

ADBA 2011 Sprint Boat Racing Rules

RULE 1 - GENERAL SAFETY RULES

The considerations below are meant to provide awareness that safety must be everyone's first priority NOW, not after a problem occurs.

1.1 Racing is an inherently dangerous sport and each competitor assumes the risk when he/she participates in an event. While everyone involved -owners, drivers, crew members, officials, promoters, and the sanctioning body - can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present. It is the participant's responsibility to advise their spouses and next of kin ADBA cannot be, and is not, responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events as follows:

1.1.1 All participants are obligated to inspect the racing facilities, including the pit area and race course, including all of the conditions that would affect their participation in, before, and after the event. Participants are solely and directly responsible for the safety of their race craft and racing equipment; are obligated to perform their duties whether as an owner, driver, or crew member in a manner designed to minimize, to the degree possible, the risk of injury to themselves and others. NEITHER ADBA NOR THE PROMOTER OR CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S RACE CRAFT, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

1.2 No contestant shall participate in a race, nor shall any official serve in an official capacity, after having consumed alcohol or controlled substances or while intoxicated. The phrase "after having consumed" shall mean from midnight before the day of the race and until the driver has been cleared through inspection. Intoxicated means under the influence of alcohol, a controlled substance, any drug, or any combination of the above, such that there is an impaired condition of thought and action and the loss of normal control of a person's faculties to such an extent as to endanger any person.

1.2.1 At all ADBA sanctioned races, a Breathalyzer test may be required of any participant (anyone required to sign the insurance participant form) under the following guidelines:

- a. A Race Committee may, at the time of issuing a sanction, set in place a program to test any or all participants.
- b. The Referee has the authority to require any or all participants (including non-member holders of hot pit passes) to submit to a Breathalyzer test.
- c. The Risk Manager or Race Director shall have the authority to require the referee to submit to a Breathalyzer test and/or to ask the referee to test any participant.
- d. Permissible Breathalyzer tests include:
 - 1) Breathalyzer test administered by Police, Sheriff, or other qualified agent.
 - 2) Over-the-counter Breathalyzer test administered by the Referee or his designee. Participants failing this type of test may pursue, at their own expense, a retest as listed in 1.2.1d.1 to verify results. The retest must be administered on site under the observation of the referee or his designee.
- e. Tests may be administered on race day from 7:30 AM until one-half hour after the final heat has concluded.
- f. Criteria and Consequences:

1) The maximum allowable test limit shall be no greater than **0.00** BAC. Refusal to take the test will be considered a failed test and the consequences outlined below apply.

2) In a given Race Year (1 Jan. – 31 Dec.):

- First violation—the offender shall be suspended for the remainder of the event and shall not be allowed to participate in any capacity (Event defined as all dates stated on the sanction).
- Second violation—Suspension as above, review by ADBA, and subject to penalties up to and including a 12 month suspension from involvement with ADBA Inboard Racing.

3) A pattern of infractions over multiple racing seasons will be subject to review by ADBA and to penalties up to and including a lifetime suspension from involvement with APBA Racing.

1.3 No contestant shall participate in an ADBA-sponsored event with any type of splint, including, but not limited to, a cast or brace applied to his body without showing written authorization from a medical doctor and approval by the Referee at the particular event.

RULE 2 - SAFETY INSPECTION

2.1 Safety Inspectors are required to inspect and certify all boats competing in any event once a year using the official Inboard "Equipment Inspection Checklist" supplied by the ADBA office prior to the event. The inspector, at the first race of the season that the boat attends, will verify compliance to all safety related rules applicable to that boat. A certification inspection is required at the first event an owner enters with a new boat/restraint capsule. The inspector will sign off if no discrepancies are found and will issue an Inboard Safety Sticker, to be placed on the steering column in plain view.

2.1.1 A safety inspection of each entry may be made by the Inspector or his designee at any ADBA Sanctioned race.

2.2 If a discrepancy is found at the first race or any other race thereafter, the inspector will classify the problem as follows:

- Level 1 - Discrepancy found - boat not allowed to compete.
- Level 2 - Discrepancy found - allowed to compete and fix before next event.
- Level 3 - Involved in accident - repairs required before next event.

- 2.2.1** The inspector will complete an Equipment Discrepancy Report and remove the Inspection sticker for Level 1 and Level 3 Discrepancies. For Level 2 Discrepancies, the Inspection Sticker will be marked with a large "2" and dated; the sticker shall be removed at the end of the weekend's competition.
- 2.2.2** Prior to registering for the next event, an owner with an open discrepancy or damage item must submit his boat to the inspector for re-registration. Only approved ADBA Inspectors can sign off that a modification/ repair has been completed.
- 2.2.3** When the inspector approves the modifications he affixes a new Inspection sticker to the steering column.
- 2.2.4** Inspectors can refuse to close items if the modifications are not satisfactory; or can open a new item found as a result of an unacceptable change.
- 2.2.5** Under no circumstances can an owner be given a second chance to compete with an open "Level 2 Discrepancy."
- 2.2.6** Discrepancy disputes can be filed with ADBA for review. The appropriate persons will be contacted to settle the dispute.
- 2.3** The penalty for altering or forging safety inspection documents shall be \$1,000 and/or a 60-day suspension as decided by the ADBA.
- 2.4** At the discretion of the Inspector, the Race Rescue Director shall safety inspect specific designated points on the safety inspection sheet and report any discrepancies found to the Inspector.
- 2.5** *If requested, it is the responsibility of the driver or owner to submit his equipment for safety inspection. If, in the judgment of the Inspector or Referee, a boat is unseaworthy, unsafe, or unmanageable, he shall refuse to allow the boat to participate in the race. The Referee, at his discretion, may require any flipped boat or boat involved in any accident to be re-inspected before entering another heat of racing.*
- 2.6** *In the event that any competing boat is damaged during a heat or a race, it shall be inspected before returning to competition. The driver must report any damage to the inspection committee or referee. Where repairs to damage are made during a race, the boat must be inspected and approved upon completion of such repairs in order to continue in competition. Failure of a driver to report such damage or repairs renders him liable to disqualification.*

RULE 3 - SAFETY EQUIPMENT

- 3.1** Drivers, when in competition, are required to wear uniforms with tight-fitting cuffs at the ankles and wrists. It is recommended these uniforms be made of Nomex or a comparable fire-retardant material. Closed footwear is required.
- 3.2** *When driving, eye protection in the form of a helmet face shield, goggles or ANSI/OSHA approved safety glasses with restraint straps shall be mandatory.*
- 3.3** *All participants must wear footwear in the pits. Drivers, riders, crew members and pit personnel are required to wear closed footwear in the pits.*
- 3.4** *Considering the fact that there are no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket. Only those considered in good condition will be permitted to be used.*
- 3.5 HELMETS**
- 3.5.1** *Drivers and riding crew are required to wear helmets at all times while on the water for the purpose of racing or testing. The helmets may be removed only if the craft is under tow or being held fast in the infield by an official tow boat. Violators will be disqualified and suspended for thirty (30) days. Exceptions may be granted by the referee for unusual situations. All suspensions and exceptions granted must be reported, in writing, to the ADBA immediately following each incident.*
- 3.5.2** *Helmets must meet the specifications set forth by any of the following: Department of Transportation, American National Standards Institute, Inc., Snell, or military specification helmet designed for military aircraft — Mil-Spec helmets (CGF LA100, LH050, LH150, LH250); Gentex HGU84P) and Peltor helmets (Rally Pro Helmet EN ECU 04 or 05) are acceptable.*
- 3.5.3** *For a participant, the upper fifty percent (50%) of the helmet must be a color of the following: yellow or orange or international orange or fluorescent red.*
- 3.5.4** *Drivers shall wear helmet support straps (lanyards) secured to the driver's body as required.*
- 3.6 LIFEJACKETS**
- 3.6.1** *All racing life jackets must have a permanently affixed (sewn in) manufacturer's label that indicates: The date of manufacture or the date of recertification, and the manufacturer's or recertifier's company name.*
- 3.6.2 Life jacket category (A, A-100)**
- "A"** *For use in an open and unrestrained cockpit. Maximum boat speed is less than 100mph.*
- "A-100"** *For use in an open and unrestrained cockpit. Maximum boat speed is 100mph or greater. A-100 may also be used where A is required.*
- 3.6.4** *All lifejackets are required to have 70% of the upper surface, both front and back, orange or yellow in color.*
- 3.6.5** *Lifejackets must be securely fastened at all times while on the race course, for racing or testing. Any driver removing his lifejacket or racing with a lifejacket that does not meet the approved guidelines shall be disqualified and suspended for thirty (30) days. Exceptions may be granted by the referee for unusual situations. All suspensions and exceptions must be reported, in writing, to the Inboard Chairperson immediately following each incident.*
- 3.6.6** *Every driver shall certify his lifejacket before each racing season and after any equipment change to be sure he will roll into, or maintain, a safe floating attitude if injured. The referee may require proof of the equipment's ability to function properly.*
- 3.6.7** *Lifejacket specifications for use by an unrestrained driver: The lifejacket must be designed for racing, with leg straps or thigh skirts securely fastened to the jacket. There must be a minimum of 1/4" thickness of impact material covering the back and sides, and safety tapes over any zippered seam. The jacket shall have a puncture and tear resistant outer covering (e.g. ballistic material which meets or exceeds the following: Mil Spec Flay Nylon, Mil Spec C-476, Bright High Tenacity Nylon, 210 Denier, 3.6 oz per sq. yard, Count 62x50. Break strength 225 pounds warp, 152 pounds fill. The jacket must be capable of meeting USCG*

