

GROUP 1700 – INFLATABLE CLASS RULES

1701	CLASSES
1702	HULL
1703	MACHINERY
1704	MODIFICATIONS
1705	FUEL
1706	SAFETY EQUIPMENT
1707	RACE RULES - SURF
1708	RACE RULES - LONG HAUL
1770	NATIONAL LOG
1771	GENERAL
1772	PROTESTS and APPEALS
1773	POINTS TABLE
1774	COURSE DIAGRAM - SURF
1775	COURSE DIAGRAM - FLAT WATER

1700 INFLATABLE BOATS

The following rules and regulations have been taken from the UIM Rules, amended and accepted as the Australian domestic rules.

They are to be read in conjunction with the UIM rules.

These rules apply to all races run under sanction from the APBA.

Interpretation of these rules is as in Rules 302.17 and 302.06.

1701 CLASSES

P750

Capacity	0cc to 750cc
Length	3.8 metres (minimum)
Width	1.7 metres (minimum)
Weight	75 Kg (minimum)

P750 Modified

Capacity	0cc to 750cc
Length	3.5 metres (minimum)
Width	1.7 metres (minimum)
Weight	65 Kg (minimum)

* The above weights apply to the dry weight of the boat, without any accessories, and without the engine. Irremovable ballast (adhered to boat or screwed/bolted down) can be carried.

** The weight rules DO NOT apply to river racing

1702 HULL

1702.01 Boats must conform to the model of the official catalogue of the manufacturer.

1702.02 A minimum of 5 boats must be built before the Homologation is requested. Refer to rule 1702.03

1702.03 Boats that take part in competitions must be listed in an official catalogue of the manufactures.

Australian manufacturers must submit Homologation papers for their boats through the Association to the UIM, in which they furnish valid audited proof that 5 (five) have been manufactured and been advertised and are commercially available in the open market.

Applications for Homologation will only be accepted if submitted before the 31st of AUGUST every year to qualify for that years racing.

In the case of imported boats, proof must be submitted that the Homologation has been applied for and passed by the UIM or that 5 (five) identical boats have been imported and homologated according to the Australian Homologation requirements.

1702

HULL

- 1702.04 Boats must be inflated with atmospheric air and have 3 (three) inflatable compartments. The boat must be able to float even if one of the compartments is out of service. Flexible foam high packers are permitted.
- 1702.05 Boats with an independent keel or rigid keel are permitted. For rigid keelboats the keel must form part of or be associated with the floorboard units. Boats with a rigid underwater body made of glass resin or any other type of rigid underwater body are NOT permitted. At no point may the width of the keel exceed 15% of the width of the boat.
- 1702.06 The boat must be deflatable, collapsible and foldable so that no dismantled part has a greater length than 1/3 (one third) of the full length of the inflated boat excepting the floor stretchers and keels, whose largest individual piece must not exceed 2/3 (two thirds) of the overall length of the inflated boat.
- 1702.07 The shape of the hull is free. The keel, inflatable or rigid, must extend along the whole floor length of the boat. No rigid element is to be attached or fixed to the underside of the keel. No materials other than air can be inserted in or attached to or placed between the floorboards and the floor, other than the keel. No aerodynamic appendage are permitted.
- 1702.08 Steering by means of a steering wheel or tiller arm are acceptable.
- 1702.09 Modifications above the water line are permitted. A water line is defined as the line taken when a boat is at rest in the water with no person in the boat. The water line is deemed to be below the bottom of the transom in the case of multi-hull type boats.
- 1702.10 A splash plate can be fitted to the back of the transom as long as it complies with rule 1700.09 and the following dimensions: if this plate runs the full length of the transom, i.e.: from pontoon to pontoon, then the width of this plate is restricted to 100mm. If the width of this plate exceeds 100mm then its length is restricted to 150mm across the back of the transom, but may protrude as far back as towards the motor as required.
- 1702.11 No modifications below the water line are permitted, unless homologated as per the standard Homologation procedure set out in the UIM Homologation format, as referred to in item 1700.03 or as per Rule 1700.14.
- 1702.12 The boat can be replaced during an event at the discretion of the Officer of the Day.
- 1702.13 Motors larger than the inflatable boat manufacturers recommended maximum horsepower will not be permitted. The manufacturer must state the maximum horsepower rating when applying for Homologation.
- 1702.14 **SOLE MODIFICATIONS** permitted below the water line. Planning batons may only be attached to the high packers if they are not rigid.
- 1702.15 All boats entering any sponsored State, National or International event must have 2 (two) transparent windows. 250 mm wide x 700 mm long, into which the event sponsors decal can be placed. These windows must be securely fixed to the top side of each side of the nose of the boat and must be clearly visible from the front.
- 1702.16 All boats must be fitted with a specifically designed righting rope.

