

Confidential

IOGP F1 CHAMPBOAT

Competition Rule Book

V1.0 – April 2017



International Outboard Grand Prix

info@outboardgrandprix.com

www.outboardgrandprix.com

+1.704.904.4141 | Charlotte, NC

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INTRODUCTION



FORWARD

IOGP has written this rule book as a guide for teams to compete in the IOGP F1 ChampBoat Series in a professional, respectful and competitive manor. It has been written to continually promote better quality and safer competition while always attempting to minimize costs to participants.

We acknowledge that no rule book can cover every circumstance that may arise from time to time or anticipate boat or engine changes that may need to be addressed. IOGP is committed to maintaining proper balance in competition. It therefore may be necessary for IOGP to make rule changes and/or rule modifications in the future. Such changes will always be designed to enhance close competition and safety.

These rules must always strive to provide for a full field of competitive boats that are matched equally regardless of the boat or engine configuration.

DISCLOSURES

Driver safety and rescue are a top priority for IOGP, however no expressed or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. This rule book is intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others. Racing rules are revised and published every year by IOGP. All changes determined to be critical during the racing season will be announced by IOGP. This version is effective as of the date on the cover page and supersedes previous editions.

MANAGEMENT CONTACT

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1. MEMBERSHIP

- A. All competitors must be members of the IOGP to receive championship points, tow/prize money, awards, and to attend any IOGP F1 ChampBoat special events. IOGP may, but is not required to, accept as a member any individual or business entity interested in IOGP racing. IOGP is committed to the highest degree of professionalism and sportsmanship. For that reason, IOGP may reject the membership of any otherwise qualified applicant, or revoke privileges at any time.
- B. IOGP credentials must be worn in competition areas at all times. Anyone holding a IOGP credential is required to sign the waiver at registration for each event. Failure to do so may result in a fine to driver/owner of team member and/or confiscation of your credentials.

- C. Suspension – IOGP may suspend and/or fine/penalize a membership at any time for reasons it may deem in the best interest of the IOGP F1 ChampBoat Series. Such member shall have no right to receive any part or all of the fees previously paid by the member to the F1 ChampBoat Series.
- D. Sponsorship – Any sponsorship issued to team by IOGP, whether season sponsor or local event sponsor, shall be managed by IOGP. IOGP shall maintain the right to pull such sponsorship at any time if team/member does not meet the conduct, or performance, standards of the IOGP. Teams shall not directly solicit any series or event sponsors.
- E. It is assumed that all F1 ChampBoat team members will read and agree to the rule book details when signing the IOGP waiver form(s), a requirement at each event.
- F. All IOGP F1 ChampBoat members agree to the rulebook details when signing the IOGP F1 ChampBoat waiver form.

2. JURISDICTION AND AFFILIATION

IOGP F1 ChampBoat Series jurisdiction will be governed in the State of North Carolina unless otherwise noted and/or the local of each particular event.

3. RACE MANAGEMENT

The entire boat, including rigging, engine and fuel: its owners, drivers and crew members; and the race course, dry pits and all other officially designated areas including, but not limited to, hotels, hospitality areas, sponsor and spectator areas shall all be under the control and direction of the Director of Competition (DOC). The DOC shall have authority over this equipment and these people during the period that they are present at these areas including the times before race registration and after the finish of the race. The DOC shall have the authority to appoint a group of race officials and their assistants to manage and conduct the actual racing events and to administer the rules and regulations contained herein. These officials shall be:

- A. Referee – The Referee Shall be the chief official at all IOGP F1 ChampBoat Events and shall have broad authority including but not limited to the following:
 - 1. To specify the race course design and length
 - 2. To enforce all rules and regulations of F1 ChampBoat
 - 3. To postpone or cancel any race or event for reasons of safety or forces beyond the control of F1 ChampBoat
- B. Chief of Rescue – The Chief of Rescue shall have authority over all fire, rescue and medical personnel and equipment and all tow and patrol water craft.
- C. Chief Inspector – The Chief Inspector shall have authority over the pre-race safety inspection and all technical and safety equipment to determine compliance with the rules contained herein.
- D. Chief Timer/Scorer– The Chief Timer/Scorer shall have authority over all aspects of participant registration, the timing and scoring of all race entries and the official completion of race and series points.
- E. Chief Starter – The chief starter shall have the responsibility to bring the boats to the starting line in the proper order before starting or restarting a race.

4. GENERAL REGULATIONS

A. Boat Numbers

1. Boat numbers are the property of F1 ChampBoat. These numbers may be withheld, assigned, withdrawn or reassigned at the sole discretion of F1 ChampBoat Officials.
2. Location of boat numbers will be as specified in the boat decal drawing located in this manual. Boat numbers must be block style 12" high vertically with a 2" solid brush stroke. White numbers on a black background, or reverse, will be acceptable as long as: 1.) the background color contrasts the surrounding boat color, or 2.) if the background color matches the surrounding boat color, a ½" contrasting elliptical or rectangular border is required. Adequate spacing between the digits of a boat number and any advertising or graphics on the boat will be at the discretion of the Chief Scorer. It will be the responsibility of the boat driver and/or owner to satisfy the requirements of the Chief Scorer for the placement and clarity of boat numbers in order to allow the boat to be easily scored. Failure of the number to be visible disqualifies the boat.
3. The competition boat numbers are assigned to the Boat Owner. Competition boat numbers are the property of F1 ChampBoat. These numbers may be withheld, assigned, withdrawn or reassigned at the sole discretion of F1 ChampBoat.
4. Boat #1 will be reserved for the prior year Series Champion only.
5. Numbers used in the preceding year will be held for those owners who have renewed their membership with F1 ChampBoat by Mar. 1ST of the following year.

B. Rule Suspension, Modification or Addition – These rules may be suspended, modified or added to at any time deemed expedient or necessary for the improvement of F1 ChampBoat Racing or for safety or competitive reasons.

C. Interpretation of Rules – No rule or set of rules can be devised to cover all aspects of racing. Whenever a situation may arise in which a rule does not seem clear it will be the responsibility of the DOC to clarify and/or interpret the rule in question, using the letter of the ruled and the spirit and intent under which the rule was written.

D. Official Race Results – Heats and/or races will only become official when all questions of legality or rule compliance have been satisfied. The awarding of trophies, money or other prizes: submission of press releases: or conduction of awards ceremonies may all take place before the race becomes official. All prizes that have been awarded in error prior to the publication of the official race results must be returned by the contestants receiving them before their entries will be accepted for future races.

E. Gag Rule – Statements, opinions, press interviews, or comments critical or harmful to contestants, officials, sponsors, promoters or the management of IOGP F1 ChampBoat will not be tolerated. The DOC or Executive Members of IOGP shall impose penalties for violation of this rule. Penalties can range from monetary fines to and including suspension from IOGP events.

F. Dress Code – All drivers, team members and officials are required to dress appropriately for all official functions related to the racing event and promotional functions. Standard motor sports uniforms and driving suits are required of all teams, drivers, team members and officials. Those not in compliance will be warned and subsequently may be fined per occurrence for violations.

