

DEFINITIONS

Annual General Meeting	means the Annual General Meeting of The Association
Annual Meeting	means the meeting of The Association held in conjunction with the Annual General Meeting
The Association	means the Australian Power Boat Association, the Council of the Australian Power Boat Association and the Executive of the Australian Power Boat Association
APBA Official	means a person appointed by The Association or a Council to act in an official capacity
Official	means a person appointed by a Club to act in an official capacity
Boat Owner	means a person holding a current competition boat owner licence issued by a Council
Crew Member	means a person recognised as providing assistance to, at the request of, a Driver or Boat Owner during an Event
Club	means a Member Club of The Association
Council	means a Member Council of The Association
Driver	means a person holding a current competition driver licence issued by a Council
Riding Crew	means a person who travels in a Boat during a race but who is not directly responsible for the control of the boat
Event	means an approved race, races or race meeting conducted by The Association, a Council or Club on a day or over a weekend with the Sanction of The Association
Race	means any race, heat, final, on-water display or other competition conducted within an Event
Secretary	means the Secretary of The Association
Licence	means a Driver or Boat Owner competition licence issued by a Council entitling a person to compete in an Event
Licence Year	means the year of competition and Licence duration commencing 1 September each year and expiring 31 August of the follow year
Officer of the Day	means a person appointed by The Association, a Council or Club to act in the highest official capacity throughout the conduct of an Event
Rules or Rule Book	means the book of administration, racing and safety rules issued or published periodically by The Association
Championships	means championship races, whether Australasian, Australian or State, contested between boats complying with the rules of various classes as listed in the Rule Book
Speed & Time Trials	means trials for the establishment of speed records or time records, whether Australasian, Australian or State, attempted by boats complying with the rules of various classes as listed in the Rule Book
State Referee	means a person, having met the requirements of the Rules, appointed by a Council to act as a Referee during Events in accordance with the Rules
Australian Referee	means a person, having met the requirements of the Rules, appointed by The Association to act as a Referee during Events in accordance with the Rules
Race Committee	means a Committee appointed by The Association, a Council or Club to organise and oversee the conduct of an Event
Section	means a particular section or division of powerboat racing, ie: Inboard, Outboard, Drag, etc
Class	means a particular division or class of powerboat within a Section based on hull design, engine capacity, modifications or a combination thereof, ie: Unlimited Displacement, 6000cc Naturally Aspirated Displacement, etc
Pit Area	means an area or areas designated for the storage, repair, refuelling, launching and retrieval (and other associated activities) of race boats during an Event. The Pit Area may be a secured, semi-secured or open area depending on local circumstances
Briefing	means any meeting of Drivers, Riding Crew and/or Boat Owners at an Event called by the Officer of the Day or Official for the purposes of conveying race instructions, carrying out breath testing and discussion between these parties of any matter pertaining to the Event

Scrutineering	means the inspection of any Boat by Officials prior to or during the conduct of an Event in order to ensure compliance with the Rules
Boat	means a boat (including hull, engine/s and rigging) entered by a Boat Owner for competition at an Event. Such Boat must comply with and Rules of The Association and the Rules of the Section and Class entered
Reinforced Cockpit	means a containment area for Driver and Riding Crew, as approved by The Association, constructed and fitted to a Boat in accordance with the Rules in order to provide protection to the Driver and Riding Crew
SBA	means the State Boating Authority established by each State Government and responsible for boating activities in each state
Inboard	means a Boat with the engine unit wholly contained within the confines of the hull
Outboard	means a Boat with the engine unit attached to the outer part of the transom of the hull
Displacement	means a Boat of displacement or monoplane type in which the continuity of the portion of the hull is immersed at rest
Hydroplane	means a Boat where the immersed portion of the hull is divided into two or more distinct planing surfaces by a transverse or longitudinal (or both) step or steps

GROUP 1300 – DRAG RACING RULES

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1301 DEFINITIONS

1301.01	THE ASSOCIATION means the Australian Power Boat Association.
1301.02	SPONSOR or RACE SPONSOR means an individual, Club or company with who a Club has an agreement.
1301.03	DRIVER means the person in physical control of the boat.
1301.04	OWNER means the person named on the entry form as such.
1301.05	PARTICIPANTS or COMPETITORS means the owner, driver and crew.
1301.06	UNRESTRICTED means the hull can be of any type or configuration.
1301.07	DISPLACEMENT means the hull has NO steps, recesses or tunnels more than 1-3/8" (approx. 35mm) deep.
1301.08	HYDROPLANE means the hull has steps, recesses or tunnels more than 1-3/8" (approx. 35mm) deep.
1301.09	OUTBOARD mean an engine with gearbox attached as a unit mounted on the rear of the boat.

- 1301.10 INBOARD means a motor unit mounted inside the hull and driving through a Straight Drive, V-Drive, Stern Drive or Water Jet, and of a type used in automotive or marine applications, and specifically prohibits the use of turbines.
- 1301.11 UNLIMITED means unlimited, but must remain of an automotive configuration.
- 1301.12 LIMITED means the volume of the motor is not more than the stated limitation.
- 1301.13 BLOWN means supercharged, turbocharged or any other method of forced induction.
- 1301.14 CARBURETTOR means a device that delivers fuel by Venturi effect.
- 1301.15 FUEL INJECTION means a device that delivers fuel under pressure directly into the induction system.
- 1301.16 DISQUALIFIED means that the boat and driver is prohibited from further competition or recording a place in that event.
- 1301.17 ELIMINATED means the boat is excluded from further competition for that portion of the event.
- 1301.18 NITRO means nitro methane, are banned from all drag classes EXCEPT TFH.
Nitrous oxide gas and their derivatives are not permitted in any drag class.
- 1301.19 PETROL means a commercially available fuel either, super, unleaded, aviation fuel or LPG, to which no additives, other than upper cylinder lubricant have been added.
- 1301.191 LEADED FUELS. The use of leaded fuels will be permitted until such time as the Federal Government or one of their agencies prohibits the use of leaded fuels.
- 1301.20 ALCOHOL means methanol or methanol based commercially available fuels (e.g. Shell "A") to which no additives, other than upper cylinder lubricant has been added.
- 1301.21 REINFORCED COCKPIT means a rigid drivers compartment designed to protect the driver in a mishap.
- 1301.22 SBA means State Boating Authority.
- 1301.23 ET means the time taken to travel from the start to finish lines (in seconds).

