

2012 SUPERLIGHT TUNNEL BOAT RACING RULES 10/25/11

The mission of the APBA Superlight Tunnel Boat Category is to promote safe, affordable, fun racing with close competition for the enjoyment of racers and fans. Superlight Tunnel Boats are PVC/rubber tunnel boats, powered by readily available basic Stock Outboard engines. The entry-level Bandit Class, Outlaw Class, and the Experimental (X) Class, offer two-person team competition with simplified rules and inspection requirements. Accessible, fair racing gives all drivers and co-drivers an equal chance of winning.

While it is not possible to provide for every possible situation, the following rules are the basic guidelines for Superlight Tunnel Boat racing. Any dispute will be settled by the race committee and/or the Superlight Racing Commission. The minimum penalty is disqualification for the heat/day. Therefore, before you make any "marginal" alteration, get a ruling from the APBA Superlight Tunnel Boat Racing Commission Chairman.

10.000 GENERAL

10.001 Rule Precedence APBA 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.

10.002 APBA Racing License is required for an owner, driver and co-driver. The license fee will be set annually by APBA. Members who join between October 1 and 31 shall be given a 13-month membership. Single event memberships are allowed.

10.003 Boat Registration Fee For each competing boat bearing a racing number there shall be an annual registration fee (payable to APBA) to be put into a promotional fund and administered by the Superlight Chairman.

10.004 Rookies A novice driver (an APBA member in good standing who has never driven a registered APBA Superlight Tunnel Boat in closed course competition in a sanctioned race) shall for six events tape or paint a 2-inch wide white cross on his helmet, extending from the front over the top of the helmet to the back rim, and from left ear over the top of the helmet to the right ear. The new driver shall be given an oral examination by the referee, and shall show knowledge of course racing rules before being approved to enter a race. Any new driver's first day of participation in Superlight Tunnel Boat competition shall consist of at least one heat of racing during a sanctioned closed course event. The new driver shall drive at the back of the pack. His/her starting position will be the furthest to the first turn. He/she will take all turns to the outside, yielding right of way to all other competitors, while being observed by the referee and course officials. If he/she is not cleared for "open competition" at the end of the heat, he/she shall run additional heats in the same manner until the referee clears the driver for open competition.

10.005 Dress Code The Superlight Tunnel Boat Commission recommends that drivers wear a minimum uniform consisting of a collared shirt with racing identification. At a Championship or sponsored event, drivers and crew must wear uniforms consisting of pants and shirt with racing identification. Such a requirement must appear on the race circular.

20.000 SAFETY

20.001 Physical Exam On race morning, physical examinations of drivers and co-drivers for current physical and cognitive function may be conducted according to guidelines established by the race committee.

20.002 Cut-Resistant Pants And Sleeves Drivers and co-drivers shall wear cut-resistant ankle length pants and full length cut-resistant sleeves while racing or testing at an APBA sanctioned event.

20.003 Propellers Shall Be Off Or Covered on trailered boats to minimize injury to crew or viewing public.

20.004 Starting Motor On Land (not in the water): Propellers, nuts, washers, and locking devices shall be removed. Anyone violating this rule will be disqualified for 30 days and fined \$30.00 payable to APBA.

20.005 One Fire Extinguisher shall be readily available on or near each trailer.

30.000 CLASSES

30.001 All Superlight Classes shall be offered at all Superlight Tunnel Boat events. All classes shall not necessarily be offered prize money or trophies. Classes may be run together but shall be scored separately. If the prize purse is evenly distributed among all competitors, all classes shall be included.

30.002 Weight The minimum weight for the entire boat as raced (crew, gear and clothing) shall be 700 lbs. for Bandit class, 730 lbs. for Outlaw class and 780 lbs. for Outlaw class boats equipped with a 51.8 or 59.1 c.i.d. Mercury/Mariner motor. They shall be weighed with a lifting device, not including the lifting sling as part of total weight. All added weight other than the driver and co-driver must be securely fastened (screwed or bolted) to the inside of the boat or transom, in such a manner that their centers of gravity cannot be moved/removed during the race. The wearing of added weights by the driver or co-driver will result in a DQ from the event and a 60 day suspension. No weights, other than the engine, shall be fastened in a location external to the hull. Water may not make up any part of the total weight.

30.003 Scales cannot be protested and shall be available for use at least two hours before the start of the first Superlight heat of each day's racing. All Championship Regatta scales must be certified.

30.004 Two Person Team Each Superlight Tunnel Boat team shall comprise a specifically designated driver and co-driver.

30.005 Outlaw and X-Class Drivers must be at least seventeen (17) years of age to compete.

30.006 Bandit Drivers must be at least sixteen (16) years of age to compete.

30.007 Bandit, Outlaw and X-Class Co-Drivers must be at least fourteen (14) years of age to compete.

30.008 "Bandit" Class Approved engines:

- Nissan/Tohatsu 50HP; must be stock configuration
- Nissan/Tohatsu 40HP with 50 tuner pipe and 50 carbs only.
- Mercury 40 HP four-stroke
- Mercury 40 HP short shaft two-stroke
- OMC 40 HP
- Yamaha 40 HP (6H4)
- E-Tec 40 HP or 50 HP two-stroke (provisional motor for 2009)
- Mercury 50HP (44 c.i.d.)

30.009 "Outlaw" Class Approved engines:

- Mercury 40 HP 2 stroke (may change carbs to 60 HP carbs & follow 60 rules.)
- Mercury / Mariner/ Sea-Pro 50/55/60 HP (EO) 51.8 c.i.d.
- Mercury / Mariner 60 HP (59.1 c.i.d)
- Mercury 60 HP four-stroke with no minimum weight
- Nissan / Tohatsu 40/50 HP (50d) (40d)
- Johnson / Evinrude 40/50 HP (DP-39m)
- Yamaha 40/50 HP (6H5) (6H4)

30.010 Experimental Class (X-Class) is for those that do not comply with the Superlight Tunnel Engine Technical Rules. This class shall be entitled to High Point Championship. Engines shall not exceed 1000 cc's, and have shiftable gearcase (forward, neutral, reverse), and tiller arm, and use pump gas only. Rules that apply are **50.004, 50.005, 50.007, 50.010, 50.011, 50.015, 50.016** and all **APBA General Safety and General Racing Rules**. All hull rules apply.

