

SAFETY RULES

The APBA General Safety and Racing Rules shall prevail in all situations not specifically covered in these Safety and Racing 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.

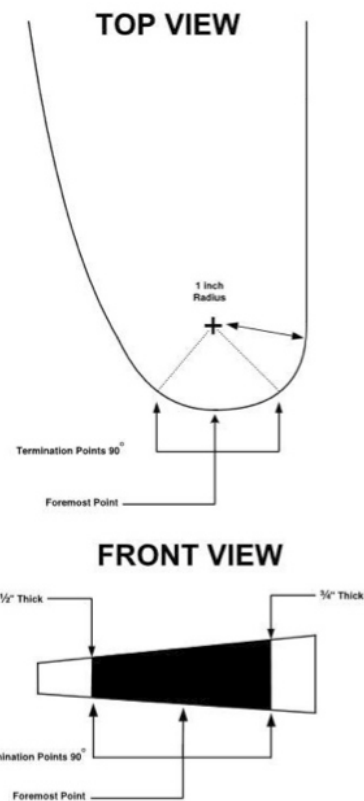
SAFETY RULE 2 • ALCOHOL CONSUMPTION

1. There shall be no alcoholic beverages consumed by any participant (those required to sign the insurance waiver) until 15 minutes after the final class of the day has been released from inspection. This time period may be extended by the referee or assistant referee.
2. Any driver filing a protest or appeal may not consume alcohol until action on the protest or appeal is concluded for the day.
3. The referee, assistant referee, and all members of the race committee may not consume alcoholic beverages until 15 minutes after the final class of the day is released from inspection. If a notice of an "intent to file" a protest or an appeal (see Racing Rules 13 and 14) is received, the referee, assistant referee, and members of the race committee may not consume alcohol until action on the protest or appeal is concluded for the day.

SAFETY RULE 3 • EQUIPMENT

1. All boats must have enough buoyancy, either natural or from use of flotation gear, to float the combined hull and motor. Boats with reinforced cockpits must have enough buoyancy, either natural or from the use of permanent flotation gear, to float the combined hull, driver, and motor if the boat is in a swamped state.
2. 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 provided they extend over the carburetor(s). In classes where engines are required to use a factory cowling, said cowling shall constitute a spray shield.
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 butterfly when the throttle is released. All engines must be equipped with full carburetor butterflies and must shut down when the throttle is released. All boats will have an ignition cut-off (kill) switch accessible from the normal driving position. All boats without a reinforced cockpit will have a tether activated operational ignition cut-off switch. A tether-activated switch shall qualify as the ignition cut-off switch mentioned above. When activated, kill switches must cut off the ignition to all cylinders of the engine. The tether switch should be mounted forward of the driver and use a minimum length cord which at full extension from the switch must not touch the engine. 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 kill switch is prohibited. In a LeMans start, the tether must be attached 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 only may be removed when no other racing craft are underway anywhere on the course or when the driver's boat is tethered to a towboat. The helmet only may also be removed by drivers of stalled boats during 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 power to prohibit the use of any helmet or life jacket that he/she determines to be potentially unsafe.
7. Each boat must be equipped with a device enabling it to be towed, such as a bow handle or screw eye capable of handling a rope.
8. If corrective lenses are required for a person to drive an automobile, they will also be required while operating a race boat.
9. A permanently fixed fin or fins may be used on the hull. With the exception of D Mod Runabouts and FE Mod Runabouts, no boats raced may have a fin or mounting hardware that protrudes beyond the maximum beam of the boat. Turning fins and turning fin brackets on D Mod Runabout or FE Mod Runabouts may not protrude more than one (1) inch beyond the chine of the hull where mounted, except when directly mounted to the transom.
10. Hulls used may not utilize the following:
 - A. hull surfaces that are adjustable while underway
 - B. fins that are adjustable while underway
 - C. water brakes
 - D. trim that is adjustable while underway (power trim)
11. Engines must remain firmly clamped and/or bolted to the transom at all times.

12. 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.
13. It is recommended that gearcases be maintained and contoured, if necessary, within class technical specifications. Gouges, breaks and hollows should be sanded or filled.
14. On the OMC Formula A motors, safety wire must be in place on the steering bar-powerhead bolts. (Unless locking nuts are used) Drivers will be warned once before being disqualified.
15. Unless the driver is restrained, the driver must be able to exit the cockpit without moving or removing any windshields, canopies or cockpit cowlings.
16. An annual technical inspection of all boats is required prior to 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 Championship 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.
17. All hydroplane hulls shall have a construction date permanently affixed to the inside of the transom in a location easily visible to the Inspector. (If the actual construction date of a hull is unknown, a one-time declaration of a construction date (month and year) may be permanently affixed by the owner or driver to the inside of the transom.)
18. Hydroplane Pickleforks and Cockpit Noses - All hydroplane hulls built after October 31, 2007, 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 of 1/2". (See diagram)
 - 1) A hydroplane hulls built after October 31, 2007 where the cockpit nose extends forward of the body of the hull, shall have a cockpit nose that conforms to the same requirements for shape as the picklefork foremost points except that both sides must have a minimum thickness of 3/4".
 - 2) Half oval aluminum rub molding may be used around the foremost points of pickleforks and cockpit noses, provided the molding is at least 1/2" wide.
 - 3) 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.
19. All laydown boats shall have left and right mirrors positioned in such a way that they allow rear vision from the driving position. Each mirror must be a minimum area of six (6) square inches of reflective surface. Mirrors are not required during kilo trials.
20. All weights added must be securely fastened to the hull.
21. Each Modified driver must carry a paddle in the boat at all times. The size of the paddle surface area must be no smaller than a ping pong paddle (31 inches squared). Any Modified driver in a stopped boat on the racecourse and not paddling to the inside or outside of the race course will be disqualified for the day.