Type II flotation per UL standard 1123, but with a minimum flotation of 18 pounds and 10% flotation imbalance. All jackets must be equipped with skid collars. The skid collar shall contain a single piece of 1/4 thick (minimum) Ethofoam 900 which covers continuously from top inner edge of the jacket to a minimum of 2" past the base of the helmet when the wearer is standing in an erect position with the head looking toward the horizon and the lifejacket worn in accordance with manufacturer's instructions. The

axial coverage shall be from 110 degrees to 250 degrees minimum, measured from the midsagittal plane (basically from the back of the ear to the back of the other ear around the back of the head). The outer covering shall be any synthetic material which is fungus- and mildew-proof (e.g. nylon, Dacron, etc.) which is of equal or greater thickness than the material used as the jacket covering. The thread used to stitch the skid collar to the jacket shall also be fungus- and mildew-proof. This collar may be incorporated with, or in addition to, other collars which may be present.

3.7 BOAT SAFETY

3.7.1 A safety collar on the propeller shaft, within 0.5 inches of the leading end of the strut or a safety collar within 0.5 inches of the shaft log assembly is mandatory on all sprint boat classes. Safety collars must be configured so they will prevent the shaft and propeller from sliding back and hitting the rudder should the thrust bearing come apart or loose on the shaft. The safety collar must have two set screws or be of the split-type configuration. If placed forward of the thrust bearing, the collar must be larger than the bearing. Couplers between the gearbox shaft and the propeller shaft on runabouts shall be a minimum of 4.75 inches long and utilize a minimum of 5 clamping bolts. Set screws shall be used in each end of the coupler. Each shaft shall be dimpled to receive set screws. Safety collars in all classes shall be machined from bar stock, not pressed metal (sintered iron).

3.7.2 All boats must be equipped with a positive return throttle, insuring that the throttle plate returns to a normally closed position when throttle pressure is released.

3.7.3 Hulls without restrained drivers must be equipped with an electric kill switch, or fuel shut-off valve. It must be capable of stopping the engine if the driver is separated from the boat. The safety kill switch or fuel shut-off valve tether or lanyard must be securely attached to the driver's life jacket.

3.8 HARDWARE MATERIAL SPECIFICATIONS: The following specifications are recommended in all sprint boat classes.

3.8.1 Rudders: Many different materials and design configurations will work. The following should be considered when building a rudder.

- Aluminum - 7075-T651 is acceptable; Steel - 4140, 4340, 174 PH alloys are acceptable if properly heat treated.
- The material grain MUST be in the length dimension to insure that the greatest strength can be reached. NEVER paint a rudder. This hides cracks. Anodizing for aluminum and zinc plating for steel would be acceptable. NEVER machine to a sharp corner; always radius edges.
- Pivot Pins - Stainless is not the strongest nor the best. Materials of a high fatigue quality like 1045 steel are better and readily available. NEVER weld or braze a rudder. NEVER straighten a bent rudder and reuse until it has been stress relieved, annealed, and re-heat treated.

3.8.2 Rudder Brackets:

- Eliminate cast aluminum or bronze brackets.
- Fabricated aluminum plate, bolted and doweled, is acceptable.
- Steel weldments, or bolted and doweled, is acceptable.
- Billeted of bar stock construction would also be acceptable.
- A particular type or grade of material is not the major consideration.

3.8.3 Skid Fins: Aluminum - 7075-T651 is acceptable; Steel - 4140 or 4340 alloys are acceptable only if properly heat treated. Grain MUST be in the length direction. Bolts, draw rods, clevises, etc., are and should be a major consideration with the skid fin.

3.8.4 Struts:

- Eliminate cast struts in aluminum or bronze.
- Designs are optional.
- Consider a steel "V" type weldment or other type of fabricated construction.
- The materials used are not the major consideration in struts as long as they are of plates or billeted construction.

3.8.5 NON-DESTRUCTIVE TESTING (NDT), such as magnetic particle, dye penetrate or other processes, is recommended annually for propellers, shafts, couplers, rudders, skid fins, brackets, struts and other critical hardware. Following an accident, it is recommended that NDT be performed prior to competition.

RULE 5 - REGATTA SAFETY

5.1 Each trailer or cradle will be equipped with a dry charge fire extinguisher which:

- shall have a minimum rating of 3A30BC, and a gauge indicating condition of charge,
- shall be painted with the in-service date of the fire extinguisher and be replaced no later than five (5) years from this date,
- shall be readily accessible for each boat in the pit area.

5.2 *Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged or removed from the propeller shaft. Violators will be automatically suspended for a period of thirty days.*

5.3 *With regard to weather conditions, racing shall take place at the Referee's discretion.*

5.4 *If, during competition or testing, a driver appears to need medical assistance or rescue services, the Turn Judge or Safety & Rescue Team must signal the Referee to stop the race.*

5.5 The race shall be halted and restarted in the event of a flip or a driver being thrown from or bailing out of his boat (fire, etc.). The referee shall have the privilege of stopping the race at any time when the safety of a driver is at stake. If the race is stopped after the lead boat has begun its final lap, the position of finish will be scored on the position of the boat completing the previous

lap. The boat(s) causing the stoppage of the heat shall not receive points for that heat, nor be allowed to run in a restart should one take place.

RULE 6 - MANAGEMENT

All sprint boat racing will be under the supervision of the designated ADBA Official.

6.1 All races and all boats taking part therein shall be under the control and direction of a Race Committee, consisting of a Race Director, Scorer, Starter, and Inspector, all of whom shall be current members of the ADBA. Matters shall be subject to its approval and control, and all questions and disputes that may arise shall be decided by it. Its decision may be overruled by the Referee, from whose ruling an appeal may be carried to the ADBA sanctioning body.

6.2 No member of any Race Committee nor the Referee shall take part in the decision of any question in which he is directly interested.

6.3 Referee: At all sanctioned events a Referee and Assistant Referee shall be present. The Referee is the bona fide representative of the ADBA, with all personnel connected with the regatta, officials, drivers, mechanics, and owners to be under his/her jurisdiction during the entire regatta.

6.3.1 In case of an emergency, any member of the ADBA may designate a Referee for any sprint boat race.

6.3.2 No specific duties shall be assigned to the Referee such as Announcer, Timer, Surveyor, Inspector, etc. He shall not act as a member of the Race Committee or any other committee in connection with the race or regatta. He shall advise the Race Committee or make suggestions for the proper handling of the race. His suggestions to the Race Committee as to course, conduct, inspection, and compliance with rules, etc. must be observed.

