



2010

RULE BOOK



FORMULA ONE PROP TOUR, INC.

FOREWARD

Formula One PROP Tour, will endeavor to make Formula One® racing highly competitive, affordable and entertaining for racing fans, sponsors and competitors. One of the tools that we will use for this purpose is the Formula One PROP Tour Rules and Regulations which contain rules and procedures governing Formula One PROP Tour sanctioned racing.

Every organization, to be successful, must have good rules and fair enforcement. We believe that the 2010 Rules and Regulations achieve the first of these objectives. Throughout the year, Formula One PROP Tour officials will use their best efforts to accomplish the second.

We expect Formula One PROP Tour racing to experience significant growth in the future and consider Formula One PROP Tour racing today to be one of the most competitive forms of motor sport racing on the water in the world.

Close competition among various makes of Formula One® engines and boats is the basis and goal for Formula One PROP Tour's fan and sponsor support. Therefore, Formula One PROP Tour is committed to increasing this type of competition among various makes of Formula One® boats.

Formula One PROP Tour Rules and Regulations are designed to continually promote increased competition while attempting to minimize the costs of participation.

In keeping with Formula One PROP Tour's commitment to maintaining proper balance in the competition arena, it may be necessary for Formula One PROP Tour to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Formula One PROP Tour's goal of a full starting field of various manufacturers of Formula One® boats in each race that are as equally matched as possible is certainly in the overall best interest of the sport.

This is what Formula One PROP Tour has strived for and will continue to strive for in the future.

FORMULA ONE PROP TOUR

2010 RULES AND REGULATIONS

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I. SPIRIT AND INTENT

Guidelines offered in this rulebook are subject to the term “spirit and Intent” and apply to the technical aspects of powerboat racing as well as to the actions of drivers and crew members. It is expected that all participants will adhere to the spirit and intent of these rules. These are guidelines for fair and equitable competition. They are not the basis to “read between the line” in order to circumvent the intent. If you are the type of person that is intent on finding loopholes, then it is imperative that you reevaluate your association with the Formula One PROP Tour. The “spirit and intent” clause allows our Director of Competition to make decisions and resolve disputes in a timely manner. If you are contemplating a technical undertaking that is not directly addressed in these rules, please contact the PROP Tour office to make sure it is legal and will be allowed.

II. DISCLAIMER

These rules shall govern all Formula One PROP Tour and/or APBA sanctioned events and, by participation in these events, all entrants are deemed to have understood and complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with, these rules and regulations. They are 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.

III. GENERAL

A.) RULES ENFORCEMENT

The PROP Tour reserves the right to take whatever action it deems necessary to enforce these rules, including but not limited to, impounding any boat, parts, components and/or system for inspection purposes.

B.) EXCLUSION OF PARTS

The PROP Tour reserves the right to prohibit the use of any part, component and/or system it deems will give a team an unfair competitive advantage, at its sole and absolute discretion.

C.) COMPETITION DIRECTIVES

The PROP Tour may publish Competition Directives (CD) during the racing season to amend, clarify or interpret these rules. A Competition Directive shall become effective upon the date of publication by P.R.O.P. Tour, regardless of when a competitor receives actual notice.

D.) MEETINGS

The PROP Tour may conduct meetings periodically with competitors during racing season. Attendance will be determined by the agenda.

IV. PURPOSE

The purpose of P.R.O.P. Tour, is to market, promote, organize and conduct professional powerboat racing events and Formula One® merchandise and to formulate rules which enhance the performance, competition and safety of the sport of powerboat racing.

V. GENERAL REGULATIONS

A.) All entries must be filed within the time specified on the official race circular. P.R.O.P. Tour, reserves the right to accept or reject any entry. All entrants must be a member in good standing of APBA.

B.) No contestant in P.R.O.P. Tour, events will have any claim for damages or recompense of any kind for any advertising or exploitation of their name, picture, or achievements.

C.) All entrants agree to be bound by the rules and regulations of P.R.O.P. Tour, and to abide by the decisions of the officials.

D.) BOAT NUMBERS

Boat numbers must be block style 12” high vertically with a 2” solid brush stroke. White numbers on a black background, or the reverse, will be acceptable as long as: a.) the background color contrasts the surrounding boat color, or b.) 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 between the 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.

