



2026 Stock Outboard Rules

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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. Going into the future, our current SORC will honor the decisions of previous commissions to achieve stability in our category.

The APBA Bylaws, General Safety Rules and General Racing Rules shall prevail in all situations not specifically covered in the Stock Outboard Safety Rules, Racing Rules and Technical Manual.

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 as long as they extend over the carburetor(s). In classes where engines are required to use a factory cowling, said cowling shall constitute a spray shield.
2. 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.
3. All boats must have an operational steering system. Steering cables must be attached to the steering bar with fully enclosed interlocking hooks; or by use of clevis and bolt, said bolt to be secured with cotter pin or wire. "S" hooks are specifically prohibited. Two cable clamps will be required at both terminations of the steering cable. Springs in the steering are permissible as long as they are looped with steering cable and clamped with two (2) steering line clamps. Steering cable anchors must be bolted to the boat.
4. Any boat's plastic windshield or cowling must have a protective molding on the exposed edge.
5. All boats must have an automatic device to close the throttle and completely close the carburetor slide or butterfly when the throttle is released. All engines must be equipped with full carburetor slides or butterflies and must shut down when the throttle is released. All unrestrained drivers must have a tether-activated ignition cut off switch that is mounted

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forward of the driver and accessible from the normal driving position. When activated, the switch must cut off the ignition to all cylinders of the engine. The tether must use a minimum length cord, which at full extension from the switch may not come within 12" of the top of the transom. 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 ignition cut-off switch is prohibited. In a standing or LeMans start, the tether must be attached to the driver before the engine is started.

6. 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. 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 out-and-back or point-to-point marathons. 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 right to prohibit the use of any helmet or life jacket that he/she determines to be potentially unsafe.

7. If corrective lenses are required for a person to drive an automobile, they will also be required while operating a race boat.

8. 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.

9. 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.

10. On the OMC A motors, a safety wire must be in place on the steering bar-powerhead bolts. (unless locking nuts are used)

11. The driver must be able to exit the cockpit without moving or removing any windshields, canopies or cockpit cowlings.

12. Engines must remain firmly clamped and/or bolted to the transom at all times.

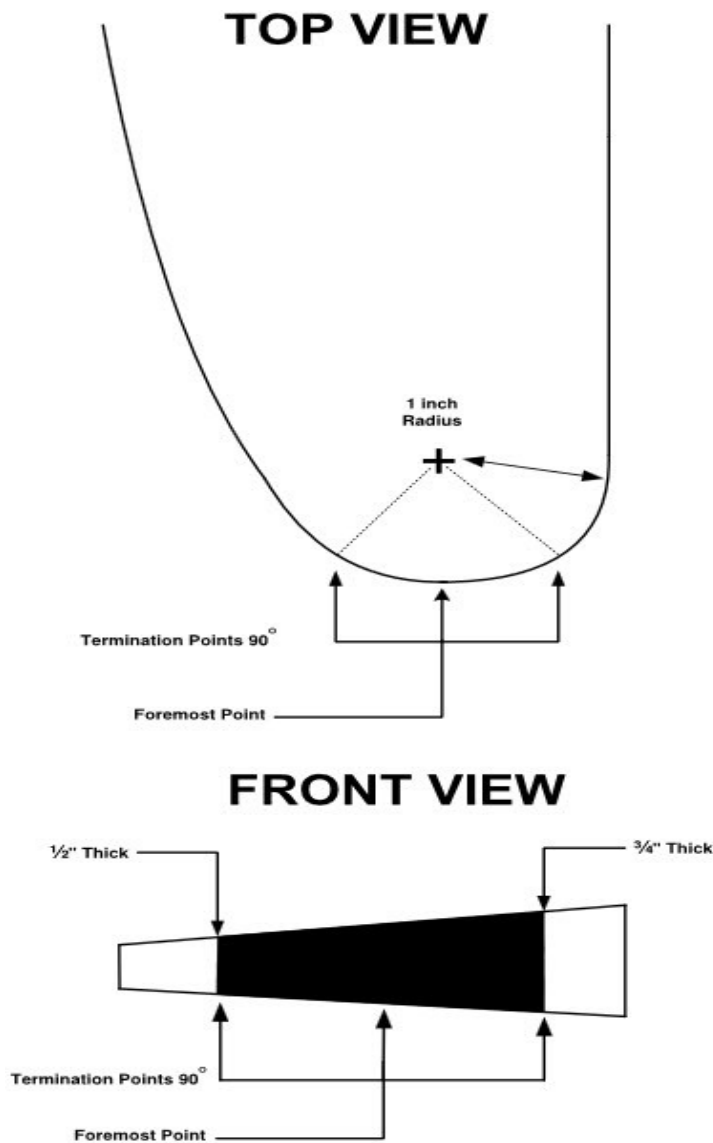
13. Hulls used in classes may not utilize the following: hull surfaces that are adjustable while underway, fins that are adjustable while underway, water brakes and trim that is adjustable while underway.

14. An annual technical inspection of all boats is required prior to sanctioned testing and/or competition. A sticker shall be affixed to any boat that meets all safety requirements. Such approval expires each October 31.

