

Constitution and Bylaws of the Cal-Ore River Racers 2014

Article 1

This Organization Shall be called the Cal-Ore River Racers Association or CORRA.

Article 2

Purpose:

The purpose of this constitution and bylaws shall be to protect and promote the interests of the CORRA. This document shall aid elected officers, racers, members, sponsors, spectators and everyone else in acquiring a thorough knowledge of the rules and regulation of CORRA. This constitution shall be the initial governing document, which will supersede all previous rules and regulation used by the association.

Article 3

Membership:

The membership of CORRA shall not be limited in size. Members must meet and maintain the following requirements:

1. APBA general safety and racing rules will apply unless there is a more restrictive Cal-Ore rule.
2. Drivers must be at least 18 years of age to race; 16 years of age to practice.
3. Drivers who are required to wear corrective eye lenses while operating a vehicle are also required to wear them while driving a boat.
4. Before a new driver can race, they must have driven for a period of more than 30 days prior to their first race and/or approval by the safety committee.
5. Before a new driver can race, they must be approved by a Safety Crew member or an Officer.
6. No driver shall operate a boat under the influence of drugs or alcohol either during practice or race day. APBA rules stipulate that no alcohol will be consumed from midnight before the race day until driver has cleared inspection. Race officials may not consume alcohol until one hour after completion of race and all boats have cleared inspection.
7. All racers must read this constitution, sign, and return the certification page to an elected officer before they can participate in any event. Certification must occur annually.
8. All Rookies must have a one-inch wide white cross on helmet for their first full year, minimum five races. It must be ear to ear and front to back.
9. There will be membership categories for boat owners and non-racing members.

Article 4

Fees & Dues:

There shall be an annual fee of \$400.00 for CORRA racing members. This fee guarantees voting privileges (after the participation in 3 races), participation in all races, and eligibility for prize money. This fee is due by the first race of the season and covers all entry fees for any races sponsored by Cal-Ore in that calendar year. This fee will consist of the following:

1. APBA Cal-Ore special event race insurance coverage during the race (Drivers' membership to be purchased by each driver individually through APBA).
2. Cal-Ore entry fees for the current year CORRA sponsored racing events is \$100 dollars per event..
3. A rookie driver is not required to pay a fee for their first race. The following races may be paid for on a per race basis.
4. There will be a \$50.00 annual membership for boat owners who are not drivers. Boat owners may hold an office in CORRA.
5. There will be a \$25.00 non-racer annual membership fee. Non-racers who have paid the annual membership fee may hold an office in CORRA.
6. **The** CORRA fee is paid for the driver. Driver points will be kept for the driver. Owner points will be kept for the owner and boat number. A driver who is a boat owner will qualify for both owner and driver year end high points. Article 14 Section 2.

Article 5

Governing Body:

The governing body of the CORRA shall be elected officers. The elected officers shall comprise of a President, Vice-President, Secretary, Treasurer and Risk Manager/Sgt. at Arms. These officers shall be elected by majority vote by those members in attendance at the yearend meeting during election years. In order to be considered for an elected office you must be a good standing member of CORRA and you must be nominated by another member. If more than one person is nominated for a position, a majority vote by those present will determine who will be elected. Each position will be voted on one at a time. Each officer will serve a two year term with even numbered years being election years. Any eligible members (drivers and owners) excluding the president shall vote on any issue. The president can only vote to break ties. If an elected position becomes vacant, the CORRA membership shall elect a new officer at the next meeting to finish out that term. A safety committee shall be voted on every even year.

There shall be a Grievance Committee for any Cal-Ore matters to be resolved. This committee will not make rule changes. It will be called the Board of Directors and will be made up of the elected officers.

Article 6

Meetings:

CORRA shall conduct at least one annual meeting for its membership. The location of meetings shall be determined by CORRA membership at the previous meeting. When at all possible, the location site shall try to accommodate all members. All members shall be notified of a meeting no later than 14 days to the next meeting by written letter, telephone, or email. Members shall not be required to attend the scheduled meeting; however those not in attendance will forfeit their right to vote on any rule changes, official elections, or constitutional amendments when applicable for that meeting. No voting shall be done by proxy vote. Members must be in attendance to vote. Only members who have raced at least 3 races and boat owners will be allowed to vote.

All racers must attend the drivers meeting at each race. This meeting will be exactly one hour before the race (unless otherwise notified such as Boatnik). The location will be announced on race day at the location in which the boats will be launched. Drivers not in attendance will be moved to the last place start position(s) for the start of the race.

Alcohol will not be allowed at any of the above meetings or in the hot pit area.