E.) **RULE SUSPENSION, MODIFICATION OR ADDITION**

These rules may be suspended, modified or added at any time deemed expedient or necessary for the improvement of Formula One® racing or for safety or competitive reasons. Whenever possible these changes will be printed and distributed to the Formula One® race teams at the driver’s meeting of the race or races which will be affected.

F.) **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 **Director** of Competition to clarify and/or interpret the rule in question using the letter of rule and the spirit and Intent under which the rule was written.

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 release; or conducting 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.

H.) **GAG RULE**

Statements, opinions, press interviews, or comments critical or harmful to contestants, officials, sponsors, promoters or the management of P.R.O.P. Tour, Inc. will not be tolerated. The **Director** of Competition or the Executive Board of the P.R.O.P. Tour shall impose penalties for violation of this rule. Penalties can be monetary fines, suspension from P.R.O.P. Tour races, and/or all depending on the severity of the infraction.

I.) **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 **Director** of Competition, demonstrates any act of unsportsmanlike conduct will be subject to penalties as set forth by the **Competition Committee**.

J.) **RADIO COMMUNICATIONS**

Each boat shall be equipped with a working two-way radio capable of a minimum of shore to driver transmission and reception. The **Director** of Competition or **his** designee shall test at random the operation of each boat radio some time during the sanction period. Failure to have a working radio at any time during the sanction period may result in a \$50 non-progressive fine for each occurrence.

1. The **Director** of Competition shall designate one official with P.R.O.P. Tour communications as the Pit Radio Official (PRO.)
2. A designated area shall be identified and secured near the starting area.
 - a. Only one representative from each team shall be allowed into this area, and that person shall have a working two-way radio to communicate with the driver.
 - b. All official information (legality of starts, infractions, disqualification, etc.) shall come from PRO or the **Director** of Competition.
 - c. Except for direct verbal communication by the **Director** of Competition, the PRO shall be the only official source of information during the heat.

I.) **TELEMETRY**

No form of telemetry that transmits data from the boat to shore, or from shore to boat shall be used during the official qualification rounds or racing heats once the boat is away from the starting area. No form of radio control devices or actuators may be used at any time.

J.) **WITHDRAWING FROM EVENTS**

No competitor may withdraw from the even for the express purpose for allowing another competitor to use his **equipment**.

VI. DRIVER'S MEETING

It is compulsory that all registered drivers and their crew chiefs 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. Exact time and place of meeting will be listed in the advance race circular.

VII. FLAGS

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

BLACK	- course is closed, return to start dock, check with Chief Starter.
RED	- competition is stopped, quit racing, stop engine, wait for additional information.
WHITE	- displayed during last minute before the start of race. - signifies the beginning of the last lap of the heat for the race leader.
GREEN	- displayed while race is underway and course is clear.
YELLOW	- problem on race course, slow to approx. 25 mph and do not pass.
BLUE/WHITE	- obstruction on race course, continue to race with caution.
CHECKERED	- signifies the finish of the heat.

VIII. BUOYS

- A.) A buoy is any vessel, or other 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 himself with the race course
- D.) Penalties may be assessed for missing, damaging, dislodging or destroying buoys. Penalties may also be assessed if one boat forces another to miss, damage, dislodge or destroy a buoy.
- E.) Competitors will be charged for destroying buoys.

IX. RACE COURSE RIGHT OF WAY

- A.) **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:
 1. The lead boat has the right of way until an overlap is established.
 2. A safe overlap is the responsibility of the overtaking boat.
 3. Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course buoys.
 4. The overtaking boat cannot force an overlap after the lead boat has begun to alter course to negotiate a turn.
 5. An overlap can occur from port or starboard
- B.) **BEARING AWAY**
 1. A boat shall not bear out of her course so as to hinder another boat in passing.
 2. Bearing away may occur by altering course to either port or starboard to hinder passing by another boat.

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 is a one-lap penalty, fine, disqualification or any combination of the aforementioned.

C.) LANE CHANGE ON START OF HEATS

Rules controlling lane changing at the start of each racing heat may be formulated for specific race courses. These rules will be announced at the driver's meeting at those race sites.

D.) LAPPED BOATS

1. Whenever a boat is about to be lapped, all of the overlap and bearing away rules shall be in effect. Neither the overtaking nor the overtaken boat has any specific rights superior to the normal rules.
2. Race officials shall have the authority to order any contestant, who in the opinion of the officials is difficult or dangerous to pass to assume a line around the race course that is the least advantageous so that faster boats may pass.