1302 SAFETY CONSIDERATIONS

- 1302.01 UNSAFE EQUIPMENT: A boat can be disqualified, if the Senior Scrutineer deems any part of the boat, or it's handling to be unsafe at any time.
- 1302.02 REINSPECTION AFTER ACCIDENTS: On no account is a boat to compete until this is done.
- 1302.03 EXAMINATION OF DRIVERS FOR INJURY: No driver involved in an accident will drive a boat until he has been cleared by a physician.
- 1302.04 Open cockpit Boats including forced induction engine displacements and flat bottoms are accepted up to 115mph speed bracket, hydroplanes are accepted up to 135mph. All boats exceeding these speeds must be fitted with a Reinforced Cockpit approved by The Association.

INBOARD HYDROPLANE CLASSES (Petrol or Alcohol)	CLASS DESIGNATION
Top Fuel Hydroplane	TFH
Blown Alcohol Hydroplane	BAH
Blown Hydro Under	BHU
Blown Single Drive <i>(Max 500ci & 8/71 Supercharger, NO two speeds)</i>	BHL
Limited 6001cc to 9260cc	LHO
Limited under 6000cc	LHU
INBOARD DISPLACEMENT CLASSES (Petrol or Alcohol)	CLASS DESIGNATION
Blown Alcohol Displacement	BAD
Blown Alcohol Flat-bottom	BAF
Limited 6001cc to 9260cc	LAD
Limited 4601cc to 6000cc	SLD
Limited under 4600cc	FLD
OUTBOARD CLASSES (Petrol or Alcohol)	CLASS DESIGNATION
Unlimited Unrestricted Outboard	UOB
Unlimited Outboard Mono Hull	UOM
1250cc	1250
550cc	550
SPEED BRACKET CLASSES (See Rule 1319)	CLASS DESIGNATION
Up to 65 mph	Social Stock
65mph to 75mph	Stock Eliminator
76 – 85 mph	Mod Stock
86-95 mph	Super Stock
96-105 mph	Super Comp
FORMULA FUTURE CLASSES	CLASS DESIGNATION
J1 Engines up to 6HP	J1
J2 Engines up to 10HP and hulls of 2.5 metre minimum length.	J2
J3 Engines up to 15HP and hulls of 2.5 metre minimum length.	J3

1303.10**TOP FUEL HYDROPLANE**

Boats need to apply to have a LOG BOOK issued for participation in this class, in which notes about the boat, items to be checked off marked and all runs made by the boat entered.

1303.11

Fuel - Only alcohol or alcohol/nitro methane mix up to 50% nitro methane. Nitrous Oxide is not permitted.

1303.12**TOP FUEL HYDROPLANE – SPECIFIC REQUIREMENTS DRIVER / HULL / ENGINE**

1303.121

Drivers must have had at least 4 race meetings in BAH or BAD or 12 race meetings in an unblown hydroplane class to apply for a specific TFH licence.

1303.122

Maximum engine capacity 500 cubic inches.

1303.123

Superchargers must be fitted with restraint straps and explosion blanket.

1303.124

Fuel injection inlets maximum 65 square inches.

1303.125

Maximum of 2 magnetos.

1303.126

Multiple speed gearboxes to be covered with ¼" metal or explosion blanket.

1303.127

Boats MUST be fitted with a Reinforced Cockpit, which would meet the requirements of the (American) IHBA or (American) APBA however Reinforced Cockpit certification is not required. These requirements include on board air supply, canopy strength, construction methods, and recovery provisions.

1303.128

Propeller shafts to be 1¼" minimum diameter.

1303.129

Boats must have dual deceleration parachutes.

1303.130

Rudder must protrude at least 2" below the diameter of the propeller.

1303.131

A steering box recommended. Cables can be used but must be 6mm diameter min.

1303.132

Changes to the rules for TFH class can be introduced upon recommendation of the National Vice President for Drags and State Vice Presidents if those States where TFH class is conducted, and presented for ratification at the next meeting of the National Council of the APBA.

- 1303.14 TOP FUEL HYDROPLANE – LOG BOOK**
 1303.141 Every run made by the boat to be entered in the logbook.
 1303.142 Propeller shaft and Propeller must be checked by a recognised metal inspection company before every meeting (to be noted in log book).
 1303.143 Rudder to be checked by a recognised metal inspection company every three meetings (to be noted in log book).
 1303.144 Steering cables, where used must be replaced each season or 4 race meetings whichever is sooner.
 1303.145 If logbook is lost, all items need to be re-inspected.
 1303.146 **TOP FUEL HYDROPLANE LICENSING and LOG BOOKS** are issued under the control of the NATIONAL Vice President for Drags.
 1303.20 **BLOWN ALCOHOL FLAT-BOTTOM - DEFINITION** - The bottom of the boat must be flat, with a minimum variation of 36mm. The bottom of the hull must also have no horizontal breaks from front to transom.