40.000 HULL

40.001 Boats: Manufacturers or importers must submit the homologation application for their boats to the Superlight Tunnel Boat Chairman before the 31st of March. They shall furnish valid, audited proof that 2 (two) boats have been manufactured and advertised, and are commercially available in the open market 60 days from the date of order. Below the waterline features must be included in the homologation applications. Make, model, and year shall be permanently marked on the boats. All boats must meet specifications as submitted, and must have minimum dimensions of 12' 6" in length and 5' 6" in width. No fiberglass reinforcements are allowed on boats newer than 1997. Boats built in 1997 and earlier will be grandfathered with hard bottom, and must have proof of manufacture date. There is no homologation on new boats.

40.002 Race Boat Numbers shall contain not more than three (3) digits and shall range from Number 3 through Number 999. Numbers shall contrast vividly with the color of the hull. The minimum height of each number shall be $12" \pm 1/2"$; minimum width shall be $6" \pm 1/2"$; minimum stroke shall be $2" \pm 1/2"$; minimum spacing between each number shall be $1" \pm 1/2"$. The single exception to this is the number "1" when used with another digit, in which case the width may be narrower. Owners may affix their assigned numbers on each side of their boat on a nearly vertical surface in such a manner that is readily visible to officials and spectators. Numbers not meeting these rules, or any number that is unreadable or becomes unreadable during an event, will be scored at the discretion of the Scorer and/or Chief Referee of that event. Their decision is final. The assigned racing number(s) shall also be on the bottom of the hull (underside of tunnel).

40.003 Air Chambers Boats shall be inflated with atmospheric air or nitrogen gas only, in independent compartments. The boat shall be able to float even if one half of the compartments are out of service. Flexible foam highjackers are not allowed.

40.004 Rolled-up size The boat shall be deflatable, collapsible, foldable or rollable. No dismantled part may have a length greater than 1/3 (one third) of the full length of the inflated boat, excepting the floor stretchers. The largest individual piece shall not exceed 2/3 (two-thirds) of the overall length of the inflated boat.

40.005 The Hull The inflatable keel shall extend along the whole floor length of the boat. No materials other than air may be inserted into, attached to or placed between the floorboards and keel. No rigid element is to be attached to the underside of the keel. "Rigid" describes any lamination or material that cannot be bent back 180 degrees upon itself with a maximum of 1/2" radius without deformation or degradation. Manufacturers or importers applying for homologation may be required to submit samples to validate their compliance to this rule.

40.006 Wings No aerodynamic appendages are allowed.

40.007 Modifications Above Waterline are allowed. The waterline is the line taken when the empty boat is at rest in the water. The waterline is deemed to be below the bottom of the transom in the case of multi-hull type boats.

40.008 A Splash Plate may be fitted to the back of the transom. If this plate runs the full length of the transom, i.e: from pontoon to pontoon, then the width of this plate is restricted to 4.0". If the width of this plate exceeds 4.0", then its length is restricted to 6.0" across the back of the transom, but may protrude as far back towards the motor as required.

40.009 No Modifications Below Waterline are allowed.

40.010 Fuel Tanks Only plastic fuel tanks or flexible bladder style fuel cells shall be allowed.

40.011 Righting Rope All boats shall be fitted with a designated righting rope.

40.012 Foot Straps are recommended to be installed for both driver and co-driver, but are optional.

40.013 Lifting Boats shall have adequate equipment to be lifted in and out of the water for purposes of launching and weighing. Each boat shall have a lifting sling/bridle capable of lifting the boat by a single hook. Lifting straps/bridles shall be constructed from a minimum of 1/8" steel cable or a minimum 1.0" nylon strap. Attachment to the boat/motor shall be by clevis pin or snap hooks to permanent attachment points located within or on the boat / motor and be designed for lifting purposes. No ropes, open hooks, or loops around the pickle forks shall be allowed. This strap/bridle shall be removed prior to racing.

40.014 Steering System Tiller arm is the only steering system allowed.

50.000 ENGINE

50.001 Outboard Motor Only engines with a maximum of one (1) venturi per cylinder are allowed (X-Class is exempt). An outboard motor can be removed from the boat in a single unit, complete with its transmission; it does not transmit its power through the hull at any point. The engine shall be naturally aspirated. The unit, thus removed and placed ashore, shall be capable of being started, fed by its fuel tank. The mounting supports fixed to the boat, the control levers, the tachometer with its connection, the battery with its conductors and the fuel tank and the fuel lines do not form part of the motor unit. No turbocharged or supercharged engines shall be allowed. The attachment angle and height of the motor shall remain fixed while the boat is underway.

50.002 Homologation All motors must be homologated prior to acceptance. To be homologated as a standard production motor, an outboard motor shall be sold and advertised by an industrial firm as being manufactured in standard production series (with all parts interchangeable and with identical dimensions, weights and materials). No performance enhancement kits are permitted. No racing or specialty engines will be allowed. Motors can be updated or backdated to meet the homologation specifications. Bandit and Outlaw class terms for accepting a new motor are as follows: Data must be provided to support any changes or acceptance. The motors shall be judged on propeller shaft performance and weight per Superlight Tunnel Boat technical rules. The manufacturer's rated horsepower or any other single factor will not be the deciding factor for class eligibility. Once a motor has been approved for competition it cannot be revoked. If a motor proves to have an overall advantage in its designated class, restrictions shall be applied to align it with the class average performance. The final decision can be made at any time during the racing season by the Superlight Tunnel Boat Commission.

50.003 Applications for Motor Homologation must be sent to the Superlight Tunnel Boat Chairman.

50.004 Cutoff Switches (Kills) Engines shall have two tether-activated ignition cutoff switches capable of stopping the engine if the driver or co-driver is separated from the boat. A cutoff switch shall consist of a line and plug or cap, electronically attached to the engine to facilitate its continuous operation. The length of the driver's cutoff switch tether shall not exceed 3'6". The co-driver's cutoff switch tether length shall not extend beyond the inside of the boat's transom. Cutoff switches shall be attached to the driver's and co-driver's wrist or life jacket by a breakaway device with a pull force greater than the switch's operating force. All competitors shall be connected to said individual ignition cutoff switches while on plane at a race site. No additional kill caps, plugs, etc. will be allowed. No toggle type switches are allowed. An offense will result in disqualification.

