



Southern California Speedboat Club

Racing Rules

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Inboard Racing Runabout General Rules

- A. Hulls: Inboard racing runabout hulls shall be a displacement or monoplane type; and shall be equipped with forward and aft decks. The combined total length of the two (2) decks shall not be less than 1/5th of Length Overall (L.O.A.).
- B. Longitudinal and Transverse Breaks: Hulls shall have no step and there shall be no breaks in the longitudinal or transverse continuity of the immersed surfaces other than the keel, rubbing strips, and strakes (breaker strips).
1. These shall be of no greater depth than 5/8th inch, and run in a fore and aft direction.
 2. All longitudinal breaks shall be essentially parallel to the keel, from the trailing edges to amidships.
 3. Strakes terminating forward of the trailing edges must do so at no more than a 45 degree angle to the adjacent bottom surface.
 4. The keel shall not be higher than a straight line from chine to chine, or to any spray rails attached to chines, from the trailing edges to amidships.
 5. Strake depth shall not interfere with a straightedge touching keel and chine, in the area from the trailing edges of planking surfaces, to 54 inches forward of the trailing edges. This shall be from the major trailing edges including cavitation plate(s) excluding projections, from cavitation plate.
 6. There shall be no limitations to the number or width of strakes used, and they may extend to include cavitation plate.
 7. There shall be allowed a 1/8" break or step in the transverse direction for the purpose of attaching hardware such as fins, water pickups, turning fins, strut, etc. to the bottom of the hull.
- C. Flat Keels: Hulls may have a flat keel area on both sides of centerline. The outer edges of the flat keel area shall be essentially parallel to the centerline of the hull, in the area from the transom to 54 inches forward of the transom.
1. In this flat keel area concavity (hollow) shall not exceed 1/8th inch per foot, as measured from a straight edge, running parallel to the transom, in the area from the trailing edges of plaining surfaces, to 54 inches forward of the trailing edges. This shall be from the major trailing edges, including cavitation plate(s) excluding projection from cavitation plate.
 2. Concavity: Hulls shall have no more than 5/8th inch concavity (hollow) from keel to chine, from trailing edges to amidships.
 - a. Measurements shall be taken from a straight edge placed from keel to right and left chines, or the lower edge of any spray rails attached to chines.
 - b. Any portion of the bottom width that exceeds 5/8" concavity (hollow) shall be declared illegal.
- D. Cavitation Plates: Hulls may be equipped with cavitation plates. Plates may be adjusted while boat is in motion. Cavitation plates shall conform with all measurements required of the hull at a given handle or foot control setting. At the point at which the cavitation plate(s) attach to the hull, there shall be a maximum recess of 1/8th inch allowed between the bottom surface of the plates and the bottom of the hull.



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- E. For purposes of definition and measurement of the above rules strakes, breaker strips, spray rails, and rubbing strips are considered the same. The keel is the fore and aft centerline of the hull bottom.
1. Immersed surfaces are those taken with crew and fuel on board while at rest in the water.
 2. Trailing edges include cavitation plate.
 3. Surfaces required to be parallel to centerline shall not vary more than one (1) inch per foot.
 4. Fins, Struts, and Blast Plates, located between the strut and leading edge of the cavitation plate(s), shall not be included in any measurement. The use of any side mounted fin is not allowed.
 5. Hardware mounted on, projecting through or intersecting with the bottom of the boat shall not be included in any measurement nor are they considered under the rules. Any small fins located on the cavitation plate(s) will be acceptable. An offset outboard style rudder is acceptable.
 6. There is no tolerance allowed for warpage, settling, etc.
- F. For the purpose of weighing the boats, follow the guidelines listed below:
1. Boats shall be weighed after the completion of competition with all drain plugs and excess water in the hull removed. Except for removing the water, no changes may be made after competition and before weighing the boat.
 2. Drivers shall also be weighed after the completed competition with all his/her equipment on, as used during competition.
 3. Weight may be added to a hull to meet the above minimum weight requirement; however, weight must be in place and securely fastened during all heats of competition.



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K Racing Runabout (Blown Alcohol Flat)

1.0 GENERAL RULES

- 1.1 The KRR class letter is “K”. The “K” and boat number must be a minimum of 9” high on both sides of the hull. The boats trailer and/or dolly must have the class letter “K” and boat number, a minimum of 2.5” high.
- 1.2 Boats must be raced with one (1) person on board.
- 1.3 Minimum age of driver is 21 years.
- 1.4 Maximum number of boats per heat will be determined by the Race Director.
- 1.5 Minimum weight of the boat as raced, without driver, is 2250 lbs.
- 1.6 Each K boat must be inspected and certified by SCSC prior to participating in competition. Following certification, the owner must advise SCSC of any modifications to the boat that could affect its certification. SCSC may request a certification of a boat at any time.
- 1.7 New KRR drivers are required to: 1) have driven in either the Super Stock or PS Classes for a minimum of two (2) years or 20 heats, whichever comes first, and 2) obtain a minimum of three (3) written signatures of approval by current KRR drivers in good standing, stating their approval for the applicant to drive in the KRR class, as a new applicant. To apply the applicant must present the drivers’ signatures of approval, a brief summary of previous experience, and a copy of his current physical to the Referee. Upon approval, the applicant may then participate in a minimum of three (3) heats starting behind the pack. After completing the minimum three (3) heats the applicant shall then be advised by the Referee as to the results of his application.
- 1.8 The objectives of the rules for K Racing Runabout Class are to govern and promote a professional class of propeller driver Inboard Racing Runabouts using unlimited and/or unrestricted engines and fuels.
- 1.9 All parts, including engines and hulls in their entirety, may be changed at any time, as long as said hull belongs to the same owner prior to that race.

2.0 HULL

- 2.1 Hull must be a flatbottom design and conform to the Inboard Racing Runabout classes classification
- 2.2 Minimum hull length shall be 17ft. L.O.A. and the maximum hull length shall be 20ft. L.O.A. not including cavitation plate(s).
- 2.2.1 When using the optional 21ft. rule, the following rule must be met: Maximum shall be 21 feet excluding cavitation plates and the outer edge of the flat keel area shall be essentially parallel to the centerline of hull, in the area from the transom to 65 inches forward of the transom. In this flat keel area concavity (hollow) shall not exceed 1/8th inch per foot, as measured from a straight edge, running parallel to the transom in the area from the trailing edges of planing surfaces to 65 inches forward of the trailing edges. This shall be from the major trailing edges including cavitation plate(s) excluding projections from cavitation plate. Minimum weight is 2400 lbs.
- 2.3 The minimum weight limit for all existing open cockpit KRR boats shall be 2250 lbs. (including driver).



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3.0 ENGINE

- 3.1 The engine must be supercharged or turbocharged. Any fuel, any modifications to the engine are allowed.
- 3.2 All open cockpit KRR boats shall have a maximum cubic inch limit of 470 c.i.d. The maximum supercharger size allowed shall be a GMC 8-71 design series roots type blower (includes aftermarket replacements).

4.0 HARDWARE

- 4.1 Engines must be mounted rear of amidships and drive forward through a V-drive.
- 4.2 The supercharger belt(s) or chain(s) must be covered with steel or aluminum, sufficient to contain the belt(s) or chain(s) in the event of failure. Guard must continue down both sides to middle of camshaft area.
- 4.3 The drive line or shaft must be covered with either 1/8" steel or 1/4" of aluminum.
- 4.4 Parachute static lines must attach in a way to keep them free of the injector(s), linkage, drive line, prop shaft, blower belt(s). Parachutes are optional.
- 4.5 Electrical kill or short switch must be used at all times. There shall be a manual fuel shut off switch and a manual electric shut off switch in safe reach of the driver while the boat is underway. Only mercury type switch or doubleball (burglar alarm type) will be accepted.
- 4.6 Hulls must have points to attach a 3 or 4 leg sling to lift the hull. Each leg of a 3 leg sling must be certified to hold 1900 lbs. Each leg of a 4 leg sling must be certified to hold 1250 lbs. Slings must be pull tested every three (3) years. The owner is responsible for providing the sling and its certified strength. The race inspector shall determine if the sling is safe.
- 4.7 A safety collar, dimpled to the propeller shaft, within 0.500" of the fore end of the strut or thrust bearing is mandatory. The diameter of a collar fore of the thrust bearing must be larger than the bearing. Collars must be machined from bar stock.
- 4.8 Stabilizers, wing sections, or airfoils may be installed, provided they are used in a horizontal position no wider than the beam of the boat under the areas of stabilizer installation. They may not be adjusted while the boat is in motion nor will they be installed to the rear (aft) of the transom. They shall not be positioned forward of amidships. The leading edges shall be no closer than 24" from the top of the inside back of the driver's seat. The leading edge center line shall not be mounted more than 10" above the blower(s), injector(s), or top surfaces of other engine top mountings. They must pass a safety inspection before each race.
- 4.9 Prop releases are mandatory on all K-boats at all races.