1304 SCRUTINEERING REQUIREMENTS

- 1304.00 **INSPECTION OF BOATS** - All boats will be inspected by Scrutineers, to ensure a minimum standard. Some parts by their nature can only be visually inspected for obvious faults; it is recommended such parts (propellers, skegs, shafts, rudders etc.) be tested regularly by an appropriate method.
Minimum standards are:-
- 1304.01 **DRIVE LINE GUARD:** In V-Drive boats the drive shaft must be fully covered. A recommended minimum is 1.6mm steel or 6mm aluminium.
- 1304.02 **FLYWHEEL AND OTHER GUARDS:** Boats with the flywheel facing the driver are to have a cover to contain debris in case of a failure. In addition any moving parts in the vicinity of the driver are to be covered.
- 1304.03 **PROPELLER SHAFT RESTRAINING COLLAR:** A collar or pin coupler to prevent backward movement of the shaft is to be fitted.
- 1304.04 **PROPELLER NUT RETAINER:** Regardless of the number of nuts fitted, at least one must be positively retained, by a cotter pin or similar device.
- 1304.05 **PROPELLER SHAFT RELEASE:** Is to be used on all alcohol and blown boats, but are recommended for all classes.
- 1304.06 **IGNITION CUT OUT:** All boats are to be fitted with an ignition cut out device, attached to the drivers' equipment, to cut the ignition if the driver is thrown from the seat (Reinforced Cockpits Exempted). This device will be tested on the ramp before launching.
- 1304.07 **FUEL SHUT OFF VALVE:** Is to be fitted to all fuel injected boats, capable of the complete shut of fuel to the metering block.
- 1304.08 **BOAT DECELERATION PARACHUTES:** Are to be fitted to all BAH boats and to any hydroplane with a capacity to exceed 150MPH, but are recommended for all hydroplane classes. They must be attached to a secure area at the rear of the boat. May use any release method operated by the driver.
- 1304.09 **THROTTLE RETURN SPRINGS:** Acting on the throttle shafts are to be strong enough to return the engine to idle, when the pedal is released.
- 1304.10 **STEERING CABLE:** Boats using open cables are to use 4.5mm (Min) cable that is double clamped, with ends taped over. Coatings or coverings not permitted.
- 1304.11 **BOW EYE:** All boats are to be fitted with a bow eye if 1" ID, that is capable of towing the boat when full of water.
- 1304.12 **COCKPIT STRAPS:** Of at least 4 mounting positions are to be used in Reinforced Cockpits. In other circumstances they must prove to disconnect if the boat becomes submerged.
- 1304.13 **SECURED EQUIPMENT:** All equipment, paddles, fuel tanks, batteries etc., is to be firmly secured.
- 1304.14 **CONDITION OF BOAT AND EQUIPMENT:** All hulls and equipment must be in good condition.
- 1304.15 **INSTALLATION OF OUTBOARDS AND STERN DRIVES:** Will be by all holes provided by and for that purpose by the manufacturer. Nuts will be positively retained. Where nuts or bolt heads act on the transom itself, plates or washers 4 times larger than the head must be installed.
- 1304.16 **CLUTCH MECHANISMS:** If a dry clutch is used it must use a steel bell housing or 6mm aluminium bell housing with a steel liner.
- 1304.17 **REINFORCED COCKPITS:** Are to be fitted with as much flotation as possible. Boats with Reinforced Cockpits are to sign a separate indemnity. (Further rules as experience or technological advances become available will be implemented - CHECK FIRST).
- 1304.18 **BOAT REGISTRATION:** Boats will be inspected for evidence of registration as required by local SBA's.
- 1304.20 DRIVERS EQUIPMENT:** Drivers equipment will be inspected at scrutineering. Minimum's are:-
- 1304.201 **DRIVERS LICENCE:** Required by the APBA must be produced.

- 1304.202 **PERSONAL FLOTATION DEVICE (PFD):** All drivers must wear a PFD while on the water. Recommended is PFD Type 1 (AS1512 [1988]). PFD with a personal parachute are recommended for boats capable of over 80mph.
- 1304.203 **HELMET:** *Any person aboard any boat taking part in races must wear an adequate helmet, which at least 50% of the total area of the helmet must be of fluorescent or straight orange, red or yellow in colour. These helmet colours must be bright enough to be clearly visible in the water.* Full-face helmets are not recommended.
- 1304.204 **EYE PROTECTION:** All drivers must use suitable eye protection, of a non-shattering material, of sufficient stiffness not to come into contact with the drivers face at full speed.
- 1304.204 **PROTECTIVE CLOTHING:** All drivers to wear footwear that fully cover the feet.
For bracket classes; full-length overalls must worn, however a fire retardant suit is recommended.
For all other class a fire retardant suit is required.
- 1304.30 FIRE PRECAUTIONS AND FUEL HANDLING**
- 1304.301 **SMOKING** in the pits is not permitted.
- 1304.302 **FUEL TANKS** are to be capable of being completely sealed, except for breather ventilation, to prevent fuel spills into the boat at any time.
- 1304.303 **FIRE EXTINGUISHERS** with a capacity of 2.2 kg with an external method of checking readiness are recommended to be kept in the boats vicinity at all times.
- 1304.304 **FUEL CONTAINERS** are to be of a type sold commercially for that purpose.
- 1304.305 **FUELLING OPERATIONS:** It is recommended that a crew member stand by with a fire extinguisher ready for immediate use during fuel handling.
- 1304.40 MISCELLANEOUS REQUIREMENTS**
- 1304.401 **EMERGENCY and SAFETY EQUIPMENT:** Is to be in place and ready for use when the boat is launched.
- 1304.402 **BOATS UNDER TOW:** No driver will attempt to start the engine while under tow, and will disconnect the ignition cut out to prevent an accidental start up.
- 1304.403 **COMPLIANCE:** to these rules is at the discretion of the Senior Scrutineer.
- 1304.404 **CONDUCT:** All participants will behave in a civil manner towards officials and will follow instructions issued by the Race Director or his representatives.
- 1304.405 **DRIVERS TEST:** At least once a season drivers should be blindfolded while in the boat, and operate any and all engine shutdown devices.
In Reinforced Cockpits the driver will also demonstrate an ability to remove themselves from any harness and open the Reinforced Cockpit, in a time and fashion considered satisfactory by the Senior Scrutineer.
- 1304.406 **DRIVERS ON WATER TEST:** A new boat and/or driver must satisfactorily complete a solo pass of the first half of the course, to obtain approval to compete in competition. Bracket boats can be exempted, by the Race Director.

