

1. Turbo/Supercharged four-stroke watercraft must run by Stock class rules in the Limited Runabout class. See specific class rules as there are a few exceptions to this rule.
2. Four-strokes up to 1100cc may compete in 800cc two-stroke classes.
3. Four-strokes up to 2000cc may compete in 1300cc two-stroke classes.

18.8 FOUR STROKE RUNABOUT WEIGHTS AND DIMENSIONS

- 18.8.1 Four-Stroke Runabout must conform to the following criteria:
1. Dry weight must be greater than 550 lb. (250kg) for 1100cc classes;
 2. Dry weight must be greater than 600 lb. (272kg) for 1600cc classes;
 3. Hull length cannot exceed 135 inch (342.9cm);
 4. Hull width must be between 38 inch (96.5cm) and 50 inch (127.0cm).
- 18.8.2 For Supercourse, Endurance, and Offshore type events only:
1. Hull length cannot exceed 156 in. (394.0cm);
 2. Hull width must be greater than 38 in. (96.5cm).

18.9 RUNABOUT DIVISION DISPLACEMENT LIMITS

The following are the approved displacement limits for APBA events.

18.9.1 RUNABOUT STOCK, LIMITED AND OPEN CLASSES

1. Normally Aspirated Two Stroke: 1300cc
2. Normally Aspirated Four Stroke: 2000cc
3. Super/Turbocharged Two or Four Stroke: 2000cc

18.9.2 FOUR STROKE N/A RUNABOUT CLASSES

1. Normally Aspirated Two Stroke: 1300cc
2. Normally Aspirated Four Stroke: 1600cc

18.9.3 800 RUNABOUT CLASSES

1. Normally Aspirated Two Stroke: 800cc
2. Four Stroke: 1100cc

RULE 19 – TECHNICAL PROCEDURES

19.1 PRE-RACE SAFETY INSPECTION

- 19.1.1 All racers must submit their watercraft and safety equipment to a mandatory pre-race safety inspection at all events. The pre-race safety inspection does not certify that a watercraft is qualified or constituted as legal for class participation. Post-race technical inspections determine watercraft class qualification and legality. All rider equipment, including helmet and personal flotation device, must be present and available for inspection.
- 19.1.2 The Technical Director may remove any watercraft from competition that does not meet safety requirements. All aspects of modification are contingent upon safety inspection by the Technical Director and other official technical staff members.

- 19.1.3 Damaged or broken safety equipment (not including tether switch) not detected during a race is not grounds for disqualification after completion of that race unless the driver is black flagged during the race in question.
- 19.1.4 For a complete list of safety items to be checked see Appendix A – PWC Safety Inspection Checklist.

19.2 MANDATORY POST RACE INSPECTION

- 19.2.1 The Technical Director at each event will select the watercraft for mandatory tear down and inspection. The suggested technical inspection procedure is to impound and inspect the first three watercraft in each class. However, the actual number of watercraft to be impounded will be decided by the Race Director or Technical Director.
- 19.2.2 The watercraft's rider will be notified at the completion of the race if he/she is to remain in the designated technical inspection area and that the watercraft will be inspected. The rider and/or rider's mechanic will perform tear down to the point required by the Technical Director.
- 19.2.3 Any rider that refuses to submit their watercraft for an inspection/ tear down will be disqualified.
- 19.2.4 The rider and/or the rider's mechanic will perform the tear down in the area instructed by the Technical Director and to the point required by the Technical Director. It is the responsibility of the rider and/or his/her mechanic to provide the necessary tools to perform the required tear down.
- 19.2.5 The rider and/or the rider's mechanic will be the only two (2) people allowed in the tech inspection area. No exceptions.
- 19.2.6 Inspected machines will not be reassembled by the inspection group with the machine in the inspection area.
- 19.2.7 The APBA assumes no responsibility for impounded machines.
- 19.2.8 All parts that are found to be illegal are to remain in the impound area for 30 minutes after notice of disqualification.

19.3 SEALS/INSPECTION DECALS

- 19.3.1 Riders must allow seals or decals to be affixed on the engine and/or body of their watercraft as requested by the Technical staff. To change a seal, mutilate, try to break or re-use it during the event where it is installed without consent of the Race Director, could result in the responsible rider being disqualified. Accidental breakage or removal of the seal must be reported to the Race Director immediately.

19.4 FUEL TESTS

- 19.4.1 Gasoline is tested and certified at APBA events through the application of various fuel tests as considered appropriate by Technical personnel. Gasoline may be checked before and/or after use in competition.

- 19.4.2 Engine fuel must consist of unleaded gasoline only. For the purpose of this rulebook, gasoline is defined as a mixture of hydrocarbons and oxygen bearing compounds with the following clarifications:
- 1) Oxygen content must not increase the specific energy of the gasoline.
 - 2) Oxygen content must not exceed 3.7% by weight.
 - 3) Oxygen content must have been blended in by the refiner or the fuel manufacturer.
 - 4) Specific gravity must be between: .715 - .770 at 60°F (15°C).
 - 5) The only allowable oxygenates are ethers and alcohols. Epoxides (e.g., propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.
- 19.4.3 Most commercially produced unleaded fuels and oils will meet these criteria. However some may contain additional additives which do not to meet these criteria.
- 19.4.4 Failure to not meet the APBA fuel criteria is punishable by a fine at the discretion of the Race Director not to exceed \$100.

19.5 SOUND TESTING PROCEDURE

- 19.5.1 Announcement may be made by the Race Director at the Riders' Meeting as to sound testing procedure (i.e., how, where and when notice of non-compliance will be given to riders).
- 19.5.2 Boats can be tested during practice sessions or during racing. Any boat exceeding the APBA sound limit of 86 dB at 75 feet, or 100dB for Runabout Open classes, will be listed on the pit board or the rider will be notified by verbal warning.
- 19.5.3 The Technical Director will post a list of offending boats as soon as possible after the practice session or race to give riders an opportunity to make the necessary adjustments before the next race. It is a rider's responsibility to ensure that his/her boat meets the APBA sound level requirement at all times.
- 19.5.4 Boats given notice during practice or after a race will be retested during the next race. If the boat still exceeds the sound level, the rider will be assessed a one-lap penalty. Any other boats (even those that were not given notice after practice) that now exceed the sound level will also be given a one-lap penalty.
- 19.5.5 Boats that have been given a one-lap penalty will be re-tested during the next race. If the boat still exceeds the sound level, the rider may be disqualified. Any other boats that now exceed the sound level (even though no prior notice was given) will be given a one-lap penalty.
- 19.5.6 **Exception to Rule:** A boat that is damaged during a race (such as a broken component) and suddenly emits a sound level exceeding the legal level may not be penalized. However, if the same boat is raced in any subsequent races, it must comply with the sound level requirement.