

Revision August 18, 2011

# **United States Sprint Boat Association**

## **2011 Rules and Regulations**

**Modified: 8/18/2011**

**By Jim DeFord**

**With authorization and approved  
by the USSBA Board of Directors**

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Questions or comments may be addressed to the USSBA Board of Directors through the following methods:

Contact Doug Hendrickson, President  
509-266-4643 or via email to the Board of Directors through the USSBA Website at:  
[www.ussbaracing.com](http://www.ussbaracing.com)

Warranty Disclaimer:

The rules promulgated in this Rule Book are intended as guidelines for the sport of Sprint Boating, and the rules relating to the safety of equipment are the responsibility of each individual who participates in the sport of Sprint Boat Racing under these rules. No express or implied warranty of safety is intended nor may be inferred from the publication of neither this document nor the compliance therewith.

**NOTHING CONTAINED HEREIN SHOULD BE CONSTRUED AS A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, BYSTANDERS OR SPECTATORS.**

The rules contained herein are intended solely for the governance of USSBA sanctioned events and may or may not meet the requirements for international competition. For more information on international rules, please contact your local UIM representative.

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## 1 - General Definitions:

**(A) DNF:** Did Not Finish. Driver didn't successfully complete the designated course. Entering a wrong channel, wrecking, beaching or otherwise needing assistance of the safety crew constitutes a DNF. Receiving a DNF during a qualifying round means no time is awarded to the driver for that round. Receiving a DNF in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNF during the elimination rounds automatically eliminates the driver from the remainder of the event.

**(B) DNS:** Did Not Start. Driver was unable to start a run within the 5 minutes of a call to start. Receiving a DNS during a qualifying round means no time is awarded to the driver for that round. Receiving a DNS in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNS during the elimination rounds automatically eliminates the driver from the remainder of the event.

**(C) DQ:** Disqualified. Any participant disqualified from a sanctioned points event, by the sanctioning body or their appointed representative, for any reason, immediately forfeits all entry fees, prize money and points accrued for the event.

**(D) Chain Of Command:** The Chain of Command for problem resolution during an event will be as follows:

- (1) Begin by addressing the issue to the designated representative for your **class team**.
- (2) The **class team** representative will in turn address the issue to the Race Controller.
- (3) During the period of time that the race controller is resolving the issue, the race course will be red flagged and closed, and remain closed until the issue has been resolved by the race controller or the matter has been turned over to the USSBA board of directors by the race controller.
- (4) If the problem can't be resolved satisfactorily, the USSBA Officers and Board of Directors will be consulted for a definitive and final ruling on the issue.

## 2 - General Rules:

(A) All boats and drivers must comply with the Associations technical inspection list, which will be updated once per year, unless a serious safety situation is found.. Drivers and navigators must be current members of the U.S. Sprint Boat Association. ~~Valid membership cards may be required for registration.~~ All pit crew participants are encouraged to become USSBA members.

(B) All drivers participating in a points event shall be required to ~~possess~~ **have been issued** a valid U.S. Sprint Boat Association drivers license for the class they are competing in. ~~These must be presented at race registration if requested.~~

(C) Crew and boat registration and technical inspection must be completed prior to launching boat.

(D) Minimum age for driver is 16 years; minimum age for navigator is 16 years. Navigators under 16 may compete provided the parent or legal guardian has given written consent. Proof of age will be required.

(E) Each boat team shall consist of a driver and a navigator.

(F) Once a driver and navigator have registered for the event as a team, they will be the only participants allowed to compete on that team. Driver and navigator may not switch seats during an event. During an event a navigator can be replaced for good cause, subject to the approval of the racing committee for that event, as long as that navigator is a paid member of the USSBA. The navigator can only be changed during the qualification rounds. No swapping will be allowed during the elimination rounds. All other conditions must be met for the replacement navigator with respect to forms, ID, age, and USSBA membership.

(G) A racer can run in two different classes as long as he is running two different boats, has been issued a drivers license for each class the driver chooses to compete in, and has paid separate entry fees for each class.

(H) The use of safety equipment, specified within this document, is mandatory any time the boat is underway with no exceptions. If a neck restraint or helmet becomes un-done and/or flies off while a racer is racing on the course, or a driver/navigator removes any safety equipment or restraints prior to being trailered, a DNF will be assigned for the round in which the violation occurred. This will be strictly enforced.

(I) Any driver wishing to test a boat must do so away from the pits and course area. Local rules and laws must be observed at all times.

(J) Boats will not exceed a speed more than required to maintain forward motion in the pit area.

(K) No more than 2 teams per boat will be allowed, unless otherwise approved by the race committee for that event.

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**(L)** All crews must attend drivers meeting prior to the event. This means driver and navigator. If attendance can't be met you must appoint someone represent your team. Ignoring this meeting (negligence) is grounds for disqualification.