1305 DRIVERS BRIEFING

- 1305.01 All drivers must be briefed before the commencement of racing. All drivers are to attend in person, and be marked off a roll. Failure to attend will result in disqualification for the driver concerned.
- 1305.02 At this meeting, two driver representatives will be elected and these drivers only will be able to make representations to the Race Director after the close of briefing.
- 1305.03 Drivers with enquires are to approach the representatives who will pass them to the Race Director.

1306 STARTING PROCEDURES

- 1306.01 **ONE START EACH RACE:** For qualifying or competition. Except in a dead heat, or starting equipment malfunction, where a re run can be ordered.
- 1306.2 **UNFAIR ADVANTAGE** may disqualify the offending boat.
- 1306.3 **DETERMINATION OF A LEGAL START:** Rests solely with the starter.
- 1306.4 **ANNOUNCEMENT OF START:** Giving start order and lanes will be given to the next group of boats needed to run.
- 1306.5 **TIME TO PROCEED TO THE MARSHALLING AREA:** After being called, will be at the Race Directors discretion.
- 1306.6 **ASSEMBLY IN THE MARSHALLING AREA:** On the holding rope where one is used, or in a position for a relatively straight run to the starting line, where not.
- 1306.70 **HOLDING ROPE:** If used will be placed:
- 1306.71 With a light start: At the start of the pre start area.
- 1306.72 With countdown clock start: 100' from the start line.
- 1306.800 **STARTING THE RACE:** The Start will be by one of three methods:
- 1306.810 **STARTING LIGHTS or CHRISTMAS TREE**

- 1306.811 AREA DEFINITIONS: See Drag Race Course Diagram.
 1306.8111 MARSHALLING AREA: Where competitors wait to be called.
 1306.8112 STAGING AREA: Where competitors 'pair off'
 1306.8113 PRESTART AREA: In this area, boats must attain the correct start speed.
 1306.8114 COMMITMENT AREA: When in this area, the start signal can be given.
 1306.812 **STARTING LIGHTS:** One for each lane.

Top	Red
Middle	Amber (able to flash or stay solid)
Bottom	Green
	In addition, a flashing red strobe, mounted on top of the light structure.

- 1306.813 **START LIGHT DEFINITIONS:**
 1306.8131 **RED STROBE:** Danger – warning!! Course closed, shut off engines and await instructions. After the start, a red flag means the same thing.
 1306.8132 **RED LIGHT:**
 (1) Assemble in the marshalling area, await amber call up light.
 (2) If given after the amber, foul start and disqualification proceed through the course and await recall.
 1306.8133 **AMBER LIGHT (FLASHING):**
 (1) Next competitors fire up and commence approach within 30 seconds
 (2) If given in the pre start area, match speed with the other boat.
 1306.8134 **AMBER LIGHT (SOLID):** Approach speed satisfactory, maintain speed.
 1306.8135 **GREEN LIGHT:** Go - timing commenced.
 1306.814 **PROCEDURE:** The next pair of competitors, will be alerted by a flashing amber light, and will signal the starter they are ready to start.
 When the starter receives this signal OR 30 seconds after the amber starts flashing, the starter will give solid amber, this means both boats are to move off.
 Whichever boat moves first will remain at an idle, and the trailing boat must not pass it before the green light is given.
 The trailing boat must be in the pairing area (between the idle and pre start buoys) when the lead boat reaches the pre start buoy.
 The start signal can be given at any time after the lead boat crosses the pre start buoy.
 1306.815 **ANTICIPATING START:** Accelerating before the green light, will disqualify a boat.
 1306.82 **COUNTDOWN CLOCK START**
 1302.821 **START LINE** is an electronic beam, which will indicate if a boat crosses it before 'zero'.
 1306.822 **CLOCK** will consist of a two-metre (min) face blackout or electronic clock face or digital clock face counting down. A digital countdown may also be used.
 On top will be a red strobe and an amber light.
 1306.823 **AMBER LIGHT** will alert drivers to an imminent start, both drivers in the next heat will raise one hand to indicate they are prepared to start.
 1306.824 **WHEN READY**, or 30 seconds after the amber light, the starter will start the clock. No outside assistance can be given after this.
 1306.825 **START:** Drivers may move at any time after the clock starts, towards the start line, to as not to cross the start beam before 'zero'.
 This can be at a fast or slow speed as the driver sees fit.
 However once started, a boat may not alter course, or circle to scrub off speed.
 1306.826 **START BEAM:** will trigger the timing device.
 1306.827 **CROSSING THE START LINE BEFORE ZERO** will disqualify that boat.
 1306.828 **FLAG START METHOD** - Can be used if either lights or countdown clock are not available.
 1306.9 Regardless of start method used, all boats must proceed past the run out buoy, and await recall to the recovery area.

1307 PROTESTS

- 1307.1 **GENERAL:** Protests are to be made in writing and can only be made by an owner or driver from the same class. If upheld the boat last defeated by the offending boat will take its place in the results.
 1307.2 **PRIOR KNOWLEDGE:** Of a boats ineligibility to compete a class or its illegality will disqualify protests lodged against it on those grounds, if lodged after the first round of competition or qualifying.