Article 7

Motor Restriction:

1. American made Mercury stock production with a maximum of 45 cubic inch (four cylinders) displacement.
2. Stock engine with no internal modifications or use of parts that might enhance engine performance except as follows:
 - a. Balancing by grinding on crank, rods, and pistons okay. No drilling! No excessive material removing allowed!
 - b. Modified flywheel with no restrictions.
 - c. Modified exhaust, DEQ approved type if possible, no modification to exhaust or intake ports. Factory machine marks to be present.
 - d. No re-routing of the cold water system, except (3) 1/8 inch holes can be drilled from the bottom of the jacket to the hot water exit side. This matches some stock Mercury blocks. Water to be exited from exhaust side water chamber only.
 - e. Single and dual, metal or fiber reeds okay.
 - f. 5/32" maximum opening at the end of the reed stop, no modification to reed block pedal port opening.
 - g. Two-blade props only.
 - h. A pin may be added to hold the reed block in place.
 - i. Cylinder boring is allowed with restrictions. Any standard or oversized two or three ring piston combination, that meets mercury marine specifications, with stock compression can be used, but not to exceed .090ths, combined total oversize of the four pistons.
 - i. Two .030 and two .015 over pistons can be used to achieve 45 cubic inches.

- j. Maximum compression reading (four rope pulls). These compression readings are not the maximum compression limits allowed, they are just a signal for the inspector that a motor may be illegal if the compression reading is above the following.
 - i. Two ring pistons (130 lbs) maximum
 - ii. Three ring pistons (140 lbs) maximum
- k. Carburetor jets cannot exceed .063 or #63s.
- l. A fixed position standard magneto or 12 volt or self energizing fixed position electronic ignition (probationary for 2014) will be used. The electronic ignition will be voted on for the 2015 season.
- m. Must have an automatic electric kill switch attached to throttle.
- n. No electric start. Rope pull by driver only. Check with safety committee.
- o. Only pump gasoline with no additives, not to exceed 92 octane.
- p. Only Chevron or Mercury two stroke oil rated TCW3. No synthetic oil.
- q. Motors must be bolted, clamped and tied (shock cord, etc.) to transom.
- r. Must have "Lanyard Kill Switch" permanently attached to life jacket and must be used at all times while operating a boat.
- s. Any racing design gear housing with 1 to 1, or 1 tooth under drive ratio, with or without water pump. Minimum length of lower unit skeg 3" consisting of a minimum of 10 square inches of surface area.
- t. Any other work or modification has to be approved by the club inspector.
- u. The top five boats of each race can be inspected and will have a seal applied to the block after passing inspection. Engines that have been sealed will not be retested unless protested. Drivers may choose to have their engines checked and sealed prior to any race.
- v. **Any** aftermarket piston and components are approved for use with the same applicable restrictions as listed in this article. They must be an aftermarket reproduction that is built to the same specs as mercury components.
- w. Due to the scarcity of some connecting rods all rods may be ground in balancing but one rod must be very lightly touched in the grinding process to prevent over grinding for lighter rods.

Article 8

Boat restrictions:

1. Boats must be at least 13'6" (actual built size) no additions to make length. All boats are to be constructed of wood. Two lines of carbon fiber may be added to the construction of the cockpit sides for reinforcement.
2. No wings allowed.
3. No automatic motor tilt systems.
4. No external adjustments from cockpit.
5. No motor lifts.
6. No thrust bars.

7. No devices operated from the cockpit other than the throttle and the steering wheel.
8. Stationary center fin must have a total of 35 sq inches and be no shorter than 5". Full fin recommended.
9. Boat, driver, motor and accessories must have a finish weight of at least 575lbs excluding water. There will be a mandatory weigh-in for each boat at their first race of the season.
10. Steering, throttle, and kill switch must all pass safety inspection yearly before each boats first race.
11. Gas tank must be secured.
12. All boats must have a paddle.
13. Any boat not up to specifications listed above will be disqualified until fixed.
14. All racers must start and finish in the same boat.
15. All drivers are responsible for meeting the minimum requirements set forth in article 8 section 9. Scales will be brought to some races for spot-checking weight. Top 5 finishers may be spot checked after any sanctioned race.
16. Any boat ran in the Kilo's must be compliant to all Cal-Ore rules and regulations as a competition boat. Any boat ran in the kilo's must have competed in at least one Cal-Ore River race.

