



Office use only:  
Control Number: 002  
Assigned Group: IRC  
Effective for Race Year: 2024

## 2024 Inboard Rule Change Proposal

Name: Jeff Bernard  
APBA #:939  
E-mail:J.bernardU5@yahoo.com  
Telephone: 253-307-3346  
Date:12-6-2023

Note: Proposals must be submitted to the Inboard Office by December 1, 2023 to be considered.  
E-mail completed form to: [inboardracing@apba.org](mailto:inboardracing@apba.org)

Check all that apply:

- General Safety Rule
- General Racing Rule
- Stock Class Technical Rule \*
- Modified Class Technical Rule \*

Affected Class(es): ALL

**Specific Rule Information:** [Note: All fields must be completed for consideration.]

**Author’s VERY BRIEF Summary of Proposed Action:**

**Affected Rule:** A participant will be allowed to run an engine /configuration that does not meet the legal requirements of a particular class as a research vehicle for possible new engine/configuration inclusion to the inboard category. The participant must petition the IRC to be allowed to run an alternate engine /configuration in a class. This petition request, if approved, shall have a maximum term of two years. At the end of this 2-year term, the participant must submit a request that the engine /configuration have inclusion as a legal engine /configuration in that class or submit a request for an extension for further research. Participants using probationary equipment will be counted as bona fide starters in the class and will be awarded national points. Probationary participants are not eligible for records, High Points Champion (US1), and boat will not count toward HOC criteria. Prize money and tow/show money will be awarded per the race circular. In our Championship Races (Nationals, Eastern, Western) in the final heat, probationary boats will be scored regardless of position finished, in the last place

position. If multiple boats entered in the final have probationary equipment, they shall be scored with last place finishes in their respective order of finish. At any time during the Probationary term shall the IRC determine the experimental engine/configuration is displaying a competitive advantage the IRC may take action to level the competition in the class.

**Proposed rule:** A participant will be allowed to run an engine /configuration that does not meet the legal requirements of a particular class as a research vehicle for possible new engine/configuration inclusion to the inboard category. The participant **shall be a registered APBA member and active owner within the class and** must petition the IRC to be allowed to run an alternate engine /configuration. ~~in a class.~~ This petition request, if approved, shall have a maximum term of two years. At the end of this 2-year term, the participant must submit a request that the engine /configuration have inclusion as a legal engine /configuration in that class or submit a request for an extension for further research. Participants using probationary equipment will be counted as bona fide starters in the class **but will not be scored. This boat will not displace any boat in an elimination situation because it receives no points but will be given every opportunity to run at the referee's discretion.** Prize money and tow/show money will be awarded per the race circular. ~~In our Championship Races (Nationals, Eastern, Western) in the final heat, probationary boats will be scored regardless of position finished, in the last place position. If multiple boats entered in the final have probationary equipment, they shall be scored with last place finishes in their respective order of finish. At any time during the Probationary term shall the IRC determine the experimental engine/configuration is displaying a competitive advantage the IRC may take action to level the competition in the class.~~

**Reason for change:** Removing a racer using a probation engine chances to score National points will give those participants an incentive to do the necessary steps to make the engine legal in the class. There are too many probation engines out there that have not done anything to make their configuration legal, yet they continue to receive national points. We need to either get the information and decide if it will be legal in the class or remove them from competition. If they are nothing but a bona fide starter maybe this will push them to get their engine configuration information in during the 2 year review period.