X. RACING CLASSES

A.) P.R.O.P. Tour, Inc. will conduct powerboat racing events in the following classes:

CLASS	ENGINE SIZE	MIN. LENGTH	MIN. WEIGHT
Formula One®	2.0 – 3.0	16 feet	1155 lbs
Formula Two®	2.0 Merc Carbureted	16 feet	1100 lbs
	200XS OPTIMAX	16 feet	1150 lbs

B.) 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. No add-on extensions will be considered in determining overall boat length. In case of damaged hulls, consideration will be given to missing boat components in determining overall length.

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.

D.) FORMULA ONE Class TECHNICAL STANDARDS

Engine	Merc 2.0 L Carb/EFI	Merc 2.4 L Carb	Merc 2.4 L EFI	Merc 2.5 L Carb	Merc 2.5 L EFI	Yamaha 2.6L Carb/EFI	OMC 3.0 L Carb/EFI
RPM Limiter	none	none	none	none	8600	9000	none
Gearcase	any	any	any	any	# 4 SSM	# 4 SSM	any
E C R	any	any	any	6.5:1	6.5:1	6.5:1	6.5:1
Installed Hd.	any	any	any	45	45	46.3	any
Vol. min.							
Heads	any	any	any	36cc spec	36cc spec	any	any
Intake	any	3 two barrels	any	3 two barrels	Merc Spec	any	any
Total Weight	1050	1050	1100	1155	1155	1200	1200
Boat Min. Length	16	16	16	16	16	16	16
Gearcase Torpedo Min	R=2.25	R=2.25	R=2.25	R=2.25	R=2.54	R=2.54	R=2.461

1. Merc 2.5 carb must be iron sleeved fishing engine (No Nikasil Racing Blocks) Merc 2.5 EFI may be Nikasil/iron sleeve race or fishing.
2. Any driver that does not have equipment under current P.R.O.P. Tour rules may compete in a P.R.O.P. tour event if approved by the Director of Competition.
3. All motors must run with engine cowls and cowls can be of any manufacture. All cowls must resemble that of the OEM make.
 - a. There is a 3-liter naturally aspirated, V-6 configuration maximum displacement allowed for use in the P.R.O.P. Tour series races.
 - b. Any Mercury 2.0 Liter – Any Gearcase
 - c. Any Mercury 2.4 Liter – Any Gearcase

E.) MERCURY 2.5 LITER RACING ENGINE

1. Every team submits two (2) legally approved ECU boxes to PROP Tour for inspection. This box must meet the rules for Formula One requirements and becomes the property of PROP Tour Inc. 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 us. Formula One PROP Tour 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 PROP Tour 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 or P/N 8M8023278. The ECU box P/N 849849a-10 shall contain the Mercury RPM limiting computer chip 847619-23, 8600 RPM. These ECU boxes and computer chip must be the only box and chip 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 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 boxes or computer chip is allowed. No team will be allowed to handle an ECU box. The inspector will supervise the box installation and the setting of 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 for permission 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 issued ECU box at any time. this includes the on board dash systems. No other electronics are allowed on the boat, or on the driver. In the event that any "unapproved" electronic devise is found on or in the boat, the team will be subject for disqualifications and/or fines. Each team must run the issued 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 modified, substituted or changed with the following exceptions and/or reservations:
 - a. Total engine displacement must not exceed 153.1 cubic inches. Overbore is allowed in no more than 2 cylinders. Bore 3. 500 and stroke 2. 650. Total combustion chamber volume must not be less than 45.0 cc. The power head 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 a top dead enter position; no less than 39.0 cc of liquid must fit completely into the combustion chamber below the top of the spark plug hole in the cylinder head. No dome pistons allowed.
 - b. Head combustion chamber v volume must not be less than 36.0 cc. The only allowable cylinder heads are Mercury Marine Part # 18787-17 & 849496-9 (O-Ring Head). These heads are only to be used as manufactured and must not be changed in anyway. 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.
 3. 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.
 4. 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 devises 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.
 5. All engines are required to use fuel pressure regulator P/N 12026-2 (56 PSI Reference).
 6. 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.
 7. Fuel Pump inspection: Install fuel pressure gauge onto the Shrader valve. With the engine not running, turn on the fuel pump. Let he 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.
 8. No devices which reduce the volume of fuel available to the pump, from the pump, or to or through the injectors may be employed.
 9. 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 with the box set to full rich. At least 5 injectors must pass the test. Total volume must exceed 186 cc per 5 seconds.
 10. 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.