SAFETY RULE 4 • ENGINE MOUNTING HEIGHTS

1. The following classes have limitations on where the engine’s propshaft may be mounted. The propshaft location shall be the distance between the center of the propshaft at its aft end, and the “planing surface” The measurement of the engine height shall be “as raced” with the engine turned straight (propshaft in-line with the fore-aft centerline of the boat). This rule does not apply to boats running in Kilo Trials.

<i>Class</i>	<i>Propshaft Depth</i>	<i>Class</i>	<i>Propshaft Depth</i>
Formula A Mod Hydro.....	1-3/8"	B Mod Runabout	
Formula A Mod Runabout.....	1-3/8"	(with Mercury 25XS engine).....	1"
2. In Formula A Mod Hydro, the difference between the propshaft location, as measured at the aft end of the propshaft, and the foremost end of the gear case and the planing surface, as measured at the split line of the gear case, shall not exceed 1/2".

SAFETY RULE 5 • OPERATION

1. Locked throttles are prohibited in competition. While getting on plane, drivers must keep one 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. While racing, standing in the boat or sitting on or straddling the engine are specifically prohibited. The final decision regarding driving safety will be decided by the Referee and Race Committee.
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 hand held 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 required to use gasoline as fuel 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 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:

- 1) The front boat shall not alter its course across or into the established path of the rear boat.
- 2) The outside boat must give the inside boat room to clear any course marker.
- 3) Any violation of the overlap rules listed above will result in the disqualification of the offending driver for the heat.
4. Drivers or riders shall not drag feet, legs, hands, or arms through the water to aid in turning.
5. The chief referee or assistant referee must meet with turn judges to instruct them of flag and safety procedures.
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 race course in an unsafe manner shall be disqualified for the heat.

SAFETY RULE 6 • ACCIDENTS/FLIPS

1. A blue and white flag or blue and yellow flag shall warn drivers of a flipped boat or other obstructions on the race course. Blue and white or blue and yellow flags will be displayed from the judges stand and patrol boats.
2. If a reinforced cockpit boat with a restrained driver overturns, the heat must be stopped immediately. If a reinforced cockpit boat with a restrained driver stops on the race course, the driver must lift the boat's canopy, if any, and give an OK signal with clasped hands over the head or the race will be stopped.
3. If a driver of a non-reinforced cockpit boat enters the water, the heat shall be stopped unless the driver is clearly out of danger.
4. Turn judges, race committee, referee, or assistant referee have the authority to stop a heat. If the lead boat is on the final lap, the order of finish shall be determined by the order of finish of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored.
5. It is recommended that the referee or inspector require any boat that has flipped or was involved in an accident be re-inspected for safety before further competition in that boat.

SAFETY RULE 7 • COURSES

1. It is recommended that the race committee or referee check the depth of the water on a race course prior to the start of the race and take necessary precautions when reinforced cockpit boats are scheduled.
2. The race course shall be marked with soft buoys that do not damage, deflect or upset boats.
3. In laying out courses, race committees are urged to take into consideration the safety of the contestants with regard to obstacles, traffic and other dangers. It is recommended that the distance from the starting line to the entrance buoy of the first turn be at least 1000 feet where possible.

SAFETY RULE 8 • AGE REQUIREMENTS

1. The age minimum requirements by class shall be as follows. Age shall be determined by the birth date.

<i>Class</i>	<i>Min. Age</i>	<i>Class</i>	<i>Min. Age</i>
Mod 125 H	12	Mod 125 R	12
Formula A Mod H.....	14	Formula A Mod R	14
A Mod H	14	A Mod R.....	14
B Mod H.....	16	B Mod R.....	16
Formula 400 Mod H.....	16	C Mod R.....	16
C Mod H.....	16	D Mod R.....	16
D Mod H	16	FE Mod R.....	18
FE Mod H.....	18	2 Person Mod R Driver	18
		2 Person Mod R Rider	16

SAFETY & RESCUE TEAM CRITERIA

SAFETY & RESCUE RULE 1 • 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. It is recommended that one person in each rescue boat be an emergency medical technician (EMT).
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.
5. When boats with reinforced cockpits and restrained drivers are running, a minimum of two divers are required. These divers shall be in different rescue boats, which shall be located at different ends of the race course. Divers shall be fully suited and ready to enter the water whenever a boat with a restrained driver is on the water.

SAFETY & RESCUE RULE 2 • EQUIPMENT

1. At least one (1) 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.
2. Each rescue boat should contain:
 - A. A device capable of cutting cut-resistant clothing. Recommended devices are a razor and/or Exacto knife and EMS Trauma Shears
 - B. Belt cutters or knives (when boats with reinforced cockpits are running)

SAFETY & RESCUE RULE 3 • OPERATION PROCEDURES

1. Rescue boats must be on the race course at all times while race boats are on the water.
2. 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.
3. 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.
4. Rescue personnel shall immediately advise the judge's stand if, in their opinion, any unsafe course conditions exist.
5. All potentially injured racers shall be lifted from the water in as nearly a horizontal position as possible on a rigid body immobilization device.
6. 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.
7. The judge's stand should conduct radio checks with rescue crews. Radio communication during actual rescue should be kept to a minimum. Race officials should bear in mind that rescue crews need to focus on the injured driver during the rescue.
8. Safety and rescue equipment should be inspected prior to each day's racing by a referee designee.

RACING RULES

RULE 1 • GENERAL

1. Only a regular member club of the APBA may conduct APBA races.
2. In order to be eligible to compete in the races sanctioned by the APBA an individual must:
 - A. Be a racing member in good standing of the APBA.
 - B. Be a member in good standing of a member club of the APBA. (Participants in special events are exempt from this requirement.)
 - C. Register with the APBA National Headquarters for the class or category in which they intend to compete.
 - D. Show their current APBA membership card and club membership card (if required) to the local registration official when filing their entry or checking in at a regatta. Regardless of the class entered, the motor manufacturer, piston displacement and the class entered must be clearly specified on the entry blank filed at the regatta.
 - E. Display an official racing number and meet all technical requirements of the class entered.
3. Racing shall be governed by the By-Laws of APBA. All rule changes shall be governed by By-Law Article XII, Section 12.7.
4. Racing for each category's classes shall be conducted under the supervision of that category's 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. Each commission shall serve as an appeal board for owners, drivers, referees, inspectors, and Race Committees. A technical committee shall be appointed by each category to advise the category's commission on all matters of a technical nature.
5. 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.
6. Each category's 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.