50.005 Power Trim and tilt units are not allowed to be functional.

50.006 Cooling System When the motor is in the water, cooling shall be effected by the motor's own circulating pump. External pickups or water pickups affixed to the boat are prohibited. NO nose cone pickups will be allowed. No impeller modifications shall be allowed. The water must exit the engine as designed by the manufacturer. The amount of water entering the exhaust system shall not be modified in any fashion.

50.007 Shifter An efficient control handle giving forward, neutral and astern movements is compulsory. The control handle for reverse gear, ready for use, shall be within reach of the driver. Astern maneuvering of the boat shall be possible by selection of reverse gear only.

50.008 Starter An electric or manual starter shall ensure a quick and easy start without external aids. It shall be used as supplied by the manufacturer; no adjustments or alterations shall be allowed. If electric start is used, the voltage shall be not greater than 12vdc.

50.009 Cowlings Specially manufactured, lightweight engine cowlings shall not be permitted.

50.010 Engines Shall Be Bolted to the transoms. Only one propulsion system shall be allowed per boat.

50.011 15" and 20" long shaft engines are legal.

50.012 Original Lower Units Gear boxes (lower units) and midsections shall be as originally manufactured for, and provided with, the manufacturer's engine and model.

50.013 Leading Edges of the gearbox may not be modified. Gearcases shall have a skeg attached. There are no requirements on the dimensions of the skeg.

50.014 Only Motor Fuel compounded of standard pump gasoline, and petroleum oil and/or synthetic oil shall be used. The baseline for determining legal fuel will be a zero reading on a digatron meter or equivalent as defined by the Inspection Manual. At each regatta the inspector may purchase a sample of local gasoline, mix it with TCIII oil at a ratio of 20:1 and test it according to the Technical Manual. If the test fuel exceeds the zero digatron 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 rule is not applicable at straightaway or record races, championships, Nationals or Marathon Nationals. Any driver using fuel which does not meet this rule will be disqualified. Additional fuel disqualification in the same day will result in the driver being automatically suspended for the remainder of the day. A driver may appeal a fuel disqualification by following the appeal procedure before leaving the inspection area, so a fuel sample can be collected with complete assurance that there has been no substitution or addition. Other tests will be performed. All costs for transportation and such tests will be assessed against the appealing member. It is advisable to have unknown gasoline and oil checked before competition. Guidelines for fuel inspection procedure and equipment are contained in the inspection manual.

50.015 Special Racing Fuels Additives which produce power in excess of that produced by standard pump gasoline and petroleum base oil, shall not be permitted. See APBA General Safety Rule 26. A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling. Nitrous oxide injection units are also prohibited.

50.016 Exhaust Pipes Any style is permitted as long as the exhaust gas enters and exits the tower housing.

50.100 SOLE MODIFICATIONS ALLOWED

50.101 The Original Propeller may be replaced by any other, as long as the replacement is freely available. It may be tuned or repitched. The locking nut, spacer, adapter, split pin and washers are free for the securing of the propeller. Rebushing and keying of propellers are allowed.

50.102 Tiller The steering bar and brackets may be reinforced and additional steering bars may be mounted. The steering bars shall be able to tilt independently from the motor. Strengthening of transom bracket pivot bracket and midsection are permitted. If modifications result in openings in the cowling they shall be sealed. No alterations shall be made to increase steering travel.

50.103 Steering Dampening Or Force Reduction Any dampening or force reduction device can be added, removed or altered to counteract or modify tiller torque loads and/or dampening properties. Final decisions pertaining to the safety of these devices will be made by the Inspector. It is highly recommended that a dampening device be added to the steering system to help control erratic boat handling in the interest of safety. The motor must be maneuverable to be able to navigate the course. The inspector has the authority to determine if a motor is maneuverable.

50.104 Spark Plugs and spark plug caps may be replaced by others having the same dimensions as manufacturer recommendation.

50.105 Tuning The carburetion and ignition advance controls may be tuned differently, but without altering the original parts except that jets may be substituted. No additional timing devices are allowed.

50.106 Gauges Any monitoring device may be added.

50.107 Oil Injection All auto lube systems may be removed, together with parts related thereto. However, any openings in the cowling created by such removal shall be sealed.

50.108 Cylinders: Reboring up to 0.30" maximum on all cylinders and resleeving is permitted. (The Mercury 59.1ci is limited to resleeving two [2] cylinders only, except in Experimental [X] class.)

50.109 Motor Mounts The rubber mounts of the motor may be altered, pinned or replaced with solid mounts or aftermarket fabricated design.

50.110 Motor Lockdown Device Motor locking brackets may be removed or altered. However, inadvertent tilting of the engine shall be restricted by the use of cables, bungee cords, straps, etc., to be approved by the inspector prior to racing.

50.111 Screws, Nuts and Bolts The replacement of nuts, bolts, screws or the addition of lock nuts, drilling and wiring, split-pinning or keying is allowed provided the screws and pins are similar in design.

50.112 Neutral Safety Switch The gear interlock device may be removed or disabled.

50.113 Baffle Plates in carburetor fuel bowls to prevent fuel slosh are permitted.

50.114 Cowling Attachment The motor cowling may be secured by means other than or in addition to the standard means.

50.115 Tell-Tale Cooling Pipe may be replaced with another pipe of other characteristics, limited to the I.D. of the hose leaving the power head as manufactured.

50.116 Replacement Parts No part of the motor can be changed with another manufacturer's or pirate part except if it meets the original manufacturer's specifications. The tiller arm, tiller arm bracket, gear change lever and propeller may be changed with any other designed or manufactured part. Aftermarket parts are permitted if they meet manufacturer's specifications.

50.117 Lower Unit Modifications Gearboxes (lower units) may have the paint removed and may be polished only from the point of attachment to the midsection down.