**(M)** After starting order has been set, if for good reason a boat cannot start in the order drawn, the Race Controller or Launch Master will be immediately notified. Five minutes will be given after the call to start to correct the problems and get staged. If the boat is started within the allotted 5 minutes it will be sent to the track in the next available slot of the racing order by the Race Controller or Launch Master. A DNS designation will be given if the 5 minute clock cannot be met.

**(N)** Sprint course planning and layout will be done by at least one licensed USSBA driver who has past experience in course layout, design, and course safety. Any protest of the course rotation for any event shall be done through the Race Controller. No one except the Race Controller may change or alter the selected course rotation for the day. If the race controller determines that the selected course rotation is unsafe due to un-foreseen conditions, the chosen rotation may be changed.

**(O)** All protests, during the race event, shall be presented to the Race Controller by one, and only one, member from the challenging team. If more than one member of the challenging team approaches the Race Controller with a protest, that protest will be rejected by the Race Controller and may not be filed at a later time.

**(P)** A minimum of 1 boat is required to make a class.

**(Q)** Noise limitations shall be un-restricted unless specified by track owners and/or county code restrictions. Track owners or event promoters must notify the USSBA of any restrictions prior to the beginning of the racing season.

**(R)** FLAGS/LIGHT TREE:

Green - Starter flag.

Red - Course closed.

Black - Disqualification, leave course.

**(S)** The staging area will be identified. A raised green flag means course is clear and the next boat has one minute to enter the staging area.

**(T)** Once the boat is in the staging area, and at idle speed, the green flag will wave, signaling the boat to begin. The actual timing will start as the boat crosses a fixed reference point.

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(U) If the boat fails to launch due to a plugged pump intake grate, the driver may elect to waive off the run and immediately return to the pit area and rectify the issue. ~~after which he/she will be given another attempt to start the run.~~ Five minutes will be given to correct the problem and get re-staged. If the problem cannot be rectified and the boat re-staged within the 5 minute period, the boat will receive a DNF for the round. A maximum of two restarts **after a failed start due to a plugged pump intake grate** will be allowed per round. No waive offs are allowed for mechanical problems, the driver must attempt to run the course or return to the pits and take a DNF.

(V) Drivers may switch boats in qualifying rounds only. The boat that is raced during elimination rounds must have been successfully qualified.

(W) The race officials have the authority to investigate boats for the compliance of rules at any time during an event.

(X) Boat numbers must be requested from and assigned by the USSBA Secretary and will remain the property of the participant as long as the number is entered into at least one sanctioned event during the past 2 seasons. If a number becomes inactive due to non-participation, it can then be assigned to a new owner by the USSBA Secretary.

(Y) All event promoters and tracks must schedule their race dates by a USSBA approved deadline in order to hold a USSBA sanctioned points event. All event promoters and tracks, scheduling a race after the deadline, will only be allowed to schedule a USSBA sanctioned non-points event. The deadline for scheduling a USSBA sanctioned points race is January 31<sup>st</sup> for each respective year.

### **3 - Running the Course (In-Ground/Dug Course):**

1. The boat must follow the exact course as designated for the event.
2. Cutting the course or running the wrong course will be a DNF with no time being awarded for that round.
3. If you miss a turn during your run it will be scored as a DNF. You cannot go back and pick up the course. The driver will exit the course immediately, via the shortest and safest route possible.
4. If a boat runs aground (beached), -**“Beaching” shall be defined as; when a boat leaves the water and goes up on land and all forward motion has stopped**, is touched by the safety crew, or one of the occupants unbuckles their safety harnesses the boat will receive a DNF for that run.
5. Upon receiving a DNF, the driver will exit the course immediately, via the shortest and safest route possible.
6. At no time will a boat utilize the start channel as a path back to the pits. Any boat guilty of this will be immediately disqualified for the remainder of the event.

## 4 - Scoring System:

(A) Boat drivers will accrue points throughout the season at each sanctioned points event that they participate in. This system will lead to a season ending champion in each class-

(B) Points are accrued in the class that the driver enters in each sanctioned points event and will be totaled separately for each class. The points a driver earns in one class can't be combined with points for another class.

(C) Points are awarded on the following scale for each sanctioned points event, excluding the national finals race, in which all points are doubled:

30 points for showing up and entering a boat in the event.

60 points for successfully qualifying, plus an additional:

64 points for successfully qualifying fastest for each class.

4 points less for each subsequent qualifying position. (i.e. 60 for 2<sup>nd</sup>, 56 for 3<sup>rd</sup> etc.)

