



**ASBR, American Sprint Boat
Pro Racing Series,
Sporting & Technical Regulations
2023 Race Season**

FOREWARD

American Sprint Boat Racing (ASBR) strives to make Sprint Boat racing highly competitive, affordable and entertaining for racing fans and competitors. One of the tools that we use for this purpose is the ASBR Technical and Sporting Regulations, which contains the rules and procedures governing all ASBR sanctioned on-track activities. These regulations are intended to be as transparent as humanly possible. We all at American Sprint Boat Racing wish all of you a successful and rewarding year of racing.

Warranty Disclaimer:

The regulations promulgated in this Rule Book are intended as guidelines for the sport of Sprint Boating, and the regulations relating to the safety of equipment are the responsibility of each individual who participates in the sport of Sprint Boat Racing under these regulations. No express or implied warranty of safety is intended nor may be inferred from the publication of either this document nor the compliance therewith.

NOTHING CONTAINED HEREIN SHOULD BE CONSTRUED AS A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, BYSTANDERS OR SPECTATORS.

The regulations contained herein are intended solely for the governance of ASBR sanctioned events.

**Questions and/or comments may be addressed
to ASBR by emailing: info@asbracing.com**

Table of Contents

| <u>SPORTING REGULATIONS</u> | Section |
|--|----------------|
| General Definitions: | 1 |
| General Regulations: | 2 |
| ASBR Licensing Procedures: | 3 |
| Running the Course: | 4 |
| Scoring System: | 5 |
| Race Format: | 6 |
| Code of Conduct: | 7 |
| Penalties, Reviews & Appeals Processes | 8 |
| Personnel | 9 |

TECHNICAL REGULATIONS

| | |
|--------------------------------|----|
| Technical Inspection: | 10 |
| Roll Bars: | 11 |
| Personal Protective Equipment: | 12 |
| Post-Race Inspection: | 13 |
| Modified Class: | 14 |
| 400 Class: | 15 |
| Unlimited Class: | 16 |

SPORTING REGULATIONS

1 - General Definitions:

- 1.1 **DNF: Did Not Finish.** The driver didn't successfully complete the designated course. Entering a wrong channel, wrecking, beaching or otherwise needing assistance of the safety crew constitutes a DNF. Receiving a DNF during a qualifying round means no time is awarded to the driver for that round. Receiving a DNF in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNF during the elimination rounds automatically eliminates the driver from the remainder of the event.
- 1.2 **DNS: Did Not Start.** Driver was unable to start a run within the 5 minutes of a call to start. Receiving a DNS during a qualifying round means no time is awarded to the driver for that round. Receiving a DNS in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNS during the elimination rounds automatically eliminates the driver from the remainder of the event.
- 1.3 **DQ: Disqualified.** Any participant disqualified from a sanctioned points event, by the sanctioning body or their appointed representative, for any reason, immediately forfeits all entry fees, prize money and points accrued for the event.
- 1.4 **Protest or problem:** that comes up a determination will be made by ASBR and ruling will be made within 24 hours.
- 1.5 **Underway:** Engine running, pump operating and able to propel itself under its own power.
- 1.6 **Red flag condition/Cold Track:** Under a non-race condition. Either by a red flag or a boat grounded or otherwise not underway.
- 1.7 **Green flag condition/Hot Track:** Under race/green flag conditions. When underway in race conditions, a boat remains under a green flag until under the command of the race controller and being trailered.
- 1.8 **U-turn:** A complete reversal in direction. When a boat becomes misdirected and/or spins out in a channel, the direction can be reversed to get back on course under 3.3 – 3.4.
- 1.9 **Trailered:** Boat fully onto the trailer, chain attached and trailer pulled from the water.
- 1.10 **Launch Area:** This is the area of water that the boats are launched into before entering the start lane to complete a rotation and return to after completing their rotation to be trailered.

1.11 **Start Lane:** This is the area the boat enters after being launched to approach the actual starting line to begin an official rotation.