7. 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.
8. Drivers may utilize radio communication.
9. 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 and Inspector must be chosen from the lists of Referees 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 heats only if there is irreparable damage to the engine. However, the contestant must notify the Inspector, make proper notifications 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 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. If a change of either **complete** engine or boat is made, all points earned in the previous heat of the race shall be forfeited. In a class where multiple gear ratios are permitted, in the finals, after qualifications are complete, and the race committee changes the length of the course, it is legal to change gear cases in the inspection area. Both cases must be presented for inspection. For clarification, the engine is a powerhead, tower and gear foot package. Seals can only be broken for restrictor plates or broken parts and must be broken in the presence of the Inspector or his representative.
5. Where so specified by the local Race Committee, all races shall be conducted in such manner that the noise of the unmuffled exhaust shall be confined to the time of the race, or within such time limits as the Race Committee shall specify. The race committee, referee, or assistant referee shall have the power to discipline any driver who violates this regulation.
6. At least one qualified turn judge approved by the Referee shall be required in each turn. At record runs and championship races 2 turn judges shall be required in heats with 6 or more boats. A minimum of one judge shall be located in the turn. All turn judges should be APBA members. 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.
7. Entries:
 - A. Step-ups are allowed; there must be three legal entries, not including step-ups, in a class in order for High Points to be given.
 - B. Step-up order: Formula A to Mod 125; Mod 125 to A Mod; A Mod to B Mod and Formula 400; B Mod and Formula 400 to C Mod and C Mod to D Mod.
8. 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.
9. 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. Marathon races shall be counted as special races.
10. 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.
11. 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. Boats which finished an elimination heat but not high enough to qualify, in order of least recorded time.
 - B. All other boats that were entered in the race except those previously disqualified from the class.
 - C. If the boats in the last group (B) overflow the field, the exact number is to be selected by lot.
12. The local Race Committee may run one-heat races provided that notice has been given to drivers on the race circular. If circumstances beyond the control of the Race Committee develop, they may also run a one-heat race. This rule does not apply at the Nationals where the appropriate category chair must give approval.
13. 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.
14. It is permissible for the race committee to schedule and run two races for any class or classes it chooses on any single day so long as the same is published on the circular. However, if the race committee determines that inclement weather or other circumstances warrant, the second race may be cancelled by the race committee.
15. When three races are run in two days, a minimum of four (4) classes must be run for the third day.
16. No more than three (3) races in any class can be run during a single sanction period.
17. 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

Records shall be awarded as follows.

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.
3. With the exception of 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". Classes will only be awarded Hall of Champions points for a one-quarter (1/4) mile record if the record speed exceeds the highest speed closed course competition record for the same class by 10%.
5. There shall be no records for lap speeds.
6. A record can be claimed only for the class for which the race is scheduled and only by a boat and motor of this class.
7. 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.
8. 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.
9. 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.

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 judge's 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 races, ~~and~~ 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.
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. With the exception of divisional and national championship closed course regattas, "Jetty" or "modified LeMans" starts are permitted if so specified on the race circular. The contestants participating in a jetty 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 crewmembers. A preparatory starting signal will be given. A member of the race committee will start the race by waving a flag. Either a crewmember or driver may start the engine. If the engine does not start on the first attempt, the crewmembers may receive additional assistance.
5. With the exception of divisional and national championship closed course regattas, "flag" starts are permitted if so specified on the race circular.
6. A heat may be cancelled if fewer than three (3) boats cross the starting line except when a previous heat in the race has been run. However, if the first heat of a race is started with at least three (3) bona fide starters, a rerun of that heat must be run if there is at least one (1) bona fide starter. If a previous heat for the class has been run, any subsequent heat shall be cancelled only if no bona fide starters cross the starting line or if all boats cross the starting line before the gun.
7. A legally started heat cannot be cancelled. In the event that a stoppage of a heat is necessary and the lead boat is on the final lap, the order of finish shall be determined by the order of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored. If the lead boat is not on the final lap, the heat must be restarted and cannot be cancelled unless there are no legal starters.
8. 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.

9. All races shall have a photographic start. In the event that a snapshot is taken, all races must have at least one camera electronically synchronized with the starting clock. In the event that a video camera is used, the video must record the moment when the starting clock reaches zero (0). The camera shall be aligned with the starting line markers as the drivers' reference point exists. If the markers shift, the camera should be trained upon the point actually used by the drivers to determine the location of the starting line. Use of the camera is purely an "aid" to those who "call" the start. Upon request, pictures of the start are required to be shown to the drivers' representative. In the event of a camera or film failure, the Referee will, with the assistance of the Race Committee, render the necessary decision.

RULE 5 • COURSES

1. It is recommended that there be a minimum of four turn markers in each turn.
2. Floats used for finding anchors or ropes are not racing markers.
3. The driver of a boat which damages or dislodges a buoy, and causes damage which requires race-delaying attention by the race committee, shall be disqualified for that heat.
4. The starting line must be marked with two (2) buoys. One of these starting buoys serves as an inside course marker, the other serves as the outside course marker.