F. Formula Two Technical Standards (2.0 Liter Carb)

Formula Two Boat Standards

1. Any design of boat including bottom, deck, cockpit openings and seating arrangements shall be permissible so far as boat meets minimum length.
2. Power trim and/or adjustable spoilers shall be allowed in Super Stock.

Formula Two Motor Standards (2.0 Liter Carb)

1. All cowling and engine graphics and colors shall be essentially the same as OEM, with updating to later models allowed only as a complete OEM design.
2. Formula Two class can change engine wiring to allow 24-volt starting system.
3. The Formula Two class gear cases may have their outside surfaces refinished; however, they must meet the requirements of OPC Engine Specification sheets and the original design. The outside surfaces of the gearcases may be either painted or unpainted. If painted, the color of the paint must be the same as the original factory motor color. If the gearcases are unpainted, any surface finish is acceptable.
4. In Formula Two it is permissible to remove, or render inoperable, the engine primer system and plug all primer related holes in the fuel system opened by removing the primer.
5. Formula Two engines may have a substitution of a maximum of 3 sleeves of any manufacturer with original porting specifications and the same material will be allowed for repair of damaged cylinders.
6. Formula Two reeds may be of any material or design.
7. Formula Two cylinder block exhaust port outlet openings may be remachined to the maximum dimensions shown in the OPC Specification Sheet. Only machined openings are acceptable, machined in the same manner as originally done with no grinding or blending of any sharp edges.
8. Formula Two cylinder head combustion chamber pockets may have surface refinished. The cylinder head measurements must be within specified dimensions. No welding or repairs in the combustion chamber surfaces will be permitted.
9. The Mercury-produced bolt-on plate muffler is an optional part for the Formula Two class. Note that this part fits only the studs-down Formula Two engine. This muffler is standard equipment on the Mercury Optimax engine.

Formula Two Mercury Optimax Motor Standards

1. All cowling and engine graphics and colors shall be the same as OEM.
2. The Formula Two class can change engine wiring to a 24-volt starting system.
3. The Formula Two class gear cases may have their outside surfaces refinished; however, they must meet the requirements of OPC Engine Specification sheets and the original design.

G.) MOTOR FUEL AND OIL

Fuel supplied by an approved on-site vendor must be run without the addition of additives. Another fuel source may be designated by the Director of Competition. Only motor fuel compounded of standard pump gasoline shall be used. Additives which produce power in excess of that produced by standard pump gasoline 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. The presence of these additives in 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. Due to the cancer causing properties of some chemicals, it is mandatory that no propylene Oxide, ethylene oxide, or dioxanes be permitted in any pit or on any transporter.

- H.) Refueling and/or the addition of any materials that affect the weight of the boat may not be done during time trials, heats, final events or before the inspection process that follows the completion of a heat.
- I.) Use of special qualifier powerheads and/or lower units is discouraged. Competitors may not change the powerhead gearcase between the time trials and the start of the first qualification heat. Changing of powerhead or gear case will result in the competitor moving to the least advantageous starting position for the start of the first heat following the time trials. Failure to disclose a powerhead or gear case change to the inspector after the time trials will result in a disqualification from the time trials and both qualifying heats. Powerheads and gear cases may be changed during or after heats, including the first heat as needed, but the removed parts are inspectable and the inspector must be informed. The intent is that each competitor must run the same powerhead and gear case in the time trials and the first qualification heat. The inspector will place an identifying mark on the powerhead and the gear case at the end of the time trial.
- J.) Minor and/or major repairs may be done at any time; however they must be done before the boat reports to the start dock or beach for the start of a heat. 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. At the start dock or beach you may only adjust the mirrors,

clean the canopy or give the driver water/beverage. If adjustments beyond this are required after the boat has arrived at the start dock or beach they must move to the least advantages starting position. Any part or component that has been used in any heat of racing or time trials shall be subject to technical inspection before the race results are declared official. Although repairs may be made as stated above, all contestants must obey all flag signals, rules, regulations and the directives of race officials.