1703

MACHINERY

- 1703.01 An outboard motor is a mechanical propulsion assembly which can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point. The engine must be naturally aspirated. The unit thus removed and placed ashore must be capable of being started fed by its fuel tank. The mounting supports fixed to the boat, the control levers, the tachometer and its connection, the battery with its conductors and fuel tank and the fuel lines do not form part of the motor unit. Power trim and tilt units are not permitted.

1703 MACHINERY

- 1703.02 To be homologated as a standard tourist motor, and outboard motor must be sold and advertised by an industrial firm as being manufactured as standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of tourist boats. No performance enhancement kits are permitted.
- 1703.03 Applications for Homologation will only be accepted if submitted prior to the 31st DECEMBER each year to qualify for that seasons racing.
- 1703.04 The engine must be able to function at reduced speed.
- 1703.05 When the motor is in the water the cooling must be affected by the motor's own circulating coolant pump.
External pickups or water pick-ups attached or affixed to the boat are prohibited
- 1703.06 An efficient control handle giving forward, neutral and astern movements is compulsory.
The control handle for reverse gear, ready to use, must be within reach of the pilot driver.
Astern manoeuvring of the boat must be possible by selection of reverse gear only.
- 1703.07 An electric or manual starter must ensure a quick and easy start without external aids.
The motor must be fitted with an operating cord actuated safely cut out switch.
- 1703.08 The power head cannot be replaced during an event.
The power head must have an identification mark at the start of an event.
Failure to abide by this rule, by the pilot, will result in disqualification from the event.
- 1703.09 All leading edges of gearboxes cannot be tampered with.
Only normal wear and tear is acceptable.
The tolerance for this wear is limited to 5mm.

1704 SOLE MODIFICATIONS PERMITTED - Only the following modifications are permitted.

- 1704.01 The original propeller can be replaced by any other one with a through the hub exhaust as long as the replacement is listed in an official catalogue of the manufacturer is freely available in Australia.
Modifications are permitted provided it has the same number of blades as when it was manufactured.
- 1704.02 Sparking Plugs and Spark Plug Caps can be replaced by other having other characteristics.
- 1704.03 Revolution counters can be installed
- 1704.04 Thermostats of the cooling circuit can be removed.
- 1704.05 OVER SPEED switches can be removed as well as lighting coils.
- 1704.06 Re-boring is permitted up to the limits provided for by the manufacturer and within the limits of the class provided standard parts are used.
- 1704.07 The steering bar and brackets can be reinforced and additional steering bars can be mounted.
The steering bars must be able to tilt independently from the motor.
Strengthening of transom bracket and lower leg are permitted.
- 1704.08 The rubber mounts of the motor can be altered.
- 1704.09 Springs can be added to the throttle levers of the carburettors.
- 1704.10 The carburetion and ignition advance controls can be tuned differently, but without altering the original parts except that jets can be altered.
- 1704.11 The replacement of nuts or the addition of lock nuts, drilling and wiring, split pinning or keying is permitted.
- 1704.12 The gear interlock device on the starter can be removed.
- 1704.13 Motor locking brackets can be removed.
- 1704.14 Baffle plates in carburettor fuel bowls to prevent fuel surge are permitted.
- 1704.15 The motor cowling can be secured by means other than or in addition to the standard means.
- 1704.16 Tell tale cooling pipe can be replaced with another pipe of other characteristics.
- 1704.17 A splash plate can be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitation plate.
- 1704.18 The crank can be welded as long as the dimensions of the crank after welding do not exceed the original manufacturers' dimensions for the crank.
- 1704.19 No part can be added to the engine unless specified by this rule.
- 1704.20 A steering damper can be fitted