- G. Unsportsmanlike Conduct – Any contestant, crew member, official, sponsor or anyone else connected with the production of the racing event, who in the judgment of the DOC, demonstrates any act of unsportsmanlike conduct will be subject to penalties as set forth by the DOC or the Executive Board of F1 ChampBoat.
- H. Radio Communication – Racing teams are required to possess and use two-way communications between a designated radio person and the driver of each entered boat. It is the responsibility of each race team to provide radio communications that are adequate for the purpose intended. The Crew Chief must supply the DOC with their radio frequency at each event of participation. If the DOC finds a driver not on the given assigned frequency, the driver may be fined and/or penalized. One radio person will be in the designated area, determined by the Chief Starter, with radio tag in place for the duration of the event.
- I. Withdrawing from Events – No competitor may withdraw during the event for the express purpose of allowing another competitor to use his boat.

5. RACE ENTITIES

- A. All persons wishing to file entries for IOGP F1 ChampBoat event must comply with the following regulations:
 - 1. Be a current IOGP F1 ChampBoat member in good standing.
 - 2. Complete the IOGP F1 ChampBoat entry form and sign the release of liability form at each event. By submitting an official entry form a member agrees to abide by the decisions of the IOGP F1 ChampBoat officials – and agrees that such decisions are final. Such member also agrees to inspect the race course, and their boat and all related equipment, safety personnel and equipment to ensure that it is in a safe, raceable condition, and that member voluntarily assumes the risk of, and has no claim for damages against the IOGP F1 ChampBoat Series, promoter or their officers, officials, agents or employees. All members assume full responsibility for any and all injuries sustained, including death, and all property damage, anytime they are in the racing areas or en-route thereto. Each member acknowledges that the members spouse and next-of-kin have been advised that the member understands the high risk of serious injury or death which may result from racing, and that the member solely assumes all such risks.
 - 3. All membership forms must be received by IOGP F1 ChampBoat headquarters a minimum of fourteen (14) days in advance of the event. A \$100 late fee will be assessed to entries received after that date.
- B. All entries must be filed within the time specified on the official race circular. F1 ChampBoat reserves the right to accept or reject any entry.
- C. No contestant in IOGP events will have any claim for damages or recompense of any kind for any advertising or exploitation of their name, picture, boat picture, or achievements.
- D. All entrants agree to be bound by the rules and regulations of IOGP F1 ChampBoat and to abide by the decisions for the officials.
- E. Only persons approved by IOGP may enter designated pit areas. Event participants may not enter the racing areas or participate in the event in any way unless they personally have signed all required entry forms, waiver and release of liability forms and obtained the proper IOGP F1 ChampBoat Series credentials.
- F. The minimum age for all contestants in IOGP F1 ChampBoat events is 18 years old for F1 Champ and F2 Champ classes. Anyone under 21 years of age must submit a parental waiver form.

6. DRIVERS MEETING

It is compulsory that all registered drivers, and their crew chief's, attend all scheduled driver's meetings. This includes those meetings set forth in the advance race circular and all other meetings called as a result of the originally scheduled meeting. Any changes, deletions or additions specified at these meetings shall become the order of the race immediately upon their announcement. All drivers' meeting will be held prior to testing on the prior to the event on site. Exact time and place of meetings will be listed in the Event Race Announcement.

7. FLAGS

Flag Signals will be used to convey instructions to all contestants. The flags and their meanings are as follows:

- A. Black – Course is closed, return to pits – do not leave pits.
- B. Red – Competition is stopped, quit racing, stop engine, and wait for additional information.
- C. White – Displayed during last minute before the start of the race. Signifies the beginning of the last lap of the heat for the race leader.
- D. Green – Displayed while race is underway and course is clear.
- E. Blue/White – Obstruction on race course, continue to race with caution.
- F. Checkered – signifies the finish of the heat.

8. BUOYS

- A. A buoy is an object used to indicate the course.
- B. Buoys may be used to mark the inside, outside or center of the race course.
- C. The race course design and buoy location shall dictate the purpose of the buoy. At the driver's meeting, all buoys shall be identified, located and their purpose explained. It will be the driver's responsibility to familiarize him with the race course and be aware of the side on which his boat is required to pass all buoys.
- D. Penalties may be assessed for missing, damaging, dislodging or destroying buoys and other site structures/materials. Penalties may also be assessed if one boat forces another to miss, damage, dislodge or destroy a buoy.
- E. The cost of any buoy or other site structures/materials damaged or dislodged will be determined based on the size and cost of replacing the buoy. This amount will be collected at the conclusion of racing, at registration for the next event or deducted from purse monies which the driver may have earned.

9. RACING CLASSES

IOGP F1 ChampBoat will conduct powerboat racing events for the following classes:

Class	Engine		
	Displacement	Minimum Length	Minimum Weight
F1 ChampBoat	2.0 – 3.0 Liter	16 Ft.	1155 lbs
F2 ChampBoat	1.2 – 2.5 Cu. In.	16 Ft.	1100 lbs

F1 CHAMPBOAT TECHNICAL ENGINE STANDARDS

Engine	Merc. 2.0L Carb / EFT	Merc. 2.4L Carb / EFI	Merc. 2.5 EFI	Merc. 2.5* Carb	Yam 2.6L Carb / EFI	CRT 2.5L EFI
Limiter	None	None	8600	None	None	8600
Gearcase Installed	Any	Any	#4 SSM	Any	Any	Any
Head Vol.	Any	Any	45.0	Any	Any	45.0
Heads	Any	Any	36cc	Any	Any	36cc
Intake	Any	Any	Any	3 two barrel	Any	Any
Total Weight	1050	1050	1200	1155	1155	1200

*Iron sleeved fishing engine. No Nikasil Racing Blocks.

Mercury 2.5 L EFI engines: A minimum clearance between the piston at TDC and the head of **.040**; Fuel Pressure minimum - Dead head 95 lbs; Fuel Pressure minimum flow through 53 lbs. Only OEM Fuel Injectors are permitted; gearcases may have the outside shape Blueprinted but no modifications to the internal parts will be allowed; all gearcase components must be in place and in working order.

- A. Boat length will be determined by measuring the length of the boat from the foremost part of the bow to the rear of the transom at the point of engine attachment. A tolerance of two inches will be allowed in measuring overall boat length dimensions. No add on extensions will be considered in determining overall boat length. In the case of damaged hulls, consideration will be given to missing boat components in determining overall length.
- B. Boats may be of any construction or design and must be approved by IOGP.
- C. Minimum weight shall include the weight of the boat, motor and driver exactly as raced. In no case will water be included in the total weight of the boat. All weights used for ballast must be securely fastened and contained. Any loose weight found in the boat will not be considered in determining the total weight of the boat as it was raced.

10. F1 CHAMPBOAT ENGINE AND TECHNICAL RULES

Any driver that does not have equipment under current IOGP F1 ChampBoat rules may compete in a F1 ChampBoat event if approved by the Executive Committee. Depending on the number of entries, IOGP may run a second class within the F1 ChampBoat or F2 ChampBoat Classes.