A. There shall be a mandatory inspection of racing equipment and safety equipment (helmet, life jacket, etc.) at the first race attended and at the National Championships each year. A sticker shall be affixed to each boat that passes inspection. If a boat returns to inspection after the completion of a race with a valid inspection sticker

(local for local race, national for Nationals) it cannot be disqualified for a non-speed advantage safety violation. A warning shall be issued. The violation shall be corrected before the boat is allowed to race again.

15. 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)



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.

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 vertical distance between the center of the prop shaft at its aft end, and the “planing surface” (as defined under Hulls in the Technical Manual). 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 the 300SSH class.

CLASS	ENGINE	DEPTH
ASR	Sidewinder 15s Mercury or OMC	1-3/8" 1"
15SSR w/ side fin	Sidewinder 20s Hot Rod 15ci 4 Stroke 20hp	1-3/4" 1-3/8" none
15SSR w/o side fin	Sidewinder 20s Hot Rod 15ci 4 Stroke 20hp	1-3/8" 1" none
BSR	Sidewinder 20s Yamato 80 Mercury 25xs 4 Stroke 20hp 4 Stroke 30HP	1" 1/2" 1-3/8" none none
25SSR	Yamato 102, 302, 321, 331 Mercury 25xs Sidewinder 20s	3/4" 1-3/8" 1"
CSR	Yamato 102, 302, 321, 331	3/4"
DSR	Any legal	3/4"

CLASS	ENGINE	DEPTH
ASH	Sidewinder 15s Mercury or OMC	1-3/4" 1"
15SSH	Sidewinder 20s Hot Rod 15ci	1" 1/2"
300SSH	Yamato 302, 321 & 331	1-3/8"
BSH	Sidewinder 20s & Yamato 80 Mercury 25xs 4 Stroke 20hp	1/2" 1" none
20SSH	Yamato 80, 102, & 302 (tower) Yamato 321 & 331 (tower)	1/2" 3/4"
CSH	Yamato 102, 302, 321 & 331	3/4"
DSH	Mercury or Mariner Tohatsu	0" 1/2"

2. In ASH the difference between the prop shaft location, as measured at the aft end of the prop shaft, and the foremost

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end of the gear case and the planing surface, as measured at the split line of the gear case, shall not exceed 1/2".

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3. In 300SSH, the engine may not be tucked more than ½". 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 ½" forward from the trailing edge. By subtracting those two measurements, the maximum allowable difference between these two measurements is ½".

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. 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.

E. 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.

F. 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.

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 handheld 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

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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. BEARING AWAY - A boat shall not bear out of her course so as to hinder another in passing to starboard (right) or port (left).

5. Drivers shall not drag their feet, legs, hands, or arms through the water to aid in turning.

6. 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.

7. Any driver who is off plane at the start of the race or during the race and pursues a position on the racecourse 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. The driver or drivers responsible for the stoppage of the heat will not be scored.

SAFETY RULE 6 • COURSES

A. 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.

B. At championship events, an additional buoy must be placed above the 500' buoy that must be rounded in the approach to the start. The distance from this buoy to the 500' buoy must be an additional 500'. If, the event is unable to meet the dimension requirements the race committee must have approval prior to the event from the Commission. 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, BSH & 20SSH
- Age 16 – BSR, CSR, CSH, DSR & 25SSR
- 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, shall result in a yellow card being given to the driver.

SAFETY & RESCUE TEAM CRITERIA

SAFETY RULE 9 • 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.
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.

SAFETY RULE 10 • RESCUE EQUIPMENT

1. At least one rescue boat is required at each regatta.
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.

SAFETY RULE 11 • OPERATION PROCEDURES

1. Rescue boats must always be on the racecourse 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.
6. All rescue boats must have the motor started and running at any time a race boat is underway. At no time will it be acceptable to have the motor turned off.

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. Except for the changes of technical and racing rules which shall be acceptable until March 1 without going to ballot of the category members unless requested in the proposal.
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.

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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. 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.
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. At record runs and championship races, two (2) turn judges shall be required in heats with 6 or more boats. 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.

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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. Regular **and** Championship Races (Excluding Closed Course Nationals):

~~When elimination heat races occur at an event the following will apply.~~

- Participants will be divided into equal groups.
- Each group will receive either 1 or 2 elimination heats at the discretion of the race committee. The format shall be announced at drivers meeting.
- The elimination heat races will serve two purposes; determine the participants eligible to run in the finals and determine the final finishing order of participants that do not make the finals. Any points scored in the elimination heats will not carry forward to the final. Final heat races will consist of 2 heats. The final finishing order of all boats in the final will be determined by the points from the two final heat races only.
- Scoring will be done in the following manner:
 - **Elimination heats:**
 - Elimination heat races will determine the participants moving forward to the final heats.
 - Points earned in the eliminations will not be counted towards National High Points.
 - All boats not making the final heats shall be combined and finishing order will be determined by points/time accumulated during the elimination heats. They will receive National High Points for the final finishing order. ~~placed in order of finish.~~
 - **Final Heats:**
 - Participants making the finals shall receive National High Points for the final heats only.
 - In the event a participant does not start or does not finish in the final heats they will receive the lowest position out of the qualified boats for National High Points.
 - In the case of 1 or more boats not starting or finishing all of those boats will be awarded points behind the last participant that completed the heats. These points will be awarded

by giving each boat equal points beginning behind those that were able to finish under power.