- 1704** **SOLE MODIFICATIONS PERMITTED - Only the following modifications are permitted.**
- 1704.21 Oil injection systems can be rendered inoperative, but only to the manufactures specifications.
- 1704.22 In the P750 Modified Class, any modifications in addition to those specified in Rule 1704 are permitted, provided the following are adhered to;
- With the engine cowling fitted, the engine must appear standard as supplied by the manufacturer; with the exception of modifications permitted under Rule 1704;
 - Engine Block and crankcase must remain externally standard as supplied by the manufacturer;
 - Carburettors and air-boxes must remain externally standard as supplied by the manufacturer.
- NOTE:** "standard as supplied by the manufacturer" means that the relevant part must be exactly the same in measurement as the part supplied with that particular motor when the manufacturer supplied it. Purely cosmetic items such as paint finishes are not required to be standard.
- 1705** **FUEL**
- 1705.00 **Leaded Fuels.** The use of leaded fuels will be permitted until such time as the Federal Government or one of their agencies prohibits the use of leaded fuels.
- 1705.01 For standard class, fuel must be a commercially available grade of automotive fuel that is freely available from any normal service station outlet, i.e. from the pumps on any forecourt.
- 1705.02 For MOD classes, fuel must be commercially available grade used for automobiles or aviation.
- 1705.03 For all Classes, special racing fuels, methanol, nitro methane and the likes thereof are expressly forbidden.
The use of additives aimed at increasing the power of the engine is prohibited to either the fuel or the air intake.
In addition the use of nitrous oxide injection units is also totally prohibited.
- 1705.04 Only tanks manufactured as fuel tanks, the original fuel tank supplied with the engine or collapsible fuel cells are to be used.
- 1706** **SAFETY EQUIPMENT**
- 1706.01 Helmets meeting Rule 801.02 must be worn.
- 1706.02 Personal Floatation Devices (PFDs) meeting Rule 801.01 must be worn
- 1706.03 Safety equipment as specified in the official scrutineering form for the specific discipline of racing must be carried at all times.
- 1707** **RACE IN PROGRESS RULES - SURF RACING**
- 1707.01 If a competitor misses a buoy he will be disqualified for the heat.
- 1707.02 If a competitor rides over a buoy he will be disqualified for that heat.
- 1707.03 Deliberate bumping of a buoy will result in being disqualified from the heat.
- 1707.04 Deliberate bumping of another competitor will result in disqualification from the race.
- 1707.05 The offending party or parties when one boat lands on another will be disqualified from the race.
- 1707.06 A competitor following too closely to another competitor is libel for disqualification from the heat.
- 1707.07 The standard course for shore surf racing is shown diagrammatically in Rule 1713, and the option of a beach start or dead engine start at sea will be at the discretion of the Officer of the Day, but a beach start is preferable.
- 1707.08 If a boat collides amidships to another boat (T bone) this will result in immediate disqualification of the offending boat from that heat.
- 1707.09 There must be a minimum of 10 (ten) metres between the shore buoy and the shore.
- 1707.10 No competitor, pilot or crew, will be permitted to complete in a national event unless he has participated in three Club races prior to the national event, and the Officer of the Day has endorsed his licence confirming his competence in all three races.
- 1707.11 **HEATS** - All heats, will be a minimum of 4 (four) laps or, in adverse conditions will be 15 (fifteen) minutes plus one lap.

1707 RACE IN PROGRESS RULES - SURF RACING

- 1707.12 After finishing a heat all boats must proceed around the next buoy beyond the finish buoy/line.
If any competitor fails to comply with this rule, he will be disqualified from that heat.
- 1707.13 Elimination heats will be run at the discretion of the Officer of the Day.
The format thereof will be dependant upon the number of boats entered into the specific class.
- 1707.14 There will be a minimum of 3 (three) and a maximum of 8 (eight) boats permitted per heat in the case of surf racing.
- 1707.15 In the event of there being more than 8 (eight) boats the elimination heats will be as follows:
-
 - 1707.151 The boats must be divided up into equal sections and each section will run two qualifying heats with points to count as for national Championships.
 - 1707.152 The top qualifiers in each section will go forward into a final heat that must consist of 8 (eight) boats.
- 1707.16 The total points for the 2 (two) qualifying heats plus the final will be added together to determine all the competitors final places from 1 to 16.
Positions 17 to 20 will be awarded to the competitors with the highest points from the qualifying heats.
The rest of the competitors who have completed in the heats will all receive 1 (one) point.
- 1707.17 **WET RULE** - If any competitor is separated from his boat and lands in the water whilst under starters orders or during a race, the race will be stopped immediately, with or without a red flag being raised, all competitors are compelled to stop racing, clear the course and proceed to the start with extreme caution.
- 1707.18 The offending team referred to in Rule 1707.17 will not be permitted to take part in any restart of that heat.
- 1707.19 If more than ¾ (three quarters) of the race has been completed, there will be no restart of that heat and the result will be taken in the order the boats last passed the finishing buoy.
The offending team will not be awarded any points for that heat.
- 1707.20 Rules 1708.17/18/19 do not apply to long haul racing, but if a competitor falls from his boat, all following competitors must exercise extreme caution and render assistance to fellow competitors if they are in immediate danger.
- 1707.21 **FLAGS** - Flags to be used are as listed;

BLUE PETER	3 minutes to GO
WHITE FLAG	1 minute to GO
WHITE FLAG FALLS	GO
GREEN FLAG	RACE IN PROGRESS
YELLOW FLAG	ONE LAP TO FINISH
CHEQUERED FLAG	FINISH
BLACK FLAG	PERMISSION to LEAVE COURSE, or RETURN to PITS
RED FLAG	STOP
WHITE with RED DIAGONAL CROSS	HAZARD on COURSE. This is a warning of a hazard on the course that does not warrant the immediate stopping of the race.