- A. There is a 3.0 – Liter naturally aspirated, V-6 configuration maximum allowed for use in the ChampBoat Series. Allowable engine configurations for each motor will be as specified below.
- B. Any Mercury 2.0 Liter – Any Gearcase
- C. Any Mercury 2.4 Liter – Any Gearcase
- D. 2.5 Liter Mercury EFI Engine Rules for 2006
 1. Every team submits two (2) legally approved ECU boxes to F1 ChampBoat for inspection. This box must meet the rules for stock F1 ChampBoat requirements and becomes the property of F1 ChampBoat. Each team will be given one sealed and numbered ECU at each event for racing and qualifying and this will be the only ECU allowed for that team to use. F1 ChampBoat reserves the right to replace that ECU at any time and give the team another ECU. At the end of the event all ECUs are to be returned to F1 ChampBoat and must remain sealed and the numbers match. All engines shall be equipped with the Mercury Racing digital ECU fuel injection box P/N 849849A-10. This ECU box shall contain the Stock Mercury Fuel map with the limiter set at 8600 RPM. This ECU box and map must be the only box and map operable at any time. No other device that controls the supply or delivery of fuel may be utilized in place of these devices, or be present in the boat or motor at any time during racing. The ECU box with the correct map must be furnished by Mercury Marine, with the factory seal in place at the conclusion of any racing. No alterations, modifications, or substitutions to the above noted ECU box or map is allowed. No team will be allowed to handle a box. The inspector will install the box, set the enrichment number to the team's specifications and then secure the motor cover, at no point is the team allowed to remove the motor cover while the box is installed. It will be understood that the team will ask the inspector to change the number or any other component if the team needs to and this will be a first come first serve basis during any test session or racing event. No data acquisition equipment or anything else shall be allowed to be plugged into the box at any time. Each team must run this box at each race and any team running any box but the assigned sealed box will be fined and/or disqualified.
 2. Any component of the engine may be substituted or changed with the following exceptions and/or reservations:
 - a. Total engine displacement must not exceed 153.1 cubic inches. Over bore is allowed in no more than two cylinders. Bore=3.500 X Stroke=2.650 inches.
 - b. Total combustion chamber volume must be not less than 45.0 cc. The powerhead will be removed and placed in such a manner that the cylinder to be measured will be in a vertical plane; the piston in that cylinder will be brought to top dead center, no less than 45.0 cc of Marvel Mystery Oil must fit completely into the cylinder to the top of the spark plug hole in the properly installed cylinder head. No domed pistons allowed.
 - c. Cylinder head combustion volume must not be less 36.0 cc. The only legal cylinder heads are Mercury part # 18787-17 and 849496-9 (O-Ring Head). These heads are only to be used as manufactured and must not be changed in any way. Head combustion volume will be measured using the flat-plate method with the standard BUHW spark plug installed. When measuring the O-Ring head, the flat-plate volume will be 43.4 cc.

- d. The minimum distance from the head surface to the piston is .043 inches. A micrometer or vernier caliper will be used to determine the thickness of the head gasket just removed from the inspecting engine. A bridge tool will be used to measure the piston protrusion from the block. The piston protrusion is subtracted from the gasket thickness. Final dimension must be .043 or greater to be considered legal. When checking the O-Ring head, a vernier caliper or depth micrometer will be used to determine the depth of the “squish band” at the outer diameter of the band. A bridge tool will be used to measure the piston protrusion from the block. The piston protrusion is subtracted from the “squish band” depth. The resulting number must be 0.045” or greater to be considered legal. The O-Ring head must not be used with blocks that have had the gasketed head installed at any time. The O-Ring head probably won’t be legal under the squish thickness on a block that has been decked.
- e. All Mercury 2.5 liter engines must run the stock OEM Electronic Fuel Injection (EFI) system. All components of this system must operate in the manner in which it was designed. No additional wires or devices may be used in conjunction with the stock configuration of the system. No component may be altered. Only the Mercury horizontal butterfly shaft air inlet is permitted. Internal contouring is permitted but no additional air inlets are allowed. The inlet must be stock in appearance with a functional butterfly. The maximum diameter of the air inlet is 3.405 inches.
- f. All engines are required to use fuel pressure regulator P/N 12026-2 (56 PSI Reference).
- g. All engines are required to have a Shrader valve P/N 0-22-849606 properly installed in the fuel supply system to test fuel pressure.
- h. Fuel Pump inspection: Install fuel pressure gauge onto the Shrader valve. With the engine not running, turn on the fuel pump. Let the fuel flow through the return line to the tank, the minimum pressure must be 53 PSI to be considered legal. Then kink the return line to stop flow; the minimum deadhead pressure is 95 PSI to be considered legal. CAUTION, with this test as some pumps may exceed 150 PSI. The only Legal fuel pump is the Weldon brand pump. The Weldon pump may be the adjustable or non-adjustable model.
- i. No devices which reduce the volume of fuel available to the pump, from the pump, or to or through the injectors may be employed.
- j. The only legal fuel injectors are Mercury P/N 98818 that was originally supplied with the engine. The Bosch P/N 0280150036 must be stamped on the injector. With all six injectors operating together using a spray test, each injector must deliver 33 +/- 2cc per 5 seconds interval. At least 5 injectors must pass the test. Total volume must exceed 186 cc per 5 seconds.
- k. The only allowable gear case is the IV SSM Mercury Racing lower unit and it must be run within the proper tolerances of the Champ class OPC spec sheet. The intention of this rule is to run the gear case as manufactured. The 15:17 gear ratio is the only legal ratio. The surfaces of the gear case and internal parts may be polished. No alterations other than surface improvements are permitted to the gear case or any parts within. No parts may be removed from the gear case and no additional parts may be added. The water pump and impeller may not be altered. The gear case must be filled with fluid and the amount of fluid contained is inspectable.
- l. All motors must run with engine cowls and cowls can be of any manufacture. All cowls must resemble that of the OEM make.