- When not otherwise specified, all marks shall be passed on the driver's left hand side. Any contestant who fails to turn a mark may validly continue in the heat, provided the contestant returns to the mark 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:

- 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.
- In addition to vertical numbers and letters, it is recommended that hydroplanes have deck numbers and letters. These deck numbers should be placed on a solid background that contrasts strongly with the color used for the deck numbers.
- 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.
- It shall be the driver's responsibility to make the numbers legible. The numbers 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.
- 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.
- In the event one owner enters two boats, both of which carry his/her assigned racing number in the same race, or two or more drivers enter a boat with the same number, 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 the official racing number. If the owner enters three boats in the same race, the third entry shall have two such identifying marks following 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.
- With the exception of the temporary numbers mentioned above, and CBF members using a CBF number, no one will be allowed to compete in a regatta without a letter designation and number displayed on the hull.
- The following letters indicate the residence of boat owners.
- The letter is to be on the right of the number.
 - Maine, New Hampshire, Vermont
 - Massachusetts
 - California, Nevada, Arizona, Hawaii
 - Eastern Canada: Ontario, Quebec and Maritime Provinces
 - Central Canada: Alberta, Saskatchewan, Manitoba
 - Western Canada: British Columbia
 - Connecticut, Rhode Island
 - Virginia, West Virginia, Maryland, District of Columbia
 - Florida, Georgia, Alabama
 - Minnesota, South Dakota
 - Indiana
 - New Jersey
 - Kentucky, Tennessee
 - Louisiana, Mississippi, Arkansas
 - Michigan
 - New York
 - Oklahoma
 - Pennsylvania
 - Delaware
 - Oregon, Washington, Idaho
 - Ohio
 - Texas, New Mexico
 - North Dakota, Wyoming, Montana, Colorado, Utah
 - Illinois
 - Wisconsin
 - Iowa, Nebraska
 - Kansas, Missouri
 - 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 the Executive Director may at his/her discretion refuse to issue boat numbers to any applicant if, in the Executive Director's estimation, 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

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. There shall be three (3) levels of Inspection:

- Level 1 – At all races, inspection shall consist of:
 - Height
 - Weight
 - Tuck
 - Fuel checked with the Digatron meter
- Level 2 – At Divisionals, Winter Nationals, and North American Championships
 - All items in a Level 1 inspection plus
 - Gearcase Letters R & S and check the ratio
 - Check bore and stroke
 - Measure the carburetor throat and venturi

- The combustion chamber volume must be measured
- C. Level 3 – Summer Nationals and Record Races
- All items in a Level 1 and Level 2 inspection plus
 - Internal inspection to verify that internal dimensions comply with current Modified rules
1. 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.
 2. 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.
 3. Each winning motor and each record-claiming motor and such others as may be designated by the Race Committee shall be inspected. With the exception of Divisional and National Championship Regattas, or at regattas where a special inspector has been assigned by the appropriate 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.
 4. 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.
 5. For the purpose of national high points, equipment disqualifications will be scored as one race with zero points.
 6. Upon refusal of inspection procedures at any regatta, said driver will be disqualified. Upon refusal of inspection procedures at Divisional, National 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. With the exception of 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 • PRIZES

1. Prizes shall be awarded in accordance with place of finish.
2. APBA points and prizes shall be awarded to the driver. The driver may, at his/her option, instruct the Race Committee to award the prize to the owner of the boat or motor.
3. If a contestant is disqualified, prizes shall be awarded to the next contestant on the basis of points awarded to the legal boats in the corrected order of finish.
4. The local Race Committee may divide prize money on the basis of the individual heats, instead of on the basis of the entire race, when so specified in the regatta circular.

Notes:

- 1) The listing of prizes on the circular is covered in General Racing Rule 20.
- 2) Return of prizes is covered in General Racing Rule 20.
- 3) This rule would not prevent the payment of expense money.

RULE 11 • 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 race course. 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 12 • 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.
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 13 (below).

RULE 13 • APPEAL

An appeal is a request by a driver or owner to the 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.
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.
4. No member of the commission shall take part in a decision in which he/she has a direct interest.
5. 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.
6. A copy of all appeals shall be sent by the referee immediately to the Chair of the racing commission. Ten days will be allowed for postmark of evidence and testimony mailed to the Commission from all parties concerned.
7. A driver who appeals a suspension may continue to race until the appeal is decided upon by the appropriate decision-making body.
8. 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 14 • 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:

<i>Order of Finish</i>	<i>Regular / Regional</i>	<i>North American Championships Divisionals, Winter Nationals</i>	<i>National Championships</i>
First	400	800	1200
Second	300	600	900
Third	225	450	675
Fourth	169	338	506
Fifth	127	253	380
Sixth	95	190	285
Seventh	71	142	214
Eighth	53	107	160
Ninth	40	80	120
Tenth	30	60	90
Eleventh	23	45	68
Twelfth	17	34	51
Thirteenth	13	25	38
Fourteenth	10	19	29
Fifteenth	7	14	21
Sixteenth	5	11	16
Seventeenth	4	8	12
Eighteenth	3	6	9
Nineteenth	2	5	7
Twentieth	2	3	5

Scoring shall be counted down to the 20th position in each class.

2. HIGH POINTS

- A. For all sanctioned regattas National Headquarters will tabulate points on a race basis.
- B. The letters “US” followed by the number “1” shall be awarded to the driver who accumulates the greatest number of points overall in the Modified Outboard division. This number may be carried on all boats registered by said driver in this division. Each National class champion may carry the number “1 US” on their boats.
- C. “2-US” shall be awarded to the high point driver in each class on a national basis. This number may be carried by said driver on any boat registered for that specific class.
- D. The number “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.
- E. With the exception of the US-1 championship, National High Point Championships shall be based on up to four (4) bonus point races plus the first group of regular races for a total of 12 races, scored from November 1 through the following October 31. If a contestant does not run one, or more, bonus point races, the point total shall include the next races to a total of twelve (12).
 - 1) In case of a tie, the following tie-breakers will apply:
 - a) The winner will be the driver whose heats of competition had the greatest number of drivers.
 - b) If they are still tied, the winner will be the driver who scores the most points in direct competition at the Closed Course National Championships.
- F. Points scored at marathon events shall not be counted toward the high point championships.

- G. In order for any driver to qualify for point credit there must be a minimum of three (3) legal starters (not including step-ups) in either heat.
- H. 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.
- I. A driver must participate in five (5) races of the class to be eligible for a national high point championship.