- 1707.22 All competitors must acknowledge all flag signals by the official giving the signal.
Failure to comply with this rule will render the competitor libel for penalties.
- 1708 RACE IN PROGRESS - LONG HAUL RACING**
- 1708.01 All long haul events must be run over any distance as specified.
In adverse weather conditions, the race can be changed at the discretion of the Officer of the Day
- 1708.02 All long haul events are run on time and not points
- 1708.03 Deviation from the set course will result in disqualification from the race.

1708 RACE IN PROGRESS - LONG HAUL RACING

- 1708.04 No person will provide or receive assistance from the air or by radio during a race.
Assistance from the air is only permitted in case of injury.
Failure to observe this rule will result in disqualification.
- 1708.05 Any boat that is towed along a portion of a leg and subsequently finishes the leg under its own power will be disqualified for the race.
- 1708.06 A boat must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time for that leg.
- 1708.07 Once a boat has crossed the finish line, it may not wilfully cross back and re-enter that leg until the finish line is officially closed.
Wilfully re-entering an open leg will result in DISQUALIFICATION
- 1708.08 A boat must complete each leg on the water under its own power or by paddle power, within the cut off time to qualify for that leg.
- 1708.09 Failure to complete a leg under Rule 1709.06 and Rule 1709.08 will result in disqualification from the race.
- 1708.10 All boats must carry safety equipment as specified by local SBA at all times during the event.

1770 NATIONAL LOG

- 1770.01 There will be two National races staged in each discipline of inflatable boat racing, i.e. circuit and long hauls.
For points awarded see point score table.
- 1770.02 An individual Championship for each discipline will be held where the competitors must complete a minimum of two events in that discipline to qualify for that individual Championship.
- 1770.03 An overall Championship will be held where the competitors best single score in each discipline will be added together to determine the overall champion.
In the event of a tie, the competitors' next highest score will be added until the tie is broken.
He must have competed and scored points in five of the National events to qualify for the overall National Championship.

1771 GENERAL

- 1771.01 No abuse of officials will be tolerated.
Any team or members of their family abusing any officials will be disqualified and the race jury reserves the right to take appropriate action against that team.
- 1771.02 A competitor must direct all queries to the Officer of the Day when racing is not in progress.
He may not address queries to any other official. No competitor is permitted into the control tower during and immediately after an event, until such time as the results are official and posted.
- 1771.03 Only a pilot may direct a query or protest to the Officer of the Day.
The maximum protest fee for any national Championship event is \$100.
- 1771.04 A competitor registered on the entry form for an event as a pilot, must remain the pilot for the duration of the event.
The pilot registered for the event may at no time be replaced.
Only one competitor per team can be registered as the pilot on the entry form.
Only in the event of injury, and at the discretion of the Officer of the Day, may a crew member assist the pilot in the piloting of the boat.
This rule applies only to surf racing, for in a long haul the registered pilot and crew may change during an event without a penalty.
- 1771.05 A competitor registered as the crew for an event must remain the crew for the duration of that event, except for to long haul where Rule 1769.04 can be applied without a penalty.
- 1771.06 Intentionally causing damage to another boat or intentionally causing bodily harm to a member of another boat will not be tolerated.
Anyone failing to comply with this rule will be disqualified.
- 1771.07 Drinking alcoholic beverages or the use of intoxicating drugs by any competitor prior to completion of racing is strictly prohibited.
Anyone failing to comply with this rule will be disqualified.
- 1771.08 No un-homologated boat or engine can be entered into a National Championship event.

1771**GENERAL**

1771.09

Any competitors in breach of Rules 1702, 1703 and 1705 will be fined \$1000 and all National points forfeited and suspended for that season.

1771.10

A competitor cannot be under the age of 16 (sixteen) years old to compete in the National Championships.

1771.11

Any competitor failing to comply with any of the rules mentioned above, or the UIM rules, may result in the suspension of his licence at the discretion of the governing bodies of the sport.

1771.12

The first events first heat's grid positions will be drawn.

The balance of the competitors will be lined up in race number order.

The positions for the second heat will be as the competitors finished their first heat.