6.3.3 The Referee shall be the Chief Representative of ADBA at ADBA events and shall have broad authority, including but not limited to the following:

- To have in his/her possession a copy of the insurance certificate before any boats are allowed on the race course.
- To see that the INSURANCE WAIVER and RELEASE FORMS are being signed by all PARTICIPANTS.
- To attend the Drivers' Meeting and to assure himself that all questions regarding rules, conduct of the regatta, and conditions of awarding of posted prizes are thoroughly explained to all contestants. The Referee should also inform the drivers whether or not all requirements for sanction have been provided for.
- To see that adequate pit facilities, pit security, and course patrols are provided for the efficient conduct of the race before the sanctioned testing or racing begins, and that promises as to prizes or other inducements of the race circular are fulfilled.
- To be on the Judges' Stand at all times during the running of a heat. He/she must make sure the scoring, and all other details or procedure are properly handled and correctly recorded on standard forms. Should the Referee have to leave the Judges' Stand for any reason, the race or heat is to STOP, until he/she returns, unless an assistant or alternate Referee is present. The assistant Referee or alternate Referee will then take over as the Referee with all authority until he/she returns.
- To insist that all provisions of the racing rules be complied with at all times by contestants and officials.
- To ensure that all proper officials are present and functioning during the conduct of the regatta. The Referee should be on the alert to see that officials themselves obey all rules and impartially compel obedience by others.
- To remove any official or assistant at any time who in the opinion of the Referee, fails to perform satisfactorily.
- To work with Race Committee in modifying the race course as may be deemed necessary to assure the safety of drivers and spectators;
- To prohibit use of any equipment he deems unfit for service.
- To enforce the conditions demanded for a proper basis for records. He may decline to allow a speed made to be considered as a record, if in his judgment, the rules have not been complied with or enforced.
- To postpone any competition for reasons of safety or forces beyond the control of ADBA and/or the organizer.
- To close the race course if any hazardous conditions exist (rough water; wind conditions, etc.), or to stop the race at any time when the safety of a driver is at stake.
- To record a disqualification on a specific member's card whenever:
 - A driver does not report with his boat to the Inspector after a race for inspection,
 - refuses to dismantle his engine when asked to by the Inspector, or
 - forfeits a race rather than submit to inspection.
- In the opinion of the Inspector; the driver has defied the rule and competed with illegal equipment.
- In case of infractions of any technical rules during a heat, the driver shall be disqualified from that heat and all other heats of the race.

6.3.4 It shall be mandatory that the Referee notify the owner and/or the driver as soon as possible of any disqualifications.

6.3.5 The Referee shall forward to the ADBA, as soon as feasible after an event, a report which shall include at least the following information:

- Incident (accident) report forms, following all instructions contained in the current form. This does not preempt local authorities from reporting those accidents as required by state and federal law. Race officials will assist local authorities in completing their reports where necessary.
- Details of protest or appeals received and any decisions he/she may have rendered in connection therewith;
- Action taken or penalties imposed;
- Any other material that the Referee may deem appropriate or ADBA may request.

6.3.6 Expenses of the Referee shall be paid by the organization holding the sanctioned event.

6.4 Scorer - Starter

6.4.1 The Scorer shall be in charge of registration and scoring and shall be responsible for maintaining only trained qualified personnel to assist in the duties of same. Is responsible for reviewing and submitting all summary sheets, scorers/timers data sheets, original entry blanks, liability release waivers, minor releases, officials' sign-in sheets, money and any other registration forms used to APBA Headquarters within the specified time required.

6.4.2 Shall also assist the Referee in completing accident/incident reports.

6.4.3 Scorer is a member of the race committee.

6.4.4 Expenses of the Scorer shall be paid by the organization holding the sanctioned event.

6.4.5 The Scorer shall obtain, accurately compile, and record all necessary scoring information for each racing competition. The Scorer shall inform the Referee and the Starter of the standings during the course of all races. The Timer and Scorer shall provide results of the competition and other material as may be directed by the Referee as soon as possible.

6.4.6 The Starter shall function under the direct supervision of the Referee. The Starter is responsible for bringing the boats to the starting line in the proper order before starting a race and before any restart of the race and for displaying the proper flag signals during the entire event.

6.5 Inspector: At sanctioned races an Inspector, selected from a list of approved Inspectors, shall be present. The Inspector shall act as a member of the Race Committee in connection with the race. He shall have power to enforce all provisions of the technical rules.

6.5.1 The ADBA shall appoint a number of persons qualified to act as Inspector who shall serve during the racing year of their appointment.

6.5.2 In case of an emergency, any member of the ADBA may designate an Inspector for any race.

6.5.3 The Inspector shall supervise the technical aspects of the competition, and may appoint a committee to assist with the following specific duties and authorities: To conduct before, during and after a competition such inspections and examinations of the equipment entered in such competitions as may be deemed necessary or appropriate to determine compliance with all supplementary regulations applicable to such competition, and to ascertain whether any potentially dangerous conduct may exist;

- To supervise and maintain control of the inspection areas during the course of an event; to take possession and conduct such examination of any and all equipment, to determine compliance with applicable rules and regulations at the conclusion of competition; and, to prepare and deliver to the Referee immediately following each competition any reports as may be necessary for the Referee to make during the course of the event.

6.5.4 It shall be the responsibility of the Inspector to attend the Drivers' Meeting and any meeting of the Race Committee. The Inspector shall inform the drivers on the number of finishers required in inspection after the race.

6.5.5 It shall be the duty of the Inspector to see that all provisions of the technical rules are complied with by contestants.

6.5.6 Immediately after the conclusion of any event where a record is claimed, the Inspector must see that the boats and motors are inspected.

6.5.7 Technical questions regarding the legality of a boat or motor shall be referred to the Inspector at each respective race site.

6.5.8 Motors, hulls, and other equipment subject to 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 Referee for action.

6.5.9 Immediately after the finish of a race, contestants shall report with their boats and motors to the Inspector at such place as designated by the ADBA. The boat and motor shall remain in the custody of the Inspector until dismissed. For the purpose of the enforcement of technical rules, the engine and boat shall be assumed to have been raced in the same condition in which it appears during post race inspection.

6.5.10 The Inspectors shall have the power after the finish of any race to order any contestant to dismantle his motor for inspection and measurement. Any contestant refusing to comply with the orders of the Inspector shall be disqualified by the Referee.

6.5.11 The Inspector shall inspect and check the boat with the same powers and requirements defined for motors. Boats in each weight-regulated class must be weighed at the Inspector's discretion. If the category requires the boat to have its own lifting bridle, it will be disqualified if the bridle is not available at weigh-in. All water must be removed from the boat prior to weigh-in.

6.5.12 The owner 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 noncompliance with the rules.

6.5.13 Expenses of the Inspector shall be paid by the organization holding the sanctioned event.

6.6 Race Director: The Race Director shall function as Chairman of that event's Race Committee. It shall be the responsibility of the Race Director to effectively organize the racing event, to implement appropriate safety measures and to provide the necessary personnel and adequate facilities as required by ADBA for officials, competitors and other participants to insure the appropriate environment for an ADBA sanctioned event, and to assist ADBA in the securing of entries.

RULE 7 - ENTRIES

7.1 If an owner / driver is competing for end of year points and awards, the boat must be a member of ADBA.

7.2 Persons wishing to compete in an ADBA event may do so without being an ADBA member but will not be entitled to any end of year points or prizes

7.3 The competitor must complete the official Entry Blank for the event in full, and submit it to the appropriate person by the deadline listed thereon.

7.4 The Race Committee may, if it considers it expedient, refuse any entry or set penalty for entries received after a specified closing date and so stated on the race circular. appearing in the official Entry Blank, as if he had properly submitted a fully executed official Entry Blank.

7.5 A competitor in an ADBA sanctioned event shall have no claim for damages or recompense of any kind for any advertising, exploiting his name, picture, or the picture of his boat, or exploiting the achievements of any product used by the competitor's participation in the event.

7.6 Any competitor who competes in an event for which he is not eligible, while under suspension, probation, or for any other reason, shall forfeit all prize moneys and points won in the event, and shall forfeit all championship points won in previous events, and may be subject to a fine and suspension.

7.7 The Referee may cancel a heat, if fewer than three (3) boats cross the starting line, except when a previous heat in the race has been run. If a previous heat for the class has been run, any subsequent heat shall be canceled only if no boats cross the starting line.

7.8 The Referee must limit the number of boats starting in any heat to the number specified for that class. The Referee may, when limitations on certain courses so demand, to insure good starting and the safety of contestants, further limit the number of boats starting in any heat or race. In such event, the Race Committee must run elimination heats for any class in which there are more entries than the permissible number of starters.

7.9 The final standing in any event necessitating qualifying heats will be determined in accordance with the point system outlined herein. All trophies, merchandise, and cash prizes shall be awarded according to the ADBA Race Circular for that event.

RULE 8 - BOAT REGISTRATION

8.1 Application for registration of boats shall be made annually to the ADBA. Upon receipt of the application for a racing number, properly filled out and signed, and accompanied by the correct fees, ADBA will assign racing numbers and forward to the owner a membership card. This card, along with club membership card, must be presented to the Registry Clerk at every race. The release form on the application for membership must also be signed before any membership card will be officially issued. The assignment of a racing number in no way guarantees that the boat is qualified for any particular class.

8.2 Registrations and assignments of racing numbers become effective December 1st and are valid until the December 31st unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned if available.

8.3 Numbers assigned by ADBA as special numbers for high point winners shall be valid for the year assigned only.

8.4 When boats are sold, they must be re-registered and new numbers assigned to the new owner; except when the old owner surrenders the number and consents to a transfer to the new registrant. Owners must remove racing numbers from hulls when possession is given to non-registered individuals.