300 Points for 1<sup>st</sup> place finish.

10 Points less for each subsequent finishing position (i.e. 290 for 2<sup>nd</sup>, 280 for 3<sup>rd</sup>). Points will be awarded to all boats in each class that have run a successful qualifying round, from fastest in the elimination round, to slowest in the qualifying round. (See Section 4-F)

(D) Any driver who fails to make it into the elimination rounds will be placed and awarded points based on the fastest qualifying time. **Group A-400 and Super Boat classes must run within 120% of the fastest qualifying time in their respective class. Any Group A-400 or Super Boat that does not qualify within 120% of the fastest qualifying time in their respective class will not make the elimination rounds and will be placed starting at ninth place and below.**

(E) In case of a tie, both drivers will be awarded the same place points and then skip the next place in line. (i.e. tie for 10<sup>th</sup>, both drivers receive 210 points and the next place awarded is 12<sup>th</sup>)

(F) No placement points will be awarded to a driver that doesn't successfully complete at least 1 qualifying run.

(G) For scoring purposes, a DNF will score higher than a DNS. ~~Multiple DNF's in a round are considered a tie between those competitors. Multiple DNS's also constitute a tie between those competitors.~~ **Multiple DNF's or DNS's in the elimination rounds will be scored by going back to the previous elimination round or the previous qualification round if necessary. The boat successfully running the fastest, most recent round will be awarded the higher position.**

## 5 - Race Format:

(A) Race teams must pay their entry fee and sign the required paperwork to enter the event during technical inspection (usually held the evening prior to race day) and up to (1) one hour prior to the scheduled Drivers Meeting, (Entry Deadline), on race day. No entries will be allowed after the Entry Deadline...No Exceptions! Teams arriving late on race day, due to travel problems, may call ahead and have a proxy pay their entry fee to enter the event, anytime, prior to the Entry Deadline. However, the entry fee is non-refundable if the team fails to show up in time to race.

(B) All teams/ boats must pass technical inspection no later than 30 minutes prior to the scheduled Drivers Meeting or the team will not be allowed to participate in the event and will forfeit any and all entry fees and points for that event.

(C) A sanctioned race will consist of 4 qualifying rounds for each class unless the USSBA Board of Directors, based on promoters input, determines that there are too many boats for a normal venue. . Order of running will be as follows: The first 15 (fifteen) (as determined by the largest class size) drivers to sign up, will draw a number. The first number drawn will be assigned to the first line of the qualifying sheet of all classes, the second number drawn to the second line..etc, for all respective classes. The qualifying order for that race will be determined by the lowest number drawn running first through the highest number running last for all rounds of qualifying for that particular race event. A new order will be drawn for each individual race event of the season.

All entrants must run in the specific order of placement as determined by the Secretary/Treasurer, with the following exception: entrants who fall under the 5 minute rule may be temporarily replaced by the next boat in order as determined by the launch controller . No entrant will be allowed more than one qualifying run during any round of qualifying

(D) At the completion of the qualifying rounds, the top 8 boats in each class, based on fastest time, which successfully made a qualifying round, will advance to the first elimination round. The boats will run in an order from slowest to fastest.

(E) The elimination rounds will consist of one each of the following rounds: (8 Cut) from 8 down to 4, (4-cut) from 4 down to 2, and (Championship) from 2 down to the winner with the following exception: If there are less than 4 boats that advanced to the elimination round in any class, and at the discretion of the class, the 8 cut may be eliminated and continue with the 4 cut in order to preserve the equipment.

(F) All boats, in all classes, that have successfully qualified for the elimination rounds, must start from the 8 cut unless there are less than 4 boats in a particular class, and all drivers agree to start with the 4 cut (See Section 5-C). **In the event there is only one boat left after the qualification rounds the remaining boat has the option to run or not run in the elimination rounds but will still get their win for those rounds and the race win.**

(G) A DNF, DNS, or DQ will eliminate a boat from the elimination round immediately, regardless of the elimination round it is in.

(H) Sponsor rides will be held after the conclusion of each race and will be limited to 5 boats unless agreed upon by the safety crew. **All sponsor rides need to follow the course rotation for that day's race.**

(I) **All checkered flag runs start at the start gate and will run only along the outside of track. There will be 2 laps maximum run, then finish in the spin-out pool.**

## 6 - Code of Conduct:

(A) All competitors, their crew and Race Officials are expected to have read and understand the USSBA Rules and Code of Conduct.

(B) There is a total ban on the consumption of alcohol by all boat crews and all event officials, including the safety crews for the duration of the race, or until they have completed their racing activities for the day. Crews are required to have a zero zero ( .00 ) blood alcohol content prior to and during racing and to comply with the USSBA rules. Breathalyzer testing of the crews will occur at the USSBA'S discretion prior to the start of the event or anytime during the event. This applies to prescribed drugs and other performance altering substances. Properly administered prescription drugs that allow the operation of motor vehicles and authorized by a Doctor will be allowed. This rule will be strictly enforced

(C) Drivers and navigators may be required to undergo drug testing upon any race official's request. All race officials must unanimously agree and have good reason that testing is necessary prior to crew notification. Cost of testing is to be paid by the USSBA, and will be performed locally to the event location.

(D) All competitors, their crew, Race officials, and the safety crew shall conduct themselves in a sportsman like manner during the event. Failure to do so will be considered a breach of the USSBA code of conduct and will result in penalties imposed by the Board of Directors which may include but not limited to removal of the offending individual from the event.