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Unblown Flat

1.0 GENERAL RULES

- 1.1 The Unblown Flat (UBF) class letter is “PS”. The “PS” and boat number must be a minimum of 9” high on both sides of the hull. The boats trailer and/or dolly must have the class letters PS and boat number a minimum of 2.5” high.
- 1.2 Boats must be raced with one (1) person on board.
- 1.3 Minimum age of driver is 21 years.
- 1.4 Maximum number of boats per heat will be determined by the Race Director.
- 1.5 Minimum weight of the boat as raced, without driver, is 1950 lbs.
- 1.6 Each UBF boat must be inspected and certified by SCSC prior to participating in competition. Following certification, the owner must advise SCSC of any modifications to the boat that could effect its certification. SCSC may request a certification of a boat at any time.
- 1.7 New UBF drivers are required to: obtain a minimum of three (3) written signatures of approval by current Super Stock or UBF drivers in good standing, stating their approval for the applicant to drive in the UBF class, as a new applicant. To apply the applicant must present the drivers’ signatures of approval, a brief summary of previous experience, and a copy of his current physical to the Referee. Upon approval, the applicant may then participate in a minimum of three (3) heats starting behind the pack. After completing the minimum three (3) heats the applicant shall then be advised by the Referee as to the results of his application.
- 1.8 The objectives of the rules for the UBF Class are to govern and promote a professional class of propeller driver Inboard Racing Runabouts using limited and/or restricted engines.
- 1.9 All parts, including engines and hulls in their entirety, may be changed at any time, as long as said hull belongs to the same owner prior to that race.

2.0 HULL

- 2.1 Hull must be a flatbottom design and conform to the Inboard Racing Runabout classes classification
- 2.2 Minimum hull length shall be 17ft. L.O.A. and the maximum hull length shall be 20ft. L.O.A. not including cavitation plate(s).
- 2.3 The minimum weight limit for all existing open cockpit SS boats shall be 1950 lbs. (including driver).

3.0 ENGINE

- 3.1 The engine must be a Single American automotive block with a maximum cubic inch displacement of 510 c.i.d. No superchargers, turbochargers, or blowers of any type. Fuels restricted to pump, aviation, and methanol blends. Additives permitted, except nitromethane or nitrous oxide.

4.0 HARDWARE

- 4.1 Engines must be mounted rear of amidships and drive forward through a V-drive.
- 4.2 The drive line or shaft must be covered with either 1/8” steel or 1/4” of aluminum.
- 4.3 Parachute static lines must attach in a way to keep them free of the injector(s), linkage, drive line, prop shaft, blower belt(s). Parachutes are optional.



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- 4.4 Electrical kill or short switch must be used at all times. There shall be a manual fuel shut off switch and a manual electric shut off switch in safe reach of the driver while the boat is underway. Only mercury type switch or doubleball (burglar alarm type) will be accepted.
- 4.5 Hulls must have points to attach a 3 or 4 leg sling to lift the hull. Each leg of a 3 leg sling must be certified to hold 1900 lbs. Each leg of a 4 leg sling must be certified to hold 1250 lbs. Slings must be pull tested every three (3) years. The owner is responsible for providing the sling and its certified strength. The race inspector shall determine if the sling is safe.
- 4.6 Couplers between in-and-out boxes and propeller shaft shall be a minimum of 3.5 inches long, be made from billet steel, and utilize a minimum of four (4) clamping bolts. Set screws shall be used in each end of the coupler. Each shaft shall be dimpled to receive the set screws.
- 4.7 A safety collar, dimpled to the propeller shaft, within 0.500" of the fore end of the stuffing box or thrust bearing is mandatory. The diameter of a collar fore of the thrust bearing must be larger than the bearing. Collars must be machined from bar stock.
- 4.8 Driver seat must be bolted in place.
- 4.9 Prop releases are mandatory on all UBF boats at all races.



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Crackerbox PRO™

1.0 GENERAL RULES

- 1.1 The Crackerbox PRO™ class letter is “P”. The “P” and boat number must be a minimum of 9” high on both sides of the hull and be followed by the letters “PRO” at least 3” high. The boats trailer and/or dolly must have the class letters P, boat number, and “PRO” a minimum of 2.5” high.
- 1.2 Boats must be raced with two (2) living persons on board, no use of sand bags or any other ballast material is permitted during racing, however ballast is allowed for testing and practice purposes.
- 1.3 Minimum age of driver is 18 years and rider is 16 years.
- 1.4 Maximum number of boats per heat will be determined by the Race Director.
- 1.5 Minimum weight of the boat as raced, without driver and rider, is 1250 lbs.
- 1.6 The Crackerbox PRO™ class is further governed by the Crackerbox PRO™ Inspection Guide.
- 1.7 Each Crackerbox PRO™ boat must be inspected and certified by SCSC prior to participating in competition. Following certification, the owner must advise SCSC of any modifications to the boat that could effect its certification. SCSC may request a certification of a boat at any time.

2.0 HULL

- 2.1 The hull must comply with the measurements and tolerances in the TABLE of OFFSETS and associated drawings.
- 2.2 The maximum inclusive longitudinal deviation from station 4 to 13 must not exceed one (1) inch.
- 2.3 The cockpit must be located between 9.5” and 53.0” forward from the transom.
- 2.4 The bottom must not have longitudinal or transverse steps, transverse breaks, relieved chine or concavity (except for allowed tolerances).
- 2.5 Maximum bottom concavity tolerance:
 - 2.5.1 From the centerline of the keel or keel break to the chine: .250” + 0” measured perpendicular to the keel.
 - 2.5.2 In any flat keel area: .125” + 0” measured perpendicular to and between the longitudinal keel breaks.
 - 2.5.3 Maximum hardware mouting tolerance: .125” + 0” longitudinal and/or transverse step.
- 2.6 Wood hulls must have a wood frame covered with a minimum .250” thick plywood.
- 2.7 There must be a deck from the rear of the cockpit to the transom and side decks along each side of the cockpit and engine compartment, and a fore deck from station 5 to the bow.

3.0 ENGINE

- 3.1 The engine shall be mounted ahead of station 9. The crankshaft tip must be 53.0” or more from the transom.
- 3.2 One internal combustion four-cycle engine. The block must be cast iron. The heads may be aluminum. The block and heads must be based on a U.S. automotive production design. There shall be no more than two (2) valves per cylinder. No superchargers or overhead cams are allowed.
- 3.3 Engine Options



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- 3.3.1 275 cu in maximum – Carburetor(s) or fuel injection. Fuel is gasoline available for automotive, marine, and aviation use, or methanol.
- 3.3.2 314 cu in maximum – the carburetor must be one 650 CFM Holley model# 4150, part# 4777, and all dash numbers and must remain as furnished by manufacturer except: epoxy may be used to secure the booster venturi; the choke assembly and unused linkages may be removed; the power valve may be blocked; accelerator pump nozzles and inlet jets may be changed; any float may be used; any device to prevent fuel sloshing may be used. The following are maximum dimensions: throttle bore 1.688”, primary venturi 1.250” and secondary venturi 1.313”. Fuel is gasoline available for automotive, marine, and aviation use.

4.0 HARDWARE

- 4.1 Hardware mounted on, projecting through or intersecting with the bottom of the boat shall not be included in any measurement nor are they considered under the rules.
- 4.2 Adjustable plates and the shaft angle must not be adjustable while participating in a racing heat.
- 4.3 V-drives or gear boxes are not allowed.
- 4.4 Hulls must have points to attach a 3 or 4 leg sling to lift the hull. Each leg of a 3 leg sling must be certified to hold 1900 lbs. Each leg of a 4 leg sling must be certified to hold 1250 lbs. Slings must be pull tested each three (3) years. The owner is responsible for providing the sling and its certified strength. The race inspector shall determine if the sling is safe.
- 4.5 An electrical kill(s) capable of stopping the engine and electric power to a fuel pump if the driver is separated from the boat is mandatory.
- 4.6 Couplers between in-and-out boxes and propeller shaft shall be a minimum of 3.5 inches long, be made from billet steel, and utilize a minimum of four (4) clamping bolts. Set screws shall be used in each end of the coupler. Each shaft shall be dimpled to receive the set screws.
- 4.7 A safety collar, dimpled to the propeller shaft, within 0.500” of the fore end of the stuffing box or thrust bearing is mandatory. The diameter of a collar fore of the thrust bearing must be larger than the bearing. Collars must be machined from bar stock.
- 4.8 Driver and rider seats must be bolted in place.

5.0 Crackerbox PRO™ TABLE OF OFFSETS

6.0 Crackerbox PRO™ INSPECTION GUIDE (rev 5-11-10)

This guide specifies the procedures to be used to inspect the HULL, ENGINE, and HARDWARE for compliance with rules for the CRACKERBOX PRO™. This guide and its procedures are solely reliant on the definitions and check list found in Attachments 1 and 2, respectively, at the end of this guide.