8.5 All boat numbers shall be a minimum of eight (8) inches in height with a one and one-half (1-1/2) inch stroke using block style letters and numbers, in a strongly contrasting color on a vertical surface. A fifty (50) point penalty will be given if numbers are deemed illegible. Class letter identification shall be a minimum of three (3) inches in height with a three-quarter (3/4) inch stroke.

8.6 In the sprint boat division, boats may have ADBA annual registration in more than one class and must meet technical requirements of all classes in which they are registered.

8.7 **Names of Boats** – Any race boat may carry a boat name elected by the owner, but such name shall be subject to the approval of the ADBA. Lewd, suggestive, or vulgar names and/or graphics will not be permitted on race boats.

RULE 9 - DRIVER QUALIFICATIONS:

9.1 Sprint boat racing members who intend to drive racing boats must submit a statement of good health, certified by either a licensed FAA or D.O.T. physician. The original or a photocopy of this current FAA Class I, II or III, or D.O.T. medical certificate, with no waivers except for corrective lenses, must be presented to ADBA upon the first race of the year. If corrective lenses are listed on the medical certificate, they must be used in competition. Any of the above stated medical certificates will remain current from date on said certificate until 12:00am of the second anniversary of the physical.

9.2 A new driver is any ADBA sprint boat member in good standing who has never driven a registered sprint boat (ADBA, APBA, SCSC or other recognized sanction) in closed course competition. New drivers shall be designated "Unqualified Rookie" until all provisions of these rules have been met. After completion of these qualification requirements, a new driver shall be designated "Qualified Rookie" for the remainder of his first season.

9.2.1 A new driver or unqualified rookie may run qualifying heats during ADBA events following referee instruction, to obtain the necessary heats to become a qualified driver.

9.2.2 New drivers must be given an oral review by the referee. He shall show knowledge of course safety and racing rules before being approved to enter the race course. At each race during their rookie season, all new drivers and rookies shall present themselves to the referee, and shall be introduced at each driver's meeting as a rookie driver.

9.2.3 New drivers shall tape or paint a one inch (1") wide white cross on their helmet for a period of one calendar year. The cross shall extend from the front, up over the top of the helmet to the back rim of the helmet, and from left ear, up over the top of the helmet to the right ear.

9.3 New drivers are considered legal starters of the class.

9.3.1 A new driver shall run four heats, starting at the rear of the pack on the outside and advancing only to a position predetermined by the referee. To become fully qualified to race, the new driver must get signatures from four (4) qualified drivers in his/her class and at least one referee he/she has raced under

9.4 Injured drivers returning to competition must present a medical doctor's certification as to their physical and psychological fitness to race.

RULE 10 - CRITERIA FOR RULE CHANGE

In order for a proposed rule change to be acted upon by the Inboard Racing Commission, said proposal must be submitted using the following format:

10.1 All rule changes or proposals must be received by the ADBA on or before December 31 of each year. Each proposal received will be put on the agenda for the next ADBA Annual Meeting. All such racing rules approved by the ADBA will go into effect the following March 1. Should an approved rule be of an emergency nature, the ADBA could request the Board of Directors to approve such for the present racing season.

10.2 If said rule change affects an existing rule, the existing rule including rule number, section, paragraph and page number should be copied as it now reads from the most recently available rule book. Following the existing rule, state the proposed rule with all changes incorporated into the text of the rule. If the new rule does not change an existing rule, state the location in the rule book (i.e.: new rule number, paragraph or section and page number) where the new rule would best be placed into text of the rules. Briefly summarize the reason for the rule change or new rule proposal. Explain why the proposed rule change should be incorporated into the rules.

10.2.1 If said rule is a technical rule specific to a single class, only active owners in the said class are eligible to submit the proposal.

10.3 Should the ADBA deem a class survey necessary, the following shall apply:

- All surveys will be conducted through the ADBA with the results available prior to the annual meeting.
- The surveys will be sent to active owners affected pertaining to the proposed rule change. In this instance, the term “active owner” shall be construed to mean anyone who has participated in the current or prior race year.
- Surveys shall be submitted to the ADBA on or before October 31 of each year to allow time for the survey to be processed and returned.
- Class racing rules should be submitted through class representatives.

RULE 11 - GENERAL RACING

General Racing Rules take precedence over those written by any category. Categories, when writing rules regarding a subject covered by General Racing Rules, may only add more restrictive details. These more restrictive rules will then prevail for that category.

11.1 Courses shall be laid in reasonably protected water as free from turns as practicable. The finish line shall be at the starting line. Each lap of the course shall be not less than one half mile and not more than 1-2/3 miles and shall be subject to the approval of the ADBA.

11.2 At all Inboard regattas a minimum of two course judges shall be required *whose duty it shall be to watch for and report violations of safety and racing rules*. Preferably, however, there should be a course judge stationed at the entrance and exit buoys of each turn. At the discretion of the Referee a turn judge may be stationed on the outside of the race course, provided he is elevated.

11.3 To be qualified as a course judge, an individual must be knowledgeable of race rules and racing equipment; and should have had driving or officiating experience and must be a member of the ADBA. Approval of qualifications of course judges shall be the responsibility of the Referee.

11.4 Every attempt will be made to “fill” the field in all final heats. Instead of disqualification for driving and/or course rule violations, a one (1) lap penalty may be imposed at the discretion of the Referee for each infraction to all offending drivers. If the driver receives two (2) or more penalties in the heat, he/she will be disqualified.

11.5 If, in the opinion of the referee and at his/her discretion, a contestant displays unsportsmanlike conduct, whether on or off the course, during the race day, that person may be disciplined, including suspension and/or fine. The minimum fine is to be \$100 and the maximum fine \$1000. The rule pertains to owners, drivers, crew, etc. All fines levied are appealable to the ADBA at the cost of \$50.00.

11.6 *All decisions of the Referee shall be final regarding violations of starting, driving, and course rules. There will be no appeals or protests of the Referee’s decision on course infraction. Appeals will be allowed only if a suspension is involved. Technical questions about the legality of a boat or engine shall be referred to the appropriate Technical Committee and the ADBA.*

11.7 If a contestant appeals a suspension (other than a technical violation), that suspension shall remain in force until a decision on the appeal has been reached by the ADBA. A contestant under suspension (other than a technical violation), shall give his ADBA membership card to the Referee. The Referee shall forward the card to the ADBA, who will return it to the contestant at the termination of the suspension.

11.8 Protests filed by one contestant against another shall be accompanied by a protest fee of \$100. If the protest is found to be valid, the fee shall be returned to the owner or driver lodging the protest. If the protest is found to be invalid, one-half of the fee will be given to the owner of the protested boat and one-half of the fee will be retained by the ADBA. The contestant filing a protest must be a registered participant and be in the same class.

11.9 Appeals pertaining to disqualifications other than violation of starting, driving, and course rules shall be accompanied by an appeal fee of \$50. The original appeal, as written and filed with the Referee plus the findings and/or recommendations of the officials at the event, shall be sent to the ADBA immediately following the event. The ADBA shall consult with and otherwise direct inspection data and/or engine parts, drawings, etc. to the Chairman of the Technical Committee governing the class concerned. The appeal fee shall be used to defray the expenses of the ADBA in processing the appeal and shall be non-refundable. The matter will then be settled by the ADBA.

11.10 The owner of any boat found to be in technical violations which increase performance shall result in disqualification, a minimum fine of \$150, and removal of the Inboard Inspection Sticker. The violation shall be determined by the inspector. A violation which is of a non-speed advantage nature shall result in a warning and instructions to correct it for the next competition. If the violation is not corrected pursuant to the instruction, any subsequent violations shall result in a disqualification. A second

disqualification within six (6) months shall result in a fine of up to \$1,000. The amount of the fine shall be determined by the ADBA. The owner shall be suspended from the time of notification of the fine until paid. All technical violations shall be recorded by the ADBA. Equipment in violation owned by the suspended owner is not to be raced during the period of suspension. Equipment in violation owned by a suspended owner shall not be eligible for registration by another until such time as the suspension period has terminated. If any entrant has multiple infractions at one race, it shall constitute only a single infraction; a new sprint boat Inspection sticker must be obtained prior to returning to competition.

11.11 There shall be no restrictions on the amateur or professional status of the driver or crew. The driver or crew may be changed between heats provided the driver is qualified to drive that class and a drivers' meeting has been attended and the necessary papers have been signed.

11.12 It is the sponsoring club's responsibility to obtain personnel and equipment to retrieve sunken equipment at a reasonable cost for the owner.