- K.) 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 fuel content or capability for use.
- L.) 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.

XI. 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 procedures are 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 by the Director of Competition.
- 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 orders of the Chief Inspector shall be subject to penalties as prescribed by the Director of Competition.
- C.) 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 to the driver to penalties as prescribed by the Director of Competition.
- D.) Scales used for weighing the boats shall be available two hours before any scheduled heats. There will be no protest of the scales allowed.
- E.) 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 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.
- F.) If a major engine failure occurs (i.e. a rod thru the block, a cored cylinder, a broken crank, or 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.

XII. 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 RMC (Race Management Committee) as soon as possible but no later than one hour after the last heat of the day or the posting of official results or the completion of technical inspection, whichever is applicable.
 - 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 race officials which result in penalties to their teams. Appeals must be filed in writing with the RMC 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.) PROTESTS AND/OR APPEALS WILL NOT BE CONSIDERED OR ACCEPTED FOR THE FOLLOWING ITEMS:

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

D.) COMPETITION COMMITTEE

This group will be responsible for writing and maintaining a competition rule book and the criteria for Series points and Championships. They will interpret all of the rules as needed. This group will also coordinate with APBA concerning our competition rules if needed. This group will also have the final decision regarding any and all disputes arising from competition – they are the appeals board and will also act in an oversight capacity. The committee’s oversight authority shall include the ability to issue or change rulings on all racing matters. They will be the final authority for all protests and appeals arising from the application of, or decision regarding, the rules contained herein. This does not preclude the right of Competition Committee to enlist the advice or counsel of individuals or corporations outside of the Formula One Prop Tour. All decisions will be determined by the committee within the days following the event but not at the event.

E.) PENALTIES

1. Decisions by the Competition Committee 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 Competition Committee shall possess the authority to choose a penalty or penalties that, in their opinion, are appropriate for the cited rules violation. Choices shall be selected from the following list:
 - a. Monetary fine
 - b. Revocation of series points
 - c. Suspension from participation for a specific time period
 - d. Expulsion

Other penalties may be imposed at the discretion of the Competition Committee.

F.) YELLOW CARDS

Up to three yellow cards may be given to drivers for dangerous or unsafe driving. In addition, a minimum of a \$500.00 fine will be included with each yellow card. The authority to give yellow cards lies with the P.R.O.P. Tour. Director of Competition. They may rely on any and all information available to them before rendering a final decision. The Director of Competition will accept request for yellow cards from:

1. Any P.R.O.P. Tour officer, official, or designated turn judge
2. A protest from any registered participant

In each racing season, a driver who has received three yellow cards will be suspended from further competition for the next two 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 card may be directed to the P.R.O.P. Tour. Membership Committee.

XIII. SAFETY RULES AND PROCEDURES

A.) NOVICE DRIVERS

Drivers may be required to furnish a resume of their racing history for a review by P.R.O.P. Tour. In the opinion of the Director of Competition, 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 officiated staff and restrictions will be removed when officials are satisfied with the driver’s level of competency.

All APBA OPC Safety Rules must be adhered to by all competitors in Formula One and Formula two competitors, except for the “Novice Driver” qualifications referred to above. Those rules are contained in the APBA Outboard Performance Craft Rules incorporated herein. Any questions concerning these rules should be directed to the P.R.O.P. Tour chief inspector.

- B.) All contestants, when operating racing equipment bearing the PROP Tour 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.

- C.) 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.
- D.) 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 PROP Tour event. If a competitor is tested positive twice during one season, the competitor could be excluded from the remainder of the season.

- E.) The chief of rescue and officiating staff of PROP Tour shall have the authority to conduct and/or cause to be conducted 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 PROP Tour Director of Competition and his decision will be final.
- F.) **POST ACCIDENT MEDICAL CLEARANCE**
Any driver involved in any racing accident causing a race stoppage shall be medically evaluated and cleared before being allowed to resume racing. This clearance can be from designated on-site medical control or from a medical facility to which the driver is transported. Any driver transported to a medical facility, treated and released shall not be permitted to resume racing until clearance by the P.R.O.P. Chief of Rescue and Director of Competition. Any such driver shall be subject to urine drug screening.