1.12 **Finish Area:** Also known as the Spin-out Pool. This is the area the boats enter when completing a rotation. This is a very dangerous area where the boats enter at full speed and slow down to re-enter the launch area to trailer their boat.

2 - General Regulations:

2.1 Drivers, navigators and all active pit crew must be current members of the ASBR.

2.2 Drivers, Navigators and active crew members must wear professional-appearing collared crew shirts, or race suits during an event, or while participating in fan or media activities. i.e. show and shine, parades, static boat displays etc.

2.3 All Boats and Drivers must comply with the ASBR's technical inspection list.

2.4 Crew and boat registration and technical inspection must be completed prior to launching the boat.

2.5 The minimum age for a driver is 16 years of age; minimum age for navigator is 15 years of age. Drivers and navigators under 18 may compete provided the parent or legal guardian has given written consent. Proof of age will be required. All minors are allowed to race in Modified class only.

2.6 Each boat team shall consist of a driver and a navigator.

2.7 Once a driver and navigator have registered for the event as a team, they will be the only participants allowed to compete on that team. Driver and navigator may not switch seats during an event. During an event a navigator can be replaced for good cause, subject to the approval of the racing committee for that event, as long as that navigator is a paid member of the ASBR. The navigator can only be changed during the qualification rounds. No swapping will be allowed during the elimination rounds. All other conditions must be met for the replacement navigator with respect to forms, ID, age, and ASBR membership.

2.8 A racer can run in two different classes as long as he is running two different boats, has been issued a racing license for each class the driver chooses to compete in, and has paid separate entry fees for each class.

2.9 The use of safety equipment, specified within this document, is mandatory any time the boat is underway with no exceptions. If a neck restraint or helmet becomes un-done and/or flies off while a racer is racing on the course, or a driver/navigator removes any safety equipment or restraints under a green flag condition a DNF will be assigned for the round in which the violation occurred. This will be strictly enforced.

- 2.10 Boats will not exceed a speed more than required to maintain forward motion in the launch and finish areas.
- 2.11 No more than 2 teams per boat will be allowed, unless otherwise approved by the ASBR for that event.
- 2.12 Drivers and navigators must attend the drivers' meeting prior to the event. Failure to attend the drivers' meeting without ASBR approval may be considered a breach of this regulation.
- 2.13 After starting order has been set, if for good reason a boat cannot start in the order drawn, the Race Controller or Launch Master will be immediately notified. Five minutes will be given after the call to start to correct the problems and get staged. If the boat is started within the allotted 5 minutes it will be sent to the track in the next available slot of the racing order by the Race Controller or Launch Master. A DNS designation will be given if the 5 minute clock cannot be met.
- 2.14 All protests, during the race event, shall be presented to the Race Controller by one, and only one, member from the challenging team. If more than one member of the challenging team approaches the Race Controller with a protest, that protest will be rejected by the Race Controller and may not be filed at a later time.
- 2.15 A minimum of 5 boats are required to make a class.
- 2.16 Noise limitations: Track owners or event promoters must notify the ASBR of any restrictions prior to the beginning of the racing season.
- 2.17 FLAGS/LIGHT TREE:
- 2.18 Green - Starter flag.
- 2.19 Red - Course closed.
- 2.20 Black - Disqualification, leave course.
- 2.21 . Once the boat is in the staging area, and at idle speed, the green flag will wave, signaling the boat to begin. The actual timing will start as the boat crosses a fixed reference point.
- 2.22 If the boat fails to launch due to a plugged pump intake grate, the driver may elect to waive off the run and immediately return to the pit area and rectify the issue. Five minutes will be given to correct the problem and get re-staged. If the problem cannot be rectified and the boat restaged within the 5 minute period, the boat will receive a DNF for the round. A maximum of two restarts after a failed start due to a plugged pump intake grate will be allowed per round. No waive-offs are allowed for mechanical problems, the driver must attempt to run the course or return to the pits and take a DNF.

2.23 The race officials have the authority to investigate boats for the compliance of regulations at any time during an event.