- m. Every Mercury engine must be equipped with an engine cowl hood pin similar to Mercury's cowl support kit P/N 821877A2 .
3. IOGP reserves the right to implement technical rule changes at any time for the following reasons: To ensure the competitive compatibility of the engines, for safety reasons, to assist boat count or in the interest of helping control the participants cost of racing.
4. Engine manufactures, or their representatives, who would be interest in participation the F1 ChampBoat Series, are encouraged to contact IOGP to discuss engine configurations that would allow the inclusion of their engines the F1 ChampBoat Series.
5. The Caldwell 2.5 SR shall be run as produced no modifications allowed.
 - a. Total engine displacement must not exceed 153.1 cubic inches. Over bore is allowed in no more than two cylinders. Bore=3.500 X Stroke=2.650 inches.
 - b. Total combustion chamber volume must be not less than 45.0 cc. The powerhead will be removed and placed in such a manner that the cylinder to be measured will be in a vertical plane; the piston in that cylinder will be brought to top dead center, no less than 45.0 cc of Marvel Mystery Oil must fit completely into the cylinder to the top of the spark plug hole in the properly installed cylinder head. No domed pistons allowed.
 - c. Cylinder head combustion volume must not be less 43.3 cc. These heads are only to be used as manufactured and must not be changed in any way. Head combustion volume will be measured using the flat-plate method with the standard BUHW spark plug installed.
 - d. All Caldwell 2.5 liter SR engines must run the stock OEM Electronic Fuel Injection (EFI) system. All components of this system must operate in the manner in which it was designed. No additional wires or devises may be used in conjunction with the stock configuration of the system. No component may be altered.
 - e. The only allowable Fuel Rail part # CRT-01031735 & Fuel Injector: 550 cc part # CRT-M52U550-X17
Static Flow cc/min 4.0 BAR 58.0 psi 657,
Static Flow cc/min 3.5 BAR 50.8 psi 606,
Static Flow cc/min 3.0 BAR 43.5 psi 556,
Dynamic Flow Balance Test, 50% Duty Cycle 6000RPM 5ms 3 BAR 268,
Dynamic Flow Balance Test idle Duty Cycle 800 RPM 1.5ms 3 BAR 24
Dead Times: Volts - 6 ms - 1.6117 , Volts -7 ms 1.1722, Volts-8 ms- 0.9707
Volts- 9 ms- 0.8425, Volts-10 ms- 0.6960,
Volts -11 ms-0.6044, Volts-12 ms-0.5128, Volts- 13 ms-0.4762,
Volts-14 ms 0.4029, Volts- 15, ms- 0.3297, Volts-16 ms 0.3114
Volts-17 ms 0.2747, Volts-18 ms-0.1648
 - f. All engines are required to use fuel pressure regulator P/N 12026-2 (56 PSI Reference).
 - g. Fuel Pump inspection: Install fuel pressure gauge onto the Shrader valve. With the engine not running, turn on the fuel pump. Let the fuel flow through the return line to the tank, the minimum pressure must be 53 PSI to be considered legal. Then kink the return line to stop flow; the minimum deadhead pressure is 95 PSI to be considered legal. CAUTION, with this test as some pumps may exceed 150 PSI. The only Legal fuel pump is the Weldon brand pump. The Weldon pump may be the adjustable or non-adjustable model.

- h. No devices which reduce the volume of fuel available to the pump, from the pump, or to or through the injectors may be employed.
 - i. The only allowable intake is a slider front in stock SVS dimensions with opening no bigger than 4.706" x .750"
 - j. The only allowable gear case is the IV SSM Mercury Racing lower unit and it must be run within the proper tolerances of the Champ class OPC spec sheet. The intention of this rule is to run the gear case as manufactured. The 15:17 gear ratio is the only legal ratio. The surfaces of the gear case and internal parts may be polished. No alterations other than surface improvements are permitted to the gear case or any parts within. No parts may be removed from the gear case and no additional parts may be added. The water pump and impeller may not be altered. The gear case must be filled with fluid and the amount of fluid contained is inspectable.
6. All other naturally aspirated V-6 Engines less than 3.1 Liter will be legal to race: however they will be subject to rules.
7. The only legal fuel to be used during the event (testing, qualifying or racing) is that provided by the F1 ChampBoat Series designated fuel supplier at each event. At each event competitors will be required to purchase a minimum amount of fuel. That minimum amount will be available at registration and may change from event to event based on the number of racing laps expected over the course of the weekend. Additives which produce power in excess of that produced by standard pump gasoline and petroleum or synthetic oil shall not be allowed. The list of illegal additives includes, but is not limited to: alcohol, nitrates, any oxygen bearing compounds and/or any chemical compound designed to mask any performance enhancing additive. These additives are illegal whether delivered at the pump or added to the motor fuel after delivery from the pump. The presence of the additives in a contestant's motor fuel is sufficient to render the fuel illegal without an actual determination of any performance enhancements that the contestant may have gained through the use of these additives. Fuel samples may be sent to a laboratory for testing.
8. Refueling and/or the addition of any material that affect the weight of the boat may not be done during time trials, heats, final event or before the inspection process that follows the completion of a heat. This does not preclude adding lead to the bow at the dock. All lead must be submitted to and approved by the F1 ChampBoat dock master (asst. referee).
9. Minor and/or major repairs may only be performed as outlined in Rule 15 E. Parts or components that are subject to safety or technical inspection may only be changed with the permission of, and under the supervision of, the Chief Inspector. Any part or component that has been used in any heat of racing or time trial shall be subject to technical inspection before the race results are declared official. Although repairs may be made at any time as stated above, all contestants must obey all flag signals, rules, regulation and the directives of race officials.
10. Each boat and motor will be allowed only one system for the storage and/or delivery of fuel. Secondary or alternate fuel storage and/or delivery devices are strictly illegal regardless of their fuels content or capability for use.
11. All boats shall have adequate equipment so that they may be lifted in or out of the water for the purpose of launching or weighing. Single point lifting slings/bridles shall be constructed from minimum ¼" steel cable or minimum 1" nylon strap. Attachments to the boat and motor will be by clevis pins or snap hooks to permanent attachment points located on the boat/motor and designed for lifting purposes.

11. TECHNICAL INSPECTION

- A. Immediately after the finish of time trials, heats and the final event, contestants shall report with their boats and motors to the inspection area as designated by the Chief Inspector. The boat and motor shall remain in the custody of the Chief Inspector until all inspection procedure is complete and the boat and motor is released. For the purpose of enforcement of technical rules, the boat and motor will be assumed to have been raced in the same condition in which it was received in the inspection area. Boats and/or motors found to be in violation of the technical rules shall subject the driver to penalties as prescribed the DOC.
- B. The Chief Inspector shall have the power to order any contestant to dismantle his motor for inspection and measurement. A maximum of two (2) crew members per boat are allowed in the inspection area. Any contestant who refuses to comply with the order of the Chief Inspector shall be subject to penalties as prescribed by the DOC.
- C. From time to time, IOGP may determine, in the interest of competition that it is necessary or appropriate to undertake perform a comprehensive inspection or a boat, engine or component beyond what can be done during the course of the event. The driver or owner shall take whatever steps are requested by F1 ChampBoat officials for this purpose. IOGP is not responsible for payment, reimbursement, damage or loss to the competitor as a result of such additional inspection procedures.
- D. Failure of the driver to report to the inspection area on a timely basis with his boat and motor in the condition in which it was raced shall be considered a violation of the technical rules and shall subject the driver to penalties as prescribed by the DOC.
- E. Scales used for weighing the boats shall be available two hours before any scheduled heats. There will be no protest of the scales.
- F. Fuel testing and fuel system inspection may be done at any time. The entire fuel system may be disassembled and removed from the boat to be inspected. The presence of illegal fuel, at any time, in the onboard fuel system will be considered a violation of the fuel rules. The legality of the fuel is under the sole judgment of the Chief Inspector and cannot be appealed. Fuel samples may be sent to a laboratory for testing. Fuel will continue to be tested with the Digitron along with other fuel tests, at each race site.
- G. If a major engine failure occurs (ie. a rod thru the block, a scored cylinder, a broken crank, blown gearcase) and this information is verified by the motor inspector, you may change your powerhead/gearcase without loss of your lineup position for the next heat. Any other engine or boat change will result in placement of the least advantageous position on the starting dock for the next heat. The original engine is subject to inspection as well. Always contact the Inspector prior to any of these changes.