RULE 15 • FUEL

- A. Permissible fuels for use shall consist of gasoline and oil only. Gasoline may be aviation gasoline, automobile gasoline of either leaded or unleaded varieties, and includes automobile racing gasoline as long as it does not contain alcohol, nitrates, oxygen bearing compounds or other such power booster additives. Gasahol is not a legal fuel. Oils may be petroleum or synthetic and cannot contain any additives or power boosters. All oil must be made for 2 cycle engines. Any driver using fuel which does not meet this rule will be disqualified. Additional fuel disqualifications in the same day will result in the driver being automatically suspended for the remainder of the day.
- B. Fuel testing procedures used may be one or all of the following methods, at the choice of the inspector (if fuel tests positive for reaction, fuel is illegal and driver is disqualified):
 - 1) Digatron DT-15 or Digatron DT-47 Meter
 - 2) Specific Gravity
 - 3) Water Solubility
 - 4) The Germaine Reagent Test
 - 5) Ceric nitrate test
- C. Test procedures using the Digatron DT-15 (or Digatron DT-47), Specific Gravity, Water Solubility and the Germaine Fuel Test as outlined in the Modified Outboard Technical Manual. All fuel tanks must have an opening sufficient for a Digatron fuel meter probe to pass unobstructed into the fuel tank. 1.050" is the diameter of the probe.
- D. At each Regatta, the Inspector may purchase a sample of local gasoline, mix it with TC III oil at a ratio of 8:1 and test it according to the Tech Manual. If the test fuel exceeds the 0 Digatron DT-15 threshold, the higher reading will become the maximum limit of the day. The source and grade of the gasoline must be announced when Registration opens. At that time, testing equipment must be available to all competitors. The Fuel of the Day is not applicable at straightaway or Record races, Championships or National events (Nationals, Winter Nationals, Divisionals, Regionals).

RULE 16 • CLASSES AND MOTOR ELIGIBILITY

- 1. All classes have minimum age requirements for participants. See **Safety Rule 8 • Age Requirements** for more details.
- 2. Some classes have maximum engine mounting heights. See **Safety Rule 4 • Engine Mounting Heights** for more details.
- 3. There shall be only one propeller of four (4) blades or less. Only outboard motors approved by the majority of drivers are permitted in this division; and they shall be listed and divided into the following classes:

Mod 125 Hydro, Mod 125 Runabout

Piston Displacement 125 cubic centimeters

Motor Permitted PRD Fireball

Formula A Modified Hydro, Formula A Modified Runabout

Cubic Inch Piston Displacement 13.2 C.I., 15 cu in. (hydro only)

Motors Permitted OMC 13.2 cubic inch., Mercury 15 cubic inch (hydro only)

A Modified Hydro, A Modified Runabout

Cubic Inch Piston Displacement 12-1/2 up to and including 15 C.I.

Motors Permitted Swanson/Champion or American Hot Rod "A", Sidewinder 15, It is permissible to use the 20 cubic inch Mercury engine with 1987 Stock Outboard specifications. Exceptions allowed: fiberglass reeds and latest K dimensions (all of which are in the current Technical Manual), with expansion chamber exhaust or 20H conversion exhaust with a Quicksilver lower unit.

B Modified Hydro

Cubic Inch Piston Displacement 15 up to and including 20 C.I.

Motors Permitted Swanson Champion or American Hot Rod "B" Mercury MK20H, MK20, KG7 and similar 2.440 nominal bore cylinders with Mercury, manufactured interchangeable bolt pattern (2.125 stroke) crankcase assembly, made for either stock racing or service use, mounted on Mercury A-B racing lower units, Yamato 80 with 1999 B Class Y80 specs. The OMC and Mercury 25 Hydro engines will be legal for the B Mod Hydro class.

B Modified Runabout

Motors Permitted Same engines and specifications that are used in B Mod Hydro and Formula 400 Mod Hydro. The 25XS Mercury engine is legal for the B Mod Runabout class.

Formula 400 Modified Hydro

Cubic Inch Piston Displacement 22.0 up to and including 22.1 C.I.

Motors Permitted Mercury 25SS. Mercury 22.0 cu. in. powerhead to date. OMC 22.1 cu. in. powerhead 1970 to date. Mercury MK20H, MK20, KG7 and similar 2.440 nominal bore cylinders with Mercury, manufactured interchangeable bolt pattern (2.125 stroke) crankcase assembly, made for either stock racing or service use, mounted on Mercury A-B racing lower units. The 20 cu in Hot Rod rotor valve motor is legal to compete in the Formula 400 Mod class with a minimum weight of 370 pounds. Current specs and rules for the B Hot Rod are found in the Modified Tech Manual.

C Modified Hydro, C Modified Runabout

Cubic Inch Piston Displacement 20 up to and including 30 C.I.

Motors Permitted Mark 30-H, Mark 30, Yamato 102, Wizard WA25 and Yamato 300 (must meet current 102 restrictions and 300 specifications).

D Modified Hydro, D Modified Runabout

Cubic Inch Piston Displacement 40 up to and including 44 C.I.

Motors Permitted Mercury MK55H. All 40 cu. in. Mercury powerheads are approved for D Modified class (2.125 stroke x 2.442 bore). All 44 cu. in. 4 cyl. Mercury powerheads and associated carburetors, mounted on racing lower units (2.125 stroke x 2.561 bore). Refer to the Tech Manual for foot assemblies to be used.

FE Modified Hydro, FE Modified Runabout, and 2 Person Modified Runabout

Cubic Inch Piston Displacement Not less than 40 C.I. and not more than 49 C.I. displacement except motors listed in FE Modified rules.

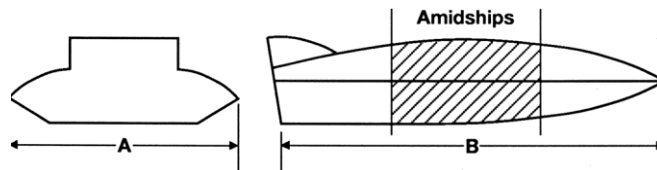
Motors Permitted Manufactured as a service engine, and associated carburetors, mounted on any unit of "R" dimension of 1.850 inches.

