



**Office use only:**

Control Number: 2012-004-B  
Assigned Group: IRC  
Initial Screening :  
**Ballot:** Pass: \_\_\_\_\_/ Fail: \_\_\_\_\_  
**Effective for Race Year:** \_\_\_\_\_

## 2012 Rule Change Proposal

Author: Debbie Welte  
APBA #: 73065  
E-mail: [dwelte@insightbb.com](mailto:dwelte@insightbb.com)  
Telephone: 859 586-6315

Date: 10/13/2011

Note: Proposals must be submitted to the Inboard Office by October 31 ,2011 to be considered.

Save and E-mail completed form to: [inboardoffice@yahoo.com](mailto:inboardoffice@yahoo.com)

US mail to Rich Evans APBA Inboard Office 4992 County Highway 96 Carey, OH 43316-9567

Check all that apply:

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

Affected Class(es): All inboard classes running at a border series event

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

Rule number 25.8.3 & 25.8.4  
Page number of rule: 17

Author's VERY BRIEF Summary of Proposed Action: Eliminate the border series format for regions 1 and 2.

Affected Rule:

**25.8.3 APBA/CBF Border Series:** Due to geographical location and regatta success depending upon international competition, Regions 1 and 2 may conduct regattas under an APBA/CBF Border Series format and APBA/CBF Border Series Racing Rules as described in Rule 25.8.4 if the following conditions are complied with. Any other Region requesting this APBA/CBF Border Series format must have the approval of the Inboard Chairman.

**25.8.3.1** All APBA sanction fees and insurance fees are assessed and paid at the APBA Series rate.

**25.8.3.2** All Inboard hulls (APBA, CBF, ACHA or others) registered to participate in the regatta pay the \$50 Series national registration fee (rule 35.1.5). This fee is for all Inboard hulls participating in the regatta, regardless of their participation in the Series or not. All inboard classes participating at an APBA/CBF Border Series event will use the APBA/CBF Border Series format and the APBA/CBF Border Series Racing Rules as described in Rule 25.8.4

**25.8.3.3** Excluding Series Format and Series Racing Rules, all APBA rules must be complied with (i.e. safety, rescue, technical, etc.).

**25.8.3.4** Regatta officials must be APBA inboard approved. Dual certification is acceptable.

**25.8.3.5** The APBA/CBF Border Series Format, Racing Rules and Series fee must be announced on the race circular. (i.e. APBA/CBF Border Series format, APBA/CBF Border Series racing rules, and \$50 Series Inboard Fee will be in effect a this regatta).

**25.8.3.6** The APBA/CBF Border Series Format and APBA/CBF Border Series Racing Rules must be reviewed at the drivers meeting to assist all owners and drivers in understanding the format and racing rules in effect at the regatta.

**25.8.3.7** APBA national points will be awarded to APBA members per APBA rules.

#### **25.8.4 APBA/CBF Border Series Racing Rules**

##### **25.8.4.1 Starting Procedure**

**25.8.4.1.1** Starting lanes for qualifications shall be as per Rule 25.8.4.1.2

**25.8.4.1.2** At the start of the race, between the Start/Finish line and the exit of turn one, a boat may bear in or out a maximum of two lanes, provided that there is one roostertail length between you and your nearest competitor.

**25.8.4.1.3** Boats may leave the docks only after the 5-minute signal and must pass in front of the Start/Finish line once before the official start.

##### **25.8.4.2 Qualifications and Time Trials**

**25.8.4.2.1** For Time Trials, all completed laps will be timed and only the fastest lap will be kept. It is the Race Director that will determine the number of laps to be run. The running order shall be the reverse order of the Series Championship Points.

##### **25.8.4.2.2 Groups and lanes shall be made up as follows:**

###### **25.8.4.2.2.1 Qualification 1**

**Group:** Alternation according to the Series Championship Points

**Lanes:** Alternation according to the Series Championship Points

For the first race of the season, there will be a draw to make up the groups and lanes.

Once the season has begun, boats that have accumulated no points or are tied shall be sorted by draw and added to the bottom of the list.

###### **25.8.4.2.2.2 Qualification 2**

**Group:** Alternating groups from Qualification 1

**Lanes:** Reverse lanes obtained in Qualification 1

###### **25.8.4.2.2.3 Qualification 3 and others**

**Group:** Alternation as per accumulated points

**Lanes:** Draw for positions 1, 2, 3

Draw for positions 4, 5, 6

Draw for positions 7, 8

**Note 1:** If there is a tie in the accumulation of points, the Series Championship ranking before the weekend race shall decide the positions. If a tie still exists there will be a draw.

**Note 2:** If a boat decides to scratch after the lanes have been assigned for the qualification the lanes shall be maintained for all other competitors and the race will be run with an empty lane.

**Note 3:** A boat cannot change lanes

**25.8.4.2.2.4** A qualification is considered complete if all the groups of the same qualification have run.

**25.8.4.2.2.5** The number of boats per qualification group is determined by the Race Director and Chief Referee.

**25.8.4.2.2.6** There will be a minimum of two qualifications and/or time trial per class per day of competition.

##### **25.8.4.3 The Final**

**25.8.4.3.1** The final group shall consist of eight boats in all Inboard Classes except for Grand Prix which will have five boats on the front line and three boats on the second line in the outside lanes.