(E) All drivers and navigators will comply with any and all requirements of the insurance carriers.

(F) No alcohol, drugs, or smoking is allowed in the "Pit Area". Race organizer will provide a designated area for all boats, crews, and necessary support equipment that will be known as the "Pit Area". A crew smoking area is established adjacent to the pit area at each track

(G) No children under the age of 14 years will be allowed in the "Pit Area" during any event unless accompanied, and under the close guidance of an adult. Children of race teams may enter the pits but must stay within their team pit area and not roam unsupervised. Children may not enter the launch area; any team that violates this rule will no longer be allowed children in the pit area.

(H) Competitors and their crews are not allowed to challenge race officials (See Chain of Command); notify your designated representative for consideration of a conflict or problem.

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( I ) The Timekeepers word is final and no protests will be considered, the Timekeepers area is out-of-bounds to competitors and their crew at all times except by direct invitation of the Race Controller. This also applies to the control tower. Penalties include but are not limited to disqualification of the day's racing.

( J ) Verbal or physical abuses toward any Race Official, USSBA member or fan, on or off of the track, will constitute an immediate fine of \$50, (made payable to the USSBA) per offense, and possible disqualification from the event (levied at the discretion of the USSBA Board of Directors). Any fine levied must be paid before the competitor is allowed to continue participating in the event.

( K ) Conduct that is deemed detrimental to the sport of Sprint Boat racing or disruptive to the racing event will constitute but not limited to immediate disqualification from the event and loss of all points accrued during the event. This rule will be strictly enforced.

## 7 - Technical Inspection :

A boat will be barred from competing in an event if it does not meet with the technical requirements as specified below. Any additional items not specifically listed, but deemed unsafe by the Race Control Committee, must be satisfactorily rectified before the boat will be allowed to compete in an event. Random inspections of boats may be carried out during the race. Any boat that is found in violation of the rules will not be allowed to run until the violations are corrected.

If at any time a boat rolls during an event, it must be completely inspected and approved by the USSBA head tech, prior to being allowed to re-enter the event.

**(A)** A sprint boat shall be defined as a single hull, single engine (super boats are exempt from the single engine rule) boat, propelled by a jet pump unit. The hull shall be constructed of metal up to the deck line. The deck may be metal or composite material, but must be permanently affixed to the hull in a manner to add strength to the overall assembly. Length of the boat is measured from bow tip to rear edge of the stern, not including the pump, with a minimum length of 12 feet and a maximum of 16 feet.

**(B)** Nitrous oxide is banned from all competing boats.

**(C)** Non-reinforced plastic or wood steering wheels are banned from competing boats.

**(D)** Race numbers shall be affixed and legible on all boats and shall be at least 7 (seven) inches in height. Numbers shall be affixed to each side of the boat, between the cowl and centerline of the roll bar. Numbers should contrast with the color of the boat for ease of reading. Any boat running Methanol fuel must have a Red letter "M" affixed to each side of the boat at least 7 inches in height.

**(E)** A functional electric bilge pump is optional.

**(F)** All boats with enclosed motor covers shall have an operable bilge blower.

**(G)** A Optional fire extinguisher(s) may ~~must~~ be installed on each boat, minimum size 2.5 lbs and must carry a minimum of a BC standards approval label. Each fire extinguisher must be equipped with an externally readable gauge, , and must indicate that it's fully charged. A 14 OZ aerosol fire extinguisher (First Alert or equal) or an automatic halon system may also be used. The fire extinguisher must be mounted inside the driver/navigator compartment within easy reach of the driver, navigator, and safety crew. The fire extinguisher will be equipped with quick release mechanism that will allow the extinguisher to be removed quickly from its mounting bracket. Snap ties will not be allowed to secure fire extinguishers in place at any time. Any fire extinguisher that has been previously activated will not be allowed unless it has been re-charged and certified operational.

**(H)** Fuel cells or tanks shall be securely affixed to the boat; through bolting or welding.

**(I)** All boats that use wet cell type batteries must have an enclosed battery box securely affixed to the boat. All types of batteries must be bolted or clamped securely to the boat. If a battery is being used that allows exposed terminals, those battery terminals must be insulated.

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**(J)** All boats must be equipped with an ignition kill switch, which must be located so that it is easily accessible to the driver and navigator while strapped in their seats and members of the safety crew from outside the boat. The kill switch must be clearly marked with a red arrow showing the off position. The battery isolation switch may also function as the ignition kill switch provided that it is properly wired to kill the engine when switched off. The battery isolation switch must also be clearly marked with a red arrow showing the off position.

**(K)** All boats must be equipped with a battery isolation switch, which must be accessible to both driver and navigator while strapped in their seats.

**(L)** All boats must have a minimum of two throttle return springs (not including internal carburetor spring), either one of which is capable of closing the throttles in the event that the throttle linkage becomes disconnected.