Article 9

Safety:

1. Life jackets must be worn at all times while operating a boat.
2. Life jackets must be Lifeline or Security Jacket 75% orange in color and must be in good shape and inspected yearly, and after an accident.
3. Helmets must meet APBA specs. Currently the upper 50% of the helmet must be a solid color of orange, fluorescent red, fluorescent green or yellow in color and worn at all time while operating a boat. Cal-Ore does not recommend the use of full face helmets.
4. All boats must have a lanyard kill switch attached to the driver.
5. Rules of the water will be discussed at each drivers meeting before the race.
6. Practice days and warm ups:
 - a. Down river boat has right of way.
 - b. Always stay to the right.
 - c. Use caution when entering or exiting pit area.
 - d. Run (turn) counter clockwise when doing laps.
7. Any boat that is in front of another boat(s) has the right of way on the course and the passing boat must use discretion.
8. Any boat that has a prop on can only start motor with the prop in the water.
9. It is up to the driver to find boat holders for each start and restart of the race.
10. Boat holders can only enter the water waist deep, and must sign a release waiver.
11. If you are not on the starting line three minutes prior to when the race is scheduled to start, you will be disqualified for that event. If you are on the starting line and can't get started, you will have 2 minutes after the start of the race to get started (this means on the bank engine shut off).

12. A safety committee will be decided on every even year by the club. There will be 3 members. The committee will be from California and Oregon. The purpose of the safety committee is to observe and advise drivers as to the safety rules and practices at race sites and practice sessions. Their duties also include observing and advising rookies to qualify them for their first racing start. The safety committee reports to the APBA/Cal-Ore Risk Manager who is also a safety team member. Members of this committee shall not serve as an elected officer of the CORRA concurrently except for the APBA/Cal-Ore Risk Manager.
13. The APBA/Cal-Ore inspector will inspect all racing equipment and review and enforce safety and category rules.
14. No drivers may be under the influence of alcohol during operation of the boat.
15. No smoking allowed in pit area.
16. Drivers must wear a Kevlar cut suit while racing and during practices.
17. APBA safety rules will apply and any issues related to the course or an incident that took place during the race will be reported to the designated APBA referee by the driver's representative. Driver's representative is explained in Article 10 section 8.
18. In the event of an accident a driver that stops to help a victim may regain the position he/she were in before stopping.
19. Helmet mounted cameras or any image recording device are prohibited.
20. All APBA safety and general racing rules will apply unless Cal-Ore rules are more restrictive.

Article 10

Infractions and Protests:

Gas may be purchased by another driver prior to the race. This should be done as early as possible and no later than 2 hours before the start of the race. A tear-down inspection will be performed by and at the discretion of the Inspector and/or Referee. This inspection will be conducted as soon as the race concludes at a site determined by the officials. If the inspector finds the motor to be illegal, penalties are as follows:

1. Driver and owner will be disqualified for that event.
2. Driver and owner will forfeit prize money and points for that race.
3. Driver and owner will not be allowed to race until the problem is resolved.
4. Driver and owner must pay \$100.00 each to the club as a fine. If the driver is the owner then the fine is \$100.
5. If driver or owner is caught cheating twice, they will be disqualified from racing for one year from the date of the infraction on top of the penalties assigned.
6. Every race must have a driver's representative for any complaints, protests, safety issues, or any other issues that may require the referee's decision. This is designed for on course issues. Protests by drivers need to be brought to the driver's representative, not directly to the referee.
7. Any current Cal-Ore member can have a racer inspected to the specifications described in Article 7.

8. Any racer or club member with voting privileges can pay \$100 dollar fee and have the race inspector conduct a complete inspection including fuel as described in Article 7. The party protesting must also pay the cost of the protest (off site fuel test etc.). If the engine or fuel is found illegal the driver or owner of the illegal boat must reimburse the protesting party. The driver and owner of the illegal boat will also be subject to all penalties and fines described in Article 10.

Article 11

Rookie:

A rookie is a racer that has started in less than 5 races. A rookie racer must wear a white cross over the top of their helmet, front to back and side to side, until they have competed in 5 races. Rookies are not allowed to draw for starting positions during their first 3 races unless there are other rookies at this time. In this case the rookies will draw for starting positions among themselves and will be placed at the back of the pack. Starting at the back of the pack only applies to the first start of all races in which the driver is considered a rookie. After starting 3 races a rookie may request permission from the safety committee to enter the drawings for starting positions and only if approved may the rookie have his name submitted for drawing starting positions.

Each year the club determines who will be named the rookie of the year by determining which rookie has the most points at the end of the season. Also, a rookie must have raced all three races before the end of their first season to be considered for rookie of the year. If a rookie only raced two races during their first race season they must wait until they complete a third race in a following season to be considered for rookie of the year. The race season in which they race their third race will be the season in which they can be considered for rookie of the year.

Article 12

Rules:

Rules can only be changed by a majority vote in the club at a yearend meeting or a special meeting called by officers. Rules of the day, such as course restrictions, will be announced at the drivers meeting.

Rules are as follows:

There will be no racing where boats will meet head on unless separated by a buoy line. Each race will consist of laps (amount determined by each course). Each lap will have

two legs. Each leg will have a start and finish (Example 1: point A to point B; point B to point A / Example 2: point A to point B: point B to point C).