The final heats' grid will be determined by the highest number of points scored in the first two heats.

In the event of a tie the fastest boats winning time will break the deadlock.

The second events first heat positions will be as the competitors' position in the individual Championship.

1772**PROTESTS AND APPEALS**

1772.01

All protests must be in writing. Only the Officer of the Day may accept a protest.

1772.02

Protests against another competitor must be handed in within 30 minutes of the final or last heat or stage.

1772.03

Protests about race results must be handed in within 30 minutes of them being posted.

1772.04

All appeals must be accompanied by a \$100 fee and addressed to the APBA.

1772.05

The loser is liable for all costs which are payable within 30 days of the final verdict.

SUMMARY:

As it is clearly not possible to cater for every possible contention in a set of written rules.

The above rules set out the defined basis for determining a dispute.

The determination of a protest lie in the hands of the race jury and finally with the APBA.

What we are trying to achieve is fair practices.

Our intention is to maintain the sport as a standard class following safety modifications and repairs.

We want pilots to know that they are taking on the opposition with an equal chance of winning.

The UIM rules require pilots to know and understand the laws of the sport.

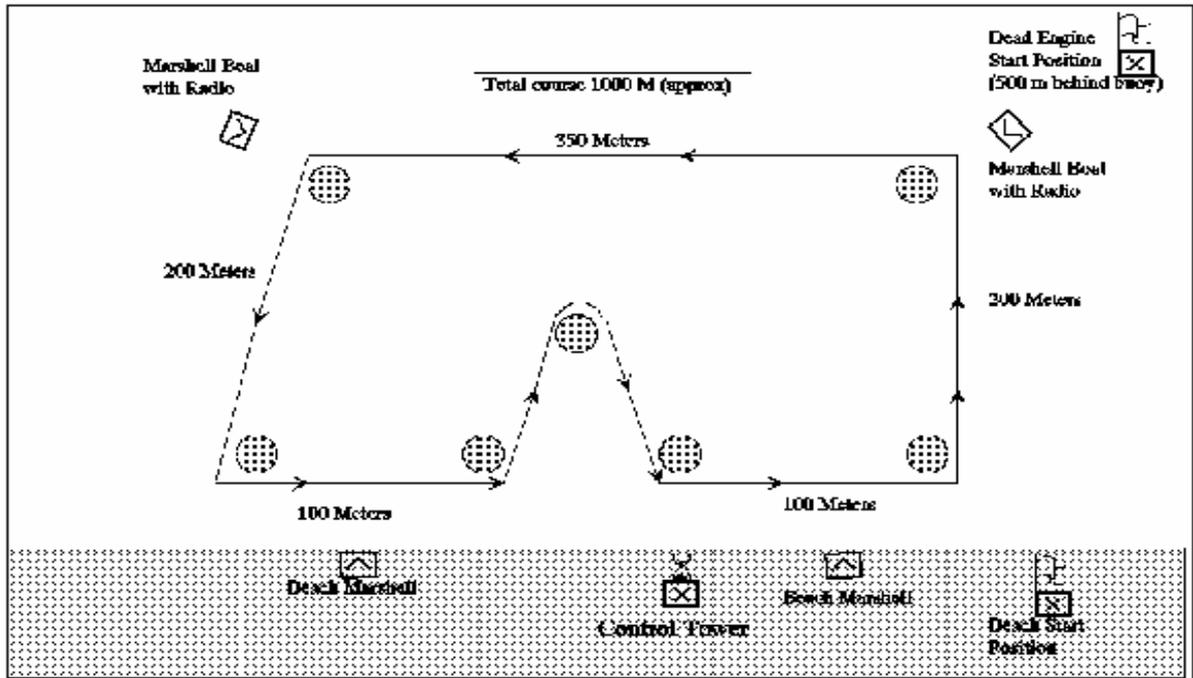
There is no allowance for ignorance and "unwitting" infringements confer upon the culprit a minimum penalty of being de classified for the heat/event.

Therefore, before you decide that you can make some "marginal" alteration get a ruling from the Technical Officer of the APBA.

1773**POINTS SCORE TABLE**

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1 ST	400	8 TH	53	15 TH	7
2 ND	300	9 TH	40	16 TH	5
3 RD	225	10 TH	30	17 TH	4
4 TH	169	11 TH	22	18 TH	3
5 TH	127	12 TH	17	19 TH	2
6 TH	95	13 TH	13	20 TH	1
7 TH	71	14 TH	9	21 st +	1

STANDARD SURF COURSE FOR NATIONAL EVENTS



STANDARD FLAT WATER COURSE FOR NATIONAL EVENTS