**(M)** All non-pressure fuel lines may be of the following type of materials: Aeroquip steel braided (or equivalent), steel line, Parker- type push lock hose, or USCG approved fuel hose with two (2) clamps per fitting. Fuel lines on the pressure side of the fuel pump must be steel or steel braided with compression fittings. Pressurized oil lines and fittings must be fluid and temperature rated at a minimum of three times the operating parameters of the engine.

**(N)** Adequate breathers and tip over valves must be fitted to each fuel tank, venting overboard.

**(O)** Any boat using an electric fuel pump must have an automatic shut off switch which stops the pump in the event the boat becomes inverted or the engine stops running.

**(P)** All Boats will have an adequate guard installed above the flywheel. Additionally, all boats utilizing a front engine drive belt system of any type that can be reached by any extremity of the driver or navigator while seated must be equipped with an anti-intrusion net, screen, or guard that will effectively prevent bodily injury from the moving components.

**(Q)** All boats shall have the engines safety strapped from the engine block to the hull or hull stringers in at least four places; two on each side, one fore and one aft of the motor. The straps shall consist of a minimum of 3/16 inch thick high test chain or cable and fastened **to the motor** by a minimum 3/8 inch diameter grade 8 bolts. **This is the only area where grade 8 bolts are required.**

**(R)** The steering system must be in good condition and all threaded fittings must have effective locking devices. If plastic coated cable is used, plastic must be stripped over the crimped or clamped area.

**(S)** All boats must have a functional reverse.

**(T)** Engine water outlets extruding from the side or rear of the boat, must be angled to discharge the water downwards at a minimum of 45 degrees.

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(U) No plastic seats will be allowed in competition. Seats must be metal or composite motorsports racing seats.

(V) Seats shall be securely affixed within the roll cage assembly, such that the driver and navigator are sitting side by side one another.

(W) All seats must have side head restraints extending to a point even with the front of the competitors shoulder while strapped securely in the seat, and or, a device that must limit side to side or lateral movement of the head and neck of both driver and navigator". Hans or any new generation restraining system may be used if preferred by the driver/navigator

(X) All Pit areas will have an additional fire extinguisher with the following specifications: Minimum 4lb or larger-ABC rating.

(Y) All engine water hoses that utilize double and tripple barb racing fittings (Example: Eaton Areoquip double or tripple barbed) do not require clamps.

## 8 - Roll Bars:

A roll cage that meets the following minimum requirements must be installed in each boat. No guarantee is implied, nor responsibility taken for the protection of the driver or navigator of a roll cage built to these specifications. Persons building roll cages should consult with a person experienced and skilled in the design of roll cages and safety.

Roll cages are to be constructed so that all parts of the driver and navigators bodies above the deck line are contained within the cage. Regard should be given to ease of entry and exit, especially in the case of an accident that leaves the boat inverted.

(A) Only round tubing is acceptable.

(B) Minimum diameter: Steel, seamless tubing or DOM: 1.5-inch o.d. with .120-inch wall. Seamless aluminum: 1.75-inch o.d. with .160-inch wall. 4130 Chrome Moly: 1.5-inch o.d., .083-inch wall.

(C) All joints must be fully welded and be of good structural integrity (tig welded preferred).

(D) Main hoop(s) are to be one continuous piece of tubing. This must be attached to the chine by welding (using gussets for strength), or bolted into place with built in mounting devices, with a minimum of two 3/8 inch or one 5/8 inch diameter ~~grade 8~~ bolts in each corner. The minimum clearance over team's helmets shall be 4 inches.

(E) All roll cages shall be at least 6 points, with 4 attached to the chine bearers and 2 to the same hull stringers to which the engine mounts are attached.

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(F) The cage must be able to keep the engine from coming forward far enough to injure the driver or navigator. It must also be able to protect the teams head and torso against frontal or inverted impact.

(G) The roll cage should surround the occupants ahead of and behind the body, as well as above the head, with one of its double bars extending in front of the occupants helmet centerline. The occupants helmets should be completely behind the plane of the front roll bar hoop.

(H) Tech officials must be satisfied with the strength and quality of a roll cage. (Persons building roll cages should consult with a person experienced and skilled in the design of roll cages and safety).

## 9 - Personal Protective Equipment (PPE):

All PPE will be inspected and approved prior to each event.

(A) All boats must be equipped with a minimum of 5-point SFI 16.1 approved racing harnesses for both driver and navigator with a minimum of 2 inch wide belts. **Three inch (3") wide belts (Shoulder and Lap only) will be required beginning with the 2010 season.** Harnesses should be securely attached to the boat or roll bar in a manner to restrain the occupant securely in their seat at all times that the boat is under way. The harnesses will be equipped with a quick release lever or camlock device which will allow the entire assembly to be unbuckled quickly from one central point. Harnesses must be maintained in clean working order. Any harnesses that show excessive wear, tears, cuts, burns or damaged hardware must be replaced and will not be allowed in competition.