50.118 A Torque Tab may be affixed to the trailing edge of the skeg on the lower unit to counteract propeller torque. Torque tabs on the underside of the splash plate may be removed or modified.

50.119 Kill Switch The ignition cutoff device (kill switch) may be replaced with any approved replacement switch.

50.120 Rev-Limiters Overspeed switches may be removed as well as charging coils.

50.121 Carburetor Springs may be added, altered or removed to the throttle lever of the carburetors.

50.122 Blueprinting Engines may be "blueprinted"; i.e: parts or ports where a dimension or weight is quoted in the homologation sheet (published inspection/specification sheet) may be machined, altered or polished for the purpose of reaching that specific measurement or weight. The shape of the part machined, altered or polished may not change (i.e: d, ports, etc.). Casting material may be removed where the ports meet the cylinder sleeve to match the specification sheet dimensions (i.e: port to casting overlap). No material may be added to the casting where the port meets the cylinder sleeve. (Mercury/Mariner 59 ci excluded).

50.123 Crankshaft The crank may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions and weight for the crank. Any pins may not exceed 1/2" in length (Mercury/Mariner 59 ci excluded).

50.124 Part Weight A part, the weight of which is quoted in the homologation report, may be machined for the purpose of reaching that specific weight or size but without altering other measures not listed for the part in question. It is not allowed to change the flywheel, but balancing machining is allowed (Mercury/Mariner 59 ci excluded).

50.125 Air Boxes may be removed.

50.126 Reeds Plastic/fiber reeds of any manufacture shall be allowed, and reed stops may be removed or altered.

50.127 Exhaust Holes A 1- 1/32" (one and one-thirty-second of an inch) diameter maximum exhaust relief hole shall be allowed on each side of the gearcase only. This dimension may be measured in any two directions (Mercury/Mariner 59 ci excluded).

50.128 Muffler A maximum of two inches of the casing (muffler) surrounding the exhaust tuner may be removed from the bottom up (Mercury/Mariner 59 ci excluded). The Tohatsu/Nissan/Yamaha muffler may be removed, and exhaust tuner may be modified.

50.129 Chokes/Primers may be modified, replaced or removed (Mercury/Mariner 59 ci excluded).

50.130 Thermostats and pressure valves of the cooling system may be removed.

60.000 HEATS

60.001 Distance of Closed Course 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.

60.002 Distance of Marathon Course Each heat shall not be less than 20 minutes or 15 miles in length from start to finish. The race may consist of one or two heats. If the race consists of two heats, they shall be on successive days and the winner in each class shall be determined on the basis of total points scored in the two heats.

60.003 Number of Boats To receive national points there shall be a minimum of three bona fide starters. For stationary starts, every boat lined up in a starting position at the starting dock when the flag drops will be considered a legal starter. The minimum boat count for all National/Divisional events shall include no more than one of each competitor's equipment. There shall be a maximum of 15 boats in a class allowed on the course during a race. In the event of there being more than 15 boats in a class, elimination heats shall be run as follows:

- The boats shall be divided into equal sections by lottery, and each section will run two qualifying heats.
- The top qualifiers in each section will go forward into a final heat with no more than 15 boats in a class.

60.004 Heats / Race Unless otherwise specified, a minimum of two heats shall constitute a race. (Three or more are preferred).

70.000 STARTING

70.001 Stationary Start Positions The line-up position for the first heat races shall be determined by lottery at the drivers meeting. In elimination, qualifying, and all following heats the line-up position shall be the reverse order of finish of the previous heat. If there are elimination heats, the line-up position for the final heat shall be determined by the elimination heat finish.

70.002 Jumping The Start Any driver who jumps the gun/start shall be penalized one lap or one minute.

70.003 What Start To Use All starts such as Le Mans, Dock, Jetty, Clock or Moving starts shall follow General Racing Rules. The start type may be determined by the referee, race committee or starter. Any start may be used, but the LeMans start is preferred. The recommended minimum starting chute width is 50 yards. It is recommended that there be a minimum of 400 yards from the starting line to the first turn. Only when a race venue cannot facilitate any other kind of start shall a moving start be used. Examples of possible starts:

Floating Start:

- a) The boat will be in the water with the driver and co-driver standing next to the boat.
- b) The boats will be spaced no closer than 10 feet apart.
- c) All the boats will line up even with each other.
- d) One minute before the start of the race the white flag will be raised and then lowered.
- e) 15 seconds before the start of the race the green flag will be raised.
- f) At this time the driver and co-driver shall raise their kill switch devices over their heads, and hold them up until the green flag is dropped.
- g) The official start of the race will be given by dropping the green flag. The driver and co-driver may then board, install their kill switch devices, and start the motor.
- h) Only after both members of the crew are in the boat may the driver get underway.

Moving Start:

- a) The boat will be in the water with the driver and co-driver in the boat.
- b) Safety cutoff devices shall be attached to motor, driver and co-driver.
- c) The engine shall be running and able to move forward.
- d) The boats will be spaced no closer than 10 feet apart.
- e) When the starter raises the white flag, boats will line up side by side per predetermined starting positions, off plane and facing the first turn in the area predefined by the Race Committee.
- f) When the starter feels that the start is equal and is fair for all competitors he/she will drop the white flag signifying the start of the race. If the starter feels that the start is unfair or unequal within the predetermined area he/she will raise the yellow flag to signal all the boats to circle counterclockwise and start the procedure over again. This procedure will continue until the starter is confident of a fair start.

70.004 All Drivers Shall Hold Their Lanes until they are completely around the first turn buoy. Drivers may not change lanes in front of or behind other competitors until they have passed and rounded the first buoy. Failure to comply will result in disqualification from the heat.

80.000 COURSE

80.001 A Race Will Be Stopped if any competitor lands in the water while under starter's orders or during a race. All competitors shall stop their boats immediately, with or without a red flag or flare being raised. When the black flag is raised the competitors may return to the start positions. A restart shall be of the same type originally used.