Note to Inspector: Prior to lifting a hull for inspection, verify that the lifting slings used are in compliance with Rule 4.4.

6.1 Hull

- 6.1.1 Hull Width Measurement: Lift the hull. Measure perpendicular from the aft edge of the hull bottom toward the bow. Place masking tape on the keel centerline or keel breaks, and chine and mark the tape at 39” (station 10), 81” (station 7), and at 123” (station 4) on both sides of the boat (see Fig. 1A). Measure the width of the hull from chine to chine at



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each set of station marks by holding a tape measure at one station mark and measuring across the bottom of the hull to the other station mark (see Fig. 1B).

The minimum and maximum distances at each station are:

INSPECTION HULL WIDTH (inches)

Station minimum transom 56.875 (56 7/8") 68.459 (68 15/32") 62.774 (62 25/32")

- 6.1.2 Bottom Concavity: Lift the hull. Use the marked points from the Hull Width Measurement (transom, 39", 81", 123"). Place a straight edge flat on the bottom from the keel centerline or keel break to the chine at each marked location. A .250" dowel must not fit between the hull bottom and the straight edge at any of the marked locations. Repeat this process on both sides of the keel.
- Flat Keel Area: Place a straight edge against the hull bottom perpendicular from keel break to keel break. A .125" dowel must not fit between the hull bottom and the straight edge.
 - Obstructions: Attach the 2 X 10.0" offsets to the straight edge. Place one 10" offset on or as close as possible to the keel centerline or keel break and place the second 10" offset on the chine. At each of the marked locations move the 10.250" indicator rod transversely along the straight edge. The indicator rod must contact the bottom on both sides of all obstructions. Repeat this process at the marked locations on both sides of the keel (see Fig. 2).
- 6.1.3 Establishing the Location of the Transom: Transom Definition – The hull has two (2) transoms, these are:
1. Hull Transom (HT) – The aft vertical flat surface joining the deck, sides, and bottom of the hull.
 2. True Transom (TT) – The vertical plane perpendicular to both the base line plane and the hull centerline plane at the farthest aft point on the hull bottom.

All measurements taken from the transom must be perpendicular to the transom (see Fig. 1).

Transom Correction – It is likely that the top of the hull transom (HT) leans fore or aft from the farthest aft point on the hull bottom relative to the hull's base line. The Transom Correction (TC) is the number of inches of this lean. The TC needs to be determined to establish the location of the true transom (TT). Measurements taken forward for the top of the hull transom can then be corrected to inspect against the requirements in the Table of Offsets.

The procedure to measure the TC is (see Fig. 3):

1. Measure perpendicular forward from the farthest aft point on the hull bottom to 53.0" (station 9) and 67.0" (station 8) and mark these locations with a washable marker as close to the keel centerline as possible. Do not mark on tape or any other material applied to the hull.
2. Hold a level against the hull bottom over the marks at 53" and 67".
3. Accurately level the hull fore and aft until the level reads dead level and secure the hull in this position.
4. Attach the 10.0" offset to the level.



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5. Touch the offset to the farthest aft point on the hull bottom as near to the hull bottom centerline as possible.
 6. Vertically level the level and measure the perpendicular distance to the top of the hulls transom.
 7. The Transom Correction is equal to the distance from the level to the top of the hulls transom minus 10".
- 6.1.4 Hull Length: Hold one level where the hull transom meets the deck at the hull centerline. Hold a second level at the center of the bow. With both levels vertically level measure perpendicular between the two (2) levels. Add the Transom Correct to the measured hull length. The total measurement must be between 15' 13/16" and 15' 10 13/16" (see Fig. 4).
- 6.1.5 Engine Location: Hold one level where the hull transom meets the deck at the hull centerline. Hold a second level at the aft tip of the engine crankshaft. With both levels vertically level measure perpendicular from the fore side of the aft level to the fore side of the fore level (see Fig. 6). Add the Transom Correction to this measurement. The minimum total dimension is 53.0". (Note: If the measurement was taken from the aft end of a coupler mounted on the crankshaft and the total dimension is less than 53.0", then measure the distance from the aft face of the coupler to the aft tip of the crankshaft and add this measurement to the total dimension.)
- 6.1.6 Visual Bottom Inspection: Visually inspect the hull bottom.
- There can be no transverse or longitudinal steps except as allowed for hardware installation. All hardware mounted on, projecting through, or intersecting with the bottom has a maximum 1/8" transverse and longitudinal step tolerance (see Fig. 7A).
 - There can be no transverse breaks. Longitudinal breaks must be immediately associated with installed hardware or flat keel areas (see Fig. 7B).
- 6.2 Engine
- 6.2.1 All Engines: Confirm the following:
- 4 cycle internal combustion engine
 - Place a magnet on the block to confirm it is cast iron
 - Block and heads are based on U.S. automotive production design
 - Remove a valve cover and confirm a maximum of 2 valves per cylinder and no overhead cam
 - No supercharger
 - Maximum cubic inch using a P and G, measure the cubic inch displacement of one (1) randomly selected cylinder. The cubic inch displacement is equal to the measured displacement multiplied by the number of cylinders in the engine.
- 6.2.2 275 cubic inch option: Confirm the following:
- Maximum 275 cubic inch
 - Fuel – Using a Digitron confirm that the declared fuel is either methanol or a gasoline available for automotive, marine, or aviation use.
- 6.2.3 314 cubic inch option: Confirm the following:
- Carburetor – Single 650 cfm Holley model# 4150, Part# 4777 and all dash numbers as furnished by the manufacturer, except;
 - Booster venturi may be secured with epoxy
 - Choke assembly and unused linkages may be removed
 - Power valve may be blocked



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- Any accelerator pump nozzles and inlet jets may be used
- Any float may be used
- Carburetor Bores – Using a carburetor test gauge kit, 7864 for Holley 0-4777 series 650 cfm carburetor's available from BLP Products, confirm the following:
 - Throttle bore maximum diameter 1.688"
 - Primary venturi maximum diameter 1.250"
 - Secondary venturi maximum diameter 1.313"
- Maximum 314 cubic inch
- Fuel - Using a Digitron confirm that the declared fuel is a gasoline available for automotive, marine, or aviation use.

6.3 Hardware – Confirm the following:

- Adjustable plates and shaft angle are not adjustable while participating in a race
- There is no V-drive or gear box
- The 3 or 4 lifting straps are individually certified for 1900 lbs. (3 straps) or 1250 lbs. (4 straps) or more.
- The drivers kill switch(es) shuts off the engine and electric fuel pump (if used) in an engine on test.
- Couplers between crankshaft coupler, in/out box, and propeller shaft:
 - Minimum of 3.50" long
 - Secured with a minimum of four (4) bolts
 - Are made from billet steel
 - Each end has a set screw and that each shaft is dimpled to accept the set screws.
- Safety Collars
 - Minimum of one (1) safety collar located within .50" on the fore side of the stuffing box
 - Are made from billet steel
- Driver and Rider seats are bolted in place

6.4 Attachment 1: Hull Definitions

- Background: Some words are critical to the understanding of a rule. If there is a lack of clarity then it can result in different interpretations of a rule. Differences in interpretation can be between teams in a class or between inspectors and the class. In either event coalitions start to form on the different interpretations and conflict results. Many conflicts are not avoidable, but conflicts that stem from lack of clarity in the definition of a key word can and should be avoided.
- SHEER – Where the deck joins the side of the hull (see Fig. 1)
- CHINE – Where the bottom joins the side of the hull (see Fig. 1)
- KEEL – The area on the bottom of the hull that is closest to the base line of the hull (see Fig. 1)
- BASE LINE (plane) – The line (datum) located on a horizontal plane under the hull used for hull design and measurement purposes (see Fig. 1). When the base line is extended horizontally and perpendicular to the Hull Center Line Plane it becomes the Base Line Plane (see Fig. 3).
- LONGITUDINAL – Running parallel to the keel (see Fig. 2)



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- **TRANSVERSE** – Running perpendicular to the keel (see Fig. 2)
- **HULL CENTER LINE** – The line (datum) located on a vertical plane for the hull. It is drawn from the center of the bow to the center of the transom (see Fig. 3). (Comment: The hull center line is a datum plane used in lofting a hull. It is not the same as the bottom center line or the keel center line. These 2 lines will vary depending on design location of the keel and how symmetrical the hull bottom is relative to the hull center line).
- **KEEL CENTER LINE** – The longitudinal center of the bottom of the hull that is equal distance from the port and starboard chines (see Fig. 4). (Comment: On a hull whose bottom is symmetrical about the HULL CENTER LINE both the BOTTOM CENTER LINE and the HULL CENTER LINE have the same location on the hull bottom. On a hull whose bottom is not symmetrical about the HULL CENTER LINE this is not the case. There is no rule that requires a CRACKERBOX PRO™ to be symmetrical around the HULL CENTER LINE.)
- **BREAK** – In the area from the center line of the keel to the chine, two (2) planes meeting to form an angle (see Fig. 5).
- **STEP** – In the area from the center line of the keel to the chine, three (3) planes meeting to form two (2) angles (see Fig. 6).
- **STRAKE** – In the area from the center line of the keel to the chine, four (4) or more planes meeting to form three (3) or more angles and including a plane surface that is greater than 15 degrees to the vertical (see Fig. 7A and Fig. 7B).
- **FIN** – Three (3) planes meeting to form three (3) or more angles with no plane surface that is greater than 15 degrees to the vertical (see Fig. 8A and 8B).