- **Example:** If 12 boats qualified and 5 boats did not score any points, each participant not starting or finishing will receive 7th place points. No points for 8th thru 12th would be awarded. Participants from the elimination heats will receive points for the event beginning with the first position outside of the participants entered into the finals.
- **Example:** If 12 boats are qualified for the final, the first boat not making the final will receive 13th place and continue down the line. If 8 boats are qualified for the final, the first boat not making the final will receive 9th place and continue down the line.
- Participants from the elimination heats that started but did not finish shall also receive points in the lowest position available. In the event multiple boats did not finish those participants will be given an equal number of points in the lowest position following boats that finished under their own power.

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.

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. No more than three (3) races in any class can be run during a single sanction period.

14. During the running of a heat of racing (green flag to black flag), the operation of personal electronic devices (cell phones, video recorders, I-pads, etc.) by turn boat personnel is prohibited. Violating this rule will result in 1 yellow card being issued.

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.

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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.
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 records were grandfathered in 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.
11. There shall be a moratorium on Stock Outboard speed records for all 4-stroke motors until the Stock Commission considers the rules package to be stable enough to allow speed records.

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-record, non-championship, Divisional and North American 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.

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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", "standing" or "modified LeMans" starts are permitted if so specified on the race circular. The contestants participating in this type of 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.
7. 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.
8. For an entry to be scored, an entry must finish as a result of engine power. Marathon racing is excluded.

RULE 5 • COURSES

1. Floats used for finding anchors or ropes are not racing bouys.
2. Entries that damage or dislodge an anchored buoy shall be disqualified for that heat.
3. The starting line must be marked with two (2) anchored bouys. One of these starting bouys serves as an inside course marker, the other serves as the outside course marker.
4. When not otherwise specified, all anchored bouys shall be passed on the driver's left-hand side. Any contestant who misses an anchored buoy may continue in the heat, provided the contestant returns to the anchored buoy 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 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. 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.
3. Marathon entries must also have a class designation affixed to both sides of the boat. The location of the class designation must be aft of the racing number and fore of the transom of the boat. Class designation characters must be a minimum of 4 (four) inches in height and 3/8" stroke. Characters shall be black on white or white on black. The

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background must be solid. Class designation characters shall be capital letters as follows: “A” for ASR, “B” for BSR, “C” for CSR, “15” for 15ssr, “25” for 25ssr, and “D” for DSR.

4. It shall be the driver’s responsibility to make the numbers and characters legible. The numbers and characters 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 and characters.

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 or preceding the official racing number. If the owner enters three boats in the same race, the third entry shall have two such identifying marks following or preceding 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.

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.
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

Definition:

Marathon racing shall be defined as a race that lasts longer in both time and distance than a closed course race.

1. The race may consist of one or two heats. Each heat shall not be less than 20 minutes or 15 miles in length from start to finish.
2. If the race consists of two heats, they may be on successive days and the winner in each class shall be determined based on total points scored in the two heats.
3. In the event of a tie, the winner of the tie shall be determined on the least amount of time in the two heats combined.
4. There shall be no more than three races held within a single sanction period.
5. Classes may be run separately or together at the discretion of the race committee.
6. Classes shall be scored separately and must consist of four (4) different bona fide starters or more per class to qualify for national points in at least one heat.
7. No claims for records will be entertained.
8. Three different types of marathon racing is permitted.

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- A. Lap marathons, where multiple laps of the entire closed course are visible from the judges stand. The only exception will be an island(s) or other obstruction(s) that lie within the racecourse.
- B. Out and back marathons are essentially a very long lap that are not viewable from the judges stand in most portions.
- C. Point to point marathons, where the race begins and ends at different locations at least 15 miles apart.

Starting:

9. The following four types are permissible:

- A. Jetty (dock)
- B. Standing start (modified lemans)
- C. Flag (pace boat or stationary)
- D. Clock (flying start)

10. During a flag or clock 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.

11. An entry has not officially started the race until it crosses the starting line.

12. The location of the starting line and finish line will be defined by the referee at the driver's meeting.

13. In a jetty or standing start, any entry leaving the starting grid prior to the official start shall be considered the same as jumping the gun in a flag or clock start even if the starting line is in a different location than the starting grid.

14. Any entry jumping the gun will be penalized one (1) lap in a Lap marathon and ten (10) minutes in an Out-and-Back or a Point-to-Point marathon.

15. In the event of a restart, any entry jumping the gun will be penalized once. In general, each entry shall be penalized once for each gun jump.

Equipment:

16. There will be no change of engine and/or hull between heats unless one or both is damaged beyond repair in the opinion of the inspector.

17. In the event that the second heat is held on the second day and the inspector has deemed the engine and/or hull used in the first heat is unable to compete:

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- A. A driver may use another engine and/or hull to be able to compete in the same class that was originally entered.
- B. A driver may enter a different class with another engine and/or hull as long as the full entry fee is paid at registration.