2.24 Boat numbers must be requested from and assigned by the ASBR and will remain the property of the participant as long as the number is entered into at least one sanctioned event during the past 2 seasons. If a number becomes inactive due to non-participation, it can then be assigned to a new owner by the ASBR Secretary.

2.25 All event promoters and tracks must schedule their race dates by an ASBR approved deadline, in order to hold an ASBR sanctioned points event, no later than December 1st.

3 - Running the Course:

3.1 The boat must follow the exact rotation as designated for the event.

3.2 Cutting the course or running the wrong rotation will be a DNF with no time being awarded for that round.

3.3 If you miss a turn during your run it will be scored as a DNF. You cannot go back and pick up the course. The driver will exit the course immediately, via the shortest and safest route possible.

3.4 A boat may make a “u-turn” in a channel to resume racing, however the intent of the u-turn must be clear and concise. The Race Controller, Track Spotter and Backup Spotter will be the final decision makers if a boat makes a proper u-turn and is not contestable or appealable.

3.5 If a boat runs aground (beached), “Beaching” shall be defined as; when a boat leaves the water and goes up on land and all forward motion has stopped, is touched by the safety crew, or one of the occupants unbuckles their safety harnesses the boat will receive a DNF for that run.

3.6 Upon receiving a DNF, the driver will exit the course immediately, via the shortest and safest route possible.

3.7 At no time will a boat utilize the start channel as a path back to the pits. Any boat guilty of this will be immediately disqualified for the remainder of the event.

4 - Scoring System:

4.1 Boat drivers will accrue points throughout the season at each sanctioned points event that they participate in. This system will lead to a season ending champion in each class.

4.2 Points are accrued in the class that the driver enters in each sanctioned points event and will be totaled separately for each class. The points a driver earns in one class can't be combined with points for another class.

- 4.3 Any driver who fails to make it into the elimination rounds will be placed and awarded points based on the fastest time.
- 4.4 There will be no ties. To break a tie in the final points awarded for each event, the scoring will go back to the previous elimination round or the previous qualification round if necessary. The boat successfully running the fastest, most recent round will be awarded the higher position.
- 4.5 No placement points will be awarded to a driver that doesn't successfully complete at least one qualifying run.
- 4.6 For scoring purposes, a DNF will score higher than a DNS. Multiple DNF's or DNS's in the elimination rounds will be scored by going back to the previous elimination round or the previous qualification round if necessary. The boat successfully running the fastest, most recent round will be awarded the higher position.
- 4.7 Points are awarded on the following scale for each sanctioned points event:
 - a. 3 points for showing up and entering a boat in the event.
 - b. 7 points for successfully qualifying, plus an additional:
 - c. 8 points for successfully qualifying fastest for each class.
 - d. 1 point less for each subsequent qualifying position. (i.e. 7 for 2nd, 6 for 3rd etc.)
 - e. 70 Points for 1st place finish.
 - f. 5 Points less for each subsequent finishing position (i.e. 65 for 2nd, 60 for 3rd).
Points will be awarded to all boats in each class that have run a successful qualifying round, from fastest in the elimination round, to slowest in the qualifying round.

5 - Race Format:

- 5.1 Race teams must pay their entry fee and sign the required paperwork to enter the event during technical inspection (usually held the evening prior to race day) and up to (1) one hour prior to the scheduled Drivers Meeting, (Entry Deadline), on race day. No entries will be allowed after the Entry Deadline without ASBR approval. Teams arriving late on race day, due to travel problems, may call ahead and have a proxy pay their entry fee to enter the event, anytime, prior to the Entry Deadline. However, the entry fee is non-refundable if the team fails to show up in time to race.
- 5.2 All teams/ boats must pass technical inspection prior to the scheduled Drivers Meeting, or the team will not be allowed to participate in the event and will forfeit any and all entry fees and points for that event.
- 5.3 A sanctioned race will consist of qualifying rounds for each class. A random drawing by ASBR will determine the running order. New race order will be drawn for each individual race event of the season.

- 5.4 All entrants must run in the specific order of placement as determined by the ASBR, with the following exception: entrants who fall under the 5-minute rule may be temporarily replaced by the next boat in order as determined by the launch controller in the same class.
- 5.5 At the completion of the qualifying rounds, the top qualified boats in each class, based on fastest time, which successfully made a qualifying round, will advance to the first elimination round. The boats will run in an order from slowest to fastest.
- 5.6 Any driver who fails to make it into the elimination rounds will be placed and awarded points based on the fastest qualifying time. The 400 and Unlimited classes must run within 120% of the fastest qualifying time in their respective classes. Any 400 or Unlimited class boats that do not qualify within 120% of the fastest qualifying time in their respective class will not make the elimination rounds.
- 5.7 Elimination rounds will be determined by boat count ending in a two boat final.
- 5.8 All Sponsor rides must be approved by ASBR prior to the event. ASBR will determine the number of sponsor rides, and all rides will follow course rotation for that day's race.
- 5.9 All checkered-flag runs begin at the start gate and will run along the outside of track with 2 runs maximum.
- 5.10 Excessive speed, "hot-dogging", spraying of the water from the jet-pump at personnel, or other unsafe acts during a checkered-flag run may result in loss of points.

6 - Code of Conduct:

- 6.1 Every Entrant, event participant and Member of the ASBR is expected to conduct himself/herself in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied membership or may have their existing membership may be suspended or revoked by ASBR.
- 6.2 ASBR Members are encouraged to take part in certain fan and media activities promoted by ASBR race venues. Teams are encouraged to be fan friendly.
- 6.3 Any Entrant or Member that publicly criticizes ASBR or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to the ASBR, and the best interests of the sport may be cause for disciplinary action.
- 6.4 Penalties are issued at the sole discretion of the ASBR.

- 6.5 There is a total ban on the consumption of alcohol, non-prescription drugs and drugs that prohibit operation of motor vehicles by a Member for the duration of the event. Members are required to have zero (.00%) blood alcohol content prior to and during racing and to comply with the ASBR regulations.
- 6.6 Breathalyzer and/or drug testing of the Members may occur randomly or at the ASBR'S discretion prior to the start of the event or anytime during the event. Properly administered prescription drugs that allow the operation of motor vehicles and authorized by a Doctor will be allowed. A properly dispensed prescription bottle or prescription must be available upon request at all times.

8 - Penalties, Reviews & Appeals Processes

- 8.1 Penalty. Any Member that violates any Regulation or attempts to bribe anyone involved with an Event or is party to fraud or any act detrimental to ASBR or the sport of Sprint Boat racing, may be penalized as determined by ASBR, in its sole discretion. The authority to assess penalties is not limited to violations occurring during an Event.
- 8.2 Issuance of Penalty. ASBR may impose any penalty deemed prudent, including but not limited to loss of points, loss of prize money, disqualification, suspension or revocation of Membership or competition privileges, probation, expulsion from an Event, withholding of purse or prize money or any consecutive combinations thereof.
- 8.4 Final and Not Subject to Appeal. The following matters and all actions, decisions, rulings and/or penalties made or taken with respect to such matters shall be Conclusive. Any action or decision (or alleged inaction) by ASBR arising out of an Event except those directly related to a boat's technical compliance.
- a. Any Race Procedure penalty
 - b. Any decision with respect to timing and scoring
 - c. A decision as to whether a matter is or is not Conclusive
 - d. Revocation of credentials or parking privileges in the Pits at any event
- 8.5 Publication. ASBR shall have the right to publicize penalties, protest, appeals and/or the decisions thereof. The persons or body referred to in the publication shall have no right of action against ASBR.
- 8.6 Bad Faith. If it is proved to the satisfaction of ASBR that the author of a protest and/or appeal has acted in bad faith, he shall be in violation of the Regulations and may be penalized.
- 8.7 Timing and Scoring Results:
- a. Right to Review. The decisions of the Timing and Scoring Official, with respect to timing and scoring, are final unless the Timing and Scoring Official elects to request a review by ASBR or when the Timing and Scoring Official is asked by an

Entrant, who has competed in the Event, to request a review. All results will remain unofficial until reviewed by ASBR. A decision will be rendered within 48 hours following conclusion of the Event.

- 8.8 Protest. The right to protest shall rest only with an Entrant and/or Crew Chief taking part in the Event in question. An Entrant may protest a decision, act, or omission of ASBR, an Official, Competitor, or other person connected with the Event, which is considered to be in violation of the Regulations and will cause a significant unfair competitive advantage.
- 8.9 Notice of Protest. The protest must be delivered to ASBR by the end of the event, in writing, specifying the specific Regulation that is considered to have been violated. Protest must be signed by the Entrant making the protest, and accompanied by a protest fee of \$250 payable to ASBR. The protest fee may be retained or returned, in whole or part, at the discretion of ASBR.
- a. Against a Boat. If a protest is made against a Boat's eligibility, the Entrant must provide, in addition to the protest fee, a protest inspection fee of \$3,000. The protest inspection fee will be returned only if the protest is found to be valid. Any Entrant who does not allow inspection of their boat is subject to immediate disqualification from the Event.
- 8.10 Review. All parties concerned shall be bound by the decision given. All reviews will be conducted by ASBR.
- 8.11 Withholding Awards. When a protest which would affect awards has been lodged, all awards affected by the protest shall be frozen. A decision will be rendered by ASBR.

9 - Personnel:

- 9.1 **Race Controller:** Designated by the Sanctioning Body and is responsible for enforcement of all sanctioning body regulations, and any, and all procedures and regulations pertaining to the race event.
- 9.2 **ASBR Technical Inspectors:** Designated by the Sanctioning Body and is responsible for inspection of race boats and safety equipment for compliance with the ASBR rule book. Inspections will be completed on all boats prior to the race event. Anytime a boat wrecks and must be trailered back to the pits, a follow-up inspection will be completed prior to the boat re-entering the event. Any boat that wins an event will be subject to a post-race inspection with regards to class specific regulations. Any conflicts that arise from a technical inspection will be immediately addressed by ASBR to determine an appropriate course of action.

- 9.3 **Safety:** All safety inspections will be conducted by ASBR officials.
- 9.4 **Lead Timer:** Designated by the Sanctioning Body and is responsible for timing of all boats and recording the times of each run. All timing results are certified by the Lead Timer.
- 9.5 **Back-up Timer:** Duplicates efforts of Lead Timer and confirms accuracy of official results.
- 9.6 **Spotters:** There will be a minimum of 2 qualified people assigned by ASBR.
- 9.7 **Pit Steward:** Designated by ASBR and is responsible for staging the boats in the order assigned by the Lead Timer.
- 9.8 **Launch Controller:** Designated by ASBR and is responsible for sending the boats to the starting line.
- 9.9 **Media Director:** Designated by ASBR.

TECHNICAL REGULATIONS

10 - Technical Inspection:

- 10.1 A sprint boat shall be defined as a single hull, single engine boat, propelled by a jet pump unit. The hull shall be constructed of aluminum up to the deck line. The deck may be aluminum or composite material, but must be permanently affixed to the hull in a manner to add strength to the overall assembly. Length of the boat is measured from bow tip to rear edge of the stern, not including the pump, with a minimum length of 12 feet and a maximum length of 14 feet.
- 10.2 The use of any composite materials shall be limited to non-structural areas or parts: i.e. Spoiler, Dashboards, Gauge Panels, battery boxes etc.
Seats must be commercially built by a reputable manufacturer.
All use of Carbon Fiber must be approved by ASBR Safety Technician prior to race day.
- 10.3 Nitrous oxide is banned from all competing boats.
- 10.4 Non-reinforced plastic or wood steering wheels are banned from competing boats.
- 10.5 Race numbers shall be affixed and legible on all boats and shall be at least 10 inches in height. Numbers shall be affixed to each side of the roll cage. Any boat running Methanol fuel must have a Red letter "M" affixed to each side of the boat at least 7 inches in height.
- 10.6 At least 1 number, 3 inches in height, shall be affixed to the vertical section of the transom of the boat no less than 3 inches from the top of the transom.

- 10.7 All numbers and letters will contrast with the color of the boat for ease of reading.
- 10.8 No items may be attached to any portion of a boat, including roll cage except for cameras or items necessary for conducting a race or timing, scoring and promotion.
- 10.9 Any item(s) attached to a boat and/or roll cage are subject to the approval of ASBR.
- 10.10 Fire extinguisher(s) may be installed on each boat.
- 10.11 Fuel cells or tanks shall be securely affixed to the boat; through bolting or welding.
- 10.12 Batteries must be bolted or clamped securely to the boat. If a battery is being used that allows exposed terminals, those battery terminals must be insulated. No wet cell batteries allowed.
- 10.13 All boats must be equipped with an ignition kill switch, which must be located so that it is easily accessible to the driver and navigator while strapped in their seats and members of the safety crew from outside the boat. The kill switch must be clearly marked with a red arrow showing the off position. The battery isolation switch may also function as the ignition kill switch provided that it is properly wired to kill the engine when switched off. The battery isolation switch must also be clearly marked with a red arrow showing the off position.
- 10.14 All boats must have a minimum of two throttle return springs (not including internal carburetor spring), either one of which is capable of closing the throttles in the event that the throttle linkage becomes disconnected.
- 10.15 All pressure and non-pressure oil lines, fuel lines must be of the following type of materials: aeroquip steel braided (or equivalent) or metal tubing.
- 10.16 Adequate breathers and tip over valves must be fitted to each fuel tank, venting overboard.
- 10.17 Any boat using an electric fuel pump must have an automatic shut off switch which stops the pump in the event the boat becomes inverted or the engine stops running.
- 10.18 All Boats will have an adequate guard installed above the flywheel. Additionally, all boats utilizing a front engine drive belt system of any type that can be reached by any extremity of the driver or navigator while seated must be equipped with an anti-intrusion net, screen, or guard that will effectively prevent bodily injury from the moving components. All boats must have a driveline hoop.
- 10.19 All boats shall have the engines safety strapped from the engine block to the hull or hull stringers in at least four places; two on each side, one fore and one aft of the motor. The straps shall consist of a minimum of 3/16 inch thick high-test chain or cable and

fastened to the motor by a minimum 3/8 inch diameter grade 8 bolts. This is the only area where grade 8 bolts are required.

- 10.20 The steering system must be in good condition and all threaded fittings must have effective locking devices. If plastic coated cable is used, plastic must be stripped over the crimped or clamped area.
- 10.21 All boats must have a functional reverse.
- 10.22 Engine water outlets extruding from the side or rear of the boat must be angled to discharge the water downwards at a minimum of 45 degrees.
- 10.23 No plastic seats will be allowed in the competition. Seats must be metal or composite motorsports racing seats approved by ASBR.
- 10.24 Seats shall be securely affixed within the roll cage assembly, such that the driver and navigator are sitting side by side one another.
- 10.25 All seats must have side head restraints extending to a point even with the front of the competitors shoulder while strapped securely in the seat.
- 10.26 All padded neck collars shall be replaced before the expiration date or when functionality has been compromised as determined by the Technical Inspector.
- 10.27 All Pit areas will have an additional fire extinguisher with the following specifications:
Minimum 4lb or larger-ABC rating.

11 - Roll Bars:

- 11.1 A roll cage that meets the following minimum requirements must be installed in each boat. No guarantee is implied, nor responsibility taken for the protection of the driver or navigator of a roll cage built to these specifications. Persons building roll cages should consult with a person experienced and skilled in the design of roll cages and safety.
- 11.2 Roll cages are to be constructed so that all parts of the driver and navigators bodies above the deck line are contained within the cage. Regard should be given to ease of entry and exit, especially in the case of an accident that leaves the boat inverted.
- 11.3 Only round tubing is acceptable.
- 11.4 Minimum diameter: Steel, seamless tubing or DOM: 1.5-inch o.d. with .120-inch wall.
4130 Chrome Moly: 1.5-inch o.d., .083-inch wall.
- 11.5 All joints must be fully welded and be of good structural integrity (tig welded preferred).