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GPS 100

- 1.1 The GPS 100 class letter is “GPS”. The “GPS” and boat number must be a minimum of 9” high on both sides of the hull. The boats trailer and/or dolly must have the class letters GPS and boat number a minimum of 2.5” high.
- 1.2 Boats must be raced with one (1) person on board.
- 1.3 Minimum age of driver is 18 years.
- 1.4 Maximum number of boats per heat will be determined by the Race Director.
- 1.5 Minimum weight of the boat as raced, with driver, is 1850 lbs.
- 1.6 Each GPS 100 boat must be inspected and certified by SCSC prior to participating in competition. Following certification, the owner must advise SCSC of any modifications to the boat that could affect its certification. SCSC may request a certification of a boat at any time.
- 1.7 New GPS 100 drivers must spend a minimum of two (2) years or 12 races in either the GPS 100 class or Sportsman Extreme Class before they are allowed to move up to the SS or UBF classes, GPS 100 drivers are ineligible to drive KRR boats until the criteria of SS and UBF has been fulfilled. See Super Stock or UBF rules as no leapfrogging classes is permitted to drive in the KRR class. All GPS 100 drivers are required to: obtain a minimum of three (3) written signatures of approval by current Super Stock or UBF drivers in good standing, stating their approval for the applicant to drive in the SS or UBF class, as a new applicant. To apply the applicant must present the drivers’ signatures of approval, a brief summary of previous experience, and a copy of his current physical to the Referee. Upon approval, the applicant may then participate in a minimum of three (3) heats starting behind the pack. After completing the minimum three (3) heats the applicant shall then be advised by the Referee as to the results of his application.
- 1.8 The objectives of the rules for GPS 100 Class are to govern and promote an entry level class of propeller driver Inboard Racing Runabouts using limited and/or restricted engines.
- 1.9 All parts, including engines and hulls in their entirety, may be changed at any time, as long as said hull belongs to the same owner prior to that race.

2.0 HULL

- 2.1 Hull must be a flatbottom design and conform to the Inboard Racing Runabout classes classification
- 2.2 Minimum hull length shall be 17ft. L.O.A. and the maximum hull length shall be 20ft. L.O.A. not including cavitation plate(s).

3.0 ENGINE

- 3.1 The engine must be a Single American automotive block with a maximum cubic inch displacement of 510 c.i.d. No superchargers, turbochargers, or blowers of any type. Fuels restricted to pump, aviation, and methanol blends. Additives permitted, except nitromethane or nitrous oxide. All internal and external engine modifications accepted. All ignition systems accepted. No electric speed control devices are allowed.

4.0 HARDWARE

- 4.1 Engines must be mounted rear of amidships and drive forward through a V-drive.
- 4.2 The drive line or shaft must be covered with either 1/8” steel or 1/4” of aluminum.



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- 4.3 Parachute static lines must attach in a way to keep them free of the injector(s), linkage, drive line, prop shaft, blower belt(s). Parachutes are optional.
- 4.4 Electrical kill or short switch must be used at all times. There shall be a manual fuel shut off switch and a manual electric shut off switch in safe reach of the driver while the boat is underway. Only mercury type switch or doubleball (burglar alarm type) will be accepted.
- 4.5 Hulls must have points to attach a 3 or 4 leg sling to lift the hull. Each leg of a 3 leg sling must be certified to hold 1900 lbs. Each leg of a 4 leg sling must be certified to hold 1250 lbs. Slings must be pull tested each three (3) years. The owner is responsible for providing the sling and its certified strength. The race inspector shall determine if the sling is safe.
- 4.6 Couplers between in-and-out boxes and propeller shaft shall be a minimum of 3.5 inches long, be made from billet steel, and utilize a minimum of four (4) clamping bolts. Set screws shall be used in each end of the coupler. Each shaft shall be dimpled to receive the set screws.
- 4.7 A safety collar, dimpled to the propeller shaft, within 0.500" of the fore end of the stuffing box or thrust bearing is mandatory. The diameter of a collar fore of the thrust bearing must be larger than the bearing. Collars must be machined from bar stock.
- 4.8 Driver seat must be bolted in place.
- 4.9 Prop releases are mandatory on all UBF boats at all races.

5.0 GENERAL RULES

- 5.1 At the owner/driver's expense a GPS unit shall be affixed to the driver and/or hull during competition and be examined prior to and at the completion of each competition.
- 5.2 The speeds of GPS shall be strictly enforced and follow these guidelines:
 - 5.2.1 A maximum speed of 100.99 MPH. A speed of 101.00 MPH to 105.99 MPH will be considered a "break out" speed and if in such an event more than one (1) boat "breaks out", the higher place position be awarded to the competitor with the closest speed to 100.99 MPH.
 - 5.2.2 A speed in excess of 105.99 MPH will be considered a "break out" speed and that competitor will be awarded zero points for the heat, disqualified, and the boat will not be allowed to compete for the remainder of the competition.
- 5.3 It is the responsibility of the owner/driver to furnish a functioning GPS device. If that device does not register during a competition, the competitor will receive zero points for the heat and a warning similar to a violation of exceeding 100.99 MPH. A second violation will result in a disqualification, awarded zero points, and the boat will not be allowed to compete for the remainder of the competition weekend, but can be waived by the race committee.



Southern California Speedboat Club Racing Rules

Sportsman Extreme Flatbottom

1.0 GENERAL RULES

- 1.1 The Sportsman Extreme class letter is “SE”. The “SE” and boat number must be a minimum of 9” high on both sides of the hull. The boat’s trailer and/or dolly must have the class letters SE, boat number a minimum of 2.5” high.
- 1.2 Boats must be raced with one (1) person on board.
- 1.3 Minimum age of driver is 16 years.
- 1.4 Maximum number of boats per heat will be determined by the race director.
- 1.5 Minimum weight of the boat as raced, with driver, is 1850 lbs.
- 1.6 Each SE boat must be inspected and certified by SCSC prior to participating in competition. Following certification, the owner must advise SCSC of any modifications to the boat that could affect its certification. SCSC may request a certification of a boat at any time.
- 1.7 New SE drivers are required to participate in this class or GPS 100 class for a period of no less than two (2) years or 20 heats, whichever comes first in either class or combination thereof before moving up into Super Stock or UBF classes. All rookie SE or GPS 100 drivers must start a minimum of three (3) heats, starting behind the pack. After completing the minimum three (3) heats, applicant shall then be advised by the Referee as to the results of his application to race in their draw or earned position.
- 1.8 The objectives of the rules for SE Class are to govern and promote an ENTRY LEVEL class of propeller driven Inboard Racing Runabouts using limited and/or restricted engines.
- 1.9 All parts including engines and hulls in their entirety, may be changed at any time, as long as said hull belongs to the same owner prior to that race.
- 1.10 The SE class was created to get new racers into the sport. To not discourage these new racers, any driver who has driven in KRR, SS, UBF, or has won the SE High Points Championship for two (2) years in a row can race but will not earn points towards National High Points Championship.

2.0 HULL

- 2.1 Hull must be a flatbottom boat design and conform to the INBOARD RUNABOUT CLASSES racing classification.
- 2.2 Minimum hull length shall be 16 feet. L.O.A. and the maximum hull length shall be 20 feet L.O.A. including cavitation plates.

3.0 ENGINE

- 3.1 The engine must be a Single American automotive SMALL block with a maximum cubic inch displacement – 366 C.I.D. MAXIMUM BORE X STROKE (4.065 X 3.500). No superchargers, turbochargers or blowers of any type. Fuels restricted to pump, aviation AND E85. Ignition system may be either points-type system or HEI system.

4.0 HARDWARE

- 4.1 Engines must be mounted rear of amidships and drive forward through a V-drive.
- 4.2 The drive line or shaft must be covered with either 1/8” steel or ¼” aluminum.
- 4.3 Parachute static lines must attach in a way to keep them free of the injector(s), linkage, drive line, prop shaft, blower belt(s). Parachutes are optional.