80.002 Restarts If a race is stopped before 2/3 of the distance has been covered by the first boat, drivers shall return immediately to the starting area and be ready for an immediate restart. The driver(s) responsible for the stoppage shall be eligible for the restart at the least advantageous position for that heat. There shall be no refueling allowed. The remaining distance of the heat shall be diminished by one lap. Any boat disqualified for a driving infraction other than jumping the gun will not be allowed to restart. Restarts are given as soon as the circuit is cleared. No new entries will be accepted for a restarted race/heat. A stopped race may only be restarted twice. No restart is allowed after completion of 2/3 of the heat.

80.003 Passing An overlap can only be established when the two boats are on the same course, or approximately on the same course. An overlap is established when the overtaking boat has passed the overtaken boat sufficiently to change lanes with 15 feet between the two boats (stern to bow). The following rules shall apply to an overlap:

- a) The lead boat has the right of way until an overlap is established.
- b) A safe overlap is the responsibility of the overtaking boat.
- c) Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course markers.
- d) The overtaking boat cannot force an overlap after the lead boat has begun to alter course to negotiate a turn.
- e) An overlap can occur from the port or starboard.
- f) "Bearing Away" is as defined in the General Racing Rules, from either port or starboard, in Superlight Tunnel Boat racing.

80.004 Missing A Turn A boat that misses a turn will be assessed a one-lap penalty. A boat is not allowed to round the mark again after missing the buoy. The referee may, with or without a protest, penalize any boat that has committed a breach of these rules, before the awarding of prizes.

80.005 No Outside Assistance In a point to point marathon race, no team shall take on fuel, supplies or equipment from an outside source prior to crossing the finish line. That team shall be disqualified if they do so. A team shall also be disqualified if they accept any outside assistance to effect repairs, to dislodge craft after having run aground, or any assistance that would enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power.

80.006 Bumping a Buoy Damaging or dislodging a buoy will result in a one-lap penalty for that heat, except when a competitor is forced into a buoy by overlap violation.

80.007 Warnings Any driver who is warned by a referee for dangerous driving shall have his license marked to reflect this warning. On the driver's receiving a second warning during a season he/she will be disqualified from the event as well as receiving a one-month suspension from all races or fine set by the Superlight Tunnel Boat Commission.

90.000 INSPECTIONS

90.001 Safety Inspection Annual technical boat safety inspection is required prior to competition. Motors must be mounted and boats must be rigged for competition before this inspection can take place. A sticker shall be affixed if the boat meets all safety requirements. Such approval expires each October 31st. Stickers will be furnished by the Superlight Tunnel Boat Racing Commission. If a boat does not pass, the driver must be warned and told to fix the problem before competing in the next heat/race. If he/she fails to do so, a disqualification will result.

Each entry will receive a technical boat safety inspection review prior to competing in an event. If a boat does not pass, the driver must be warned and told to fix the problem before competing in the next heat/race. If he/she fails to do so, a disqualification will result.

90.002 Procedure

- a) Immediately after the finish of each heat or race, as established at the drivers meeting, contestants shall report with their boats to the place designated by the Race Committee or Inspector. The boat and motor shall remain in the custody of the Inspector until dismissed. For the purpose of 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.
- b) The Inspectors shall have the power after the finish of any race to inspect any or all contestants. Any contestant refusing to comply with the orders of the Inspector or Pit Manager or who violates the provision of section c) shall be disqualified by the Race Committee.
- c) Each winning boat and motor and such others as designated by the Race Committee or Inspector shall be inspected. The Referee may waive inspection under special circumstances. Inspection may not be waived for championship regattas, or if a protest has been filed, or if a record has been claimed.
- d) At National Championship and Record events, a mandatory inspection of the top three finishers in each class competing shall undergo a complete inspection. The first place finisher will undergo a complete teardown inspection to insure compliance with Superlight Tunnel Boat rules.
- e) The driver shall be responsible for the condition of the motor and boat as raced. Errors on the part of the manufacturer, boat builder, mechanic or previous owner shall not excuse noncompliance with the rules.
- f) The Referee shall record all disqualifications and forward all appropriate paperwork to APBA Headquarters. The following will result in disqualification:
 - 1) A driver does not report with his boat to the Inspector directly after a race for inspection.
 - 2) A driver refuses to dismantle his engine when asked to by the Inspector.
 - 3) A driver forfeits a race rather than submit to inspection.
 - 4) In the opinion of the Inspector, the driver has defied the rule and competed with non-compliant equipment.
- g) 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. The order of finish shall be recalculated.
- h) Boats, and engines taking part in a race that are subject to inspection, shall not leave the race site until released by the Inspector. The inspector reserves the right to mark motors if the event is over several days.
- i) For special cases involving the use of special tools and equipment, the Inspector may postpone the inspection and stipulate the time and place where the motor(s) shall be made available. In the meantime, the motor shall remain sealed to prevent any alterations being made.
- j) Only the following people are allowed in the inspection area:
 - 1) The Referee;
 - 2) The Inspectors;
 - 3) The driver and one mechanic.

The presence of other persons is only allowed if authorized by the Referee or Chief Inspector.

90.003 Additional Specifications Refer to the separate Inspection Manual for further clarification of Boat / Motor specifications and inspection procedures not covered in this section.

100.000 PROTEST & APPEAL

100.001 Protest to Referee Only the Referee can accept a protest; protests may not be made to the Commission directly.

100.002 Before Start Protest regarding the qualification of a boat, motor, owner or driver, the validity of an entry or of the rules or handicap shall be made before the first start to the referee in writing.

100.003 After Race Any protest lodged within one hour of the finish of a race will not be taken into consideration unless the protester can prove the facts were unknown to him before the start.

100.004 The Protest Process

- a) Any driver may protest a violation of the rules in any event in which he/she takes part. All protests are to be in writing, signed, and as complete as possible, with the following supporting documents, when applicable:
 - 1) Race instructions;
 - 2) Plan showing the position of the boats;
 - 3) Explanation of the incident (stating rule infringed);
 - 4) Any other documents which the protester deems useful.
- b) A \$100.00 protest filing fee is required to defray the cost associated with the protest. Any amount after costs shall be deposited in the Superlight Tunnel Boat Inspection fund. For Technical Protest fees, see 100.010.
- c) Protests involving the sanction or the manner in which a regatta is being conducted must be made within sufficient time to allow the alleged violation to be corrected.
- d) Protests involving an alleged safety violation will only result in a disqualification after the offending driver has been warned and allowed to comply with the rule in question.

