

## 25.13 COMMON REASONS FOR DISQUALIFICATION – OPEN

25.13.1 The following is a list of common reasons for disqualification in the Open class; this listing is not necessary a complete one.

- 1) Missing tow strap.
- 2) Upper deck modifications.
- 3) Illegal hull modifications (inlet duct area main problem).
- 4) Bulk head modifications.
- 5) Watercraft weight less than allowed.
- 6) Displacement over the cc limit in rulebook.

## RULE 26 - TECHNICAL RULES – MODIFIED CLASSES

### 26.1 OVERVIEW

26.1.1 Modified class competitors are allowed modifications to gain maximum machine and engine performance. Watercraft competing in a Modified class are allowed all Open class modifications listed in Rule 25 plus the additional specifications which follow.

### 26.2 SEATS

26.2.1 **Sport and Runabout Division Only:** Seat assembly may be modified or aftermarket. The seat cover and padding may be changed. Seat height may be changed.

### 26.3 HULL

26.3.1 Hull may be modified or aftermarket but cannot exceed the length or width of the original equipment upper deck component of the bond flange as measured by a plumb bob (bumpers removed). Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

### 26.4 ENGINE

26.4.1 **Pistons and Rings:** Engines may be bored. Aftermarket piston assemblies are allowed. Engine displacement must not exceed class designation (e.g., 800cc in Sport 800 Modified, etc.). The number, type, and placement of rings on piston may be changed.

26.4.2 **Crankcases:** Crankcases may be interchanged between homologated watercraft of the same manufacturer. Crankcases must be of the same type (i.e., cylinder induction, crankcase induction or rotary valve induction) and number of cylinders as original equipment (no adding or deleting cylinders). Internal modifications to the fuel, oil and/or water exposed surfaces are allowed. Bearing and seal surfaces may not be modified. Filler material may be added to hollow pockets in the base gasket areas. Ignition/stator mounting area modifications are limited to spot facing, drilling and tapping threads for the purpose of mounting an after-market or modified ignition system. Additional carburetor pulse line fittings may be installed. Crankcase drain system may be removed

or plugged. Additional mounting holes, not to exceed 10.00mm (0.40 in.) diameter, are allowed provided they do not penetrate the internal surface of the cases. Base gasket and intake surfaces may be machined. Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. External modifications to the crankcase finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only. No other external modifications or external repairs will be allowed.

- 26.4.3 **Cylinder:** Cylinder and cylinder head may be modified or aftermarket.
- 26.4.4 **Crankshaft Assembly:** Crankshaft assembly may be modified or aftermarket. Stroke and rod length may be changed.
- 26.4.5 **Motor Mounts:** Engine bed and motor mounts may be modified or aftermarket. Engine may be repositioned in the hull.

## 26.5 IGNITION AND ELECTRONICS

- 26.5.1 **Ignition System:** Ignition system, electrical box, flywheel and flywheel cover may be modified or aftermarket. Battery charging circuit may be disabled and/or removed.
- 26.5.2 **Battery:** An additional battery and battery box may be used. Batteries must fit into a proper battery box and be securely fastened. Batteries may be relocated.

## RULE 27 - TECHNICAL RULES – GP CLASSES

### 27.1 OVERVIEW

- 27.1.1 **The Pro-Am Ski Open class has been replaced with Pro-Am GP Ski. The class is the most liberal class in tesport and allows any homoloated engine to be used in a hull that meets the APBA weight, width and length restrictions for a Ski division watercraft. Below are the GP Ski class rules.**

### 27.2 GP SKI RULES

- a. **The displacement limit for two and four-stroke watercraft that are non turbo/supercharged is 1100cc.**
- b. **The displacement limit for two-stroke and four-stroke watercraft that are turbo/supercharged is 900cc.**
- c. **Only one unit must be produced to receive the homologation.**
- d. **The hull, including upper and lower deck are free but must stay within the size dimensions of the APBA “Ski Division” rules.**
- e. **Sponsons must be APBA race legal.**
- f. **Ride plate and intake grate must be APBA Open class legal.**
- g. **Any kind of composite materials can be used.**
- h. **Any kind of engine may be used but it must be based on a homologated Ski or Runabout engine.**