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- 4.4 Electrical kill or short switch must be used at all times. There shall be a manual fuel shut off switch and a manual electric shut off switch in the safe reach of the driver while the boat is underway. Only mercury type switch or doubleball (burglar alarm type) will be accepted.
- 4.5 Hulls must have points to attach a 3 or 4 leg sling to lift the hull. Each leg of a 3-leg sling must be certified to hold 1900 lbs. Each leg of a 4-leg sling must be certified to hold 1250 lbs. Slings must be pull tested every three (3) years. The owner is responsible for providing the sling and its certified strength. The race inspector shall determine if the sling is safe.
- 4.6 Couplers between in-and-out boxes and propeller shaft shall be a minimum of 3.5 inches long, be made from billet steel and utilize a minimum of four (4) clamping bolts. Set screws shall be used in each end of the coupler. Each shaft shall be dimpled to receive the set screws.
- 4.7 A safety collar, dimpled to the propeller shaft, within 0.500" of the fore end of the stuffing box or thrust bearing is mandatory. The diameter of a collar fore of the thrust bearing must be larger than the bearing. Collars must be machined from bar stock.
- 4.8 Driver seat must be bolted in place.
- 4.9 Prop releases are mandatory on all SE boats at all races.

5.0 SPORTSMAN EXTREME CLASS

5.1 General Rules

- 5.1.1 A prop shaft release is recommended but not required until Jan. 2016
- 5.1.2 Maximum speed of 85 mph is allowed. A speed of 86.00 mph to 87.99 mph will be considered a "break out" speed and the boat would get last place position and points for that heat or main. A speed of 88.00 mph and higher will be a disqualification for that heat or main with no points awarded.
 - 5.1.2.1 Starts may be either clock start or flat start. For flag start lane selection shall be by draw.
 - 5.1.2.2 A GPS may be run in a heat of racing to determine speeds that may require the use of a restrictor plate.
 - 5.1.2.3 Because this is a speed limited class, there shall be no competition or kilo records kept.
- 5.1.3 Minimum length of an SE hull is 16 feet.
- 5.1.4 Minimum width of a SE hull is 72 inches.
- 5.1.5 Hulls under these minimums which competed in an older racing class are to be grandfathered. Contact the Class Chairman for confirmation.
- 5.1.6 Minimum weight, including driver and safety equipment shall be 1850 lbs, weighed immediately after a heat of racing, after draining the hull of water.
- 5.1.7 SE boats are to run with only two-bladed propellers

5.2 Hull Configuration

- 5.2.1 The hull must conform to the flatbottom hull requirements as specified in the Technical Manual for the Inspection of Racing Runabouts. Non-current hulls which do not conform to these specifications may be exempted by petition to the Class Chairman.
- 5.2.2 All fins shall be mounted between the chines on the underside of the hull.

5.3 Engine

5.3.1 General Notes

- 5.3.1.1 No titanium engine parts are allowed.
- 5.3.2 Block Assembly. Any GM cast iron small block or Ford cast iron Windsor small block engine block designed for general automotive or truck use may be used
- 5.3.3 Bore and Stroke. Maximum Bore X Stroke is 4.065" X 3.500"



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- 5.3.4 Crankshaft. Any aftermarket crankshaft may be used.
- 5.3.5 Pistons
 - 5.3.5.1 Only flat top pistons with valve relief(s) are permitted.
 - 5.3.5.2 Any aftermarket pistons may be used.
- 5.3.6 Connecting Rods. Any aftermarket steel connecting rods may be used
- 5.3.7 Cylinder Heads
 - 5.3.7.1 Only stock GM or Ford cylinder heads with in-line valves may be used.
 - 5.3.7.2 No porting, polishing, or grinding is permitted in ports or combustion chambers.
 - 5.3.7.3 Heads shall have a maximum intake runner volume of 170 cc
 - 5.3.7.4 Combustion chamber volume using compressed gaskets and deck height shall meet the following values:

Combustion Chamber Volume in cc's	56 (GM 305 Head only)	62 ***	65	66	67	68	69	70	71	72	73	74	75	76
Compressed Gasket and Deck Height Combined Total in Inches*	0.100**	0.085	0.081	0.077	0.073	0.069	0.065	0.061	0.057	0.053	0.049	0.046	0.043	0.040

* Piston measurement above the deck is added to the gasket thickness to achieve the combined required total; piston measurement below the deck is subtracted from the total to get the proper gasket thickness

**Minimum requirement from 56 cc to 62 cc

***Minimum cc limit of all heads except GM 305

****Combustion chambers larger than 76 cc shall have a Compressed Gasket and Deck Height of no less than 0.040"

5.3.8 Camshaft and Valve Train

5.3.8.1 Camshafts

- 5.3.8.1.1 Only flat tappet camshaft and lifters may be used.
- 5.3.8.1.2 Either hydraulic or mechanical lifters with a maximum diameter of 0.843" for GM or 0.876" for Ford may be used
- 5.3.8.1.3 Maximum lift, measured at the valve, shall not exceed 0.450" (lift is to be inspected @ zero lash).

5.3.8.2 Timing Chain. Use of any chain set or gear drive of dual idler design only is permitted.

5.3.8.3 Valves

- 5.3.8.3.1 All steel or stainless steel valves with a minimum valve stem diameter of 11/32" with a minimum 0.340/0.341 stem diameter. Aftermarket performance valves and steel or aluminum retainers allowed.
- 5.3.8.3.2 Maximum diameter of intake valve is 1.945" for GM, GM 305 heads and Ford heads 1.845".
- 5.3.8.3.3 Maximum diameter of exhaust valve is 1.505" for GM and 1.545" for Ford.
- 5.3.8.4 Valve Springs. Valve springs shall have a maximum diameter of 1.260" for GM and 1.445" for Ford with an allowable tolerance of ± 0.040 ".

5.3.8.5 Rocker Arms

- 5.3.8.5.1 Roller type rocker arms with a maximum ratio of 1.52 for GM or 1.60 for Ford may be used (lift at cam X 1.5 for GM or 1.60 for Fords helps determine legal rocker ratios).



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- 5.3.8.5.2 Studs and/or guide plates with 5/16" pushrods may be used.
- 5.3.8.6 Adjusting Nut. Any adjusting nut, posi loc, strut girdle may be used. No shaft type rocker assembly.
- 5.3.9 Intake System
 - 5.3.9.1 Intake Manifold
 - 5.3.9.1.1 Any production style as cast/as produced iron or aluminum intake manifold may be used
 - 5.3.9.1.2 Sheet metal or tunnel ram style intake manifolds are expressly prohibited.
 - 5.3.9.2 Other Intake System
 - 5.3.9.2.1 A carburetor spacer is required; it shall have a minimum thickness of 0.500" (including gaskets) and a maximum thickness of 2.25" (including gaskets). The spacer may be wedge shaped, if desired, providing it fits within the above envelope. A restrictor plate, if required, shall be in addition to this thickness.
 - 5.3.9.2.2 The intake manifold may be matched or blended to the carburetor spacer.
 - 5.3.9.2.3 Use of any intake scoop, velocity stack, and/or air cleaner is permitted.
- 5.3.10 Fuel System
 - 5.3.10.1 Carburetor
 - 5.3.10.1.1 Carburetor is to be a Holley manufacturer #4776 (all series). The center section/main body must remain stock and as furnished by Holley. The choke mechanism and related components may be removed. The air horn can be milled off. No HP center section/main body allowed. Only the following dimensions are to be inspected/measured: Primary/Secondary venturi @ 1.265/1.3275 maximum. Throttle plate bore @ 1.5675 maximum. All other modifications permitted.
 - 5.3.10.1.2 Maximum venturi diameters: Primary/Secondary = 1.265"/1.3275"
 - 5.3.10.1.3 Maximum throttle plate bore is 1.5675"
 - 5.3.10.2 Fuel and Fuel System
 - 5.3.10.2.1 Any pump gas may be used, including E85. See Rule 40.18.12
 - 5.3.10.2.2 Any fuel pump is permitted.
- 5.3.11 Ignition
 - 5.3.11.1 Ignition system may be either points-type system or HEI system
 - 5.3.11.2 Electronic ignition systems are not permitted. Pertronix distributor points conversions may be used.
 - 5.3.11.3 Any plug wires may be used.
 - 5.3.11.4 Firing order is to be 18436572 for GM and 13726548 for Ford.
- 5.3.12 Exhaust
 - 5.3.12.1 Any manifold or steel header with a collector of the standard straight style may be used
 - 5.3.12.2 No multi-step or 180 degree systems may be used.
- 5.3.13 Lubrication System
 - 5.3.13.1 A wet sump system with the oil pump mounted in the stock location is required.
 - 5.3.13.2 Any oil pan is permitted.
 - 5.3.13.3 Accusump systems are permitted.
- 5.3.14 Other Specifications
 - 5.3.14.1 Any gasket set may be used.
 - 5.3.14.2 Vacuum pumps are not allowed.
 - 5.3.14.3 Use of a heavy/duty SFI flex plate or aluminum flywheel is recommended.