A sweep boat will start and run the course immediately after the last boat has left the starting line, and the sweep boat will only stop for a combined time of 2 minutes per leg. Boats unable to start at the beginning of any leg must wait until the next leg to re-start (this assumes that there is another start at that location). Any driver that breaks down during a leg may try to re-start until he is passed by the sweep boat. (In races W/O a sweep boat if you kill the motor you cannot re-start!!!). You can re-start after all boats have passed on the next leg (before the sweep boat passes by). On the last leg, the race is over if passed by the sweep boat. The sweep boat will not pass as long as your boat is under power with the exception that the race official in the sweep boat may ask the driver to pull over in a safe pace if the boat is determined to be impeding the progress of the race.

Mechanical work will be allowed but the race will be started 2 minutes after the sweep boat has arrived. There will be no refueling, starting (firing motor) or removing the boat from the water between legs (unless otherwise stated while waiting to re-start).

The race winners will be determined as follows:

- 1st- 1pt
- 2nd- 2pts
- 3rd- 3pts
- Etc.

Points will be awarded for the finish position of each leg. The racer with the fewest points at the end of the race will win. If a tie occurs the last leg ran will determine the winner in all positions. Boats that finish all legs will be considered first for finish placement. If 30% of the boats should drop out on any leg due to an accident, that leg will not count. All legs before and after the accident will be counted toward each racer's total points.

If you do not finish every leg during a race day you will be scored only for the legs completed and placement. Example; if two boats complete five of six legs, the boat traveling farthest on the fifth leg will place the highest.

All boats that start the race, and leave the starting area, will score season points.

Example; there are twenty entries and the first boat out of the race only goes two miles they will place twentieth.

Even in the event that a race is canceled in the middle of the event the points will count toward each racer's total points for the season.

The end of each race is determined by the first boat to finish. One hour after the first boat finishes the race is officially over. All protests must be filed within one hour of the first boats finish.

- Any boat that is broke down on the side of the river has the responsibility of notifying the sweep boat if they intend to file a protest.

Sweep boat will leave immediately after last boat leaves the starting line. A total wait time of 2 minutes.

A two day race will have points awarded as follows:

Two day races will be scored as two separate races with points for each day. Total prize money may be split between both race days.

Starting with the 2012 season all races will be two day with day one being a qualifier for quarter points awarded for fastest to slowest time recorded. The qualifier will consist of single boat timed runs over a shorter course. The finish for the race on day two will be for full points. Rookies will start in back of the pack until they have made three qualified starts. The start draw for the race will be held at the drivers meeting the morning of the race except for Boatnik where the draw is held on a day previous to the race.

Starting Procedures

1. All boats will be pointed at an angle into the river in the direction of the start.
2. There will be a maximum of two boat holders per boat.
3. If a boat does not have a boat holder that boat must start in the back of the lineup.
4. All boat holders must stand in the bight (on the inside if the boat facing the direction of the course) or at the transom.
5. The boat holders must stand (hold) in the back half of the boat they are holding.
6. No boat holder shall be over waist deep in the water while holding a boat.
7. One boat holder will signal to the starter that they are ready for the start as the starter points to the boat.
8. The driver is responsible for the placement of his boat and boat holders.
9. Boat holders will either attend the primary drivers meeting or a meeting at the end of the course that they are working conducted by a race official.
10. All boats must be spaced safely apart taking into consideration space available for the start. Recommend at least six foot spacing between boats.
11. If boat holders are not present at the driver's meeting or boat holder's meeting, that boat will start at the back of the lineup after starter has given them starting instructions.

Article 13

Race funds and Prize money

1. Every race must have a minimum of \$1500 for prize money. This minimum balance for prize money is to be distributed as follows: 1st - \$500, 2nd - \$400, 3rd - \$300, 4th - \$200, 5th - \$100. Races that collect more prize money can be dispersed as seen fit by the race organizer. Under special conditions the minimum prize money can be waived by a ruling of the club officers (board of directors).

All racers and or owners must pay APBA and Cal-Ore club dues before competing each year. If a driver fails to pay their APBA dues, single event or

season, and their Cal-Ore club dues, either single event or season, they will not be allowed to participate in the event.

Article 14

Year end awards:

1. Year end awards will consist of Driver High Point, Owner High Point, Rookie of the Year, Racer Sportsmanship, Non-Racer Service Award and a Hard Luck Award.
2. Points will be kept for both owners and drivers. Driver's points will be kept for the drivers finish for each event. Owner's points will be kept for the boat number registered to the owner for the boats finish for each event. An owner/driver could win both season awards.