(B) Fire resistant race suits, one or two piece, with a minimum rating of SFI3-2A/1 or SFI-5 if running methanol are mandatory for the Driver and Navigator Non-rated, fire resistant balaclavas with a single eye opening, gloves, closed toed shoes or boots, neck braces and arm restraints are required in all classes. Any suits which are not clearly marked with the above specified ratings will only be accepted after a certified copy of the written specifications for the suits, which proves the suit's rating meets or exceeds USSBA specifications, is presented to the sanctioning body. It will be the responsibility of the competitor to provide these specifications to the sanctioning body before the race suits can be utilized in a sanctioned event.

(C) Either closed or open face racing helmets meeting Snell M-85 rating or higher are required in all classes. **Beginning with the 2011 season, a minimum 2005 Snell rating will be required, and the rating shall be renewed every 5 years thereafter. ( i.e. in 2016 and minimum of 2010 rating will be required).** (Note: This rule was modified on June 15, 2010 by Jim DeFord at the direction of the USSBA BOD).

(D) Motorsport type approved arm restraints must be worn on the outside wrist of each boat occupant. These should be adjusted to a length, which prevents the arm from protruding outside the boat in case of

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a roll over. They will be attached to the harness in a manner that allows it to release freely from the harness when it's unbuckled.

(E) All neck braces shall be replaced before the expiration date or when functionality has been compromised as determined by the Technical Inspector. The driver and/or navigator will be expected to replace the respective neck brace before the next race, if required by the Technical Inspector

## **10 - Warranty Disclaimer:**

The rules promulgated in this Rule Book are intended as guidelines for the sport of Sprint Boating, and the rules relating to the safety of equipment are the responsibility of each individual who participates in the sport of Sprint Boat Racing under these rules. No express or implied warranty of safety is intended nor may be inferred from the publication of these rules, nor the compliance therewith.

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## **11 - Post Race Inspection:**

(A) The first place boat of each class will automatically be impounded to a designated location in the pits, upon completion of their final run.

(B) The boat will be inspected for regulations compliant to their specific class.

(C) Any boat failing a post race inspection or refusing to submit to the inspection, will automatically be disqualified from the event. Additionally, USSBA will levy a fine of \$1,000 dollars against the competitor. The competitor will also forfeit all points accrued up to that point in the season. A second offense will constitute immediate suspension from any further competition during the season. All fines must be paid in full prior to the competitor participating in another sanctioned event.

(D) If a boat is disqualified, the remaining boats in the class will automatically advance in finishing position, with the new 1<sup>st</sup> place boat submitting to the same post race inspection.

## **12 - Protest Procedure:**

The criteria by which a formal protest can be lodged shall be as follows:

**(A)** A protest can only be brought to the attention of USSBA officials (See Chain of Command) at a scheduled USSBA event by members in good standing, and shall only involve boats participating in the same class as that in which the member lodging the protest is competing.

**(B)** Notice of a formal protest shall commence with written notification to the USSBA race officials, (i.e., race controller, race committee, or technical inspection official), before the completion of the sanctioned event.

**(C)** Upon notification to the necessary official(s), cash or a check in the amount of \$500.00 shall accompany a written protest, identifying the component(s) of the boat protested, i.e. engine, pump, etc. A protest of the engine or pump, constitutes the entire assembly not just individual pieces. All other components subject to usual technical inspection are not offered to protest. Each component protested constitutes a separate complaint and must be accompanied by an additional \$500.

**(D)** The protest fee is broken down as follows:

**(1D)** \$50.00 paid to the inspector.

**(2D)** \$450.00 paid to the party subject to protest, to cover parts during re-assembly.

**(E)** The protest fee, once given to the necessary official(s) shall be held by USSBA until the protest is adjudicated.

**(F)** The protest inspection can be done at a site agreed upon by the official(s) conducting the inspection. Only persons involved shall be present during inspection, i.e., the boat owner or his representative (one person only); and USSBA officials (two officials). If additional persons are required to perform the inspection, such requirement shall be at the sole discretion of the USSBA officials.

**(G)** If upon notification of a formal protest, the party subject to the protest does not submit the components protested to the inspector after official request, a finding by the official of a violation of the rules shall be imposed. The boat or components in question will be immediately impounded by the USSBA officials prior to the boat leaving the race site.

**(H)** If after inspection by USSBA officials, the party subject to protest is found to be in violation of the rules as they exist at the time of protest, the party subject to protest shall be required to:

**(1H)**. Pay a fine of \$1000.00.

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**(2H)** The fine is broken down as follows:

\$50.00 paid to the inspector.

\$950.00 paid to USSBA.

**(3H)** In addition, all prizes, awards, and points given to the party subject to protest for the event at which the protest was lodged, as well as any points accrued up to that point in the season, shall be forfeited.

**(4H)** The protest fee of \$500.00, given upon the lodging of the protest, shall be returned in full to the protesting party.