100.005 Withdrawing A written protest may only be withdrawn at the discretion of the Referee.

100.006 Acting On Protest Should the Referee decide that all requirements for protest have been met, he/she shall accept the protest and act on it as soon as possible. The written protest or a copy thereof shall be made available to all teams involved, and each shall be notified of the protest so that their testimony can be taken. The decision of the referee shall be made promptly, and communicated to all parties concerned.

100.007 Hearing

- a) The Race Committee shall hear the protest by conducting a hearing. The format shall be at the Race Committee's discretion; however, the involved parties shall both have the right to be heard and to call witnesses or present evidence. Decisions regarding protest procedures shall be decided by majority vote.
- b) If a technical violation is alleged, the Inspector shall perform an inspection of the equipment that is subject to the protest and shall present a report to the Race Committee. In such case, the Inspector shall be disqualified from voting on the protest in question.
- c) The race committee may seek assistance or advice regarding the protest from any outside source that it deems appropriate.

d) The Race Committee shall then consider the protest and render a decision. A majority vote will decide the question. Any protest that is not ruled upon by the Race Committee within forty-eight (48) hours after being filed shall be deemed overruled.

e) The Race Committee shall next impose a sanction, which may include a warning or disqualification. An Inspector who gives testimony regarding a technical rule may vote in the penalty phase.

100.008 Technical Violation Contestants shall have the right to protest technical violations of these rules by a competitor. Technical rules are those governing the qualifications of the race boat itself; its engine, its structure, its conformance with rules describing its eligibility to compete in its class.

100.009 Illegal Equipment Should the protest be proved valid, the protested party shall lose all points and prizes for that racing event. When a clear violation of a technical rule results in the upholding of a second protest, the driver and/or owner may be stripped of all accumulated points and disciplined under Article XVI of APBA By-Laws. Such discipline may include suspension of membership for up to one year.

100.010 Competitor's Engine Protest

Stage I - A \$300 Fee shall accompany an engine protest for a Stage I inspection.

- 1) The owner or his crew shall remove the intake manifold and a cylinder head as instructed by the inspector.
- 2) The inspector shall measure port sizes, displacement, compression, venturi sizes, and check for compliance with any or all technical rules and/or specifications at his discretion, limited only by the extent of teardown indicated by paragraph 1 above.

Stage II - A \$500 Fee shall accompany an engine protest for a Stage 2 inspection.

1) The owner or his crew shall remove the powerhead, exhaust plate, and lower unit from the center section; remove the intake manifold, cylinder head, and all pistons from the powerhead; and disassemble the crankcase.

2) The inspector shall measure or otherwise check any or all parts of the motor to determine compliance with all or any technical rules and/or specifications at his discretion, limited only by the extent of teardown indicated by paragraph 1 above. □

If the engine protest is upheld, the fee shall be returned to the protesting party. Should the protest be found invalid, the protest fee shall be paid to the driver of the protested boat to defray the cost of teardown.

100.011 Appeal to Race If a competitor has been notified in writing prior to a race of his failure to comply with any rule or specification set forth herein, that competitor or his representative may give a \$300 fee and written notice to the Referee of his intention to file an appeal to the Race Committee from that decision rendered by the Inspector and/or the Referee. In this case the Referee shall (except in cases involving intoxicants and unmanageable and unsafe craft rulings) allow the race boat to start. The Race Committee shall give both sides an opportunity to present their case, and shall deem results of that class unofficial pending the outcome of a hearing. Should the Race Committee rule that the appeal is justified, the performance of the race boat in question shall be considered to be official. Should the appeal be denied, the performance shall be unrecorded, and the protest fee retained by the Superlight Tunnel Boat Commission.

100.012 Appeal to the Superlight Tunnel Boat Racing Commission

a) Any party to a protest may appeal an adverse decision of the Race Committee or the Referee, notwithstanding General Racing Rule 23. An appeal may be made by filing a written statement of the appeal with the Referee along with a \$100 filing fee. The filing fees shall be used to defray the cost associated with the appeal and any amount after costs shall be deposited in the Superlight Tunnel Boat Promotional Fund.

b) Appeals to the Superlight Tunnel Boat Commission shall be made to the Superlight Tunnel Boat Chairman within 14 days of hearing results of the protest.

c) The Superlight Tunnel Boat Commission shall hear the appeal by conducting a hearing via telephone, mail, or the Internet if appropriate. The format shall be at the Superlight Tunnel Boat Commission's discretion; however, the involved parties shall both have the right to be heard and to call witnesses or present evidence. In appeals not conducted in person, the right to be heard is limited to submitting evidence. Decisions regarding procedures shall be decided by majority vote.

d) If a technical violation is alleged, the Inspector shall perform an inspection of the equipment which is subject to the appeal, and shall present a report to the Superlight Tunnel Boat Commission.

e) The race committee may seek assistance or advice regarding the appeal from any outside source that it deems appropriate. However, in the case of a technical violation, the Superlight Tunnel Boat Commission shall consult with the appropriate technical committee.

f) The Superlight Tunnel Boat Commission shall then consider the appeal and render a decision. A majority vote will decide the question. Any appeal that is not ruled upon by the Commission within thirty (30) days after being filed shall be automatically denied. The decision of the Commission is final and may not be further appealed.

g) A driver who appeals a suspension may continue to race until his appeal is decided by the Commission.