11.13 *While on water, a competitor shall be governed by all rules, from the time of leaving the pits and until returning to the pits.*

11.14 *The owner of a competing boat, or his crew, shall not be allowed on the premises used and occupied as Operating Headquarters or the Judges' Stand by the Race Committee after the preparatory signal has been given until the last boat has finished the race. If requested to come to Headquarters or the Judges' Stand, said owner or crew may do so, but shall immediately depart therefrom when the matter which prompted the request has been attended to. Failure to leave said Headquarters or Judges' Stand when so requested will subject to disqualification the boat owned or operated by the party so refusing. The ADBA may designate a drivers' representative to act as agents for all drivers in matters that come before the ADBA and Referee.*

11.15 *No owner, driver, contestant, or representative thereof shall hold any other owner, driver, contestant, or representative thereof liable for any personal injuries or damage resulting from an accident of racing occurring in a sanctioned race, except as a result of deliberate collision or other premeditated acts of unsportsmanlike nature. The question whether the act was deliberate or premeditated shall be determined by the Referee, subject to review by the ADBA.*

11.16 *No person who has been expelled from the Association or who is under suspension from the ADBA shall be permitted to officiate or assist in any capacity in connection with any sanctioned race. At regattas races sanctioned by the Association conducted under the Association racing rules or any club that is a member of the Association, such persons shall be denied access to the race course and to any committee boat, Judges' boat, vessel, float, dock pits, or other premises under the control or supervision of the race committee or club conducting the race. No boat, or motor, or other racing equipment owned or chartered in whole or in part by such expelled persons shall be allowed on the race course or on any of the aforesaid premises. If, however, such person's terms of discipline specifically require him to provide assistance in conducting a regatta or race, such person may assist in such capacity pursuant to the terms of his discipline.*

11.17 *No red articles, such as clothing, umbrellas, or placards shall be allowed in the vicinity of the starter or Judges' Stand and the patrol boat during the running of any race.*

RULE 12 - DRIVERS' MEETING

12.1 *It is compulsory that the contestant(s) of each boat attend a Drivers' Meeting. The Referee must see to it that roll is called to verify the presence of each contestant(s). In case a contestant(s) cannot attend the Drivers' Meeting as scheduled because of very extenuating circumstances, it shall be the privilege of the Referee to permit the contestant(s) to be excused and have a private meeting. Contestant(s) will be subject to penalties for failing to attend the Drivers' Meeting.*

12.2 *The ADBA may change the courses, amend the instructions and depart from the conditions set forth in the race circular provided such is announced to all affected drivers at the Drivers' Meeting or in some other manner.*

12.3 *The question of how many participants in each class shall be inspected, shall be left to the discretion of the Referee and the Inspector, except in those cases where the procedure is set forth in the Technical Rules for any given class. During the course of the Drivers' Meeting, it shall be the duty of the Inspector to announce how many of the boats in each class shall report to the Inspector for inspection immediately after the running of their event. The Inspector shall also state the location of inspection area.*

RULE 13 - FLAGS

13.1 *All signal flags shall be a minimum of two feet by two feet.*

13.2 *Flag signals are used to designate specific time or to give instructions to contestants. Briefly, the flags and their purposes are as follows:*

BLACK — Course is closed, return to pits; do not leave pits.

RED — STOP! STOP! Be alert and watch for other signals. The discharge of red or orange smoke/aerial flares in conjunction with RED FLAGS is advised.

WHITE — Leader has started last lap.

BLUE/WHITE - CAUTION: Problems on race course, continue with caution.

BLUE/YELLOW - CAUTION: Problems on race course, continue with caution.

CHECKERED - FINISH.

RULE 14 - FLAG STARTS

14.1 A drawing out of a hat shall be used to identify both qualifying heats and start lanes. Should multiple heats be unnecessary, the drawing shall identify lane only. The drawing shall be conducted at the Drivers' Meeting. Any driver (not to exceed two) requesting permission to examine the hat shall be allowed the opportunity immediately prior to the drawing. Final heat lane assignments shall be established by inverted finishing order. The order of the lane choice shall be determined based on finishing order of the prior heat. The bottom qualifier shall have first choice for the final heat lane assignment. The second from the bottom

qualifier shall have second draw for lane assignment, etc. Should the ADBA have more than one heat to determine the main event participants, drivers in the same finishing order shall have a coin toss to determine lane choice.

14.2 Flag start procedures

14.2.1 All boats form up in chosen lane and key off the outside boat (not to include outside lane assignments by officials for rookie driver, disciplinary action, etc.). They shall approach the start line at a moderate speed. The boats shall hold as close as possible to a side-by-side position. All boats form up at the exit of turn one in their chosen lanes as soon as possible and go around one time with the white flag up and all boats in line. If in the opinion of the starter, they are not lined up, the field shall make another lap and approach the line again. If not lined up, the offending boat will receive a 1 lap penalty for a "starting infraction". The start shall be signified by dropping the white flag. After the start of the race, all boats shall follow the normal four (4) boat overlap rule used in Inboard racing for the remainder of the heat.

RULE 15 - START AND FINISH

15.1 Boats and participants shall be controlled by all rules after the warning or preparatory signal has been given, and until the particular boat has finished and is free and clear of the race course or has withdrawn from the race and left the course.

15.2 The starting line shall be of sufficient length to permit all starters to start abreast without interference. Both ends of the starting line shall be plainly marked, and the flagman, if any, shall be on the line, clearly visible to all contestants. All competing boats must cross the starting line between the markers indicating the official starting line and official stand.

15.3 No boat shall leave the pits after the parade lap has reached one half of the back straightaway.

15.4 The finish of each heat shall be when the last boat in its class has crossed the finish line after completing the required number of laps. In the event a majority of the boats still running have crossed the finish line, the Referee shall, at his discretion, flag off the remaining boats still running, and they shall be scored according to their positions. Boats not running at the time the boats are flagged from the course shall receive no points for the heat, and any boat still running that has not crossed the finish line at said time shall not receive a time for its finish.

15.5 After crossing the finish line, a boat shall not interfere with any boat still in the race so as to affect the time of such boat at the finish.

15.6 A boat must start and finish a heat under its own power. No paddling, etc., shall be permitted.

15.7 The number of boats crossing the starting line before the lead boat has completed the first lap during the first heat of a race shall determine the number of boats starting the race.

15.8 A boat working into position from the wrong side of the line after the first starting signal has been given, must keep clear of, and give way to, all boats in the race.

15.9 All boats required for inspection immediately after finishing must report to the inspection area at a place designated by the Inspector.

15.10 The Referee shall have the power to annul any start and request a restart. In the event a restart is caused by a boat(s), that boat(s) will not be allowed to run in that heat.

15.11 A boat shall be disqualified that approaches the starting line at other than a right angle, or nearly so within 500 feet of the starting line.

15.12: All motors must remain running once the boat enters the race course prior to the start of the race. If, in the opinion of the referee or turn judge, a contestant turns off (or purposely stalls) his motor to gain an advantage on the race course, he will be disqualified from the heat. If a contestant experiences motor problems or a spin that stalls the motor, and in the opinion of the referee no advantage was gained, the referee may waive the penalty at his/her discretion.

RULE 16 - BUOYS

16.1 A buoy is any vessel, or other object, used to indicate the course.

16.2 Should any buoy be absent or moved from its proper position during a race, the Race Committee shall, if possible, replace it. If failing thus to replace a buoy, the race may be ordered rerun or not, at the option of the ADBA.

16.3 The buoy must be so constructed as to inflict no major damage to racing craft striking said buoy.

16.4 All turning buoys and course buoys shall be passed on the driver's left-hand side unless otherwise indicated and announced at the Drivers' Meeting.

16.5 The start/finish buoys must be the same color as the buoy located nearest and immediately in front of the judge's stand and both shall be in contrast to all other buoys on the race course.

16.6 Entrance and exit buoys must be the same color and in contrast to all other buoys on the race course.

16.7 It is mandatory that all race courses have outside course markers (buoys) and it is recommended that these are to be different than the buoys used to mark the course.

16.8 Local race committees shall establish no ground rule which employs a man in the water or a man in a stopped boat as a course marker.

RULE 17 - RIGHT OF WAY

17.1 When two boats are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

- When two boats are meeting end on, each shall alter her course to starboard.
- When two boats are crossing, the one that has the other on her starboard side shall keep out of the way.

17.2 Every boat that is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case allow, avoid crossing ahead of the other.

17.3 Every boat that is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, reduce her speed, stop, or reverse.

17.4 Every boat overtaking any other shall keep out of the way of the overtaken vessel.

17.5 The lead boat must ensure that an overlap condition does not exist prior to changing lanes. Boats less than four (4) boat lengths apart, or one's roostertail are considered "overlapped".