**(I)** The finding of a third violation against such party shall result in the party being banned from all USSBA sanctioned events for the remainder of the calendar year.

**(J)** Upon full payment of all fines, ~~and~~ costs, and expiration of the ban period due to the USSBA finding of a violation, the party subject to protest shall be allowed to compete in all remaining USSBA sanctioned events.

**9.** If during the course of the existing series of scheduled events, any additional protest is brought involving the same party subject to a prior protest and the party against whom the protest is brought is again found to be in violation of the rules, such party will be banned from the next three scheduled events.

## **13A - Super Modified Class:**

**Engine:** Single domestic cast iron, normally aspirated, CID 367 cubic inch maximum. Maximum 2 valves per cylinder.

**Crankshaft:** Open

**Rods:** Open

**Pistons:** Open

**Camshaft:** Open

**Heads:** Stock valve angles and stock port locations. Example = Chevy valve angle 23 degrees. Ford valve angle 20 degrees. Chrysler valve angle 18 degrees.

**Lifters-Rocker Arms:** Open

**Lubrication:** Wet sump or Dry sump is allowed.

**Intake Manifold:** Open

**Induction:** Single Carburetor only.

**Exhaust:** Any exhaust allowed. Must meet individual track requirements. Track owners will notify the USSBA of any specific noise requirements 1 month prior to any race.

**Jet Drive:** Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

**Fuel:** Any 100 low lead or leaded racing fuel. No additives, oxygenization, Methanol, Nitrous Oxide, and Nitro Methane are allowed. Race organizer may control fuel.

## **13B - International Group A (400) Class:**

**Purpose:** This is the 1<sup>st</sup> of 2 classes recognized for international competition. The rules presented here are intended for USSBA sanctioned events and may not qualify for international competition.

**Engine:** Single cast iron only, CID 412 cubic inch maximum, 368 cubic inches minimum. Maximum 2 valves per cylinder, push rod operated, with a maximum of 8 cylinders. Internal combustion only.

**Crankshaft:** No titanium or alloy.

**Rods:** No titanium or alloy.

**Pistons:** Open

**Camshaft:** Single camshaft only.

**Heads** Cast iron only. No cutting or welding of heads other than crack repairs. Valve angles and location must be OEM stock only. Porting will be allowed. All port and bolt locations must be OEM stock. Minimum valve angle to the engine block face is as follows: Chevy 23 degrees, intake port size template Felpro gasket P/N 1206, Ford 20 degrees intake port size template Felpro gasket P/N 1262, Chrysler 18 degrees intake port size template Mopar P/N DCC4120211

**Lifters-Rocker Arms:** Open

**Lubrication:** Wet sump or Dry sump is allowed.

**Intake Manifold:** Open

**Induction:** Single 4 barrel carburetor, square bore, with a maximum of 4 venturis. No fuel injection or electronic fuel metering device permitted. No additives may be discharged into the intake tract.

**Ignition System:** Open

**Exhaust:** Any exhaust allowed. Must meet individual track requirements. Track owners will notify the USSBA of any specific noise requirements 1 month prior to any race.

**Jet Drive:** Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

**Fuel:** Any 100 low lead or leaded racing fuel. No additives, oxygenization, Methanol, Nitrous Oxide, and Nitro Methane are allowed. Race organizer may control fuel.

## 13D - Super Boat Class:

**Purpose:** This is the 2<sup>nd</sup> of 2 classes recognized for international competition. The rules presented here are intended for USSBA sanctioned events and may not qualify for international competition.

**Engine:** Any engine minimum of 231 cid must be forced induction, 350 cid to 419 cid must be fuel injected ( mechanical only no OEM ) or must be multi carbureted running on methanol. All engines larger than 420 cid have no restrictions.

(NOTE: Competitors may apply to USSBA to have non-complying boats awarded Super Boat status on a per season basis.)

**Exhaust:** Any exhaust allowed. Must meet individual track requirements. Track owners will notify the USSBA of any specific noise requirements 1 month prior to any race.

**Jet Drive:** Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.

**Fuel:** Alcohol (methanol) fuel. Booster additives are not allowed. Any type gasoline allowed. Any boat using methanol must display a red "M" on each side of the boat. Letters must be at least 7 inches tall.

**Special Rules:** Under certain circumstances, an Existing super boat driver may be granted an emergency waiver to run another boat for that race only. The Board of Directors on a one by one basis will address any future emergency waiver changes

## 14 - Nationals:

**Eligibility:** In order to establish eligibility to race in the elimination round of nationals, a driver must have qualified in at least one (1) regular, current season USSBA sanctioned race of the same class. Under no circumstances will a driver be allowed to race the elimination rounds of nationals in a class that the driver has not previously qualified in during the current season.

A driver who has not qualified in a regular season USSBA sanctioned race may run during the qualifying rounds of nationals, but may not advance to the elimination rounds.

**Points:** All points, as determined in the points section of this rules document, will be doubled during the national's race.