4. To present a motor for approval in this division the following is required:
 - 1) The motor would be available within 45 days of placement of a bona fide order.
 - 2) Modified Outboard Technical Committee shall review and test motor and report to Modified Outboard Chairman. The Modified Outboard Chairman shall review motor and class with Modified Outboard Racing Commission.
 - 3) In the event an engine does not meet the specifications in the Modified Outboard Technical Manual, it shall be deemed a legal motor if said motor meets all of the Stock Outboard specifications.
 - 4) Any new FE Modified motors and parts manufactured after 1992 must be presented to the MORC at the national meeting for approval along with 10 copies of motor specification sheets and factory manuals.
5. For the purpose of testing and evaluation, the MORC may approve the racing of prototype motors. Prototype motors may be raced at any non-championship event. There must be at least two (2) non-prototype starters to make a class. An entry with a prototype motor shall be counted as a legal entry for all purposes with the exception of awarding national points, championships or records to the driver of the prototype motor. In such cases, a race in which a prototype motor is used shall be scored such that place points are awarded as if the prototype entry did not exist. Granting prototype status in no way obligates the MORC to approve a specific motor for Mod racing. Petitions for prototype status shall be filed with the Chairman and shall be decided by the MORC. Prototype status shall be reviewed annually by the MORC.

RULE 17 • HULLS See Glossary of Terms at the end of these Rules

A. Modified Runabouts – Formula A, A, B and C

- 1) Boats in this class are defined as a displacement type of hull; having no step, no breaks in the longitudinal or transverse continuity of the immersed surface other than the keel, rubbing strips or lapstrake of no greater than 3/4 in. and parallel to the center line of the boat.
- 2) Boats in this class will not be permitted to depend on external air pressure or design which creates a tunnel effect to aid planing.
- 3) Runabouts will not be required to have a forward cockpit and are not required to conform to any minimum or maximum dimension restrictions.
- 4) Transverse concavity of runabout running surface of 1/32 in. per foot (12 in.) as measured from high point to high point across the running surface width is permitted.
- 5) Any runabout hull legal for Stock racing shall be legal for Modified Outboard racing.
- 6) On deep "V" runabout bottoms having positive dead-rise angle of more than 10 degrees, Rule A. 5) does not apply and the following restrictions do apply:
 - a) Maximum width of running pad (keel) is 10 inches.
 - b) Surfaces with negative dead-rise angles are not permitted.
 - c) Stability strakes are permitted up to a maximum of 1 in. depth but placement of such strakes specifically to trap air is prohibited.
- 7) A runabout shall not have a sponson/pod protruding from the side of the boat which interrupts the line of the side, non-trip, or bottom of the boat.
- 8) Lifting rails such as those used on DeSilva PRO racing runabouts are permitted.
- 9) Some 1985-1987 DeSilva model KR runabouts have a concave tunnel in the right chine (see diagram printed in the Modified Tech Manual under hulls) and are permitted in the Modified category. However, hulls that have a tunnel chine in both sides are not permitted.
- 10) The D Mod Runabout and FE Mod Runabout racing hull must conform to the following:
 - a) The bottom shall have no steps or breaks in the longitudinal continuity.
 - b) The bottom must not have any of the following:
 - i. Tunnel
 - ii. A concavity greater than 1/16 inch within the planing surface
 - iii. Any design that uses a tunnel effect
 - c) The side of the boat must form a continuous contour from a single stem to transom and must have no concavity greater than one-quarter (1/4) inch. The side of the boat referred to in Section 3) shall be interpreted as the outside chine.
 - d) Trim tabs which are adjustable by the driver while underway shall not be allowed.
 - e) Rub rails will be allowed provided:
 - i. They are attached to the extreme outside of the boat,
 - ii. They do not exceed 1.5" in depth and width.



B. Modified Hydroplanes

- 1) Any boat having a multiple surface planing area and which cannot qualify as a runabout is considered a hydroplane. This shall specifically include "tunnel boats" as legal hydroplanes in this division.
- 2) Hydros will be open or free.

C. General

1) Overall racing dimensions for Modified boats are as follows:

	MOTOR	WIDTH "A"	LENGTH "B"	MIN. WEIGHT
Formula A Mod Hydro	any legal	-	-	345 lbs.
Mod 125 Hydro	any legal			350 lbs.
A Mod Hydro	any legal	-	-	365 lbs.
B Mod Hydro	Merc 20 Cl	-	-	350 lbs.
	Hot Rod	-	-	370 lbs.
	OMC/Mercury 22ci	-	-	395 lbs.
	Yamato 80	-	-	420 lbs.
Formula 400 Mod Hydro	Merc 20			350 lbs.
	other legal	-	-	370 lbs.
C Mod Hydro	any legal	-	-	440 lbs.
D Mod Hydro	Formula XS			425 lbs.
	40 cu. in.	-	-	450 lbs.
	44 cu. in.			470 lbs.
FE Mod Hydro	any legal	-	-	-
Formula A Mod Runabout	any legal	-	-	350 lbs.
Mod 125 Runabout	any legal			350 lbs.
A Mod Runabout	any legal	-	-	360 lbs.
B Mod Runabout	Merc 20	-	-	370 lbs.
	Hot Rod	-	-	390 lbs.
	25 Mod	-	-	390 lbs.
	25XS Mercury	-	-	395 lbs. 415 lbs.
C Mod Runabout	Yamato 80	-	-	415 lbs.
	any legal	-	-	480 lbs.
	any legal	-	12'	475 lbs.
	any legal	-	12'	-
2 Person Mod Runabout	any legal	-	12'	-

- a) A boat stepping up into a larger class shall be required to have only the overall weight of its own class.
- b) Runabout length shall be measured from top of transom along centerline to tip of bow excluding any hardware or other devices added to the boat to extend its overall length.
- 2) Scales at races cannot be protested, but must be available for use one (1) hour before the start of the first heat of each day's racing.
- 3) Any device may be used as a brake as long as its sole purpose is to reduce the speed of the boat.
 - a) If a brake is used, it must be mounted within 8" of the centerline (or keel) at the transom, on the starboard side. Brakes must be in a "neutral" mode and have no effect on turning. The aspect ratio of any brake (side view/front view ratio) may not be more than 1.5:1.
- 4) The FE Mod class can use a transom rudder system for steering purposes, which is not retractable and cannot be elevated while underway.
- 5) Official logo. All boats participating in APBA sanctioned events shall display in a highly visible location on essentially vertical surfaces, port and starboard, an APBA approved logo. APBA.ORG may be displayed in place of the official APBA logo. "APBA" must be a minimum dimension of 1.75" (1 3/4") high and 7.25" (7 1/4") long.