17.6 A boat shall not bear out of her course so as to hinder another in passing to starboard or port.

17.7 In obeying and constructing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances that may render a departure from the above rules necessary in order to avoid immediate danger.

RULE 18 - PRIZES

18.1 The amount of cash prizes and how it is to be divided will be specified on the race circular. Any other type of prizes will also be listed on race circular.

18.2 No prizes shall be presented for a protested event until all protests that might affect the prizes have been decided. In a sanctioned event, if any owner or driver gives notice of his intention to appeal from any decision of the Referee or Race Committee, the awarding of the prizes in that event shall not be made until said appeal has been decided.

18.3 If the ADBA request the return of any trophy, prize, or prize money, it shall be required to put said demand in writing and mail it to the contestants involved by registered mail, return receipt requested, with a copy to the ADBA for action.

18.4 Should any contestants refuse or fail to return any trophy, prize, or prize money so demanded by the ADBA, who shall make said demand in writing and mail to the contestant involved, by registered mail, return receipt demands, he shall be immediately suspended from all racing.

RULE 19 - POINTS SYSTEM

19.1 For ADBA points, a match shall consist of one (1) heat of competition. There shall be no more than one race sanctioned per class, per day at the same course. The completion of a postponed race from the previous day, however, may be run. In the event a previous day of racing is cancelled in its entirety, the current day's event must be run before attempting to run the previously cancelled day of races unless specified on the race circular. It is suggested that prize monies be paid for overall point accumulated over the weekend.

19.2 A qualification heat and final heat must be run for all classes regardless of the number of entries. Entrants for the final heat shall be determined by position of finish in the qualifying heats. Points or possible position ties shall be determined by the finishing order in the main. Prizes and points are to be awarded in order of weekend points.

19.3 Those entrants unable to start or finish the qualification heat shall be used by the Referee to fill the final heat field as long as they were not disqualified. In the event that two boats did not finish the qualifying heat and there is only one boat needed to fill the field, the boat that went the furthest distance in the qualifying heats will be used to fill the field.

19.4 A class is qualified for points only if a minimum of four (2) boats make a legal start in any of the heats scheduled for the class that day. A class may be canceled if less than four (2) boats total make a legal start in the qualification heats.

19.5 A "last chance heat" format will be used when classes with more entrants than the rule book or race venue allows.

19.5.1 A drawing of entrants will be pulled from a hat for as many first round qualifying heats as needed. It shall be determined before the drivers meeting by the referee and race director how many spots will remain open for the final heat after the first round qualifying heats have been run (not less than two and no more than six spots).

19.5.2 After first round qualification heats have been run and the qualified entrants are determined for the final heat, the remaining entrants then will be put into a last chance heat or heats (determined by number of entrants). The final heat then will be filled with the finishing places or fastest times depending on the type of race.

19.6 Overall points will be scored on the final position for heat races and the main (no pints in a LCQ) as follows:

1st	100	6th.....	75	11th	50	16th	40
2nd	95	7th.....	70	12th	45	17th	40
3rd.....	90	8th.....	65	13th	40	18th	40
4th.....	85	9th.....	60	14th	40	19th	40
5th	80	10th.....	55	15th	40	20th	40

19.7 Each boat that makes a legal start, even without completing either the qualifying heat or the final heat, will receive a minimum of 40 points.

(Zero points for a day's racing gets you 40 points.)

19.8 In case two or more boats have scored the same number of points for the series, thus establishing a tie, the winner shall be awarded to one of the tied boats with the higher main finishes. Should there still be a tie, the award will go to the boat with the best qualifying finishes and a final tie breaker, should it be needed, will be the boat with a higher finish in the day 2 main.

19.9 If an entry be disqualified, the points for that heat shall be awarded to the legal boats in the corrected order of finish. If inspection reveals that a boat or motor is illegal, the entry shall be disqualified for each heat in which it raced, and the order of finish shall be corrected for each heat. Overall positions shall be obtained by adding the points from the heat after the order of finish has been corrected for each heat.

19.10 The owner of the boat accumulating the highest number of points for the year will be awarded No. 1 registration of that class for the following season. In the event of a tie, the boat that attends the most races will be Champion and if needed, the higher place of the last race of the season. The class letter and No. 1 (or his present racing number) may also be painted on the hull.

19.11 In the event a hull that has scored ADBA points is taken out of service (for any reason) and another hull earns points under the same hull racing number, the hull (or hulls) taken out of service are ineligible to earn additional points under that number unless all previously accumulated points earned are forfeited. Points earned by a boat can be transferred to another boat owned by the same contestant only if the original boat is destroyed or retired from racing during the same ADBA racing year by the same

owner. Points earned by a boat shall not be transferred to a new owner when the boat is sold. In the event an owner races two (2) or more boats in a class, individual boat point earnings shall not be combined for purposes of determining the Championship.

19.12 In scoring a dead heat, both winners will receive 100 points for the heat. The third boat to finish will receive 90 points, the fourth boat 85 points, etc. The same system will be applied to dead heats for positions other than first place, using the appropriate number of points in each case.

19.13 For the purpose of tabulating annual high points, the racing year shall be from January 1st through December 31st.

RULE 20 - COMBINATION OF CLASSES

20.1 Combined classes shall be allowed in closed course heat races. The total number entered in any heat shall not exceed seven (7) boats.

20.2 In case of combined classes, points are awarded to all classes with four (4) or more starters.

20.2.1 Super Stock, Pro Stock, KRR (max per heat 6)

RULE 21 - PROTESTS

21.1 Drivers shall have the right to protest any violation of the rules from sanctioned race affecting their particular class.

21.2 When the alleged violation concerns the sanction or method the race is being conducted, said protest shall be filed within sufficient time to allow the appropriate persons to correct their error.

21.3 If the protest concerns the eligibility or legality of an entry, the protest must be filed in writing with the Referee not later than one hour after the finish of the inspection in question or not later than one hour after the finish of the last heat of racing on that day, whichever comes later. If the protest concerns the eligibility or legality of an entry, the complainant must post a fee of \$100.

RULE 22 - APPEALS

22.1 Any contestant who wishes to appeal a disqualification of a boat, motor, or suspension, may do so by filing with the Referee a written statement accompanied with the appropriate fee of \$100. The matter will then be settled by the Inboard Racing Commission and the Inboard Chairman. Under no circumstances will an appeal be entertained unless it is filed with the Referee not later than one hour after the finish of the last heat of racing of the day or within one hour of the adverse decision, whichever comes later.

RULE 23 - DRESS CODE & PIT PASSES

23.1 It shall be the responsibility of the boat owner to assure that all of his/her crew members are in good standing with the ADBA;

23.1.1 That his/her crew are wearing uniforms at all races. Minimum requirements for a uniform consist of a shirt for the owner and driver with the team racing identity. All other crew/team members must have a minimum of a T-shirt with the team racing identity. Failure to do so will result in a \$50.00 fine to the owner of the team.

23.1.2 That all of his/her crew members abide by all ADBA rules and By-laws with regards to their behavior and conduct.

23.1.3 That all of his/her crew members and participants associated with his/her boat(s) have signed the Waiver and Release forms.

RULE 24 - CLASS RACING INFORMATION

Class	Designation	Minimum Age	Minimum Weight
Super Stock	SS	16	1,800 LBS
Pro Stock	PS	16	1,800 LBS
KRR	K	21	2,100 LBS

RULE 49 – Sprint Boat Classes

24.1 Hulls: Inboard racing Runabout hulls shall be a displacement or monoplane type; and shall be equipped with forward and aft decks. The combined total length of the two decks shall not be less than 1/5th of L.O.A.

24.2 Longitudinal and Transverse Breaks: Hulls shall have no step and there shall be no breaks in the longitudinal or transverse continuity of the immersed surfaces other than the keel, rubbing strips, and strakes (breaker strips).

24.2.1 These shall be of no greater depth than 5/8ths inch, and run in a fore and aft direction.

24.2.2 All longitudinal breaks shall be essentially parallel to the keel, from the trailing edges to amidships.

24.2.3 Strakes terminating forward of the trailing edges must do so at no more than a 45 degree angle to the adjacent bottom surface.

24.2.4 The keel shall not be higher than a straight line from chine to chine, or to any spray rails attached to chines, from the trailing edges to amidships.

24.2.5 Strake depth shall not interfere with a straightedge touching keel and chine, in the area from the trailing edges of planking surfaces, to fifty-four inches forward of the trailing edges. This shall be from the major trailing edges including cavitation plate(s) excluding projections, from cavitation plate.

