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Effective for Race Year: 2022

2022 Inboard Rule Change Proposal

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Note: Proposals must be submitted to the Inboard Office by December 1, 2021 to be considered.

Save and E-mail completed form to: inboardracing@apba.org or melildon@yahoo.com

US mail to APBA Inboard Office, 8039 Stone Barn Dr, West Chester, Ohio 45069

Check all that apply:

- General Safety Rule
- General Racing Rule
- Stock Class Technical Rule *
- Modified Class Technical Rule *

Affected Class(es): Inboard w/ Restraint Capsule

Specific Rule Information: [Note: All fields must be completed for consideration.]

Author's VERY BRIEF Summary of Proposed Action: Require all inboard boats fitted with a Restraint Capsule (Type 1-4) to have a full-time onboard air system meeting guidelines described in rules 3.10.2 and 3.10.3, used in conjunction with a mask as described in rule 3.10.1.

Affected Rule:

3.1 AIR SYSTEM: A full-time onboard air system is mandatory for all boats competing with an F-16 type structural canopy, and is recommended for all drivers in reinforced cockpit boats.

1) Type 4 capsule (F-16 type structural) – mandatory; 30 cu. ft. airtank capacity mandatory.

2) Type 1, 2 ,3, - recommended; 30 cu. ft. air tank capacity recommended.

Proposed rule:

3.1 AIR SYSTEM: A full-time onboard air system is mandatory for all boats competing with a reinforced cockpit of any type (1-4).

1) Type 4 capsule (F-16 type structural) – 30 cu. ft. air tank capacity mandatory.

2) Type 1, 2 ,3, - minimum 13 cu. ft. air tank capacity mandatory, 30 cu. ft. air tank capacity recommended.

Reason for change: Recent 2021 season incidents with non-type 4 capsules have shown a necessity for on-board air. Drivers can be stuck in the cockpit for reasons not related to the canopy and are subject to the same dangers as in a type 4 capsule until the rescue team arrives. Whether the driver cannot release the safety harness, is unconscious, or is otherwise incapable of extricating themselves, onboard air could prevent further injury or death.