head: Chevrolet common wall intake ports only (no aftermarket); no grinding or polishing permitted in ports and combustion chamber.
    - Valves:
      - Intake – 2.300" Max. : \_\_\_\_\_
      - Exhaust – 1.900" Max.: \_\_\_\_\_
      - Rocker arm ratio 1.7 to 1, roller rocker arm OK: \_\_\_\_\_
  - Carburetor: Holley 4 barrel, throttle bore primary and secondary 2 in. max.
    - Primary TB Dia.: \_\_\_\_\_
    - Secondary TB Dia.: \_\_\_\_\_

- **Engine Option 3**

- Block: cast iron, US manufactured, min. bore spacing 4.600 in.
- Engine Displacement (Max. 511 cu. In.)
  - Bore: \_\_\_\_\_
  - Stroke: \_\_\_\_\_
  - P&G: \_\_\_\_\_ (can't be done for records)
  - Note: Displacement = Bore x Bore x .7854 x Stroke x Number of cylinders
- Overhead cams are not allowed.
- Cylinder head: 2 valves per cylinder, no symmetrical intake ports. Common wall intake port heads only, such as Chevrolet, Dart, Brodix, etc.
- Intake manifolds must be cast, available from major manufacturer.
- Carburetor: American-made, throttle bore primary and secondary 1 9/16 in. max.
  - Primary TB Dia.: \_\_\_\_\_
  - Secondary TB Dia.: \_\_\_\_\_
  - Restrictor plate .250 in thick with straight cut bores 1/9/16 in. dia. Max, located 1.5 in. max below carburetor is acceptable; plate thickness includes gaskets; all other adaptors or spacers are included in the maximum distance.

Chief Inspector \_\_\_\_\_ APBA # \_\_\_\_\_

Inspector \_\_\_\_\_ APBA # \_\_\_\_\_

Referee \_\_\_\_\_ APBA# \_\_\_\_\_

Inboard Commissioner \_\_\_\_\_ APBA# \_\_\_\_\_

Boat Owner's signature \_\_\_\_\_ APBA# \_\_\_\_\_