



## **APBA RULE UPDATES – JUNE 24, 2008**

### **STOCK SPEC SKI**

The purpose of the Stock Spec Ski class is to try our best to create a class that provides parity between the different brands of watercraft so that owners of ALL brands can compete. The goal is to create a class where the best rider will most often win, and not the rider on a certain brand – while at the same time trying to maintain an affordable class for racers to participate in. As announced previously, we would continue to test, observe, and re-evaluate the class and make necessary changes to keep parity in the class. The following are some minor changes that we have made to the Stock Spec Ski classes that we feel will help the class. The changes for the Kawasaki SXR and Hydrospace S4 become in effect immediately. We will give 2008 Yamaha SuperJet owners until July 4 to comply with the new rule.

### **2008 Yamaha SuperJet**

In 2007 a rule was written to allow Yamaha SuperJets to use a Yamaha WaveBlaster metal gasket in place of the stock OEM gasket. The purpose was to allow tech officials to be able to check the head and other engine components without the racer having to buy a new gasket and/or be out for the weekend if he/she did not have a spare gasket. The purpose of allowing the WaveBlaster gasket was NOT to give the SuperJet a performance gain. While allowing the gasket on the older model Yamaha SuperJets may not have made any impact – the WaveBlaster gasket on the 2008 SuperJet has and is a large performance gain. It has been determined that removing the gasket from a small number of new 2008 Yamaha SuperJet owners is a much better decision than to allow costly modifications to other brands that currently greatly outnumber the APBA racers on the new SuperJet. Keeping the cost of racing down for its racers is very important.

**New Rule – 2008 Yamaha SuperJets must run an OEM Gasket. Replacement gaskets that are the same thickness as OEM are allowed.**

### **Kawasaki SXR – All Years**

**New Rule - The Kawasaki SXR will be allowed to run a pump cone.**

### **Hydrospace S4 – 2007-2004**

**New Rule – For Stock class racing the Hydrospace S4 will be allowed to run 5 psi of boost. Hydrospace riders must still utilize a boost control valve to insure the boost does not exceed 5psi of boost for Stock class racing.**

### **RUNABOUT LIMITED CLASSES**

**Valve Spring Retainers – In the April 8, 2008 Rules Update we stated that the Valve Spring Retainers may be aftermarket but can not be titanium. The reason for not allowing titanium retainers was a cost issue. Since this update, we have found that the cost of titanium valve spring retainers is not much different than the cost of ones made of other materials. The titanium retainers are much stronger and do not have issues that retainers of other materials have shown to have. Failure of a valve spring retainer can be a very costly repair.**

**New Rule – Aftermarket Valve Spring Retainers will be allowed in Limited classes, even if a Turbo/Supercharger impeller is used. Valve Spring Retainers made be made of titanium material. If an aftermarket Turbo/Supercharger has been modified or aftermarket no other modification to the camshaft and valve trane is allowed besides the use of aftermarket retainers and shims.**