24.2.6 There shall be no limitations to the number or width of strakes used, and they may extend to include cavitation plate.

24.2.7 There shall be allowed a 1/8" break or step in the transverse direction for the purpose of attaching hardware such as fins, water pickups, turning fins, strut, etc. to the bottom of hull.

24.3 Flat Keels: Hulls may have a flat keel area on both sides of centerline. The outer edges of the flat keel area shall be essentially parallel to the centerline of the hull, in the area from the transom to fifty-four (54) inches forward of the transom.

24.3.1 In this flat keel area concavity (hollow) shall not exceed 1/8th inch per foot, as measured from a straight edge, running parallel to the transom, in the area from the trailing edges of planing surfaces, to fifty-four inches forward of the trailing edges.

This shall be from the major trailing edges including cavitation plate(s) excluding projection from cavitation plate.

24.4 Concavity: Hulls shall have no more than 5/8th inch concavity (hollow) from keel to chine, from trailing edges to amidships.

24.4.1 Measurements shall be taken from a straightedge placed from keel to right and left chines, or the lower edge of any spray rails attached to chines.

24.4.2 Any portion of the bottom width that exceeds 5/8" concavity (hollow) shall be declared illegal.

24.5 Cavitation Plates: Hulls may be equipped with cavitation plates. Plates may be adjusted while boat is in motion. Cavitation plates shall conform with all measurements required of hull at a given handle or foot control setting. At the point at which the cavitation plate(s) attach to the hull, there shall be a maximum recess of 1/8th inch allowed between the bottom surface of the plates and the bottom of the hull.

24.6 For purposes of definition and measurement of the above rules, strakes, breaker strips, spray rails, and rubbing strips are considered the same. The keel is the fore and aft centerline of the hull bottom.

24.6.1 Immersed surfaces are those taken with crew and fuel on board, while at rest in water.

24.6.2 The term "trailing edges" shall include cavitation plate(s).

24.6.3 Surfaces required to be parallel to centerline shall not vary more than one inch per foot. It shall be allowable to add aluminum, wood or fiberglass to a hull to bring hull into rule requirements.

24.6.4 Fins, Struts, and Blast Plates, located between the strut and leading edge of the cavitation plates, shall not be included in any measurement.

24.6.5 There is no tolerance allowed for warpage, settling, etc.

24.7 When any engine or hull is the subject of protest or questioned as to compliance with these rules, the Inboard Racing Commission of the APBA may order a special inspection, or at its discretion require the owner to file such drawings as are necessary to show the protested or questioned condition. The report of the Inspector or the drawings shall be submitted to the proper Runabout Technical Committee for analysis and opinion. If the hull is deemed to violate the provisions of the rules in letter or spirit, or if the owner should not provide the required information, the boat may be barred from racing.

24.8 Hull Lifting Requirements: For the purpose of inspection, it shall be the owner's responsibility to have some device, sling, or point in your hull to which the hook of a crane, backhoe, boat launch tram hook, tow truck hook, etc., can be attached, to safely lift your hull off the trailer for inspection. The inspector shall determine if this device, sling, or point, is capable of safely lifting the hull. Your boat can be declared illegal if you cannot meet this requirement for inspection.

RULE 25 - K RACING RUNABOUT CLASS

25.1 A KRR driver is anyone who has competed in at least one heat of KRR in the past 24.

25.2 New KRR drivers are required to: obtain a minimum of four (4) written signatures of approval by current KRR drivers in good standing, stating their approval for the applicant to drive in the KRR class, as a new applicant. The applicant must present the drivers' signatures of approval to apply, a brief summary of previous experience, and a copy of his current physical to the Referee. Upon approval, the applicant may then participate in a minimum of three (3) heats, starting behind the pack. After completing the minimum three (3) heats, applicant shall then be advised by the Referee as to the results of his application.

25.3 The objectives of the rules for K Racing Runabout Class are to govern and promote a Professional class of propeller driven Inboard Racing Runabouts using unlimited and/or unrestricted engines and fuels.

25.4 Minimum hull length shall be 17 ft. L.O.A. and the Maximum hull length shall be 20 feet L.O.A. not including cavitation plates.

25.4.1 When using the optional 21 foot rule, the following rule must be met: Maximum shall be 21 feet excluding cavitation plates and the outer edge of the flat keel area shall be essentially parallel to the centerline of hull, in the area from the transom to sixty-five (65) inches forward of the transom. In this flat keel area concavity (hollow) shall not exceed 1/8th inch per foot, as measured from a straight edge, running parallel to the transom in the area from the trailing edges of planing surfaces to sixty-five (65) inches forward of the trailing edges. This shall be from the major trailing edges including cavitation plate(s) excluding projections from cavitation plate.

25.5 Hull must be a flatbottom boat design and conform to the GENERAL RULES FOR INBOARD RUNABOUTS, racing classification.

25.6 Stabilizers, wing sections or airfoils may be installed, provided they are used in a horizontal position no wider than the beam of the boat under the areas of stabilizer installation. They may not be adjusted while the boat is in motion nor will they be installed to the rear (aft) of the transom. They shall not be positioned forward of amidships. The leading edges shall be no closer than 24 in. from the top of the inside back of the driver's seat. The leading edge center line shall not be mounted more than 10 in. above the blower(s), injector(s) or top surfaces of other engine top mountings. They must pass a safety inspection before each race.

25.7 A pre-race safety and technical inspection of all KRR entered boats may be performed by the Inspector prior to any testing, qualifying or heat racing. It is the responsibility of the Inspector, not the liability, to insure that all boats entering the water are legal KRR boats. The inspection must include, but is not limited to, the following:

25.7.1 The general condition of the installation, fiberglass, fuel tank(s) or cell(s), underwater gear including rudder, rudder port, prop wash plate, strut, fins, cavitation plates, prop shaft, and propeller. If any component is found to be marginal, the inspector shall not allow said boat to participate in racing until the violation is repaired.

25.7.2 The supercharger belt(s) or chain(s) must be covered with steel or aluminum, sufficient to contain the belt(s) or chain(s) in the event of failure. Guard must continue down both sides to middle of camshaft area.

25.7.3 The drive line or shaft must be covered with either 1/8" steel or 1/4" of aluminum.

25.7.4 Parachute static lines must attach in a way to keep them free of the injector(s), linkage, drive line, prop shaft, blower belts(s). Parachutes are optional.

25.7.5 Electrical kill or short switch must be used at all times. There shall be a manual fuel shut off switch and a manual electric shut off switch in the safe reach of the driver while the boat is underway. Only mercury type switch or doubleball (burglar alarm type) will be accepted.

25.7.6 The engine must be supercharged or turbocharged. Any fuel, any modifications to the engine are allowed.

25.8 Any boat that is involved in an accident must be inspected immediately afterward, if possible, by the Inspector. The inspector shall document all apparent damage and instruct the owner on the repairs required prior to competing again. Once the boat has been repaired the inspector shall re-inspect and determine if the boat is safe and legal.

25.9 All parts including engines and hulls in their entirety, may be changed at any time, as long as said hull belongs to the same owner prior to that race

25.10 Prop releases are mandatory on all K-boats at all races.

25.11 Fire retardant driving suit and ballistic pants are required.

25.12 All existing open cockpit KRR boats shall have a maximum cubic inch limit of 470 c.i. The maximum supercharger size allowed shall be a GMC 8-71 design series roots type blower (includes aftermarket replacements). **25.12.1** The minimum weight limit for all existing open cockpit KRR boats shall be 2250 lbs. (including driver).

25.12.2 The driver shall wear a Kevlar driving suit.

RULE 26 - PRO STOCK RUNABOUT CLASS

26.1 The objectives of the rules for Pro Stock Runabout Class are to govern and promote a Professional class of propeller driven Inboard Racing Runabouts using limited and/or restricted engines and fuels.

26.2 Minimum hull length shall be 16 ft. L.O.A. and the maximum shall be 20 ft. L.O.A. including cavitation plates. Minimum beam 72" wide.

26.3 Hull must be a flatbottom boat design and conform to the GENERAL RULES FOR INBOARD RUNABOUTS, racing classification.

26.4 Engine Specifications: Single American automotive block with a maximum cubic inch displacement - 600 C.I.D. No superchargers, turbochargers or blowers of any type. Fuels restricted to pump, aviation and methanol blends. Additives permitted, except nitromethane, or nitrous oxide. All internal and external engine modifications accepted. All ignition systems accepted.