XIII. SPONSOR DECALS AND PATCHES AND P.R.O.P. TOUR, INC. ADVERTISING POLICY

- A.) Registered contestants have the right to advertise and promote their sponsor’s products and services by means of lettering and graphics on boats, tow vehicles and driver’s and crew uniforms. Reasonably sized sponsor’s posters, banners and signs may be displayed within the contestant’s pit area. All other areas associated with the racing event, including the host hotel, are under the control of P.R.O.P. Tour. Race teams may not enter into an 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 P.R.O.P. Tour..
- B.) **ON-SITE VENDOR AND MERCHANDISE SALES**
It shall be prohibited to sell or market any sponsor items in the pit area without the permission of P.R.O.P. Tour. P.R.O.P. Tour will have an official merchandise booth for clothing sales. Race teams are encouraged to work with this vendor to distribute their team items. Race teams will work directly with P.R.O.P. Tour to sell any items in the pit area and/or will be required to work directly with the site to obtain a booth space in the spectator area.
- C.) 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.
- D.) It is mandatory that P.R.O.P. Tour series sponsors boat decals and uniform patches be displayed in the proper locations as illustrated below. P.R.O.P. Tour series sponsor decals must be displayed in a prominent location on all team vehicles in the pit area. P.R.O.P. Tour series sponsor patches and decals will be prominent on size and all uniforms for both crew members and drivers must pass inspection prior to racing. Additional sets of patches and additional sets of decals may be purchased from the P.R.O.P. Tour office.

(See formula one/formula two all crew and drivers uniforms examples on pg.13)

XV. RACE FORMAT

- A.) **TIME TRIALS**
All entries will complete a minimum of one lap timed event – one boat on the clock at a time. The boat with the lowest point total in the Tour will be the first boat out and so on. Each entry will be allowed one minute from the start of engine until the time

that his boat trips the clock for the beginning of his timing. Failure to meet the one minute time frame will result in no time taken from that lap. The time trial procedure will consist of up to two rounds of timed laps to be determined at the driver's meeting. Drivers may take the fastest time from any of their attempts as their official time from the time trials. In the event of a tie for pole position a third lap will be run. If a tie exists in any other position the slower laps will be used as the tiebreaker.

B.) PARADE LAP

Immediately before the initial start of any heat of racing, there will be a parade lap for all boats in hat heat. Boats should parade in the border that they will line up on the start dock. Contestants are advised that positioning the boats on the dock must be an orderly and rapid procedure. Officials may reassign starting positions to any contestants who do not fully cooperate. Failure to open up canopy and wave to crowd as specified in Driver's meeting will result in a fine to be determined by the Director of Competition.

C.) START

1. All starts will be dead engine, modified Lemans starts. All boats must start from the starting dock or starting area. The dock start will be used for the entire racing format throughout the weekend. P.R.O.P. Tour reserves the right to alter or modify the starting procedures.
2. Boats may not be lifted, pushed or assisted in any manner that would provide a starting advantage.
3. After the one minute signal there will be a countdown to 20 seconds. At the 20 second time period the start flag will be displayed. At any time after the start flag is displayed, the starter may drop the flag which will designate the start of the race.
4. No engine may be started after the one minute signal and before the start flag is dropped.
5. Any boat not starting must be returned to the start dock by the driver's own initiative. No crew member may enter the water to retrieve any boat or other article.
6. There will be no fuel allowed on the starting dock or starting area. There will be no fuel added to any boat during any time trial, heat or final event of racing or before the inspection process.
7. Boats failing to start with the pack must wait for the entire field to pass the starting dock area before they fall in behind the field.
8. All boats must start in the position that they qualified in. Driver must request change of position to dock official and only they can approve. The only position they will be allowed to move to will be the end of dock. All other boats will then down the line will then move up one position

D.) RESTART

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

1. DOCK START

If a Dock 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. Boats will then start as directed in C. above.

2. PACE BOAT START

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.

E.) QUALIFYING HEATS: MINIMUM 10 LAPS

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 PROP Tour points as attached in Exhibit A 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. When two heats are run the lineup for the second heat will be in reverse order of finish from the first heat. If no heats are run due to unforeseen circumstances the lineup for the final will be based on your position from the qualifying laps.

F.) **FINISH OF HEATS**

The checkered flag signals the conclusion of each heat of racing. As the lead boat passes the start/finish line while the checkered flag is 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 positions of all boats in that heat.