18. If the engine and/or hull is changed, but not damaged, without the permission of the inspector, the points for the first heat shall not be counted in the overall standings.

Lap marathons:

All rules previously stated in this section apply and shall include:

- 19. It is permissible for an entry to start late, as long it does not adversely affect other entries.
- 20. Any entry that has not crossed the starting line prior to the lead boat in that class finishing the second lap will not be considered a legal starter and will not count in the total number of entries. The number of entries crossing the starting line before the lead boat in that class has completed the second lap, shall determine the number of bona fide starters in either heat of the race.
- 21. Any entry sinking, dislodging or damaging a buoy will be penalized one lap.
- 22. All entrants must complete 75% of the established course or time length in a lap marathon in order to attain points in the heat or race.
- 23. 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 as long as the 75% rule is met.
- 24. Driver(s) causing a stoppage of the race will be disqualified.
- 25. 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 lap marathons and as long as the 75% rule is met.
- 26. Points shall be awarded based on when the lead boat in each class has crossed the finish line at the end of the allotted period or upon completion of the final lap as described on the race circular or at drivers meeting.
- 27. Each entry shall finish the lap they are on and shall be awarded points in their respective class based upon their position as they cross the finish line.

“Out and Back” marathons and “Point to Point” marathons:

All rules previously in this section apply (except for “lap” marathons) and shall include:

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28. Any entry sinking, dislodging or damaging a buoy will receive a ten (10) minute penalty.
29. Any entry that has not crossed the starting line prior to the deadline imposed by the race committee will not be considered a legal starter and may not participate in the heat unless the referee grants permission.
30. There must be a minimum of (3) three checkpoints established where boats are scored in the race and these locations will be announced at drivers meeting. All entries must go around all buoys marking the checkpoints.
31. There may also be “must make” buoys on the racecourse that will be announced at the drivers meeting.
32. Any entry missing a checkpoint buoy or must make buoy will be disqualified.
33. At least one person per checkpoint must be used to assist the race committee in the recording of the position of the boats that are racing in the competition. These persons may also be assisted by the recording of video. Points shall be awarded to the boats that cross the finish line in each class as stipulated on the race circular. The points awarded will not be official until the checkpoint scoring has been reviewed by the race committee and the technical inspection is complete.

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.
 - B. 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.
 - C. 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.
 - D. 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 racecourse. 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.

D. In the event the protest is filed against a 300SSH engine, the cost of the shipping, resealing, gaskets and reassembly by an authorized repair center shall be borne by the loser.

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

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.

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

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(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. ~~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.
- 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) different bona fide entries crossing the starting line for a race to qualify for national high points.

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.

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);

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- d) Whether or not any existing engines shall be eliminated or obsoleted;
- 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.

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

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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.

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.

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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. 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.

6. 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.

7. 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. 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 March 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. General

- A. During each racing year, Championship regattas shall be held for full racing members of the American Power Boat Association open only to APBA members.
- ~~B. In closed course racing, there shall be one Divisional Championship in each geographic division, one Eastern Championship, one Western Championship and one National Championship.~~ There shall be two Geographic Championships (East and West), open to all APBA drivers. The race must be conducted prior to June 1. There shall be two Geographic Divisional Championships (East and West), open to all APBA drivers. Definition of East and West geographic regions and driver point eligibility:
 - i. The East shall be comprised of Regions 1,2,3,4,5,6,7, and 8
 - ii. The West shall be comprised of Regions 9 and 10
 - iii. Drivers must be full APBA members to compete in championship events (no single event memberships)
 - iv. Drivers are eligible for bonus points at all events, regardless of location
 - v. Bonus points, as per APBA General Racing Rule 21.2, shall only be awarded with the following minimum boat count in either heat:
 - National Championship 8 bona fide starters
 - Geographic Championships 6 bona fide starters
 - Divisional Championships 6 bona fide starters
 - North American Championships 4 bona fide starters
- C. In closed course racing, there may also be one North American Championship awarded by the SORC for each racing class.
- ~~D. In marathon racing, there may be one Divisional Championship in each geographic division and there shall be one National Championship.~~ In marathon racing, there may be one Eastern Divisional Championship, One Western Divisional Championship, one Eastern Championship, one Western Championship, and there shall be one National Championship.
- E. There shall be no other Stock Outboard event sanctioned within the same geographic Division on the same dates as a Stock Outboard National Championship race.
- F. Assignment of each Championship shall be made by the SORC so as to provide the best possible course.
- G. 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.
- H. In the event of a motor technical disqualification after the finals, the offending driver(s) shall relinquish all prizes and points earned with the disqualified motor in any elimination races previously accumulated

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at that event.

- I. The Referee, Risk Manager, Scorer and Inspector must be approved by Stock Outboard Racing Commission before granting National Championship sanctions.
- J. At all closed course championships, all Stock Outboard classes will be eligible to compete.
- K. At all marathon championships, all Stock Outboard runabout classes will be eligible to compete.
- L. 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.
- M. Bids for the Stock Outboard Summer Closed Course and Marathon National Championship's must be received by November 30th prior to the national meeting in which they are approved. This rule may be waived in the event where a conducting club must remove their bid and a new location is needed. In the event where the conducting club must remove their bid, that club will receive the first opportunity to bid for a new location. If the conducting club decides to give up their bid, the bidding process will be reopened.
- N. Probationary motors may not be raced at any championship events.
 - O. At a championship event, the Stock Outboard Chairman will not be required to fulfill any duties of official capacity. However, the chairman may volunteer to assist in pit area duties when time permits.