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Competition Jet Boat

1. V bottom hulls only.
2. A maximum overall length of 24 feet, including pump and extensions is allowed.
3. Hull depth would be a maximum of 28" from keel to deck seam.
4. Hull deadrise angle to be a maximum 20* or 40* total angle at the transom
5. All boats must be equipped with a minimum of two (2) visible continuous stringers from transom to bulkhead.
6. The drivers seat and frame must be thru bolted to at least one (1) stringer (No Lag Bolts allowed).
7. The engine will be mounted to the stringer also.
8. Power to be supplied by one (1) U.S. built automotive or light truck engine, including aftermarket parts, with a maximum displacement of 515 cubic inches. OEM Aluminum Blocks are allowed with a maximum displacement of 475 cubic inches and a maximum bore spacing of 4.400". Aftermarket Aluminum Blocks are not allowed.
 - A. Chevrolet big block engines must use common wall intake port cylinder heads designed and machined for use with 4.849" bore spacing
 - B. A maximum of two (2) valves per cylinder is allowed. No Overhead Cams allowed. No restrictions on valve train or oiling systems. All intake manifold bases must be cast for a minimum distance of three (3) inches from the intake cylinder head or spacer plate.
 - C. Engine will be bolted and mounted forward of the Jet drive.
 - D. Engine will be Naturally Aspirated, any form of carburation or fuel injection is allowed.
9. Single Jet Drive Only, used for marine application only.
10. No Jet-a-Way or Driveline shield/guard required.
11. Impeller and impeller housing must be mounted above keel as measured at centerline.
12. Must be equipped with a turning rudder with a minimum of sixteen (16) sq. inches and extend at least four (4) inches below the lowest point of the jet nozzle.
13. Place Diverter or Jet-O-Vator adjustable nozzles may be used. A positive diverter stop is required, and a rooster tail will not exceed four (4) to five (5) feet above the water line. This includes all fixed nozzle boats. The diverter shall remain in the full down position at all times on or near the launch ramp or pit area. Failure to do so in the opinion of the referee will result in a one (1) lap penalty.
14. A thru bolted loader will be securely attached to the jet intake using four (4) 5/16" black oxide or grade eight bolts.
15. The driver must be seated forward of the engine.
16. Competition Jets will maintain their respective lanes from the Start of the race through the first turn. The lead boat must ensure that a four (4) boat length overlap condition applies prior to changing lanes. A violation of this rule in the opinion of the referee will result in a one (1) lap penalty or disqualification.



Southern California Speedboat Club Racing Rules

Grand National

RULE 1 • GENERAL RULES

1. Numbers shall be no less than 10 inches high, shall be painted on both sides of the boat, and shall contrast strongly in color with background upon which they are painted.
 - A. A 3-inch high (min.) class prefix is required: “GN” for the Grand Nationals.

RULE 2 • ENGINE, BOAT AND SAFETY REQUIREMENTS

1. It is recommended that fuel lines should be seamless rubber, synthetic rubber or plastic, providing any of these materials are reinforced with braiding or webbing (internal or external).
 - A. It is recommended that no non-reinforced hoses will be used anywhere in the pressure system. All fuel tanks will be vented overboard. Fuel lines will be secured in a workmanlike manner. All fuel lines on the pressure side of the fuel system shall be swedge-type fittings or two hose clamps where push-on fittings are used. There shall be no glass components in the fuel system.
2. P&G Inspection will be the accepted official method of measuring cubic inches of engines. On championship races, a minimum of two cylinders must be measured, and choice of cylinders will be determined by the inspector. This method should be applied in protest situations, to as many cylinders as necessary.
3. At the discretion of the owner, use of a device which uncouples the engine and propeller shaft in the event of an engine failure which causes the engine to “lock up”, should be seriously considered. Such a device must function automatically.
4. Drive shaft (torque tube) shall be completely enclosed, including U-joints. Recommended specifications are: ¼ inch thick aluminum of no less than 45,000 psi tensile strength, or 3/8 inch of 35,000 psi or 1/8-inch steel of 90,000 psi, or 3/16 inch of 35,000 psi.
5. All boats must be equipped with positive return throttles, ensuring an engine idle condition when throttle pressure is released or with throttle cable detached.
6. Adjustable cavitation plates, air foils and wings will be allowed on Endurance boats. Wings will be secured and safety inspected.
7. No loose gear shall be in the cockpit at any time.
8. All Endurance events shall include a rigid safety inspection. Note that this inspection is in no way to be construed as verifying your craft is legal for the class in which it is entered nor in lieu of your due diligence in maintaining your entry in safe racing condition. At minimum, boats will be inspected for the following general condition:
 - A. Rudder fastening
 - B. Seat fastening
 - C. Wiring
 - D. Steering, cable, pulley, brackets, seat, rod-ends, and general overall condition
 - E. Fuel tank mounting
 - F. Wired or lock-netted turnbuckles
 - G. Obstructions that would prove detrimental to the safe operation or abandonment of the craft.



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- H. Securely fastened bow eye or tow hook.
9. It is strongly suggested that boats shall be equipped with a securely fastened paddle and a 10-foot tow rope of 2,000-pound test strength attached or stowed.
 10. Fuel shall be restricted to any type of gasoline. This includes marine, aviation, or automotive racing gas. E-85 is approved to be a legal fuel in the IE Category, the fuel must be less than E-90 tested by the Quick Fuel Water Test Part #36-E-85.
 11. NO additive power boosters will be permitted.
 12. A fully-charged, minimum 2-1/2 pounds of CO2 or dry chemical fire extinguisher must be in the pit area at all times.
 13. In non-reinforced cockpit boats the driving cockpit must accommodate the driver safely in his seat without physical restrictions.
 14. All boats must be equipped with a positive safety switch that will break the ignition circuit in the event a driver is thrown from his boat, and switch shall be properly attached to driver prior to starting the engine. A break-cable or release must not be more than 10 pounds pull maximum.
 15. Paramedic team presence during testing and competition at all times shall be mandatory. The presence of a doctor is also strongly advised. An ambulance, air or ground vehicles properly equipped under existing state laws, as applicable, shall be present during all published test periods and competition. If a ground vehicle ambulance is used, a properly instructed ambulance crew will remain with the ambulance at all times.
 16. In boats equipped with reinforced cockpits and restrained drivers the following guide lines must be met:
 - A. All boats must be equipped with a roll-over type switch that will shut off the ignition and electric fuel pump (if so equipped) in the event of a roll-over.
 - B. All boats shall be equipped with a proper set of rear-view mirrors.
 - C. It is strongly recommended that all boats be equipped with an onboard driver breathing system.
 - D. A lifting ring must be mounted and identified as such on the capsule/driver restraint unit. This lifting ring must be capable to supporting the capsule area above the waterline during a rescue operation.
 17. All drivers driving boats equipped with any type of capsule must wear a **FULL-TIME permanent AIR SYSTEM**. An ambient air valve **IS** allowed.
 - A. The driver's mask must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently.
 - B. The mask must be worn by the driver(s) anytime the boat is under power.
 - C. All GN boats with permanent onboard air systems shall carry a minimum of 30 cubic feet of air. All air delivery systems shall carry air in a vessel approved and certified for the delivery of breathing air. Said vessel must meet D.O.T. (Department of Transportation) standards or T.C. (Transportation Canada) standards for such devices. The vessel must also be stamped showing it has been inspected and certified to meet the above D.O.T. and T.C. standards. All components of the air system shall be rated for use with compressed air and or the pressures that they will be subject to.
 - D. Air hoses must be between ten (10) and fifteen (15) feet long; measured starting at the center of the steering wheel.



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- E. A quick release coupler must be installed in the air supply between the first stage regulator, located between ten (10) and fifteen (15) inches from the driver's mask or helmet. The coupler / nipple highly recommended is a Parker stainless steel fluid connector, part number SH1-62/SH1-63, with the male nipple on the mask side and the female coupler end mounted on the air supply side.
- F. All connections in the air system must be done with commercially accepted or SCUBA type, high pressure crimped ends. Hose clamps are not allowed.
- 18. All drivers of Inboard Endurance boats with restraint capsules will be required to successfully complete an Inboard Capsule Training Program. Training programs will be approved by SCSC. Capsule training certification is good for a period of three (3) years from the year it was performed.
- 19. Non-Destructive Testing (NDT), such as magnetic particle, dye penetrate, or other processes is recommended annually for propellers, shafts, couplers, rudders, skid fins, brackets, struts, and other critical hardware. In the event of an accident, it is recommended that NDT be performed prior to competition.
- 20. Couplers and Safety Collars: Couplers between the gearbox shaft and the propeller shaft on runabouts shall be a minimum of 4.75 inches long and utilize a minimum of five (5) clamping bolts. Set screws shall be used in each end of the coupler or at least one (1) clamping bolt on each shaft must pass tangentially through the shafts. Each shaft shall be dimpled or grooved to accept these bolts or set screws. In addition to the required safety collar between the coupler and the shaft log, a safety collar of the propeller shaft, within 0.5 inches of the leading end of the strut, is mandatory on all Grand National classes. Safety collars must be configured so they will prevent the shaft and propeller from sliding back and hitting the rudder. Safety collars shall be machined from steel bar stock, not pressed metal (sintered iron).
- 21. Flotation: For runabouts with restraint capsules, it is recommended that the flotation be placed in the drivers/capsule area to help right the hull. The use of air bag rollover systems is highly recommended.
- 22. Restraint capsules are highly recommended for all boats competing in the GN class. A bottom hatch is not required for any type restraint capsule used in GN.
- 23. It is highly recommended that all drivers of open cockpit boats wear cut-resistant uniforms.