RULE 18 • ADMINISTRATION

At the Annual Meeting, the Commission may declare that any of their respective racing classes, either runabout or hydroplane or both, shall be placed on one (1) years' probation should the class drop below a national active participation level as follows.

- A. 10 active participants nationally.
- B. Approval of a majority of Commission members is necessary for the placing on probation of that class. If, at the next Annual Meeting, by the review of the Commission, it is found that the class has exceeded the minimum requirements, that class will be taken off probation and reinstated with all class activities and recognition. In the event the class does not meet the minimum requirements, it will then continue on probation. During the first year of probation the class may continue to receive points, set records and participate in Championship events. During the second year of probation the class may participate in Championship events but not set records or receive points. During the third year of probation the class may not participate in championship events, set records, or receive points. If, after three years, the class does not meet requirements, it will be dropped at the discretion of the Commission.

RULE 19 • CATEGORY FEES

APBA Headquarters will collect a surcharge of \$10.00 from each racing member of the Category. 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 20 • CHAMPIONSHIPS

1. Definition of championships
 - A. There shall be one National Championship, open to all APBA members.
 - B. There shall be two Geographic Championships (East and West), open to all APBA drivers. The race must be conducted prior to June 1.
 - C. There shall be two Geographic Divisional Championships (East and West), open to all APBA drivers.
 - D. North American Championships may be awarded by the Modified Outboard Commission.
2. Definition of East and West geographic regions and driver point eligibility.
 - A. The East shall be comprised of Regions 1,2,3,4,5,6,7, and 8
 - B. The West shall be comprised of Regions 9 and 10
 - C. Drivers must be full APBA members to compete in championship events (no single event memberships.)
 - D. Drivers are eligible for bonus points at all events regardless of their division.
 - E. Bonus points as per APBA General Racing Rule 21.2 shall only be awarded with the following minimum boat count in either heat (HOC criteria is listed in Rule 22.A):
 1. National Championship 3 bona fide starters
 2. Geographic Championships 3 bona fide starters
 3. Divisional Championships 3 bona fide starters
 4. North American Championships 4 bona fide starters
3. Championship event management
 - A. Assignment of each championship shall be made by the MORC with a view to providing the best possible benefit to the drivers and the sport. This shall not preclude having the championship at the same place in succeeding years.
 - B. There shall be no other Modified Outboard race sanctioned within the same geographic division on the same dates as a Modified Outboard National Championship. There shall be no other Modified Outboard class or classes sanctioned within the same geographical division on the same date as a Modified Outboard Divisional unless the Modified Outboard chair has written approval from the race director of the club hosting the Divisionals and the race director of the club with the conflicting race.
 - C. It shall require a majority of Mod Commissioners voting and residing in a division to approve the awarding of Divisional Championships, and a normal program will be all Mod classes including the probationary classes. To run less than normal classes or to split off classes and run elsewhere for Divisionals or Nationals it will take a 2/3 majority of the MORC voting and residing in those divisions.
 - D. The Referee and Inspector for Modified Outboard National Championships are to be approved by the MORC before granting sanction.
 - E. Scales at all Divisional and National Championships must be certified within the current racing year prior to the event by an authorized agent.
 - F. The previous year's national champion shall be qualified to run in the next year's National Championship race without having to participate in qualifying elimination heats. At championship events a two (2) heat elimination race and a two (2) heat final race must be run. The only exception would be for lack of time. If racing is reduced to one (1) heat, championship scoring will be based on the one final heat. For eliminations, the finalist for the championship race will be chosen from the overall position, or in the case of a tie on points, the overall fastest time will be used; in case of an overall time tie, the fastest heat will be the determining factor. In the event a qualified driver wishes to enter the elimination race he must relinquish his qualified position to run in the finals.
 - G. Step-ups are not permitted in championship races.
 - H. The Inspector shall be required to affix an individual identifying mark to all engines that qualify for championship races.
 - I. The referee shall inspect and verify the clock operation at the start of each day's racing. The referee shall verify that the starting clock is accurately sequenced with the camera equipment.
 - J. If there is a disqualification still pending by the end of a championship event, the category chairman of the class/driver in question must present the facts of the issue in question publicly, within 7 days of the conclusion of the event. And a final decision must be rendered and also presented publicly as to the outcome of this issue no later than thirty (30) days upon conclusion of the event.
 - K. At a championship event, the Modified 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.
 - L. North American Championships require four starters, excluding step-ups, in at least one heat. All categories must comply with all NAC rules, in the Reference Book under Special Events and Awards.
 - M. The referee shall inspect and verify the clock operation at the start of each day's racing. The referee shall verify that the starting clock is accurately sequenced with the camera equipment.
 - N. If there is a disqualification still pending by the end of a championship event, the category chairman of the class/driver in question must present the facts of the issue in question publicly, within 7 days of the conclusion of the event. And a final decision must be rendered and also presented publicly as to the outcome of this issue no later than thirty (30) days upon conclusion of the event.
 - O. At a championship event, the Modified 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.
 - P. At the Modified Nationals, the MORC has final determination of the layout of the racecourse on which mod classes will compete

RULE 21 • MODIFIED OUTBOARD 2 PERSON MOD RUNABOUT RULES

1. All Modified safety rules and racing rules will be followed, including proper safety gear for the rider.
2. The rider must be a racing APBA member, a member of a local club, and be at least 16 years of age.
3. Equipment: any legal FE Modified Runabout hull with an FE Modified motor which meets the specifications in the Modified Outboard Tech Manual is legal. The cockpit(s) of the boat must be large enough to accommodate two people safely with handles for the rider to hold onto.
4. The driver and the rider must start the race, run the race, and finish the race together in the boat. If either or both are tossed out of the boat, said boat cannot continue the heat.