2. Closed Course Championships

All rules previously stated in the general section apply and shall include:

A. Divisional Championships:

~~i. Open to any APBA driver for points, trophies and prizes, but only to divisional drivers for bonus points. A driver from out of the division may be named the divisional champion, but will also be listed as, "out of region".~~

ii. The divisional championships must have a minimum of six (6) different bona fide starters in the race to award a championship. Bonus points will not be awarded if the minimum is not met.

iii. Eliminations shall consist of heats or complete races. In the event of point ties from different heats, time will become the basis for qualifying.

B. Eastern and Western Championships:

i. The SORC shall be empowered to award a Eastern and a Western Championship to be held anytime between November 1 and June 1.

ii. There will be an Eastern championship for the NE, SE, and Central divisions and a Western championship for the West division. (see the APBA bylaws for the regions within each division)

~~iii. A championship and double points will only be awarded if there are at least six (6) different bona fide starters in the race and the winner is from one of the selected geographical divisions.~~

~~iv. Double points shall be awarded to drivers residing within the selected geographical divisions and regular points shall be awarded to all other participants.~~

v. The only qualified driver will be the defending East or West champion.

vi. Qualifying will be run on a race basis for which regular points will be given.

vii. Bids for this race must be submitted prior to the Annual Meeting.

C. National Championships:

- 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. Twelve (12) drivers in the final field shall consist of the defending champion, 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.
- iii. 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.
- iv. Elimination races shall consist of two heats for each group of twelve (12). In the event the reigning National Champion 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.
- v. 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.
- vi. A championship and triple points will only be awarded if there are at least eight (8) different bona fide starters in the race.
- vii. In each class, the driver winning the Closed Course National Championship shall be awarded the number 1-US for the following season.

3. Marathon Championships

All rules previously stated in the general section apply and shall include:

A. Divisional Championships:

- i. During each racing year the SORC may sanction one Stock Outboard Runabout Marathon Divisional Championship in each of the Stock Outboard Divisions.
- ii. Open to any APBA driver for points, trophies and prizes, but only to divisional drivers for bonus points. A driver from out of the division may be named the divisional champion, but will also be listed as, "out of region".
- iii. The divisional championships must have a minimum of six (6) different bona fide starters in the race to award a championship and double points. If the minimum is met, double points shall be awarded to drivers residing within the division and regular points shall be awarded to all other participants.

B. National Championships:

- i. During each racing year the SORC will sanction one Stock Outboard Runabout Marathon National Championship.
- ii. The race shall consist of up to two (2) heats which may be run on successive days.
- iii. The winner in each class shall be determined on the basis of total points scored in the two heats.
- iv. Classes may run separately or together. They shall be scored separately. If a handicap system is utilized, the SORC must approve.
- v. Each heat shall be not less than 30 miles or 30 minutes.
- vi. Prize money shall be awarded on a race basis and bonus monies to the champion of each class.
- vii. The requirements for a photographic start shall be waived.
- viii. There will be no change of equipment between heats unless damaged beyond repair in the opinion of the race inspector. If equipment is changed but not damaged, points for the heat shall not be counted in overall standings.
- ix. No claims for records will be entertained.
- x. 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. (example = C-US)
- xi. The Marathon National Championship races must have a minimum of eight (8) different bona fide starters in the race to award a national championship. Triple points will not be awarded if the minimum is not met.
- xii. In the event of a tie on points at the Marathon Nationals, the tie will be broken on overall time for all places. For purposes of breaking a tie on time, an entrant that has finished both days will be scored above an entrant that only finished one day. If there is still a tie, the tie will be broken by the highest finishing position on the longest day or heat. The longest day or heat shall be determined by the Race Committee and announced at the driver's meeting on the first day of racing.

C. Eastern and Western Championships:

- i. The SORC shall be empowered to award a Eastern and a Western Championship to be held anytime between November 1 and July 31.

- ii. There will be an Eastern championship for the NE, SE, and Central divisions and a Western championship for the West division. (see the APBA bylaws for the regions within each division)
- iii. A championship and double points will only be awarded if there are at least six (6) different bona fide starters in the race and the winner is from one of the selected geographical divisions.
- iv. Double points shall be awarded to drivers residing within the selected geographical divisions and regular points shall be awarded to all other participants.
- v. Bids for this race must be submitted prior to the Annual Meeting.

4. North American Championships

- i. In order for the championship and NAC plaque to be awarded to any one class there must be a minimum of four (4) different bona fide starters in the race.
- ii. 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.

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 twelve (12) different bona fide starters in the race, which includes the eliminations and the finals.
- ii. Won a Marathon National Championship with twelve (12) different bona fide starters in the race.