26.5 Engine must mount rear of amidship and drive forward through Vee drive.

26.6 A pre-race race safety and technical inspection of all P/S boats may be performed by the Inboard Inspector prior to any testing, qualifying or heat racing. It is the responsibility of the Inboard Inspector, not the liability, to insure that all boats entering the water are legal P/S boats. The inspection must include, but is not limited to, the following:

26.6.1 The general condition of the installation, fiberglass, fuel tank(s) or cell(s), underwater gear including rudder, rudder port, prop wash plate, strut, fins, cavitation plates, prop shaft, and propeller. If any component is found to be marginal, the inspector shall not allow said boat to participate in racing until the violation is repaired.

26.6.2 The drive line or shaft must be covered with either 1/8" of steel or 1/4" of aluminum.

26.6.3 Parachute static lines must attach in a way to keep them free of the injector(s), linkage, drive line, prop shaft. Parachutes are optional.

26.6.4 Electrical kill or short switch must be used at all times. There shall be a manual electric shutoff switch in the safe reach of the driver while the boat is underway.

26.7 Any boat that is involved in an accident, must be inspected immediately afterward, if possible, by the Inboard Inspector. The Inspector shall document all apparent damage and instruct the owner on the mandatory repairs needed prior to competing again. Once the boat has been repaired the Inspector shall re-inspect and determine if the boat is safe and legal.

26.8 In the interest of safety, it is mandatory that a prop shaft release (i.e., Whirlaway) is utilized when entering circle racing.

RULE 27 - SUPER STOCK CLASS

Super Stock is an inboard runabout class governed by the inboard runabout class rules and the general inboard technical rules for stock classes (found elsewhere in this book).

28.1 Minimum hull length shall be 16 feet long, beam 72 inches wide.

28.2 Hull Configuration

28.2.1 Driving cockpit must seat one person (minimum) and the seat(s) must be forward of the engine.

28.2.2 Engines must be mounted rear of amidships and drive forward through a V-drive.

28.2.3 The driveline or shaft must be covered with either 1/8" steel or 1/4" aluminum.

28.3 Adjustable cavitation plates are allowed, with stops to limit up and down movement. These plates shall be at the rear of the boat.

28.4 It is mandatory that a prop shaft release (i.e. Whirlaway) is utilized.

28.5 The Super Stock class will use a power plant based on the 427 cu. in. big block Chevrolet engine originally produced in the late 1960s. The use of small block engines is not allowed.

28.5.1 The current direction for the SS class is to move away from the 427 Ford and the 426 Chrysler based engines. However, if a participant feels strongly about using these engines, contact the Technical Chairman to initiate development of acceptable engine rules.

28.5.2 All parts used shall be stock as furnished by the engine manufacturer except as noted: fuel pump, exhaust manifold, flywheel, oil pan, camshaft, valve covers, timing chain, timing chain cover, air scoop velocity stack, spark plugs, coils, condenser, cam bearing, rod bearings, main bearings, oil filter, gaskets, harmonic balancer and starter. All stock replacement parts

used must conform to the engine manufacturer's equipment specifications, and be listed in a parts manual for that engine. However, parts for different years or models may be mixed regardless of model year, provided they are available through normal dealer channels (See specifications below). Titanium parts are strictly prohibited, the only exception being valve spring retainers.

28.5.3 There shall be no modifications allowed on Super Stock engines other than those detailed below and elsewhere in these rules. The following automobile parts may be removed: Fuel pump, exhaust manifolds, water pump, thermostat, vacuum spark controls, choke, shutters, and shafts, bell housing, generator or alternators, and supporting items such as braces, controls and gaskets for same.

28.6 Block Assembly. Any cast iron, short deck GM block, Dart Block part #31273344, or Merlin Block part #081100 may be used. Bore spacing: 4.840" +/- .005" – Nominal Deck Height: 9.800" (reference) measured from crankshaft centerline. Any cast iron or steel main caps may be used. Blocks may be modified to facilitate their use.

28.7 Bore and Stroke. 4.318 max. x 3.766 max. Deck Height: 0.005" above deck maximum.

28.8 Crankshaft. Any stock, or stock replacement, steel crankshaft produced for the 427 Chevrolet engine with a stroke of 3.766" max. Journals may be cross drilled, chromed, or nitrided. Minimum journal diameters; mains - 2.712", rods - 2.162". Counterweights must remain full diameter and thickness, with no knife edging or contouring.

28.9 Pistons. GM Head: JE#267207 (.030), JE #267208 (.060), Dart Head: JE #262808 (Std.), JE #262809 (.030), or JE #265366 (.060) with the APBA logo embossed on piston may be used. No modifications may be made to the piston except for balancing. Wrist pins must be made of steel and have a minimum wall thickness of 0.150". No tapered pins. No modifications to the wrist pins are allowed.

28.10 Connecting Rods. Any stock OEM or steel aftermarket rod may be used. It may be ground, polished, bushed and shot peened. Oil holes in the small end of the connecting rod may be added. Rod length = 6.135 +/- 0.010.

28.11 Balancing of rotating and reciprocating parts are permitted as per stock class rules.

28.12 Cylinder Heads. Only the following are allowed:

Chevrolet Part #3946072 with casting #3946074

Chevrolet Part #14011076 with casting #14011077

Chevrolet Part #6260482 with casting #14096188 or 6272990

Chevrolet Gen V head Part #14096802 with casting #14097088

Dart Part #19100070

Minimum Combustion Chamber Volume 116.80cc

No modifications to the head or valve seat. The head may be machined for PC seals and valve springs. Head studs are permitted. No internal porting, polishing, or abrasive cleaning is permitted. When repairing damaged heads, no more than two (2) chambers per head may be repaired and must meet original stock specifications. The repair cannot continue any further than 1/2 inch into the port above seat. Cylinder heads may be flat milled in order to achieve allowable combustion chamber volume. Angle cutting is not permitted. Three angle valve jobs permitted.

28.13 Camshaft and Valve Train

28.13.1 Camshafts. Any non-roller type camshaft may be used. Any follower constructed entirely of steel except roller type may be used, but cam face diameter must be of stock dimension. No hard faced cams are permitted. Lifter diameter is (.842 ± .003). Lifter face may not have more than .010 convex shape. No mushroom lifters allowed.

28.13.2 Timing Chain. Any timing chain and sprocket is permitted. Gear, belt, or variable drives are not permitted.

28.13.3 Valves. Intake valve: 2.200" max.; Exhaust valve: 1.890" maximum. Titanium, hollow stem, or sodium filled valves are not permitted. Minimum valve stem diameter: 0.366" (3/8). One angle (45 degrees) only permitted on valve.

28.13.4 Valve Springs. Any valve spring, valve spring spacer washer, valve spring retainer, and push rods may be used.

28.13.5 Rocker Arms. Any stamped steel rocker w/ball, or stud mounted roller rocker may be used providing no changes are made to the method and location of attachment. Shaft mounted rockers are permitted

28.13.6 Adjusting Nut. Any adjusting lock or posi-lock permitted. Stud Girdles are permitted.

28.14 Intake Manifold. GM part #3933163 or 6269318 only. Internal porting, polishing, or abrasive cleaning is not permitted. The plenum divider may be modified but must remain no more than .190" from the top of the manifold. The opening or notch in the plenum divider must not be larger than 2.250" wide x .2375" deep.

28.14.1 In an attempt to balance competition and add incentive to implement the capsule requirement, a Dart manifold, Part No. 41114000, will be legal for all SS runabouts with restraint capsules installed.

28.15 Carburetor. Any American made carburetor having 4 venturis. The carburetor throttle plate shall have no more than four holes. If throttle bore restrictors are used there shall be no more than one per hole and must be located in the throttle plate area. Those holes shall be no larger than 1 11/16" (1.693") inside diameter. A wedge, spacer, adapter, bracket, gasket(s) or any combination thereof shall be permitted. Maximum distance allowed between the carburetor and intake as measured at the thin edge of the opening(s) is 1.500".

28.16 Fuel System. Any fuel pump may be used.

28.17 Ignition. Any distributor that fits in the conventional manner is permitted. A battery powered ignition must be used. Devices reading directly from the crankshaft are not allowed. No multi-spark ignition systems may be used.

28.18 Exhaust. Any exhaust pipes or headers may be used, provided that there is no change in the place or method of attaching to the cylinder head.

28.19 Lubrication System. Any wet sump pan and internal oil pump mounted in the stock location. No dry sump oil systems allowed. Crank wipers, windage trays and oil coolers are allowed. The use of externally mounted, mechanically driven, vacuum pumps is not allowed. Plugs may be used to restrict the flow of oil to the rocker arms.

28.20 Gaskets. Any gaskets may be used.