5. At registration, the driver shall fill out the forms the same as if he was entering the regular FE Modified Runabout class. The rider shall also enter name, date, etc. and sign the same entry blank.

RULE 22 • AWARDS

A. HALL OF CHAMPIONS CRITERIA FOR THE MOD CATEGORY

- 1) To be eligible, a member must have:
 - a) Won a National Closed Course Championship
(With a field of seven [7] boats to start the race in at least one [1] heat)
- OR -
 - b) Been a National Closed Course High Point Champion
(With five [5] races or more during the racing season.)
AND
 - c) Earned a minimum of 10 ½ Hall of Champions points.
- 2) Eligible drivers will have raced a minimum of five Modified APBA races.
- 3) Once eligibility is established, a member will be awarded points for accomplishments in that year according to the following table:
 - a) Each National Closed Course Championship
(With at least seven [7] boats starting at the Nationals) 5-1/2 points
 - b) Each National Closed Course High Point Championship
(With five [5] races or more during the racing season)..... 5 points
 - c) National Overall High Point Winner (US1, Bob Goller)..... 4 points
 - d) Overall High Point Champion in a single class (Paul Kalb)..... 3 points
 - e) Each Competition Record set 2 points
 - f) Each Kilo Record set and each 1/4 mile record set..... 1-1/2 point
(1/4 mile Record must exceed the highest speed closed course Competition record for the same class by 10% to qualify for HOC points.)
 - g) Each Eastern or Western Championship (with at least five (5) boats starting).....1/2 point
 - h) Each Eastern or Western Divisional Championship (with at least five (5) boats starting).....1/2 point
- 4) All races, championships, high points and records must be in Modified Outboard Competition according to Modified Outboard rules.
- 5) The number of selected drivers will be determined at the end of each racing year, for the following year, by the Hall of Champions Committee.
- 6) In case of a tie, the following tiebreakers apply:
 - a) The award will go to the driver whose qualifying class(es) per Rule 1 has the greatest number of active participants. If a driver qualifies per Rule 1.a and 1.b in the same class, the number of active participants in that class will be counted twice.
 - b) 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.
 - c) 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).

B. HALL OF CHAMPIONS CRITERIA FOR THE APBA AT-LARGE POSITION

- 1) The At-Large Inductee honor is reserved for truly exceptional racing achievements. This recognition is not automatically awarded each year. It is granted only when a driver or team demonstrates a uniquely outstanding racing performance during the current season. The APBA Board of Directors will vote on the inductee.
- 2) This is a Driver's Award only unless the competition involves a team role such as an in-boat navigator or throttleman.
- 3) This position is intended for situations where a driver (or team) may not qualify under a single category but has delivered remarkable accomplishments—potentially across multiple categories—that would have positioned them among the top qualifiers if considered within one category. This position could also be appropriate for APBA committees that do not have Hall of Champions criteria, i.e., Jet Sprint, Outboard Rivers, Moto Surf, or Electric. Nominations for the APBA At-Large Position needs to be emailed to apbahq@apba.org by Dec 1 of each year.

C. Paul Kalb Award - goes to the driver earning the most APBA points in a single Modified Outboard class.

D. Bob Goller Award - goes to the driver earning the most APBA points in multiple Modified Outboard classes.

E. Rookie of the Year Award - goes to the new driver earning the most points in any one Modified class. (A new driver is defined as one who has previously raced no more than three power boat races in their lifetime.)

RULE 23 • MODIFIED RULE CHANGE PROCEDURE

Rule Submissions: All proposals must be submitted in writing to the Modified category chair no later than 3 weeks before the start of the Annual Modified Commission meeting held at the APBA Annual Meeting in January.

Safety Rules: A safety rule is defined as a rule to reduce the likelihood of injury or danger as its primary purpose. Per APBA bylaws, category safety rules shall be determined by the appropriate racing commission, at or before the APBA Annual Meeting each year, without going to ballot of the category members.

Administrative Rules: An administrative rule is defined as a rule that governs the overall functioning of the modified outboard category. Administrative rules shall be determined by the MORC at or before the APBA Annual Meeting each year, without going to ballot of the category members.

Racing and Technical Rules are decided by a ballot of the racing members in the impacted class or classes.

Voting eligibility and procedure for Racing and Technical Rules:

1. Racing members, both drivers and owners, are eligible to vote. (Owner is defined below.)
2. Only racing members with a valid APBA membership as of two weeks prior to the ballot being released by APBA may vote.
3. A racing member must participate in a given class during the previous membership year in order to vote.
4. Voting shall take place within three weeks following the approval of any proposed rule change by the MORC and must be completed prior to May 1.
5. Any rule changes approved by a ballot of the modified outboard membership will go into effect two weeks after publication of the rule change on the APBA website and/or Propeller magazine.

Owners

1. Individuals who own modified outboard equipment, but who do not qualify as a driver in a given class or classes, are eligible to vote as long as the criteria listed below are met. An owner is allowed one vote per class regardless of the number of drivers sponsored.
2. In order to qualify as a voting owner, an individual must join APBA as a racing member prior to March 1 each year.
3. At the time an owner joins APBA, the owner must provide the MORC with a list of all classes sponsored and associated driver(s). Classes and/or drivers may not be added after the initial list is provided to the MORC.

GLOSSARY OF TERMS

Beam: Width of the hull.

Concavity: A surface that curves inward.

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.

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

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) as defined by the hull categories.

Rocker: In a profile view (fore and aft), the rise in the keel and chine are “rocker”

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.

Transverse, Transversely: At right angles (90°) to keel.

Tunnel: A concavity greater than 1/16” within the planing surface.