12. PROTESTS AND APPEALS

- A. **Protests**
 - 1. Contestants shall have the right to protest the application of any of the rules, whether involving themselves or another contestant. Protests must be filed in writing with the DOC as soon as possible but no later than one hour after the last heat of the day.
 - 2. The protest fee shall be \$250. In cases where the protest is denied, the protest fee shall be non-refundable. In cases where the protest is upheld, the protest fee shall be refunded less any expenses incurred in determining the outcome of the protest.

B. Appeals

1. Contestants shall have the right to appeal adverse decisions by F1 ChampBoat officials which result in penalties to their teams. Appeals must be filed in writing with the DOC as soon as possible but no later than one hour after the contestant was notified of the adverse decision which he intends to appeal.
2. The appeal fee shall be \$250. In cases where the appeal is denied, the appeal fee shall be non-refundable. In cases where the appeal is upheld, the appeal fee shall be refunded less any expense incurred in determining the outcome of the appeal.

C. Protest and/or appeal will not be considered or accepted for the following items:

1. Fuel testing results.
2. Scale accuracy.
3. Course Driving rules or violations
4. The start or finish of any heat racing results.

D. F1 ChampBoat officials and officers will be the final authority for all protests and appeal arising from the application of, or decision regarding, the rules contained herein. This does not preclude the right of F1 ChampBoat officials to enlist the advice or counsel of individuals or corporations outside of IOGP.

E. Penalties

1. Violations of any of the rules contained herein may result in penalties.
2. All penalties will be assessed to drivers for their actions or the actions of their owners, crew members, family members, sponsors, or other individuals associated with the driver's team.
3. The DOC shall possess the authority to choose a penalty or penalties that, in his opinion, are appropriate for the cited rules violation. Choices shall be selected from the following list:
 - Stop and go penalty
 - Wide course penalty
 - One or more laps deducted from the total laps completed within a heat
 - Change in starting dock position
 - Monetary fine: minimum of \$500 with Yellow Card
 - Revocation of series points
 - Reduction in finish position within a race
 - Disqualification from a race
 - Suspension for participations for a specific time period
 - Expulsion
 - Other penalties may be imposed at the discretion of the DOC

F. Any infractions or penalties assessed to a driver, his race team or member associated with the team by an official or F1 Champboat officer that causes the driver, his race team or member associated with the team to seek judicial action to protest the penalty will suspend the team and driver from competition until the matter is resolved.

13. SAFETY RULES AND PROCEDURES

Boat Racing is an inherently dangerous sport. Each member assumes that risk when he/she participates in an event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety generally is everyone's concern, IOGP cannot be and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events.

- A. Novice Drivers – Drivers are required to furnish a resume of their racing history for the review by the F1 ChampBoat Series officiating staff. In the opinion of the DOC, if a particular driver does not possess the current racing experience or has not exhibited adequate driving competency, he may place restrictions on that driver. The performance of restricted drivers will be monitored by the officiating staff and restrictions will be removed when official are satisfied with the drivers level of competency.
- B. Helmets and Life Jackets - A driver when operating registered equipment bearing F1 ChampBoat numbers or designation at any time while at a sanctioned event, must wear complete safety equipment including full face helmet and life jacket, except where exempt, with the following exception: Helmets may be removed only (1) when the boat is stopped or operating off-plane at idle speed and (2) there are no other race boats operating on-plane on the race course or in the vicinity, so as to create a danger. Considering the fact that there is no safest life jacket and helmet that will eliminate all risk, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket.
 - 1. Helmets: Drivers in competition must wear a helmet that meets a D.O.T. standard, or military specification helmet designed for military aircraft (Snell 75 or Later is acceptable). It is recommended that a majority of the helmet be painted with a fluorescent red, yellow or orange: or international orange. There is not specified area, but the helmets must be of a bright color so as to be clearly visible in the water.
 - 2. Life Jackets:
 - a. All racing life jacket must be constructed in compliance with "UIM/APBA life jacket basic manufacturing specifications" dated April 8, 1991.
 - b. All racing life jackets must have a sewn-in permanently affixed manufacturers label that indicates (1) Date of manufacture or most recent recertification. (2) Manufacturers or recertifies company name. (3) The Jacket category type (either "B" or "C").
 - c. All life jackets shall have at least 70% of the area above the waist, both front and back independently, international orange or yellow in color.
 - d. Every driver shall demonstrate that his life jacket will function properly when requested by the referee.
 - 3. Eye protection in the form of a Helmet face shield, goggles or ANSI/OSHA approved safety glasses with restraint straps shall be mandatory for all racing. Eye glasses do not fulfill this requirement. A full canopy, which is described as "a cover for the top of the reinforced cockpit which completely encloses the driving compartment and is securely fastened, fulfill this requirement.
- C. A suitable arrangement shall be installed capable of automatically closing the throttles(s) when the driver's foot is removed from the throttle pedal.

D. All F1 ChampBoat participants

1. Have switches for ignition, starter and electrical fuel pump, if so equipped, mounted inside the cockpit where they are easily actuated by the driver when he is strapped in.
2. Have a positive on, positive off ignition switch for the engine as well as a similar switch for electrical fuel pump, if so equipped, mounted on the left (port) outside of the cockpit. No momentary switches are allowed for these requirements. All switches must be clearly labeled on the outside of the cockpit as Engine Shut Off and/or Fuel Shut Off. Both functions may be combined in a single switch and labeled accordingly. Looped tethers activating inboard mounted switches are allowed and such switches may be the same ones as required in (1) above.
3. Have centrifugal forces actuated or inversion actuated shut down switch. This switch must be mounted in the main cockpit area of the hull and be capable of disabling the engine ignition system and shutting down the electric fuel pump, if the boat is so equipped, when the boat is upside down. It may be placed inside the driver compartment so that it may be easily reset in case of a complete roll and it may satisfy the requirements of (1) above. This switch assembly must be easily removable for safety inspection purposes.

E. Engines must be bolted to transoms.

F. No motor may be started or run over land or dock with the propeller, prop nut, washer(s) or thrust washer on the lower unit.

G. Pre-Race Safety Inspection – IOGP F1 ChampBoat officials shall have one of its members or another qualified representative make an inspection previous to the start of every race of all boats to see if requirements of these rules and the circular of conditions have been complied with. An inspection of each entry may be made by the race officials to determine whether the boat is seaworthy, of safe construction and that all mechanical devices for steering, throttle, lifting bridle, etc. are in good and safe working order. For an entry to pass inspection, it will require a signature and sticker from a F1 ChampBoat Series Official. See the F1 ChampBoat Series Safety Inspection Guide at the end of this Rule Book.