- 1307.3 **LODGEMENT OF PROTESTS:** Are to be made to the drivers' representatives, who will pass it to the Race Director. All protests are to be made in writing within 30 minutes of the final round for the class being protested. Protest fees are to be submitted with the protest.
- 1307.4 **PROTEST FEES:** Are to be in cash and lodged with the protest.
- 1307.41 Protest for an engine capacity protest \$50
- 1307.42 Protest for a fuel violation \$50
- 1307.43 Protests of other alleged violations \$20
- 1307.5 **DETERMINATION OF PROTESTS:** Protests concerning the start will be determined by the Starter. All other protests will be reviewed by a "Protest Committee" consisting of Race Director, Senior Scrutineer, and a driver's representative, who will not have an interest in the outcome. The committee have the power to call any official or participant for evidence and to appoint officials to oversee engine measuring of fuel checks if required.
- 1307.51 **ENGINE CAPACITY PROTEST:** The protest committee will arrange for the checking of an engine size after the completion of eliminations, for the class being protested. If a check cannot be made at this time no awards for the class will be made, but 'Provisional Results' only will be issued. The matter will then pass to the Race Committee. The protest fee will be given to the winner of the protest.
- 1307.52 **FUEL PROTEST:** The committee will take a one litre sample from the fuel tank of the boat being protested, when the protest comes to hand.
- 1307.521 If the members of the committee are unanimous in their judgement of the fuels legality or illegality this ends the protest and the boat is reinstated or disqualified, as the case may be.
- 1307.522 If the committee do not agree, the sample will be sealed and labelled for further analysis by qualified persons. In this case the protested boat can continue to run, but 'Provisional Results' will be issued. Upon the outcome of the analysis, the results will be determined. The costs will be deducted and the remainder given to the winner of the protest.
- 1307.53 **GENERAL PROTESTS:** Protests for other matters will be reviewed by the Protest Committee, whose judgement is final. If a protest is upheld the fee is returned to the protester, if it is over ruled the fee is retained by Club conducting the event.
- 1307.54 **UPHELD PROTESTS:** Are to be reported by the Race Director to the Member Council for further consideration.
- 1307.6 **APPEALS:** Are to the procedure given in Group 400 Rules.

1308 CONDUCT AND ACTION OF PARTICIPANTS

- 1308.1 **GENERAL:** The boat owner will be held responsible for the conduct and actions of his crew. Any violations of APBA rules and regulations will result in disqualification of the boat by the Race Director and may be subject to further disciplinary action by APBA.
- 1308.2 **INTOXICANTS AND DEPRESSANTS:** No driver will be permitted to compete at any APBA event while under the influence of any intoxicants, depressants or prohibited substances. The Race Director may use any means he deems required to test for these substances. If the Race Director decides a person is under their influence or is seen taking them, that person will be disqualified from the event. This action is not appealable.

1309 RACING FORMAT

- 1309.00 The Racing format will either be 'Round Robin' or 'Knockout Elimination'. The Race Director may vary the format from round robin to knockout, if in his opinion this is required to conclude an event.
- 1309.1 **ROUND ROBIN:** Means that each boat in a class races each other boat in that class, without qualifying runs. The finalists are decided on point score. The winner will be the winner of the final round. Procedures are contained in Rule 1317.
- 1309.2 **KNOCKOUT ELIMINATIONS:** Means that after qualifying boats will be eliminated on a straight knockout method, until only one is left. This is the class winner. Procedures are in Rule 1318.

1310 ANCILLARY ELIMINATION RULES

- 1310.1 **GENERAL:** These rules are to be read in conjunction with Rules 1317, 1318 and 1319
- 1310.2 **WARM-UP TIME** of 15 minutes will be notified before the first run. After this as much time and notification as is practical will be given by the Race Director.
- 1310.3 **NON START BY A COMPETITOR** (except in finals or semi finals where Rule 1311 may be used).
- 1310.310 When informed that a boat cannot be ready when called by the Race Director.
- 1310.311 If the opposing boat is still on the trailer, he may declare the unready boat disqualified and award the win without running to the opposition
- 1310.312 If the opposing boat is on the water, or if the boat withdraws while on the water, or is unable to make a start

- 1310.32 The opposing boat will proceed to cross the start line when called, where he will be given the win, and proceed through the course and await recall.
- 1310.4 **DEAD HEAT:** If a race is declared a dead heat, the race will be re-run at a time decided by the Race Director.
- 1310.5 **FOULS:** If a boat fouls in a run and has had its chances of winning impaired.
The Race Director may order a re-run or declare the fouled boat the winner, as he sees fit.
- 1310.6 GROUND FOR ELIMINATION OR DISQUALIFICATION**
- 1310.601 Recording insufficient points (or where points are equal, recording a lower terminal speed), during round robin heats or losing a round robin semi final.
- 1310.602 Losing a valid knockout elimination heat.
- 1310.603 Failure to report to the marshalling area, in the required time.
- 1310.604 Failure to make a start when called upon to do so.
- 1310.605 Foul start (reported by starter).
- 1310.606 Approaching the start line before called upon to do so.
- 1310.607 Crossing the centre-line or outer boundaries of the course.
- 1310.608 Running in the wrong lane.
- 1310.609 Failure to complete the course in 30 seconds, from the start.
- 1310.610 In bracket racing, going faster than the speed for the bracket.
- 1310.7 BOTH BOATS FAIL** If once in the marshalling area, both boats are unable to start or keep their engines running, the first boat to cross the start line, with no outside assistance, is the winner.

1311 BROKEN BOAT

- 1311.10 In a final or semi-final only, if a boat is unable to make start or is withdrawn, the Race Director may invite the next qualified boat to compete. This is at the Race Director's sole discretion.
- 1311.11 Any time allowed for the invited boat will be determined by the Race Director, with regard to circumstances prevailing at the time.