-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.
- v. AND earned a minimum of 11 Hall of Champions points.

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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 twelve (12) different bona fide starters in the race...	5 pts each
Won a Closed Course National High Point Championship with 12 or more races.....	5 pts each
Won a Marathon National Championship with twelve (12) different bona fide starters in the race	5 pts each
Won a Marathon National High Point Championship having competed in 10 or more races	5 pts each
Won an Eastern or Western Championship with eight (8) six (6) or more different bona fide starters.....	2 pts each
Set a Stock Outboard record (except those establishing a record).....	2 pts each
Set a Stock Outboard Competition record (except those establishing a record).....	2 pts each
Set a Stock Outboard straightaway record (except those establishing a record).....	1 pt
Henry Menzies Award winner.....	1-1/2 pts
Jerry Waldman Award winner.....	1-1/2 pts
Craig Dewald Award winner.....	1-1/2 pts
Won a Divisional Championship with eight (8) six (6) or more different bona fide starters.....	1 pt 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).

D. Accomplishments in 300SSH can be used only twice for induction into the Hall of Champions.

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.

4. The Craig Dewald Award

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 full season they have accumulated. This award will be based on the season in which the new driver has removed his or her rookie stripes after the completion of their first ten races.

The SORC will select a winner based on the following criteria:

1. The rookie's accomplishments and points earned on the racecourse.
2. The rookie's contributions to the sport off of the racecourse.
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.

All additional drivers that have participated in (10) or more races and have removed their rookie stripes within the award year will be recognized by the Stock Outboard Commission for their accomplishment of a successful racing season. To be considered a Rookie, you must have completed ten (10) or more races within two (2) racing years. Those rookies taking more than two (2) years to complete rookie status shall be ineligible for any Rookie Awards.

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 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.

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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.

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 Dec 1st. The committee will review nominations & submit to the Chairman up to three individuals that they have chosen by Dec 15th. 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. The intent of this award is to honor a member that is still with us, rather to award it posthumously.

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. It shall be the responsibility of the champion to make sure the trophy is present at the following national championship. 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. It shall be the responsibility of the champion to make sure the trophy is present at the following national championship.

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 also supported by his son Gordon and wife of many years, Merry.

RULE 20 • 300SSH

Rules for the APBA Stock Outboard class: 300 Super Stock

Hydro (300SSH)

NOTE: This is an attempt to identify the rules only pertaining to this class. The General Safety and Racing rules, Stock Outboard Racing and Safety rules and Stock Outboard Technical Manual shall prevail in all situations not specifically covered in the following rules.

Hulls: Most current 20SSH, 25SSH or CSH type of boats should meet the specifications below:

- a. After plane length shall not be less than 5' 9" (69"). (measured from the trailing edge of the sponsons to the trailing edge of the bottom)
- b. A minimum depth measurement of 1-3/4" between the bottom of the hull and the bottom of the sponson at the trailing edge of the sponson.
- c. A minimum bottom width of the hull measured between the sponsons and air traps of 35".
- d. A minimum boat bottom length not to be less than 8' 9" (105"). Measured from the trailing edge of the bottom to the furthest most point forward along either bottom edge, beside the base of the air traps and sponsons.

A driver has the option to purchase a used hull, build one or buy a new one from a boat builder.

Engines: The Model 321/331 Yamato engine must be purchased from Ric Montoya (RPM Marine), Tom Johnston (Johnston Yamatos), Jerry Davids, their designee or their predecessors. Any engines purchased from Mike Ward (Yamato Race Engines Europe), must be drop shipped directly to one of the shops above. Before shipping or buyer pickup, the following will be ensured:

- a. The following wire and lead seals with his trademark are in place: Intake to crankcase and crankcase to block.
- b. All paperwork has been completed: Propeller agreement, EPA compliance, APBA membership card copied and all documents mailed to the APBA.
- c. A kill switch plug has been installed.
- d. The reed stops are within tolerance.
- e. New piston rings have been installed.
- f. The cylinders have been honed.
- g. The exhaust housing has been flattened.
- h. A mag plate lock has been installed.
- i. A 302/321 tuner pipe has been installed and shimmed as necessary.
- j. A 331-cylinder head has been milled to meet current specs.
- k. The gear foot meets all 300SSH measurements with the stock 16mm prop shaft.
- l. A 300SSH, stainless steel, two blade propeller is provided.

Engine Specifications: All current Yamato Model 302 – 321/331 specifications apply, except:

- a. On the 302, the 14mm cylinder head must meet a minimum thickness dimension of 1.440” and the minimum CC’s are
- 27.5. The squish band depth shall not be less than 0.025”.
- b. On the 321/331, the 18mm cylinder head must meet a minimum thickness dimension of 1.260” and the minimum CC’s are
- 28. It is permissible to use inserts to allow the use of 14mm spark plugs as long as the minimum cc measurements are not affected. The squish band depth shall not be less than 0.025”.
- c. The engines may not be bored oversize. Only standard OEM pistons and rings are permitted.
- e. Adding of metal to the fuel tank is permitted to increase volume and any fuel line or fuel filter is permitted. No fuel pumps are permitted.
- f. The 302 & 321/331 spray shield may have one hole on the starboard side for access to the carburetor. This hole may not be larger than 1-3/8”. Painting of the shield is also permissible. On the 321/331, no portion of the inner factory baffle or air intake shall be modified in any manner.
- g. The OEM spark plug protector must remain as received from the manufacturer.
- h. Aftermarket spark plug wires are permitted.
- i. The water exit tube must be stock and in the stock configuration as received.
- j. Any additional engine parts that appear to have been altered may be compared to other engines by the inspector for validation if necessary. Any part deemed to be altered, will result in a technical disqualification.
- k. It is permissible to convert a Model 302 into a Model 321/331. When raced as a 321/331, all parts used to switch the models must be used. (Rubber sealed carb funnel, #170 jet, airbox spray shield, baffled tower & 18mm head.
- l. Aftermarket steering bars and thrust brackets are permitted.
- m. Gear foot minimum measurements: (See the Stock Outboard Technical manual for the Model 302 – 321/331 Yamato engine gear foot diagrams)

$$W = 2.225$$

$$\text{min. } Z1 =$$

$$0.200 \text{ min. } Z2$$

$$= 0.195 \text{ min.}$$

$$Z3 = 0.150$$

$$\text{min. } Z4 =$$

$$0.150 \text{ min.}$$

$$\text{Bulge thickness} = 0.225 \text{ min.}$$

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Skeg radius (leading and trailing) = $7/64$

min. Nose cone leading radius = $7/16$ min.

Top of gear foot leading radius (above nose cone) = $7/64$ min.

Top of gear foot trailing radius (above cone nut) = $15/64$ min.

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- n. It is permissible to remove the mag stop and drill holes in the cover plate under the magneto to allow water to exit.
- o. It is permissible to follow the Yamato engine enhanced drilling guide for the water inlet hole. This may or may not be necessary for this class due to the low engine height.
- p. A fuel pump vacuum fitting and fuel pump may be added to the 300SSH motors for marathon racing. When the motor is run in the 300SSH class the fuel pump and all extra fuel lines must be removed and the vacuum fitting plugged. The gas tank and gas cap must remain as furnished by the manufacturer. (No welded fittings). A PVC gas cap extension with the necessary fittings for fill and return can be used for marathon racing.

Engine update: As of 1/2/16, Model 302 engines may be refreshed only. No additional 302's will be added to the class.

Engine & Propeller documentation:

When purchasing a 300 engine from a Stock Outboard certified sealing center, the EPA Compliance document and the 300SSH Propeller Lease Agreement must be completed and sent to the Stock Outboard Chief Inspector (or his designee) by mail or email to be considered a bona fide entry in sanctioned competition.

When purchasing a 300 engine from another member, the 300SSH Sealed Engine Transfer of Ownership document must be completed and sent to the Stock Outboard Chief Inspector (or his designee) by mail or email to be considered a bona fide entry in sanctioned competition.

Engine protest: The cost of the shipping, resealing, gaskets and reassembly by an authorized repair center shall be borne by the loser.

Weight: Total as raced will be a minimum of 420 lbs. **Age:** Minimum is 14 years with no maximum.

Speed: It is the intent of this class to have a maximum speed of 60 mph. If the class exceeds this speed, restrictions will be set to reduce the speed as needed by the SORC.

Prop shaft depth: The class will have a limitation on where the engine's prop shaft may be mounted. The prop shaft location shall be the vertical distance between the center of the prop shaft at its aft end, and the planing surface. 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 also applies to boats running in straightaway trials. The prop shaft depth will be not less than 1-3/8" below the planing surface as explained above.

Engine tuck rule: The engine may not be tucked more than 1/2". Since there is no gear foot center line as in the OMC A engine 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.

The two measuring points will be:

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

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- 2) The boat bottom (planing surface) to the top of the tool measured 11 ½” forward from the trailing edge. By subtracting those two measurements, the maximum allowable difference between these two measurements is ½”.
- 3) An Inspector is also permitted to use a digital angle gauge if desired. The maximum tuck allowed will be 2.54 degrees by difference of the planing surface and the propeller shaft.
- 4) 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.
- 5) 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.
- 6) Consequently, the procedures and/or tools used by the Inspector to measure this height restriction shall be deemed the procedures and/or tools for the day.

Propellers:

- **Issued Propellers:** All 300SSH drivers must use the APBA 300 Super Stock Propeller(s) (stamped with the number 302). Issued Propellers are those that are pulled/drawn and assigned/issued to the engine owner. Engine owners only acquire rights to use the Issued Propellers. Once assigned, Issued Propellers may not be exchanged, swapped, or traded.
- **Drawing Process:** During or before each 300SSH drivers meeting, all Issued Propellers must be turned in to the Race Inspector/designee. The engine owners/drivers must turn in one (1) Issued Propeller for each sealed engine in the 300SSH class. On the race day, propellers for all 300SSH drivers are issued via a drawing. The Race Inspector/Designee places each available propeller into a separate, concealing bag or box. Each driver then draws/selects a concealed propeller. The pulled propeller becomes the Issued Propeller and must be used by that driver to race. Issued Propellers