G.) **BACK UP BOATS**

If you intend to use a “Backup” boat at any event that boat must be registered with the PROP Tour 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:

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

XVI. EVENT PRIZE MONEY AND SPECIAL AWARDS

- A.) Prize money payout will be announced prior to each event.
- B.) Federal I.D. Numbers, Social Security numbers and/or W-9 forms will be required from all participants who expect to receive either event or series prize money.
- C.) 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.

XVII. POINT SYSTEM

- A.) P.R.O.P. Tour, Inc. will award points, in the following values, to contestants who finish in the positions listed below to determine standings in championship points and prize money.

For finish positions in each timed qualifying Lap.

First	40	Eleventh	24
Second	37	Twelfth	23
Third	34	Thirteenth	22
Fourth	32	Fourteenth	21
Fifth	30	Fifteenth	20
Sixth	29	Sixteenth	19
Seventh	28	Seventeenth	18
Eighth	27	Eighteenth	17
Ninth	26	Nineteenth	16
Tenth	25	Twentieth Plus	15

For finish positions in the Qualifying Heats

First	80	Eleventh	54
Second	76	Twelfth	52
Third	72	Thirteenth	50
Fourth	69	Fourteenth	48
Fifth	66	Fifteenth	46
Sixth	64	Sixteenth	44

Seventh	62	Seventeenth	42
Eighth	60	Eighteenth	40
Ninth	58	Nineteenth	38
Tenth	56	Twentieth Plus	36

For finish positions in the Final:

First	400	Eleventh	280
Second	380	Twelfth	270
Third	360	Thirteenth	260
Fourth	350	Fourteenth	250
Fifth	340	Fifteenth	240
Sixth	330	Sixteenth	230
Seventh	320	Seventeenth	220
Eighth	310	Eighteenth	210
Ninth	300	Nineteenth	200
Tenth	290	Twentieth Plus	190

- B.) All points are awarded to the driver and he is considered to be the official entrant. Only one driver per entry will be allowed. Substitution of drivers may be granted with the permission of the Director of Competition. Whenever this occurs, the substituted entry will not be given credit for any points or positions that have been earned by the originally entered driver and may continue to compete if there are vacant starting positions in the remaining heats.

Finish positions in all heats are determined as follows:

1. The number of laps completed.
2. The running order of all boats on the same lap.

- C.) Each competitor will receive points for a fair attempt of at least one Time Trial attempt. Exact point distribution is outlined in XXIV. A). The maximum number of Time Trials will be three attempts. A fair attempt is defined as the boat and driver must be in position ready to attempt the Time Trial at the beginning of the allotted time scheduled for Time Trials. Any boat and driver not in position at the beginning of the allotted time period will forfeit the Time Trial points. No points will be given in the event of a consolation heat. Each competitor will receive points in each set of qualifying heats, each set of semi-main heats and the final event provided the driver makes a fair start and passes the commitment buoy.
- D.) All points earned by the driver will accumulate throughout the season. Each driver will be ranked according to the total accumulated points received within a season to determine his participation in the series points fund at the end of the season. In determining the driver's ranking, the total accumulated season points will be reduced by any points that may have been revoked due to the assessment of penalties. For Formula Two only, if more than five races are conducted one race may be dropped in calculating four point totals.

FORMULA ONE®/FORMULA TWO®
ALL CREW UNIFORMS AND DRIVER UNIFORMS
MANDATORY FRIDAY, SATURDAY AND SUNDAY

UNIFORM PATCHES

(insert diagram)

*Life jackets will have the same sponsor patches as required for the team uniforms, or not pass inspection.

FORMULA ONE®/FORMULA TWO®
BOAT DECALS

(insert diagram)

- *Any 2-seater or press boats will also have the series decals in place for the 2002 season.
- *Competitor race fuel graphics will be allowed as long as the words “Racing Fuels” is not part of the graphics.
- *There will be no exceptions to the above placements. Your equipment will not pass inspection unless followed to its entirety.
- *All rolling stock will have in place the following: P.R.O.P. Tour, Inc. graphic, Title Sponsor graphic and the Presenting Sponsor graphic. You will not pass inspection if these three items are not in place on all rolling stock.

At the owner’s or driver’s discretion, engine cowlings may be used for sponsorship identification or the boat number may be located on either the rear boat cowling or the engine cowling. Either location requires enforcement of Section, X,A. on boat numbers.