1312 EVENT SUPERVISION

- 1312.1 GENERAL:** Both the Race Director and Senior Starter are to supervise Drag Race events and no competition will commence until they are present. The Race Committee may appoint additional personnel as required to run the event.
- 1312.2 RACE DIRECTOR:** Is the senior official for the event and all instructions from him are not subject to appeal, both from competitors and Formula Future officials. The Race Director will ensure that:-
- 1312.21 All forms for running of the event are available on the day.
- 1312.22 All forms are correctly filled in and submitted.
- 1312.23 The rules and requirements of APBA and Statutory or Government bodies are complied with.
- 1312.3 SENIOR STARTER:** Is responsible for ensuring that rules relating to the starting procedures (Rule 1306) are complied with. The Senior Starter may act as starter or delegate this to another official. Any determination as to a legal start rests solely with him.

1313 POSTPONEMENT OR ABANDONMENT OF EVENT

- 1313.01 The postponement or abandonment, due to weather conditions, will be determined by a majority vote of the evaluation committee, consisting of:
The Race Director The Senior Starter
The Senior Scrutineer The two Drivers Representatives from the event.
- 1313.1 POSTPONEMENT:** Where running the event cannot be continued on the day, it can be postponed for up to 14 days
- 1313.2 ABANDONMENT:** Where it is impractical to postpone an event or it cannot be held within 14 days, it will be abandoned.
Except in the case of Championships where the General Rule 303.03 is to take precedence.
- 1313.3 REFUND OF ENTRY FEES FOR:**
- 1313.31 Postponed events, are not refundable
- 1313.32 Abandoned events
- 1313.321 If abandoned before qualifying trials, entry fees will be refunded on application
- 1313.322 If abandoned after qualifying has commenced, no refund will be available
- 1313.4 DETERMINATION OF WINNERS FOR AN ABANDONED EVENT:** The boat with the fastest recorded speed and still in competition, when abandoned will be the winner.

1314 REMOVAL OF SUBMERGED EQUIPMENT

1314.10 Whether during the race program or deferred to a later date will be at the Race Directors sole discretion.

1315 SPEED RECORDS

1315.0 Are recognised for all classes and must be established at a sanctioned event Speed records for classes limited to a maximum speed will be recognised as an elapsed time (ET) record.

The records are required to be one tenth (0.10) second faster than the previous record.

1315.1 ESTABLISHMENT OF SPEED RECORDS: Must be made by two runs on the same day, in either competition or qualifying. Exhibition or other runs are eligible for records.

- The claimed speed must be a minimum of 1 mph over the existing record speed being claimed.
- Following the establishment of a first run over the record, it must be backed up by a run within 3% of the first run.
- The second run can be faster and if within the 3% required the faster speed will be recorded.
- If the run is more Than 3% faster the slower speed will be recorded.
- A prior run will be accepted as a back up if within the 3%.
- If a record is established during a final round, a second solo run will be permitted, to attempt to back up the record, time permitting.

1315.2 MULTIPLE RECORDS ON ONE DAY: If more than one record for a class is established during the event, the record with the higher speed only will be recognised.

1315.3 MISCELLANEOUS RULES FOR RECORDS:-

1315.31 DISQUALIFICATION on a run also disallows any record or backup for that run.

1315.32 DEAD HEATS also disallow any record or backup for that run.

1315.33 COMPETING OUT OF CLASS: Where invited by the Race Director, due to insufficient entries for a class, a boat may establish a record for the originally entered class. If a boat enters a class of its own volition, it is not eligible to establish records in any other class it may be eligible for.

1315.4 APPROVAL OF RECORD: Will be made by the APBA and is not official until done so.

1315.5 RECOGNITION OF AWARDS: Will be by certificate, with the details displayed on it.

1315.6 SURVEY OF COURSE: Must have been completed and lodged with the National Authority.

1315.7 ENGINE SIZE CHECK: must be performed, or an APBA engine measurement certificate produced.

1315.8 FUEL CHECK must be carried out, at the conclusion of the first run over the record.

1316 RACE COURSE CONFIGURATION

1316.1 COURSE SPECIFICATIONS: The course is to be laid out with details in the Drag Race Course Diagram. It is recommended that all courses be surveyed where possible and permanent markers installed to indicate the position of the start and finish lines as well as the speed trap lines.

1316.2 TIMING: Is to be done by stationary electronic devices of a recording type.

- The timing device must be capable of recording the elapsed time from when the starter displays a green light OR from when the start line is crossed to when the leading boat crosses the finish line.
- In addition the device will record the elapsed time over the final 132 feet (40.234m) of the run.
- Both quarter mile and 132' times are to be recorded on a digital readout.
- The quarter mile ET is to be in hundredths (.01) of a second and the 132' times in one thousands (.001) of a second.
- Timing devices must be approved by the Association.

Terminal speed calculations are made by the formula:

$$\text{Terminal Speed (mph)} = \frac{90}{\text{Time over the last 132' (in seconds)}}$$

1317 RULES FOR ROUND ROBIN FORMAT OF RACING

1317.1 CONSTITUTION OF A CLASS: It will take two boats passing scrutineering to form a class.

Where only two boats are eligible, they will contest two heats followed by a final.

Where only one boat is eligible, it can be moved into the next available class at the discretion of the Race Director.

1317.2 FORMATION OF CLASS FIELDS: Where there are more than five BAH or BAD or seven of another class; they will be split into two fields of approximately equal numbers by a random method. Until the semi finals they will be separate classes. Where less than this they will be one field.