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- may not be exchanged or traded. Any deviation from this process shall immediately disqualify the driver from all 300SSH races that day. A race committee may require a redrawing of propellers after each completed heat, if desired. This will be announced at the Driver's meeting and/or documented on the sanction. If additional 300SSH heats are scheduled for another race day, the Issued Propeller selection process is repeated.
- **Unsealed Engines:** If an engine has its seals removed, the Issued Propeller/s must immediately return the Issued Propeller to the Chief Inspector/Designee. If returned via a shipping service, upon receipt, the Chief Inspector/designee will refund any shipping costs in addition to the propeller cost.
- **Owners of Multiple Engines:** The owner of multiple engines with equipment on site (pit area) whether registered or not must turn in all Issued Propellers. If an owner does not have an Issued Propeller for each owned engine, the owner shall turn in those propellers in their possession. The driver will participate in the drawing process as listed above, but the inspector will hold the owner's issued propeller until just prior to racing. The driver shall install the Issued Propeller at the Inspection Site in the presence of the Race Inspector/Designee. Any additional propellers are
 - returned to the drawing system. After the race is complete, using the drawing system, the same number of propellers will be returned to the owner/driver via the drawing system. There is no guarantee or right to receive the same Issued Propeller(s). All owners who fails to turn in all 300SSH Issued Propellers will be issued a yellow card for each day of racing.
- **At National Championship/Record races,** the following process must occur. After each completed heat all competitors shall pit and swap propellers in a designated area. All boats will launch and return to that area. Any violation by the driver shall result in an immediate disqualification from the event in the 300SSH class.
- **All Communications and Penalties** will be coordinated by the race inspector or person designated by the inspector. Any participant who alters, or marks on the propeller(s) to later identify them will be subjected to an
 - Unsportsmanlike conduct penalty and be required to return the propeller to the chief inspector for repair or replacement with all costs incurred by the participant.
- **Repair Centers:** The following gentlemen have accepted the responsibility of being an authorized repair center for the class:
 - East Jerry Davids
 - Midwest Tom Johnston
 - Northwest Ric Montoya
 - Southwest Roger Carr
 - Northeast Alex Poliakoff

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There will be only five authorized centers and the centers will be appointed each year by the Stock Outboard Chairman. They will provide all internal mechanical repairs and refresh for the sealed portions of the engine. It is not permissible for an engine to be certified by the same repair center more two consecutive times. Ric Montoya, Tom Johnston and Jerry Davids will be the first sealer of engines and may also inspect a previously raced 321/331 engine and detune the engine (if necessary) to make it legal for this class.

Those costs will be determined by the repair center for labor and parts used. Once their work is completed, they will seal the engine and therefore approve it for racing after notifying the Chief Inspector that they have done so.

If any of the five-repair center member's wish to participate in this class, another repair center must be used for certification and initial sealing of the member's engine. Engine refresh may be done by a repair center member on their own engine as long as two unrelated current 300SSH owners are in attendance for verification during the entire process.

National High Points: All Stock Outboard rules apply.

Hall of Champions: Accomplishments in 300SSH can only be used twice for induction into the Hall of Champions.

Records: All Stock Outboard records will be approved for the class. All straightaway and competition records will be in the competition set up. Straightaway record events that have less than three entries must have three authorized 300 propellers to draw from. Those drivers establishing the first approved record will not receive APBA Hall of Champion bonus points if qualified for the HOC.

Resale program: If you wish to leave the class at any time, please call any of us below for assistance in selling your propeller and engine back to the Stock Outboard Racing Commission. It is our intent to try to keep an engine sealed and continue racing in the class by using your engine to help a new driver get started in our sport.

300SSH Committee

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Dave Breisacher (Chair)	dbreisacher@me.com
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GLOSSARY OF TERMS

Air fence: A stationary device utilizing a single, non-movable thin plane (aeronautical term, not geometric) with two surfaces. Air fences shall be longitudinally straight, parallel with the keel, having no curvature or camber, but having consistent thickness, no thicker than .250". These devices are to be vertical. If an air fence were to be mounted off vertical, it could be considered a wing. Cockpit sides are not considered to be air fences.

Beam: Width of the hull.

Bona Fide Starter: Any boat that belongs in the class for which the heat is run, which enters the race course within the allotted time, and crosses the starting line no later than allowed by the rules.

Chine extension: An extension of the chine surface beyond the line where the deck intersects the chine. The term "chicken wing" is a slang term for chine extension.

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.

Heat: A single continuous competitive event.

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

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.

Race: An event or a series of heats that result in a single winner for each of the participating classes.

Regatta: The complete set of races and time trials that take place pursuant to a single application for an APBA sanction.

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.

Start of Race: A race starts when the first boat crosses the starting line in an event or series of events that results in a single winner for its class. In an event that has two or more heats to determine a winner, the race starts when the first boat meeting all starting rules crosses the starting line for the first heat. In a heat utilizing timers that are synchronized with the starting clock, the race starts when the starting clock reaches "0".

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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.

Vertical stabilizers: A system made up of a vertical stationary main plane coupled to an adjustable rudder. Vertical stabilizers are not considered legal.

Hydroplane bottom descriptions:

