



## **APBA Technical Rules Updates and Rules Clarification**

**8/09/2007**

At several recent events there were several technical issues that were exposed at the event. There were several key items that we looked at that we know people were doing to their watercraft. In some cases the understanding of the rule may have some riders thinking they can do one thing while others interpret the rule in another way. So that all riders will be clear on these issues as we go into the APBA Watercross Nationals we will address and try to better clarify these issues.

### **1) New Rule Question Policy**

The first thing we would like to note is that we have installed a new policy for technical rule questions. Beginning immediately, all rule questions will need to be submitted in writing via e-mail to [tech@apbaracing.com](mailto:tech@apbaracing.com) or in writing to APBA Headquarters. All questions will be answered in writing to the person asking the question. The question and answer to all tech questions (as long as it is not duplicate) will be posted in a special section on the APBA website. Names and e-mail addresses of all members asking questions will not be shown.

### **2) Rule Clarifications for Stock Class Racing**

Below are clarifications of certain rules that pertain to Stock class racing. This is how the APBA will look at the following rules and make calls in Nashville. These items will be clarified in the 2008 APBA rulebook. If you have done something to your boat that is different than explained below – fix it!

- a) Carburetors – Carburetor must be Stock. No drilling, tapping or boring any part of the carburetor. Throttle plate angles or modifications to the throttle plate are not allowed.
- b) Clarification of Rule 23.5.7 (page 58) – Exhaust - The original OEM water inlet fitting may be drilled to accept a maximum size of ¼ inch NPT by ½ inch barbed fitting. The current rule is not worded properly for the intent of the rule.
- c) Clarification of Rule 23.5.3 - Gaskets – Modifications to the head and exhaust manifold to head pipe gaskets is allowed. Additional holes may be added or subtracted. All other gaskets must have the same OEM pattern. All gaskets must meet the thickness and tolerances as outlined in the rule.
- d) Clarification to Rules 22.8.3 - Sponson Ski Division Only – Sponsons must be made of one piece - two pieces that screw together to create one piece is allowed. All parts of the sponson must be made of safe material that would not injure another rider should the part fall off or be struck in the sponson area. Wood is not an acceptable material.

### **3) Waterboxes – New Ruling**

a) Ruling. Sea-Doo XP DI water box may be used as a replacement for XP Limited and Sea-Doo XP (951 cc models).

b) Ruling. Damaged water boxes may be repaired, including by means of welding. No changes to the interior of the water box (i.e. baffles) are allowed whether these changes are the result of damage or repair. Repairs may cause no performance gains.

### **4) RXP Supercharger Washer – New/Clarified Ruling**

A Sea-Doo RXP may use an aftermarket washer to replace the ceramic clutch washer. The Bellevue spring washer may not be changed and must remain OEM.

### **4) Protest Fee**

Due to the time and cost related to tearing down and rebuilding a 4-stroke watercraft, the protest fee to protest a 4-stroke will be raised from \$150 to \$300. This rule will become effective immediately.

### **5) Hydrospace Boats in Stock Class - Clarification**

Unplugging the waste gate controller was an easy fix that the APBA discovered would decrease the boost on a Stock Hydrospace to around 4 psi of boost – the legal limit. However, unplugging the plug to the waste gate controller does not mean that a boat is legal, as the true test of whether a boat is legal is a measurement of the actual boost. After further testing, we now know that the actuator arm on the waste gate controller can be easily modified to register more than 4 psi of boost (actually it can be brought back to Stock setting).

We suggest you contact Hydrospace USA and get them to develop the boost regulator valve that the IJSBA rulebook (as well as the IJSBA) has stated would be required to run a Hydrospace in Stock in Limited class at the World Finals. Then you can set your boost to the legal limit and not have to worry about issues in Tech.

There are several devices that the APBA has purchased to test boost. One is a data logger that is attached to the boat while racing and the other is an inexpensive boost display (\$159) that can tell you the boost while you are riding the boat. Below is the link to the inexpensive model. Not all Hydrospace boats generate the same amount of boost and there is no guarantee that a specific Hydrospace will default to 4 psi of boost when the waste gate controller is unplugged. Some models we tested were below 4psi of boost.

<http://www.dynotunenitrous.com/store/scripts/prodView.asp?idproduct=131>

### **6) Fuel Testing**

The Rulebook requires the use of unleaded gas for all APBA racing. Fuel will be tested for lead as well as certain fuel additives at the Nationals.

Please do not take these clarifications to mean that similar products have legal standards unless published by the APBA. Any questions should be sent to [tech@apba.com](mailto:tech@apba.com) or by mail to:

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