1317.3

PAIRING OF CLASS FIELDS

Round 1 LANE		Round 2 LANE		Round 3 LANE		Round 4 LANE		Round 5 LANE		Round 6 LANE		Round 7 LANE	
1	2	1	2	1	2	1	2	1	2	1	2	1	2

EIGHT BOAT FIELD

1 vs. 2	4 vs. 1	1 vs. 6	5 vs. 1	1 vs. 7	7 vs. 3	5 vs. 2
3 vs. 4	6 vs. 3	5 vs. 7	7 vs. 4	3 vs. 5	6 vs. 2	7 vs. 6
5 vs. 6	2 vs. 7	2 vs. 4	3 vs. 2	4 vs. 6	4 vs. 5	1 vs. 3
7 vs. 8	8 vs. 5	3 vs. 8	6 vs. 8	2 vs. 8	8 vs. 1	8 vs. 4

SEVEN BOAT FIELD

2 vs. 3	1 vs. 5	2 vs. 1	1 vs. 3	4 vs. 1	1 vs. 7	6 vs. 1
5 vs. 4	3 vs. 6	6 vs. 4	7 vs. 2	2 vs. 6	5 vs. 2	4 vs. 2
6 vs. 7	7 vs. 4	7 vs. 5	5 vs. 6	3 vs. 7	4 vs. 3	3 vs. 5
1 BYE	2 BYE	3 BYE	4 BYE	5 BYE	6 BYE	7 BYE

SIX BOAT FIELD

1 vs. 2	4 vs. 1	1 vs. 6	5 vs. 1	1 vs. 3		
3 vs. 4	6 vs. 3	5 vs. 3	6 vs. 4	4 vs. 5		
5 vs. 6	2 vs. 5	2 vs. 4	3 vs. 2	2 vs. 6		

FIVE BOAT FIELD

2 vs. 4	1 vs. 3	4 vs. 1	5 vs. 1	1 vs. 2		
3 vs. 5	2 vs. 5	5 vs. 2	2 vs. 3	3 vs. 4		
1 BYE	2 BYE	3 BYE	4 BYE	5 BYE		

1317.3

PAIRING OF CLASS FIELDS

FOUR BOAT FIELD

1 vs. 2	4 vs. 1	1 vs. 3				
3 vs. 4	2 vs. 3	2 vs. 4				

THREE BOAT FIELD

2 vs. 3	3 vs. 1	1 vs. 2				
1 BYE	2 BYE	3 BYE				

TWO BOAT FIELD

1 vs. 2	2 vs. 1					
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1317.4

SCORING OF HEATS

Point score used for the result of a Round Robin	No points will be awarded where		
Heat winner	5 points	A boat does not start	DNS
Heat runner up	3 points	A boat does not finish in 30 seconds	DNF
Official Bye	5 points	A boat is disqualified	DISQ

1317.5

CLASS FINALISTS

1317.51

The boats eligible for the finals are those that:

1317.511

Have the highest number of points

1317.512

If more than two boats have equal points, the boat recording the highest speed will be given an extra point.

1317.52

The finals will be run by one of the following as required

1317.521

In un-split fields, the highest point scorers will form a final

1317.522

In split in two fields the winner and runner up from each field are advanced into a combination semi final. All other boats are eliminated.

1317.53

In semi finals the winner from one side of the split will be run against the runner up from the other.

1317.54

In a split of more than two fields the winner and runner up of each:-

1317.541

Are to be seeded and run off under a Knockout system to determine the combined class winner and runner up.

1317.6

OTHER RULES: All other rules except those specifically for Knockout eliminations apply to this section.

1318.01

GENERAL: All boats entered in a class must qualify for the right to contest the class as per the following. EXCEPTING where it is impractical to conduct qualifying, where pairing will be by lottery, one for each class by the Race Director.

1318.02 CONSTITUTION OF A CLASS: Two boats entering a class and passing scrutineering forms a class, if only one boat is able to make it to the first round of eliminations, it will be declared the winner, after running through the course.

If only one boat enters a class it can be invited, by the Race Director to contest an alternative class, as determined by the Race Director.

1318.2 NUMBER OF QUALIFYING RUNS: Each boat will be given the opportunity to make one qualifying run, further runs will be permitted if time allows.

1318.3 CLASS UNFILLED: Where a class is less than the maximum number of contestants, qualifying is not mandatory.

However those boats without a qualifying speed will be regarded as the slowest in the field and a lottery will be held for positions, if there is more than one with no qualifying speed.

1318.4 OTHER RULES: Except those specifically for Round Robin apply to this section.

1318.5 KNOCKOUT ELIMINATIONS PAIRING TABLE

NUMBER OF BOATS IN ROUND - WHERE 1 = FASTEST QUALIFIER AND 8 = SLOWEST QUALIFIER

	8	7	6	5	4	3
PAIRING	8 vs. 4	7 vs. 4	6 vs. 3	5 vs. 3	4 vs. 2	3 vs. 2
	7 vs. 3	6 vs. 3	5 vs. 2	4 vs. 2	3 vs. 1	1 BYE
SEQUENCE	6 vs. 2	5 vs. 2	4 vs. 1	1 BYE		
	5 vs. 1	1 BYE				

1318 RULES FOR KNOCKOUT ELIMINATIONS FORMAT

1318.51 As indicated in the above table, if there is an uneven number of boats (less than 8) qualified for the first round of eliminations in a class, the boat with the fastest qualifying speed must be awarded the bye for the round and does not need to run, if the driver chooses not to.

1318.52 However any boat awarded a bye in the first round of eliminations must be inserted as the slowest boat in the second round (whether a bye is run or not) and the boat recording the fastest speed in the first round, is to be inserted as the bye boat in the second round if this situation still exists.

1318.53 The method of inserting bye boats in the elimination rounds is to be utilised until the final run off between two boats is achieved.

1319 BRACKET RACE RULES

1319.10 ELIGIBILITY AND CLASSES TO BE RUN

1319.11 CLASSES: For Championship events are limited to those listed in the General Drag Boat Rules.

At other events, classes can be arranged in convenient speed groupings; however the groups should be of a spread close enough to ensure good racing.