110.000 PENALTIES

110.001 Penalties No individual who has been expelled from APBA or who is currently under suspension by the APBA or the Superlight Tunnel Boat Commission shall be permitted to officiate, serve as a Race Commission member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. Any owner, driver, or crew member who is an APBA member and who is formally charged or indicted for a felony will be subject to a Superlight Tunnel Boat Commission hearing to determine if suspension is appropriate. Concurrently therewith charges shall be filed against said individual under APBA By-Laws Article XVI for further action. Additionally, any APBA-registered boat owned by suspended individuals shall be barred from competition during the period of suspension. The Superlight Tunnel Boat Commission will hear an appeal as soon as practical. If the accused has not been found guilty in a court of law, he/she shall be put on probation, permitted to race, and keep the Superlight Tunnel Boat Commission informed in writing of his status (i.e., trial dates, exoneration etc.). If found guilty in a court of law (regardless of appeals) a competitor's racing points and awards may be stripped for any racing season by the Superlight Tunnel Boat Commission. Further, the Hall of Champions induction cannot be awarded to a driver on probation or convicted of a felony. Any driver or riding crew member who is suspended will not receive cash prizes. The money will be placed by the Superlight Tunnel Boat Commission in an account and will be paid to the person on probation when he/she is exonerated. If the contestant is convicted in a court of law and therefore suspended or expelled by the Superlight Tunnel Boat Commission and/or the APBA, his/her prize money will be retained by the Superlight Tunnel Boat Commission.

110.002 Non-Member in Boat Any owner who permits a non-racing member to utilize his/her equipment in a sanctioned race shall be suspended for 30 days.

110.003 Any Breach of These Rules which is deemed by the Referee as being of a major nature, contrary to the best interests of power boat racing, or deemed to constitute unsportsmanlike conduct, may subject such offender to disqualification, suspension or any combination thereof. Such suspension shall be considered temporary but shall remain in effect until such time as the matter shall have been disposed of in accordance with Article XV of the bylaws of APBA.

110.004 Referee's Discretion Where no specific rule violation penalties have been assigned in these rules, the Referee shall determine the legitimacy of the violation and the resultant penalty. In no case shall position penalties be used.

110.005 Suspension The Referee may temporarily suspend a driver who has knowingly committed a breach of the APBA rules, for the event during which an offense has been committed.

110.006 Prolonged Suspension

a) The Superlight Tunnel Boat Commission may impose a prolonged suspension or fine on any competitor or member who has committed a serious moral or sporting offense. The suspension may be immediate in a serious case.

b) The suspended member is not allowed to take part in any competition so long as the suspension lasts.

110.007 Abuse or Assault Any contestant or member of his crew (including those on shore) is subject to penalties not to exceed one year suspension at the discretion of the Referee for verbal abuse or physical assault on a race official.

110.008 Decisions Upon receipt of a report of misconduct, the Superlight Tunnel Boat Commission shall conduct an investigation and, when appropriate, a hearing; and take such action as it deems appropriate against those involved.

120.000 POINTS, SCORING AND TITLES

120.001 Points For determining final standings of a race, the driver will receive points according to General Racing Rule 21, paragraph 2 through 5. Points will be awarded for each day of racing. There will be no bonus points awarded to winners of any Superlight Tunnel Boat race.

120.002 Divisions

The Divisions are as follows:

- Eastern Division - Regions 1, 2, 3 and 4
- Southern Division - Regions 5, 9, 14 and 15
- Central Division - Regions 6, 7, and 8
- Western Division - Regions 10, 11, 12, 16

120.003 Number of Boats There shall be a minimum of three boats to establish a class in which points can be awarded. In order for any National title to be awarded there shall be a minimum of four boats of any class starting the first heat of competition for that event.

120.004 "Step up" Bandits may "step up" and compete in Outlaw class providing the driver and co-driver meet the minimum ages for the Outlaw class.

120.005 IUS - US1 - US2

- a) The driver who wins the Marathon National Championship shall be allowed to display US-2 as his/her racing number for the following season.
- b) The driver who wins the National Closed Course Championship shall be allowed to display I-US as his/her racing number for the following season.
- c) The driver who wins the National High Points shall be allowed to display US-1 as his/her racing number for the following season.

120.006 High Point Champions shall be decided based on the total amount of driver points scored from November 1st through October 31st. In each class the driver having the highest points for these races shall be awarded US-1. A minimum of eight races will be required in order to win the High Points Title.

120.007 Championship Regattas During each racing year, Championship regattas shall be as follows:

1. Closed Course National Championship

- a) Referee, Inspector, and Scorer for Superlight Tunnel Boat National Championships must be approved by Superlight Tunnel Boat Racing Commission before granting sanctions.
- b) A National Closed Course Championship must offer two days of racing, with a minimum of three heats per day per class. A third day of racing shall be offered as a make-up day if needed.
- c) The combined total points for all six (6) heats shall determine the Closed Course National Championship. High Points will be determined by the chart in General Racing Rule 21, paragraph 2. In the event of a tie, the competitor with the least elapsed times for all heats combined shall prevail.

2. Marathon National Championship

- a) To qualify as a Marathon National Championship event, the event must offer two days of racing with a minimum of 40 miles of racing per day.
- b) Each day of racing shall establish the standings for that day. National High Points will be awarded for each day of racing. The combined total points for both days shall determine the Marathon National Champion. High Points will be determined by the chart in General Racing Rule 21, paragraph 2. In the event of a tie, the competitor with the least elapsed times for both days shall prevail. If a tie still exists, the participant with the highest class standing within his/her class on that day shall prevail.

3. Divisional Championship

a) There shall be one Western, one Southern, one Eastern, and one Central Divisional Championship. Divisionals shall be held prior to the Closed Course National Championship Events. All registered boats are eligible to compete in all Divisional races. In order to obtain points toward the Hall of Champions the competitor must live in the geographic division.

4. North American Championship

- a) Must offer two days of racing and two heats per day in each class.
- b) The combined total points for all four (4) heats shall determine the North American Champion. High Points will be determined by the chart in General Racing Rule 21, paragraph 2. In the event of a tie, the competitor with the least elapsed times for all heats combined shall prevail.

120.008 Record Courses The Superlight Tunnel Boat Commission recognizes any APBA category's record courses as official. These courses shall be run in accordance with the provisions of that category to establish a record. The Superlight Tunnel Boat Commission shall also recognize the recommended Superlight Tunnel Boat course for competition records (a 400 yard x 200 yard rectangle).

120.009 Same Boat And Motor The same boat and motor are to be used during an event where points of a heat are counted in the final standings. Replacement of any equipment, including the powerhead, during an event is at the discretion of the Referee ONLY. Failure to abide by this rule will result in disqualification from the event. If a change of boat or motor is made, it shall be treated as a new entry.