H. Air Vents – Air vents must be added to the bows of all boats: two (3) square inch unrestricted area vents in each pickle fork behind the bulkhead. The boat manufacturer will be responsible for constructing the boat in such a manner that when the boat is in and upside down position in the water, the transom will sink in 30 to 45 seconds to make rescue of the driver easier. Boats not meeting these criteria will not be remitted to compete.

I. Flotation – U.S.C.G. approved, closed cell, two pound per cubic foot foam flotation must be permanently installed (glassed in) in the boat hulls and cockpit structures of all boats. Boat hulls must contain 4.0 cubic feet of foam (2.0 Cubic Feet for SST-45) distributed evenly on each side of the boat and positioned on either side of the driver. Reinforced cockpit structures must contain 4.5 cubic feet of foam (2.0 Cubic Ft. for SST-45) flotation in addition to that contained in the boat hull. The inspection of the boat for proper flotation as specified in this rule book may be accomplished by one of the following procedures:

1. Physical inspection and measurement by the inspector.
2. A notarized statement signed by the registered owner or driver of the boat that states the boat meets the requirements of IOGP F1 ChampBoat Safety Rules. This statement must be permanently affixed to the hull and protected from water damage, etc.

3. Certification by the boat manufacturer that the boat meets U.S.C.G. flotation requirements or has been constructed in accordance with IOGP F1 ChampBoat Safety Rules. This certification must be a permanently affixed decal, plaque or other device. Use of options 2 and 3 still leaves a requirement for the Chief Inspector to assure himself that the boat is in compliance, but relieves him of the duty of exactly measuring the flotation foam volume due to difficulty of doing so in certain boat and cockpit designs.
- J. All boats competing in IOGP F1 ChampBoat races must be equipped with reinforced cockpits and driver's restraint systems. The manufacturer of the reinforced cockpit must be registered with the safety committee and comply with all rules and regulations relating to the construction of the reinforced cockpit and all other standards regarding reinforced cockpit accessories and devices.
 - K. ALL BOATS MUST CARRY SOME TYPE OF AIR SYSTEM, OR AT MINIMUM PORTABLE REGULATOR SYSTEM THAT IS READILY AVAILABLE TO THE DRIVER IN THE COCKPIT.
 - L. All cockpit canopies, windshield and wind deflectors must be constructed of shatterproof materials.
 - M. All cockpits must include coverage of over 100% of the driver's helmet (with the head in the furthest aft position, against the bulkhead) both above and sides.
 - N. Driver Restraint – This is the recommended placement of seat belt and shoulder harness in a reinforce cockpit (see figure below).
 - O. It is recommended that in a reinforced cockpit an opening of eight (8) square inches above the helmet be added to reduce the hydraulic effect on the driver in case of an accident (see figure below).
 - P. It is recommended that all boat fuel tanks have a check valve on the vent or other device to prevent fuel loss in case of an accident. All boats with fuel tanks enclosed with decking or cowlings must have the tank vented external to the enclosed areas.
 - Q. Collapsible Pick fork and Nose Assemblies – all collapsible sponson noses must be made of a fiberglass or plastic structure. Composite sponson boat must stop the full lay-up 12 inches back from the tip of the sponson. These collapsible or deformable sections: shall be a minimum of twelve (12) inches in length measured from the rear; Shall have a minimum cross sectional area of sixteen (16) square inches at the rear where it is attached to the main sponson structure; shall have a load deflecting bulkhead, transverse to the main sponson structure and angling rearward from vertical as one proceeds down the bulkhead; and shall collapse or deform when a force of less than 1,000 pounds is applied. No solid foam or bulkhead structure will be allowed in any sponson tips. Sponson tips must be secured with screws and be removable for inspection. The sponson tips must have a minimum of 1 ½ inch inspection hold. All sections (sponsons and capsule) must maintain a minimum one inch spherical radius at the foremost front edge. A one inch spherical radius is approximately the size of a tennis ball.
 - R. Additional Safety Measures – Recommended as follows:
 1. A rounded deflector should be incorporated at the rear of the reinforced cockpit and should have a minimum thickness of ½ ". The deflector should cover the vertical area between the tip of the cockpit and a horizontal line between the deck tops. The area in the boat interior below the deck surfaces may be left open. Solid foam should fill the volume between the deflector and the rear of the driver compartment. Additionally, the reinforced cockpit structure should extend rearward from the driver compartments as far as possible.
 2. The side walls of the driver compartment should incorporate an impact absorbing panel. It has been shown that thin metal layers in composite structure increase penetration resistance,

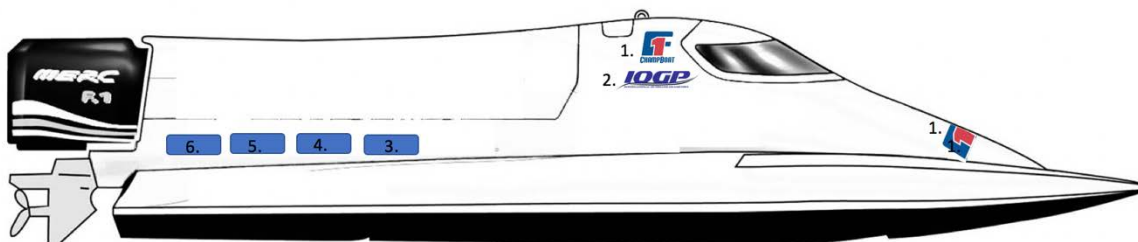
especially of sharp objects. Such a panel with a foam impact absorbing layer between it and the existing reinforced cockpit wall would offer additional protection (see figure below).

3. IOGP highly recommends that drivers wear a head and neck restraint system (Hans or Hutch).
 4. Inside back half of canopy should be painted international orange.
- S. All contestants, when operating racing equipment bearing F1 ChampBoat Series numbers, logos or designations at any time while at a sanctioned regatta, must wear complete safety equipment including helmet and life jacket. Helmets may only be removed when the boat is stopped or operating off plane at idle speed and there are no other race boats operating on plane on the race course or in the vicinity, so as to create a danger.
- T. All participants, contestants and crew members must wear footwear at all times (no open toe shoes) that will provide adequate protection, including while operating racing equipment.
- U. No contestant shall participate in a race, nor shall any official serve in any official capacity, after have consumed alcohol or controlled substances or while intoxicated. The phrase “after having consumed or while intoxicated” shall mean from midnight before the day or the race until the participant has received the permission of the DOC to consume alcoholic beverages after the conclusion of the race. “Intoxicated” means under the influence of one or more of the following:
1. Alcohol – In the case of a positive breathalyzer test, all competitors will receive one final test for a zero tolerance at their discretion one-hour prior to the first water activity at the cost of \$100. This will be the final test and in the case of another positive test from that competitor he will be excluded from that day’s activities.
 2. A controlled substance.
 3. Any illegal drug.
 4. Any combination of the above resulting in an impaired condition.
- In the case of a positive impaired test, that particular competitor will be excluded from the next IOGP event. If a competitor is tested positive twice during one season, the competitor could be excluded from the remainder of the season, or indefinitely.*
- V. The chief of rescue and officiating staff of IOGP F1 ChampBoat shall have the authority to conduct and/or cause to conduct medical examinations and drug and alcohol testing of all participants, contestants, drivers, crew members, officials and regatta workers. These tests and examinations may be conducted at any time, before, during and/or after any testing or racing taking place in conjunction with a sanctioned racing event. The results of these tests or examinations may be used to determine the ability of any individual to remain as a participant in any capacity in a sanctioned racing event. All determinations of impairment to any individuals will be made by the F1 ChampBoat Director of Competition and his decision will be final.