**25.8.4.3.2** In each class there shall be one standby boat for the final. The boat may be put in the water if:

A. A boat in the final group scratches before boats are put in the water

B. If one or more boats cannot make the restart, the Race Director and Chief Referee reserve the right to fill the field.

**25.8.4.3.3** Position for the final group and the consolation final shall be determined according to the sum of accumulated points from the qualifications and/or time trials. In the case of a tie, the Series Championship ranking before the weekend race shall be used to determine the positions. If a tie still exists there will be a draw.

**25.8.4.3.4** For classes with 14 or more registered boats (with the exception of the 1.5 Litre and Grand Prix classes) there will be one final according to the following rules:

A. The seven boats with the most points as per rule 25.8.4.3.3 shall move to the final.

- B. Positions 8 to 15 as per rule 25.8.4.3.3 shall take part in the Consolation.
- C. The winner of the Consolation is qualified in lane 8 of the final.
- D. The second place boat in the Consolation will be the standby boat as per article 25.8.4.5.2.
- E. No points will be awarded to the Consolation heat.
- F. A minimum of five boats will take the official start.
- G. Any boat that causes the race to be stopped or terminated shall be excluded from the final.

**25.8.4.3.5** For classes with 20 or more registered boats, there will be two consolation finals with the exception of the 1.5 L class and GP.

- A. The six with the most points as per rule 25.8.4.3.3 shall move to the final.
- B. Positions 7 to 22 as per rule 25.8.4.3.3 will take part in the consolation finals.
- C. The groups and lanes shall be made up alternating according to accumulated points.
- D. The winner of each consolation will be qualified for the final and there will be a draw to determine lanes 7 and 8.
- E. The second place finishers shall be the stand by boats as per rule 25.8.4.5.2 for the winners of their consolation.
- F. No points shall be awarded for the consolation finals.
- G. A minimum of five boats shall take part in the official start.
- H. Any boat that causes the race to be stopped or terminated shall be excluded from the final.

**25.8.4.3.6** There shall be only one Final per class per weekend at all APBA/CBF Border Series races.

**25.8.4.3.7** If no official qualification can be run before the final, the eight with the most total Series Championship points that are registered shall take part in the final.

**25.8.4.3.8** If no final can be run, the sum of the points from the qualifications shall determine the ranking for the weekend. If there is a tie in the points, points from the last qualification shall determine the winner. If a tie still exists points from the second to last qualification will be used and so on. If a tie still exists, we will use the time from the last qualification to determine the winner.

#### **25.8.4.4 Racing Rules**

**25.8.4.4.1** Time Trials may be run at the discretion of the Race Director and the Chief Referee.

**25.8.4.4.2** It is the responsibility of the owner or driver to put his boat in the water for his race.

**25.8.4.4.3** When it's time to put the boats in the water, if a boat is not ready we will skip his turn; and this boat will start on the outside of the race course for his race. No waiting shall be tolerated by the Pit Manager. This procedure will not apply to sites with five or more cranes.

**25.8.4.4.4** The Race Director and the Chief Referee shall decide if the climatic conditions are favorable to race.

**25.8.4.4.5** A race can be considered officially complete when the frontrunner (race leader) has completed more than 50% of the race.

**25.8.4.4.6** A race is five miles except for the consolation race which will be four miles. Also, for GP and 1.5L the race shall be four miles. The Chief Referee and/or the Race Director may reduce the distance if it's in the best interest of the sport and drivers.

**25.8.4.4.7** The Chief Referee and/or the Race Director may delay a race if circumstances demand it.

**25.8.4.4.8** In the case of a first restart, boats will be refueled in the water. No draining shall be permitted unless authorized by the Race Director. If a second restart is necessary, the boats will be taken out of the water.

**25.8.4.5 Penalties** A one lap penalty shall be given for the following infractions:

P1 – A boat that passes the Start/Finish line with between 0 and 10 seconds on the clock.

P2 – A boat that changes lanes with less than a roostertail of trailing boats.

P3 – A boat that delays the race program.

P4 – A boat that fails to pass once in front of the Start/Finish line before the start of the race.

P5 – A boat that pushes another toward the interior or exterior (2 lanes or more).

P6 – Destroying a buoy without any apparent reason

P7 – Missing a buoy without picking it up.

P8 – Failure to enter or exit the race course as directed by the referee's instructions at the drivers meeting.

P9 – A boat that changes more than two lanes at the start between the Start/Finish line and the exit of turn one.

P10 – All situations judged unacceptable by the Chief Referee.

**25.8.4.6** APBA/CBF Border Series rules 25.8.3 thru 25.8.4.5 supersede APBA rules governing like issues at APBA/CBF Border Series Regattas only. If not included in APBA/CBF Border Series rules 25.8.3 thru 25.8.4.5, all APBA rules are the governing set of rules.

Proposed rule:

Eliminate rules 25.8.3 and 25.8.4

Reason for change:

This format penalizes all APBA members in that they must pay an additional \$30 to the inboard fund as well as only running for 1 day of points. The Canadian boats can race at all joint sanctioned APBA/CBF races and obtain both APBA and CBF points if members. Races in the US should be APBA events which do not penalize our members.