120.010 Hall Of Champions Criteria (Superlight Tunnel Boat drivers are not currently eligible.)

1. Eligibility: To be considered for induction, the driver(s) must have won:
 - a) A Closed Course National Championship, Marathon National Championship or a National High Points title; AND
 - b) at least one additional item listed below.
2. Once eligibility is established, points will be awarded as follows:
 - National High Points Championship (2 points)
 - Closed Course National Champion. (5 points)
 - North American Championship (5 points)
 - Marathon National Champion (5 points)
 - Division Championship (3 points)
 - Closed Course World Record (2 points)
 - Straightaway World Record (2 points)
3. In the event of a tie, the following tiebreakers apply:
 - a) The winner will be the driver with the greatest number of races.
 - b) If there is still a tie, the winner will be the driver with the greatest number of points from all races.
 - c) If there is still a tie, the winner will be the driver with the greatest number of wet boats in his/her class.
4. Any unsportsmanlike conduct/misconduct penalties assessed by a race site referee during the year removes the candidate from the induction process.

120.011 Titles Committee The Superlight Tunnel Boat Chairman shall appoint a committee consisting of three (3) members whose sole purpose is tabulation and figuring of the following:

- Hall of Champions Inductee
- Divisional High Point Champions

National High Point Champion (US-1)
National Marathon Champion (US-2)
National Closed Course Champion (1-US)

They shall report to the chairman all findings by November 30th.

120.012 Right to Review and Correct The Superlight Tunnel Boat Racing Commission shall have the power to review and correct any and all paperwork from APBA Superlight Tunnel Boat races and time trials up to 90 days after the event, but no later than the close of Superlight Tunnel Boat business at the Annual Meeting.

130.000 PRIZE MONEY AND TROPHIES

130.001 No Trophies or Prizes Will Be Awarded until all protests or appeals are settled and official results are posted.

130.002 Over and Above The sponsoring organization may designate any special prizes or cash awards.

130.003 Prize Money shall be the sole responsibility of the conducting club.

130.004 Purse Split It is recommended that all purse money be split evenly among all legal competitors, in all classes.

140.000 COMMISSION

140.001 A Technical Commission may be appointed by the Superlight Tunnel Boat Chairman to advise the Chairman and Commission members on matters of technical nature.

140.002 Commission Decisions Are Final The Superlight Tunnel Boat Commission reserves the right to make final and binding decisions for the good of the sport. Regarding interpretation and clarification of the technical rules, the Superlight Tunnel Boat Commission shall maintain an open door policy to all questions and suggestions by interested parties.

140.003 Expense Money Any out of the ordinary expenses that may burden the Superlight Tunnel Boat Commission, in the verification or confirmation of technical matters, may be the responsibility of the member involved in an individual issue.

150.000 CHANGES TO RULES AND POLICIES

150.001 Rule Changes In the interest of safety and equitable competition, these Rules and Policies are subject to change. Proposed changes to these Rules and Policies may be submitted in writing by any active racing member of APBA, and shall be accompanied by the signatures of 25% of the Superlight Tunnel Boat membership. The proposed changes shall be sent to the Superlight Tunnel Boat Chairman, to be approved or disapproved by the Superlight Tunnel Boat Commission at the APBA National Meeting with the attending Commission and Chairman.

150.002 Announce Rule Changes Any rule change, or technical interpretations by the Technical Commission, not published in the annual rule book shall be printed in *Propeller* magazine and on the APBA website, and will be effective 30 days from the date of publication. This does not apply to emergency and safety rule changes.

160.000 RESCUE CRITERIA

160.001 Personnel And Staffing

a) When race boats are on the course, there should be two rescue boats on the water at all times. Each should have a boat operator and at least two other personnel on board. It is recommended that one person in each rescue boat be an emergency medical technician (EMT).

b) Alcohol is prohibited on any rescue boat. Caution should be exercised to insure that prescribed and non-prescribed medications do not alter the rescuer's ability to perform his/her duties.

c) The race director, referee, or their designee shall have the discretion to place a rescuer off duty if he/she determines that the rescuer is performing ineffectively or is endangering their own or others' safety.

d) Rescue boat personnel on board during the race should be limited to the number required to carry out assigned functions.

160.002 Equipment

a) At least two rescue boats, each capable of transporting at least one victim in a horizontal position on a rigid immobilization device, are required at each regatta. Personal watercraft are not considered rescue boats.

b) Each rescue boat shall contain a personal flotation device (PFD) for each occupant.

c) Each rescue boat shall have communication equipment sufficient to ensure adequate communications between the rescue boats and the judge's stand.

d) Each rescue boat should contain a rigid body immobilization device, such as a backboard or "Stokes" basket, BLS trauma kit, airway management devices which shall include a bag-valve mask, and body substance isolation devices, and liquid detergent for hand washing and field decontamination.

e) Each rescue boat should contain a fire extinguisher.

f) Each rescue boat should contain a device capable of cutting cut-resistant clothing (such as a "Spideco" knife, or shears designed to cut cut-resistant clothing).

160.003 Procedure

a) Each occupant of each rescue boat must properly wear a PFD while race boats are on the water.

b) Rescue boats shall be operated in such a manner as to avoid creating wakes except under emergency response conditions.

c) Rescue boat personnel shall meet with the race director, referee, or their designee for instructions prior to the beginning of each sanctioned event. All rescue 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 an emergency. The importance of moving slowly in a non-emergency situation in order to avoid creating a wake should be stressed.

d) Rescue personnel shall immediately advise the judge's stand if, in their opinion, an unsafe condition exists.

e) All potentially injured racers shall be lifted from the water in as nearly a horizontal position as possible on a rigid body immobilization device. The rescue boat operator has full responsibility for the safe operation of the rescue boat, and the safety of rescuers and racers, at all times. The operator should be at all times aware of potential hazards in the water, including racers and rescue personnel. Speed of transit of patient to onshore care should be determined in concert with the rescue person in charge of the patient.

f) The judge's stand shall conduct a radio check with rescue crews prior to each heat. Radio communications during actual rescue should be kept to a minimum to allow rescue crews to focus on the injured driver.