14. SPONSOR DECALS, PATCHES AND IOGP F1 CHAMPBOAT ADVERTISING POLICY

- A. Registered contestants have the right to advertise and promote their sponsors products and services by means of lettering and graphics on boats, tow vehicles, and driver's and crew informs. Reasonably sized sponsors posters, banners and signs may be displayed within the contestants pit area. All other areas associated with the racing event, including the host hotel, are under the control of the IOGP F1 ChampBoat Series. Race teams may not enter into any agreements to sell, promote or advertise any product or service in these areas, with the exception of the privileges granted above, without the express written consent of the IOGP F1 ChampBoat Series.
- B. IOGP F1 ChampBoat must approve all team sponsors and reserves the right to refuse any sponsors due to conflict of interest and/or questionable taste.
- C. All local event sponsors must be approved by IOGP F1 ChampBoat Series. IOGP F1 ChampBoat members and/or teams, sponsors, partners etc. may not solicit and/or accept business dealings from IOGP F1 ChampBoat partner/clients w/o the express written permission of IOGP F1 ChampBoat management.
- D. Advertising, pictures and/or lettering on boats, tow vehicles, uniforms, banners, posters and signs that is of questionable taste, or offensive in nature, is specifically prohibited.
- E. It is mandatory that IOGP F1 ChampBoat Series sponsor decals and uniform patches be displayed in the proper locations as illustrated below. IOGP F1 ChampBoat series sponsors patches and decals will be prominent in size and all uniforms for both crew members and drivers must pass inspection prior to racing. One team set of decals and patches will be provided with team membership. Additional sets of patches may be purchased for \$10 and additional sets of decals may be purchased for \$20. F1 ChampBoat Series decals may be purchased for \$10 per decal.
- F. No other competitive racing series (past/present) decals/patches will be allowed on boats, equipment and uniforms.
- G. Life Jackets will have the same sponsor patches as required for the team uniforms or they will have no patches or sponsor identity. If the competitor chooses to have no patches or sponsor identity the team name only is allowed to be visible on the life jacket.
- H. All engine cowlings (covers) must resemble that of its OEM manufacturer. Any request for changes, alterations etc. must be requested in writing to IOGP.

Official Series Decals and Uniform Patch placement



1. Official IOGP F1 ChampBoat Series decal (*behind canopy and on nose*)
 2. TBD / Official Series Sponsor Decal (*may be required to place below capsule canopy*)
 3. #3 – #6 TBD/Official IOGP F1 ChampBoat sponsor/product suppliers
- Note: IOGP will provide all boat decals.



Note: All teams must wear proper race uniforms during race events at all times. IOGP marketing will provide patches (*if needed*) and can assist with sourcing uniform suppliers.

1. TBA / Series Sponsor (right chest)
2. F1 ChampBoat (left chest)
3. IOGP (left sleeve)

15. RACE FORMAT

- A. Determining Starting Positions for Final Heat - Starting positions for qualifying heat races will be determined by your lowest lap time. The boat with the fastest qualifying attempt will start on the pole, the most advantages starting position. The boat with the second fastest start will start in the second position and so on. If the field is split then the boat with the second fastest timed lap will start on the pole in Heat B and the boat with the third fastest lap will start in the second position in Heat A and so on. Starting positions for the final heat will be determined by position of finish in your cumulative heats then heat time and finally by the fastest 1 lap qualifying time. The total of points earned in qualifying heats will determine your order of finish in those heats – that is defined as your “Position”(the F1 ChampBoat Series points as provided in Section 16 will be the points used). If the competitors are split into two separate heats then the first tie breaker for starting position in the final will be total points accumulated from the qualifying heats. If position and points are the same then the third tiebreaker will be the fastest total “comparable” heat times. The final tiebreaker if needed will be each competitors qualifying lap time. Please note the word “comparable” in the explanation of heat times – comparable heat times will be determined by the Chief Referee on a case-by-case basis.
- B. Qualifying Lap Procedure - Each competitor will be given one qualifying attempt. The boat with the lowest point total in the Series will be the first boat out and so on. The first boat out will enter the course and the timed lap will start at the point the boat crosses the start finish line. Each boat will be allowed one minute from the start of the engine until the time that his boat trips the clock for the start of his timed lap. Failure to meet the one-minute time frame will result in no time taken for that lap. Once the boat has completed the lap it will return to an area as designated by the Chief Referee in the drivers meeting. Once all competitors have completed one lap the five boats with the lowest times will be given a second attempt. If a tie exists between the fifth and sixth boats then both boats will be given a second attempt. The first boat out on the second attempt will be the boat that had the slowest time. Those boats that had two attempts will then be scored for position using the best lap of the two runs. In the event of a tie for “pole position” a third lap will be run. If a tie exists at any other position the slower laps will be used as a tiebreaker.
- C. Parade Lap - If the Chief Referee call for a parade lap for any racing or timed laps the boats will lineup in their respective positions for the racing to come with the boat first in points or on the dock being the FIRST boat on the parade lap.
- D. Blocking and Race Course Right of Way
 1. Overlap – An overlap is established only when two boats are on the same course, or approximately the same course and the cockpit of the overtaking boat, if overtaking from the inside, is even with the

cockpit of the overtaken boat. When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to change lanes without contact. The following rules shall apply to an overlap.

- a. The lead boat has the right of way until an overlap is established.
- b. A safe overlap is the responsibility of the overtaking boat.
- c. Once an overlap is established, the overtaking boat must give the overtaking boat room to clear any course buoys.
- d. The overtaking boat cannot force an overlap after the lead boat has begun to alter course to negotiate a turn.
- e. An overlap can occur from port or starboard.

2. Bearing Away

- a. A boat shall not bear out of her course so as to hinder another boat in passing.
- b. Bearing away may occur by altering course to either port or starboard to hinder passing by another boat.

3. Lane Change on Start of Heats – Rules controlling lane changing at the start of each racing heat may be formulated for specific race course. These rules will be announced at the drivers meeting at those race sites.