RULE 3 • DRIVER, PERSONAL EQUIPMENT AND MEDICAL DATA

- 1. Drivers must have a current physical or a current D.O.T, FAA Class 3 or better medical certificate for each racing season. No other statement of physical condition will be accepted. SCSC physical form is found at <http://www.scsracing.com> under the "Forms" tab; please see "Inboard Physical Form".
- 2. Minimum age of contestants shall be 18 years.
- 3. New or inexperienced drivers shall be fully examined as to driving ability and experience by the Referee prior to the first competition.
- 4. Drivers not in Restraint Capsules shall wear a neck collar device (i.e. helmet support collar).



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5. Drivers wearing corrective lenses or glasses, sunglasses, goggles, or shields must use lenses made of plastic or heat-treated glass lenses. No metal frame goggle or untreated glass lenses will be allowed.
6. Prior to the race all drivers' and co-drivers' equipment shall be inspected by the Safety Official assigned. This equipment includes:
 - A. Helmet
 - B. Goggles, shield, and protective lenses
 - C. Life jackets
 - D. Racing uniform and footgear (appropriate and proper attire).
7. An approval slip must be presented by the driver when registering and/or showing credentials for the event.

RULE 4 • STARTS, DISQUALIFICATIONS, FLAG SIGNALS, COURSE AND RACE SAFETY

1. The course shall be laid out in reasonably protected waters free from debris and turns are practicable. The finish line shall be at the starting line. Each lap will not be less than one mile. When possible, all starts will be "dead in the water" or modified "LeMans" type. The race timing begins and ends at the start/finish line after at least one turn has been rounded. In the event a clock start is used, standard inboard clock start rules will be used, except that jumping the gun will result in a one-lap penalty. The starts will be fully explained at the drivers' meeting. Starts differing from these, such as pace boat starts, may be used providing permission is granted by the Chairman of the Inboard Endurance Racing Commission or the Regatta Race Committee with unanimous drivers' consent.
 - A. During the LeMans start after the one minute notice for the start of the race, you may not start your engine until the start flag drops. A one lap penalty will apply.
2. Maximum number of boats to be run on the following courses:
 - A. One mile course – 20 boats
3. The number of boats in Section 2 may be adjusted by the Referee, if in his judgment, the course is wide enough to accommodate more boats or narrow to a point that would make excessive numbers of boats hazardous.
4. When the winning boat crosses the finish line, all boats will complete the lap they are on and be scored for the same.
5. Any boat breaking down on the course may take a tow without penalty and any may re-enter the race after repairs have been made. A boat may enter the race course anytime during the race and be scored accordingly.
6. There shall be no limitations as to repairs. However, complete change of engine or boat after the race has officially started is not permitted. A boat or engine may be changed between heats or days of racing, unless prohibited by the rules posted for "special events".
7. Any boat taking a tow must negotiate on the outside of the course to the pit, or the closest ramp or designated pick-up area from the point of pick-up.
8. Any boat drifting into the infield after breakdown and subsequently regaining power may continue the lap by re-entering the course from the approximate point where the boat left the course.



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9. Any boat under power of under tow which for any reason cuts across the infield at any point for purpose of making a pit stop shall be disqualified.
10. In the event of a rescue operation or danger on the course, a caution flag may be flown. Colors are to be designated by the race officials (blue and white diagonal preferred). Race will continue as usual, but drivers must drive wide and slow down in accident area. Driver's failure to be cautious or driving in a hazardous manner in the accident area can cause a one-lap penalty or complete disqualification if, in the opinion of the Referee, such driving warrants such action.
11. Scoring shall continue under caution flag condition. At the conclusion of a rescue operation or elimination of a dangerous condition or situation on the course, a GREEN flat will be flown to so indicate, and the race will then be continued as normal.
12. The race may be completed under the caution flag.
13. All flags are to be explained at the beginning of the driver's meeting.
14. A penalty of one (1) lap shall be assessed for damaging, dislodging, or missing a marking buoy unless forced to do so by another boat in which case the other boat shall receive the penalty.
15. If a buoy is missed, the driver shall be obligated to circle back and pass the buoy on the proper side or receive the above stated penalty of one (1) lap. On race courses with single pin turns or no infields, circling back to pick up missed buoys is not permitted.
16. Disqualification infractions include, in addition to violations of all rules, the following:
 - A. Any U-turn on the race course
 - B. Running the wrong way on the race course
 - C. Helmets and Life Jackets: A driver (and passenger, if any) when operating registered equipment at any time while at a sanctioned regatta, must wear complete safety equipment, including helmet and life jacket.
 - D. Failure to fasten chinstraps or cups, leg straps or safety switch before leaving pits or any time on the course.

RULE 5 • PATROL BOAT OPERATION

1. Patrol boat crews must have a safety meeting prior to the event. These crews must answer a roll call, and be on the course during all testing and competition.
2. Patrol boats must meet the safety requirements.
 - A. Boats must have a sharp knife to cut driver's parachute or lanyard that may become entangled in the boat or for any other emergency. Patrol boats must be equipped with fire extinguisher of 10 pounds minimum dry chemical, CO2 or Halon.
 - B. Patrol boats must be equipped with 50 feet of 3,000-pound rope.
3. Patrol boat meeting must cover the following:
 - A. Speed of the boat must not create large waves or rollers.
 - B. Boats must be large enough and capable enough to pull a boat out of the water after it has sunk.
 - C. Boats must pull across the course at an angle so as not to obstruct oncoming boats.
 - D. Boats must not be overcrowded.
 - E. No drugs or intoxicating beverages on the patrol boat.



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- F. Boat crew must be prepared to go into the water immediately with a flipped driver.
- G. Minimum age on a patrol boat is 16 years of age.
- H. Must be advised on driver first aid, meaning: what to do with an injured driver, recovering him from the water, and transporting him to the physician or first aid facility.
- I. At least one SCUBA diver per race, is to be assigned to one patrol boat, and be readily available should an accident occur.

RULE 6 • STOPPING THE RACES-RESTARTS

- 1. A race may be stopped with RED flag and/or flare, anytime the Referee deems it necessary for any safety issue. After the race has started, if, for any reason such as accident or inclement weather, it becomes necessary to stop a race, the following rules and procedures will apply:
 - A. Upon display of the RED flag and/or flare, all boats will come to a complete STOP as soon as possible and in such a position as not to hinder a rescue operation.
 - B. Upon display of the BLACK flag, the boats will slowly return to the pit or start area.
- 2. Restarting the race after a discontinuation, such as outlined in #1 of this Rule, following rules apply:
 - A. If 50% of the laps have been completed by the lead boat, the race committee may declare there will be no restart and the race shall be declared finished. In some cases, prize money will be paid on the basis of laps completed.
 - B. If less than 50% of the laps have been completed, the race may be restarted that day if conditions allow.
 - C. In the event a race is stopped prior to the completion of 50% of the total laps and the sponsor deems it necessary to cancel any attempt to restart on the day or on a succeeding day.
 - D. In the case of a restart, boats shall line the beach according to the position held and proceed to have a modified LeMans style start. If this is not possible, boats shall leave the pits in their order of position in the race, under a caution flag, with the leader setting the pace. When all entries have had sufficient time to fall-in under the caution flag, the Race Chairman, at his discretion, will call for a GREEN flag to signal the official restart.
- 3. The following rules apply to a boat or boats that cause a race to be stopped due to a flip, etc.:
 - A. They will receive an automatic 3-lap penalty.
 - B. Boat must be inspected for safety before re-entering the race.

RULE 7 • SCORING REQUIREMENTS

- 1. Scoring for each boat shall be, at the discretion of the race committee, either accomplished by official scoring designees or assigned to an individual selected by each boat owner.