- 11.6 Main hoop(s) are to be one continuous piece of tubing. This must be attached to the stringers, bolted into place with built-in mounting devices, with a minimum of two 3/8 inch or one 5/8 inch diameter bolts in each corner. The minimum clearance over team's helmets shall be 4 inches when participants are strapped into seat.
- 11.7 All roll cages shall be at least 6 points, with 4 attached to the chine bearers and 2 to the same hull stringers to which the engine mounts are attached.
- 11.8 The cage must be able to keep the engine from coming forward far enough to injure the driver or navigator. It must also be able to protect the team's head and torso against frontal or inverted impact.
- 11.9 The roll cage should surround the occupants ahead of, and behind the body, as well as above the head, with one of its double bars extending in front of the occupants helmet. The occupant's helmets shall be completely behind the plane of the front roll bar hoop.
- 11.10 Tech officials must be satisfied with the strength and quality of a roll cage. (Persons building roll cages should consult with a person experienced and skilled in the design of roll cages and safety).

12 - Personal Protective Equipment (PPE):

- 12.1 All PPE will be inspected and approved prior to each event.
- 12.2 All boats must be equipped with a minimum of 5-point SFI 16.1 approved racing harnesses for both driver and navigator. Lap belts must be 3", shoulder belts may be 2", 3" or a combination of 2" to 3" with the change being made at the adjuster to accommodate head and neck restraint devices. Harnesses should be securely attached to the boat or roll bar in a manner to restrain the occupant securely in their seat at all times that the boat is under way. The harnesses will be equipped with a quick release lever or camlock device which will allow the entire assembly to be unbuckled quickly from one central point. Harnesses must be maintained in clean working order with current SFI ratings. Any harnesses that show excessive wear, tears, cuts, burns or damaged hardware must be replaced and will not be allowed in competition.
- 12.3 Fire resistant race suits, one or two pieces, with a minimum rating of SFI3-2A/5 if running methanol are mandatory for the Driver and Navigator. Fire resistant balaclavas with a single eye opening, gloves, closed toed shoes or boots, neck braces and arm restraints are required in all classes. The Drive & navigator in modified and 400 classes must have race suits with a minimum rating of SFI3-2A/1. Any suits which are not clearly marked with the above specified ratings will only be accepted after a certified copy of the written specifications for the suits, which proves the suit's rating meets or exceeds ASBR specifications, is presented to the sanctioning body. It will be the

responsibility of the competitor to provide these specifications to the sanctioning body before the race suits can be utilized in a sanctioned event.

- 12.4 Either closed or open faced racing helmets meeting current Snell ratings or higher are required in all classes. All helmets must be presented for technical inspection prior to racing and must be re-inspected for damage and wear if a crash occurs.
- 12.5 Motorsport type approved arm restraints must be worn on the outside wrist of each boat occupant. These should be adjusted to a length, which prevents the arm from protruding outside the boat in case of a roll over. They will be attached to the harness in a manner that allows it to release freely from the harness when it's unbuckled.
- 12.6 Current SFI-rated padded neck collars are required for both driver and navigator unless employing head and neck restraints as defined in ASBR regulations.
- 12.7 Drivers and navigators may employ head and neck restraint device(s) to limit side to side or lateral movement of the head and neck. If said device(s) are employed, the padded neck collar is optional and not required.
- 12.8 All head and neck restraint devices must meet the current SFI ratings.
- 12.9 The ASBR Technical Inspector must be satisfied with the safety and integrity of all PPE before a driver or navigator is allowed to race.

13 - Post-Race Inspection:

- 13.1 Post-race inspection to be determined by ASBR Technical Inspector at random.
- 13.2 The boat will be inspected for regulations compliant to their specific class.
- 13.3 Any boat failing a post-race inspection or refusing to submit to the inspection, will automatically be disqualified from the event. Additionally, ASBR will levy a fine of \$1,000 dollars against the competitor. The competitor will also forfeit all points accrued up to that point in the season. A second offense will constitute immediate suspension from any further competition during the season. All fines must be paid in full prior to the competitor participating in another sanctioned event.

14 - Modified Class:

- 14.1 Engine: Single domestic cast iron, normally aspirated, CID 367 cubic inch maximum. Maximum 2 valves per cylinder.
- 14.2 Crankshaft: Open
- 14.3 Rods: Open
- 14.4 Pistons: Open

- 14.5 Camshaft: Open
- 14.6 Heads: Stock valve angles and stock port locations. Example = Chevy valve angle 23 degrees. Ford valve angle 20 degrees. Chrysler valve angle 18 degrees.
- 14.7 Lifters-Rocker Arms: Open
- 14.8 Lubrication: Wet sump or Dry sump is allowed.
- 14.9 Intake Manifold: Open
- 14.10 Induction: Single Carburetor only.
- 14.11 Exhaust: Any exhaust allowed. Must meet individual track requirements. Track owners will notify the ASBR of any specific noise requirements 30 days prior to any race.
- 14.12 Jet Drive: Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.
- 14.13 Fuel: Any 100 low lead or leaded racing fuel. No additives, oxygenation, Methanol, Nitrous Oxide, and Nitro Methane are allowed. Race organizer may control fuel.

15 - 400 Class:

- 15.1 Purpose: This is the 1st of 2 classes potentially recognized for international competition. The regulations presented here are intended for ASBR sanctioned events and may not qualify for international competition.
- 15.2 Engine: Single cast iron only, CID 412 cubic inch maximum, 368 cubic inches minimum. Maximum 2 valves per cylinder, push rod operated, with a maximum of 8 cylinders. Internal combustion only.
- 15.3 Crankshaft: No titanium or alloy.
- 15.4 Rods: No titanium or alloy.
- 15.5 Pistons: Open
- 15.6 Camshaft: Single camshaft only.
- 15.7 Heads: Cast iron only. No cutting or welding of heads other than crack repairs. Valve angles and location must be OEM stock only. Porting will be allowed. All port and bolt locations must be OEM stock. Minimum valve angle to the engine block face is as follows: Chevy 23 degrees, intake port size template Felpro gasket P/N 1206, Ford 20 degrees intake port size template Felpro gasket P/N 1262, Chrysler 18 degrees intake port size template Mopar P/N DCC4120211
- 15.8 Lifters-Rocker Arms: Open
- 15.9 Lubrication: Wet sump or Dry sump is allowed.
- 15.10 Intake Manifold: Open

15.11 Induction: Single 4 barrel carburetor, square bore, with a maximum of 4 venturis. No fuel injection or electronic fuel metering device permitted. No additives may be discharged into the intake tract.

15.12 Ignition System: Open

15.13 Exhaust: Any exhaust allowed. Must meet individual track requirements. Track owners will notify the ASBR of any specific noise requirements 30 days prior to any race.

15.14 Jet Drive: Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

15.15 Fuel: Any 100 low lead or leaded racing fuel. No additives, oxygenation, Methanol, Nitrous Oxide, and Nitro Methane are allowed. Race organizer may control fuel.

16 - Unlimited Class:

Engine: Any engine minimum of 231 cid must be forced induction, 350 cid to 419 cid must be fuel injected or must be multi carbureted running on methanol. All engines larger than 420 cid have no restrictions.

16.1 Exhaust: Any exhaust allowed. Must meet individual track requirements. Track owners will notify the ASBR of any specific noise requirements 1 month prior to any race.

16.2 Jet Drive: Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

16.3 Fuel: Alcohol (methanol) fuel. Booster additives, nitrous oxide, and nitro methane are not allowed. Any type gasoline allowed. Any boat using methanol must display a red "M" on each side of the boat. Letters must be at least 7 inches tall.

16.4 Special Regulations: Under certain circumstances, an existing Unlimited Class driver may be granted a waiver to run another lesser-class boat for that race only at the Race Controllers discretion.