**General Rules:** All rules and provisions contained within this document shall also apply during the national race, with no deviations.

**Class Rules:** All individual class rules, restrictions, and provisions contained within this document shall also apply during the national race, with no deviations.

## 15 - Personnel:

**Race Control Committee:** Consists of Race controller, Technical Inspector(s), Safety Coordinator and Promoter Representative. Any conflicts that arise during an event which can't be successfully resolved by the Race Control Committee will be immediately addressed to the USSBA Officers and Board of Directors.

**Race Controller:** Designated by the Sanctioning Body and is responsible for enforcement of all sanctioning rules, regulations and procedures pertaining to the race event. Designated as the head of the Race Control Committee.

**Technical Inspector I:** Designated by the Sanctioning Body and is responsible for inspection of race boats and safety equipment for compliance with the USSBA rule book. Inspections will be completed on all boats prior to the race event. Anytime a boat wrecks and must be trailered back to the pits, a follow-up inspection will be completed prior to the boat re-entering the event. Any boat that wins an event will be subject to a post race inspection with regards to class specific regulations. Any conflicts that arise from a technical inspection will be immediately addressed with the Race Controller to determine an appropriate course of action.

**Technical Inspector II:** Designated by the Sanctioning Body and has duplicate responsibilities of the Technical Inspector I.

**Safety Coordinator:** Designated by the Sanctioning Body and is responsible for assuring the race course is safe for competition. They are also responsible for coordinating with track officials and safety personnel to assure adequate protection is provided for the spectators and competitors. Any potential hazards that arise will empower the safety coordinator to immediately stop the event until the problem is resolved. All concerns should be immediately addressed with the Race Controller.

**Lead Timer:** Designated by the Sanctioning Body and is responsible for timing of all boats and recording the times of each run. The lead timer will provide the appropriate time sheets for each class -- one set for each of the following: (1) the lead timer, (2) the back-up timer, (3) the pit steward, and (4) the announcer. Coordinates the delivery and set up of the primary timing system and time display. Brings and maintains USSBA provided stopwatches for back up timing by the lead and back-up timers. The lead and back-up timers will use stop watches for all runs in case of a malfunction of the primary timing system. The lead or back-up timer will radio the official time of each run to the announcer, if the primary timing system fails. The lead and back-up timers will keep track of the racer's time for each qualification and elimination run. They will then be given a fifteen (15) minute break between qualification and elimination to assemble classes in a running order by slowest to fastest time for the elimination rounds. The lead timer will make information available after each class runs, on the next running order for that class, by radio to the pit steward and announcer. If a boat is being double-teamed, the lead timer will adjust the running order to allow the crews to have time to change places and refuel if necessary. The lead timer has the final say in all matters associated with the official times of the racers. The timing area is off limits at all times during racing events to competitors and spectators. Violators are subject to disqualification and/or removal from the event. The lead timer will provide a list of the winners of each

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class from first to last in order of finish to the USSBA secretary at the end of the race day for prize presentations. An official copy of the time sheets, initialed by both timers will be provided to the USSBA secretary immediately after the completion of each race, for archiving in the USSBA records. Race results and points standings will also be made available to the USSBA webmaster within 48-72 hours after an event for posting on the web site.

**Back-up Timer:** Designated by the USSBA, but chosen by the Lead Timer and duplicates efforts of lead timer and confirms accuracy of official results.

**Pit Timing Board:** This is a courtesy board provided by the Promoter. Please keep in mind the times on this board are not necessarily the official race times.

**Spotters:** There will be a minimum of 2 qualified people assigned, one provided by the sanctioning body, and one provided by the Promoter, whom are responsible for verifying each boat runs the correct course rotation.

**Pit Steward:** Designated by the Sanctioning Body and is responsible for staging the boats in the order assigned by the Lead Timer.

**Launch Controller:** Designated by the Sanctioning Body and is responsible for sending the boats to the staging area.

**Race Secretary and assistant:** This will be the USSBA Secretary and a designated assistant which will be responsible for all race clerical duties.

**Media Relations Coordinator:** Designated by the Promoter and responsible for coordinating all the onsite media people and assuring their waivers are signed before each event.

**Security:** Designated by Race Promoter and is responsible for controlling access to the event, pit area and spectator safety.

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## 2011 Race Schedule

- May 27 – 30 2011-----Grants Pass, Oregon  
Grants Pass Invitational  
"By invitation only"
1. June 18, 2011----- St. John, Washington  
Webb's Slough
2. July 9, 2010-----East Wenatchee, Washington  
Thunder Swamp
3. July 23, 2010 -----Albany, Oregon  
Field of Dreams
4. August 13, 2010-----East Wenatchee, Washington  
Thunder Swamp
5. August 27, 2010-----St. John, Washington  
Webb's Slough
6. September 10, 2010-----Albany, Oregon  
Field of Dreams
8. September 17, 2010-----Port Angeles, Washington  
Track Name TBA