1319.12 BOAT TYPES These are speed brackets only, any type of hull or propulsion systems are acceptable.

1319.13 ENGINE SIZES - to 565 cubic inches with any modifications permitted.

1319.14 FUEL Can be any commercially available type (Petrol, Methanol, LPG gas or Nitrous Oxide). NO power additives such as 'Nitro' derivatives and variants are permitted.

1319.15 Nitrous Oxide must be installed as per manufacturer's specification. A full throttle switch only must operate all systems. No other type of activation is permitted. It is the Driver and/or Boat Owner's responsibility to ensure that the system is installed to the manufacturer's specification.

1319.2 SPECIAL SCRUTINEERING REQUIREMENTS Bracket boats must meet all standard requirements, in addition if a boat is fitted with a speedometer, it is to be taped over and the Scrutineer to sign or affix a mark over it to show if it has been lifted. The fitting of carburettor stops to limit the boat speed is permitted, but they must not be able to be adjusted during a race.

1319.3 RUNNING THE CLASS

1319.31 FAIR RUNNING All boats are to do a qualifying run to determine their class. They must run fairly through the course without obvious backing off, both in qualifying and in competition. Backing off during a run, other than to correct or avoid a dangerous condition may result in disqualification.

1319.32 BREAKING OUT or running too fast. A boat is permitted to run up to the top speed for the class. e.g. If the upper speed limit is 75 mph a boat may run up to 75.99 mph, a speed of 76 mph is a disqualification.

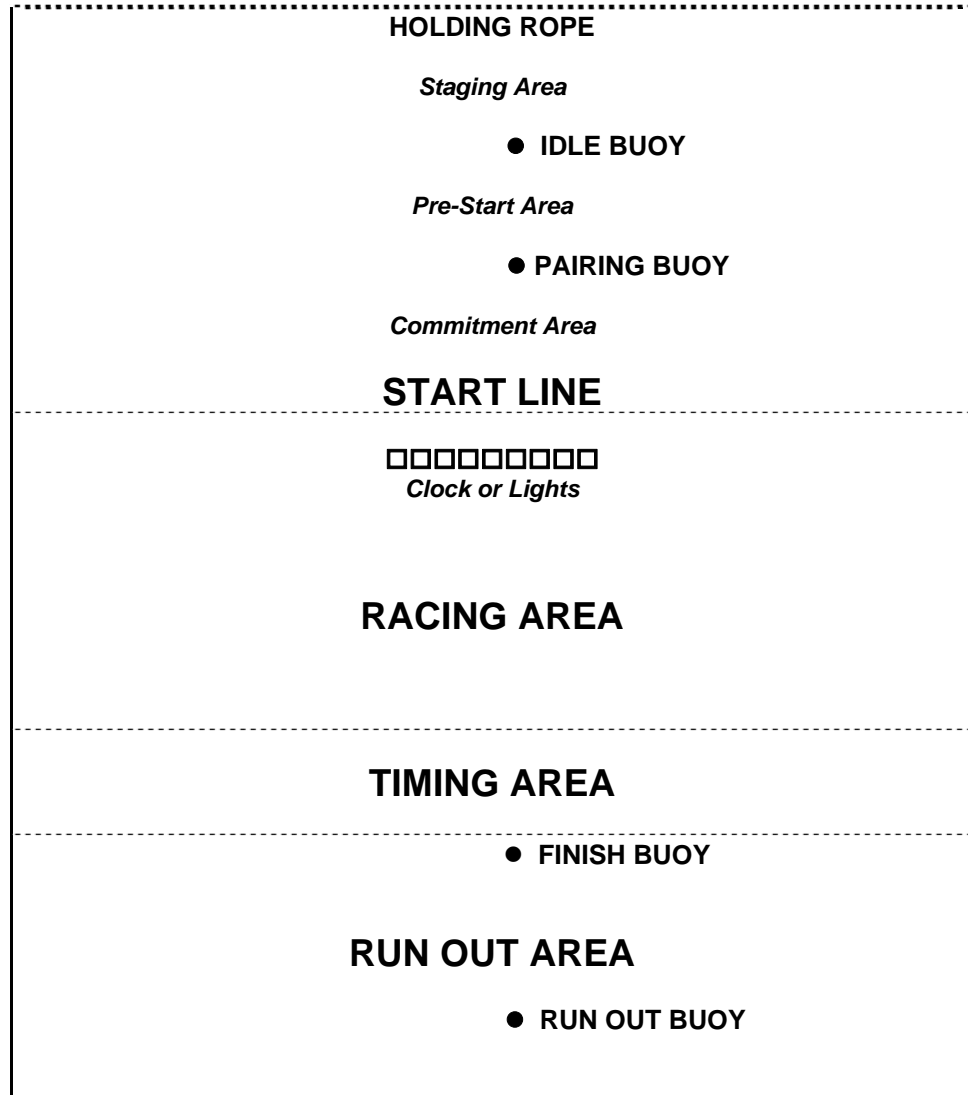
1319.4 OTHER RULES AND REQUIREMENTS Will be to the rules for round robin or eliminations as is being run on the day.

STANDARD DRAG RACING COURSE DIAGRAM

(not to scale)

Marshalling Area

(When Holding Rope is not used)



● Indicates buoys
Distances are

position of
advisory only

and may be modified to suit individual venues.

Distance between Holding Rope and Idle Buoy	100 feet	30 metres
Distance between Idle Buoy and Pairing Buoy	20 feet	6 metres
Distance between Pairing Buoy and Start Line	100 feet	30 metres
Distance between Start Line and Clock or Lights	150 feet	45 metres
Distance between the start of the Timing Area and the finish buoy	132 feet	40 metres
Overall distance between the Start Line and Finish Buoy	1320 feet	402 metre
Distance between Finish Buoy and Run-Out Buoy	1720 feet	525 metres
Recommended minimum width of each lane	90 feet	27 metres