Each boat on the course should hold their lanes when “racing” so as not to hinder a boat from passing on either the port or starboard. Literally, if a boat is running in lane one and is being overtaken by a boat running in lane two the lead boat must maintain its lane one position if changing its lane position will cause the trailing boat to alter its course from the lane they have chosen. Conversely if the lead boat is running in lane three and the trailing boat is running in lane one the lead boat may not change lane if it will cause the trailing boat to alter its course from the lane it has chosen. The penalty for blocking may, at the discretion of the race committee be a one-lap penalty, fine, disqualification or any combination of the aforementioned.

4. Yellow Cards – Up to three yellow cards may be given to drivers for dangerous or unsafe driving. In addition, a maximum of a \$500 fine will be included with each yellow card. The authority to give yellow cards lies with the DOC. He may rely on any and all information available to him before rendering a final decision. In each racing season, a driver who has received three yellow cards will be suspended from further competition for the next three events immediately following the issuance of the third card. Each suspension reduces the number of yellow cards by one held by the driver. Appeals for suspension due to issuance of yellow cards may be directed to the F1 ChampBoat Executive Committee. The DOC will accept requests for yellow cards from any F1 ChampBoat Series officer, official, designated turn judge or a protest from any registered participant in the same class.

- E. Start - Without the approval of the Referee or Asst. Referee, once a boat reports to the starting dock/beach for the start of any heat of racing the crew will only be allowed to:
- Hold the boat.
 - Adjust the mirrors
 - Clean the Canopy
 - Give the driver water/beverage.

The spirit and intent of this rule is to prevent teams from making last minute adjustments to the boats or perform services, which might enhance their start from the dock. If there are actual problems with the boat that need to be serviced then all you have to do is contact the Asst. Referee on the dock/beach for the approval to proceed with repairs or adjustments. Failure to report to line-up when instructed by the officials

will result in the driver going to the end of the line-up. Penalties for infractions as outlined above may be a loss of starting position and/or fine.

Once the boats are lined up on the dock/beach a one-minute gun will be fired and a countdown to 20 seconds will be announced over the PA. At the 20 second mark a start flag will be raised by a starter. The starter may drop the flag at any time, which will designate the start of the race.

F. Restarts

At the discretion of the race committee restarts of racing will be 1 of 2 methods as follows:

1. Dock Start

- a. If a LeMans or pole boat start is utilized, starting positions for the restart will be determined by the order of position, not running order; each boat was in for the preceding completed lap whenever deemed possible by the Race Committee. The Leader Lap system will be used to record laps. Scoring the race will be as scored by F1 ChampBoat points.
- b. All boats must start in the position that they qualified in. Driver must request change of position to dock official and only DOC can approve. The only position allowed to move to will be the end of dock and position vacated will remain as open. No other boats will be allowed to move up in their starting position.

2. Pace Boat Start

- a. The boats will line up on the dock with the boat that was running in first place at the time of the race stoppage having the "Pole Position". These positions will be determined based on the last lap scored for the first place boat. The rest of the field will line up for the restart in the order they were running on the last lap scored, NOT as first, second, third etc...
- b. In the event racing is stopped a red flag will be displayed and all competitors should stop to a safe position. You should be in contact with your appointed radioman who will give you the order to line up for a rolling restart. The referee will raise the Yellow flag and the pace boat will enter the course. The lead boat will line up approximately 300' behind the pace boat and the rest of the field will line up as conveyed by the race committee through your radioman. The line-up will be the same as determined in #1 above. The first place boat must stay in lane one and the second boat will line up in lane three at least three boat lengths behind the boat in the position ahead of you. The third place boat will line up in lane one or two and so on. Once the boats are lined up properly and the lead boat has clear site to the judges stand the pace boat will pull off the course and the referee will lower the yellow flag and raise the green flag to restart the race. The lead boat will maintain its speed after the pace boat pulls off the course and each competitor will maintain their speed and positions until the green flag is raised at the start finish line, essentially the lead boat becomes the "Pace Boat". There will be a penalty and/or fine for jumping the start or not staying lined up correctly. All laps under caution will be counted however the race will not end under caution. Whenever the required number of laps has been completed and the boats are running under a yellow flag, there will be a restart. After the completion of two laps, one green flag lap and the final lap under the white flag, the checkered flag will be displayed. It is recommended that participants carry extra fuel with the above in mind.

G. Official Race Results

Heats and/or races will only become official when all questions of legality or rule compliance have been satisfied. The awarding of trophies, money or other prizes; submission of press releases; or conducting of

awards ceremonies may all take place before the race becomes official. The contestant receiving them must return prizes that have been awarded in error prior to the publication of the official race results.

H. Scoring of the Race

All boats reporting to the starting dock under their own power shall receive an official finishing position in that heat of racing. Finishing order for any heat will be determined in the following manner: when the lead boat crosses the start finish line with the checkered flag displayed, he will be scored; all other boats shall be scored as they pass the start finish line after the winner; the total number of laps completed and the relative order of finish with all other boats completing the same number of laps will dictate the final finish position of all boats in that heat. Boats assessed lap penalties will be compared with all other boats completing the same number of laps as the penalized boat, after the penalty has been assessed. Boats not completing any laps shall be awarded a finishing position based on the relative order of their line up position on the start dock. If a scoring error of any type is discovered during the racing season, said correction will be made and all affected parties will be notified forthwith.

I. Back-up Boats

If you intend to use a “Backup” boat at any event that boat must be registered with the F1 ChampBoat Series as such at registration for that event. All backup boats must be inspected with all other boats during pre-race inspection. Backup boats will NOT be inspected or eligible for use once racing for the weekend has begun. If backup boat is utilized at any time, once primary boat has run in any heats you may use the backup when:

- Incident in Heat 1: Back up boat may be used for Heat 2 and start at the end of dock.
- Incident in Heat 2: Back up boat may be used for the final, start at the end of dock.
- No back up boats may be used after Final race begins.

16. IOGP F1 CHAMPBOAT SERIES POINTS

All points earned by a member driver for qualifying, heat races and the final will count towards the Series Point totals.

Driver Substitution: Team owner may substitute the driver for a maximum of two (2) race events per season. All points are applies to the boat number.

F1 CHAMPBOAT SERIES POINT STRUCTURE

Position	Qualifying Lap	Qualifying Heat (ea.)	Final	Position	Qualifying Lap	Qualifying Heat (ea.)	Final
1	40	80	400	11	24	54	280
2	37	76	380	12	23	52	270
3	34	72	360	13	22	50	260
4	32	69	350	14	21	48	250
5	30	66	340	15	20	46	240
6	29	64	330	16	19	44	230
7	28	62	320	17	18	42	220
8	27	60	310	18	17	40	210
9	26	58	300	19	16	38	200
10	25	56	290	20+	15	36	190

Note: Total of all qualifying heat points as above determine order of start for final. Member drivers that present themselves for a qualifying lap, heat or final receive points as above. Prizes and Awards: Contact F1 ChampBoat Series for all prize and contingency program information.

17. CONTACT

BUSINESS ADMINISTRATION / MARKETING / MEDIA

Mike Schriefer, President
International Outboard Grand Prix
info@outboardgrandprix.com
www.outboardgrandprix.com
+1.704.904.4141 | Charlotte, NC.