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2. If requested, each entry must furnish an acceptable scorer who shall report to the Chief Scorer.
3. All individual scorers are to be considered a crew member of the boat they represent. The actions and conduct of the scorer can reflect directly upon the boat they are scoring, causing penalties of their particular entry. They will be governed accordingly by the Chief Scorer or Referee.
4. Scorers must record each official lap in the official score sheet at the time displayed by the official clock. Each scorer must turn in a score sheet to the Chief Scorer at the conclusion of the race or the scorer's entry will be disqualified.
5. Scorers shall be subject to discipline by the Referee as recommended by the Chief Scorer for the event. Any scorer deemed guilty of misconduct, disruption, or acts of unsportsmanlike conduct in or about the scoring area may cause disqualification of the scorer's entry and be subject to further discipline.
6. Other scoring systems may be used provided prior permission is granted by the Chairman of the Inboard Endurance Commission.
7. Should the race be stopped for any reason and less than 50% of the scheduled racing has transpired, the Inboard Endurance Commission shall make a decision as to whether to award National High Points after reviewing the facts with a majority of the commissioners.

RULE 8 • RACE QUALIFICATIONS, HIGH POINTS, CHAMPIONSHIPS

1. An endurance race must be run on a closed course under one of the following formats:
 - A. 100 miles or more
 - B. 20 lap duration which may comprise two (2) lap heats with point accumulation to determine the final order of finish.
 - C. 5 miles
2. The following minimum number of starters is required.
 - A. Grand National must have a minimum of four (4) bona fide starters (must legally start the race).
3. Overall points will be scored on the final position as follows:

1 st100	6 th75	11 th50	16 th40
2 nd95	7 th70	12 th45	17 th40
3 rd90	8 th65	13 th40	18 th40
4 th85	9 th60	14 th40	19 th40
5 th80	10 th55	15 th40	20 th40

- A. Any boat that starts a race by distance or time will be given points for the complete event according to the boat's finish although the boat need not be running at the end of the race.
- B. Each boat that makes a legal start will receive a minimum of 40 points.
- C. If more than one heat is run a day, the scorer will add points from all heats together. The final position for the day is then based on total point accumulation for the day, with 100 points the maximum for one day of racing.



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RULE 9 • NEW DRIVER RULES

1. A driver who is driving for the first time in an Endurance race must do the following:
 - A. Drivers must be quizzed by a qualified official on safety rules.
 - B. Start in the back of the pack.
 - C. Driver will be judged on how he drives the race in order to receive his license approval, which consists of the Referee's membership number and signature on the face of the card.
2. New drivers and their boat numbers must be pointed out to all contestants at the drivers meeting.
3. New drivers will be eligible for prizes and trophies.

RULE 10 • OFFICIALS, PROTESTS AND APPEALS

1. At all regattas a minimum of two course judges shall be required. Preferably, however, there should be a course judge stationed at the entrance and exit buoys of each turn. To qualify as a course judge, and individual must have had driving or officiating experience.
2. All decisions of the Referee shall be final regarding violations of starting, driving, and course rules. Appeals will be allowed only if a suspension is involved. Technical questions about the legality of a boat or engine shall be referred to the appropriate Technical Committee.

RULE 11 • TIME TRIAL AND RECORDS

1. Any boat, to be eligible to compete in time trials for records, must first qualify by finishing third or better in an Inboard Endurance race within the previous 12 months. Qualifications may also be made at the same regatta on the same weekend as the time trials are being held.
 - A. To qualify, a GN boat must have permanently attached fuel capacity of fifty (50) gallons.
2. The following records can be established:
 - A. Kilo
 - B. 1 Hour

RULE 12 • INBOARD ENDURANCE TECHNICAL RULES GRAND NATIONAL (GN) DIVISION

1. Any hull meeting the General Endurance Racing Rules, providing the overall length is not more than 25 feet down the centerline, including extensions, will be acceptable if determined to be safe and manageable. Strakes (breaker strips) of not greater depth than 1-1/2 inches and running in a fore and aft direction, shall be allowed.
 - A. The keel of the boat cannot be more than 1 inch above the chine. The bottom configuration cannot produce a tunnel hull of a depth greater than 1 inch. No hydroplane or step-type hulls will be allowed and at no time can the strakes fore and aft, with no restriction, be over 1-1/2 inches in depth.



Southern California Speedboat Club Racing Rules

2. Only one (1) inboard engine mounted rear of amidships, driving an external propeller through a stationary strut, using a V-drive mounted forward of the engine to transmit power through a straight drive shaft to a propeller shall be permitted. Steering is to be accomplished using a blade rudder mounted rear of the propeller and rotated to affect steering. Gearboxes shall be permitted.
3. Definition of Grand National (GN) Division:
 - A. Allowable engine designs will consist of the following American made automotive or light truck engines, including aftermarket parts:
 - 1) Chevrolet big block based engines must use common well intake port cylinder heads designed and machined for use with a 4.840" bore spacing.
 - 2) Chrysler B/RB based engines with non-hemispherical combustion chambers must use common wall intake port cylinder head designed and machined for use with a 4.8" bore spacing.
 - 3) Chrysler Hemi-based engines with hemispherical combustion chambers must use cylinder heads designed and machined for use with a 4.8" bore spacing.
 - 4) Ford "385 series" based engines must use wedge style heads designed and machined for the standard 4.9" bore spacing.
 - B. Naturally aspirated, 545 cubic inches, max
 - C. Cast iron engine blocks only. Aluminum heads are allowed.
 - D. A maximum of 2 valves per cylinder is allowed. No overhead cams allowed. Any form of carburetion or fuel injection is allowed. All supercharged intake manifold bases must be cast for a minimum distance of 3" from the intake to cylinder head interface or spacer plate; except the 545 NA engine can run a sheet metal intake manifold. No restrictions on valve train or oiling systems.
 - E. Other manufacturers' engines will have cylinder head guidelines developed for them as the need arises.
 - F. Forced induction (with blower), 475 cubic inches max. All other naturally aspirated engine and cylinder head rules apply.
 - G. Blower design, size and overdrive limited to the following options:
 - 1) GMC 6-71 design series (includes aftermarket replacements in 6 through 14-71 sizes). Only standard helix rotors will be allowed (max. 4 degrees of twist per inch of length).
 - 2) 1471 @ .80 to :1 or 1071 @ .92 to 1 or 871 @ 1 to 1 or 671 @ 1.08 to 1 (Max. Blower Rotor RPM to Crank RPM)
 - 3) Forward facing blower drives must have belt covers.
 - H. The commission will address the parity of the two engines options by adjusting the blower size/overdrive limits (up or down) as required to maintain the competitive nature of the naturally aspirated vs. each of the forced induction packages.



Southern California Speedboat Club Racing Rules

Classic Classes

- A. Classic Endurance
 - 1.0 Any hull built before 1982 or splash off of a hull built before 1982, with a length not more than 23'. This will include flat bottoms, v-bottoms, runner bottoms or tunnel bottoms.
 - 2.0 Any powerplant, gas, diesel, with carburetors, injectors, blowers, turbochargers. No nitrous.
 - 3.0 Propulsion systems include; direct drive, v-drive, in/out, outboard, and jet.
- B. Classic Flatbottom
 - 1.0 Same requirements in year built and less than 23', flat bottom, runner bottom
 - 2.0 Engines, gasoline only. Any carb/induction/blower/turbos.
 - 3.0 Propulsion system to include direct drive or v-drive.
- C. Classic Jet
 - 1.0 Any jet hull built before 1982 or replica.
 - 2.0 Engines, gasoline only. Any carb/induction/blowers/turbos.
 - 3.0 Any jet propulsion drive. The drive will not utilize any jet-o-vator that impairs driver visibility for a following boat.
- D. Speeds
 - 1.0 Maximum speed of 85.9 mph as recorded by a handheld GPS unit affixed to the boat or driver.
 - a. The GPS unit will be examined prior to the start of each individual heat and immediately after that heat. If the GPS unit does not register any speed or an obvious lower speed, that competitor will be penalized one (1) lap.
 - b. Additionally, if the speed recorded is 86-88 mph that competitor will be penalized one (1) lap.
 - c. If the speed is faster than 88 mph that competitor will be disqualified and at the discretion of the race officials will not compete in the classic class for the remainder of the event.
- E. Safety and Sportsmanship will be paramount and fostered at each and every event.
 - 1.0 It is the intention and goal of the "Classic" classes and competitors to have a safe and rewarding experience, and to allow as many Classic racers to bring what they have to race.
 - 2.0 It will be the competitor's responsibility to have equipment that will pass a safety inspection prior to each event as required by race officials.
- F. The "Classic" classes will be run as a local class through an SCSC sanctioned event. Any questions or additional requirements will be addressed through the sanctioning organization(s) prior to the event.



Southern California Speedboat Club Racing Rules

1 Litre Hydroplane

1.0 GENERAL RULES

- 1.1 The 1 Litre Hydroplane class letter is “Y”. The “Y” and boat number must be a minimum of 9” high on both sides of the hull. The boats trailer and/or dolly must have the class letter “Y” and boat number, a minimum of 2.5” high.
- 1.2 Boats must be raced with one (1) person on board.
- 1.3 Minimum age of driver is 16 years.
- 1.4 Maximum number of boats per heat will be determined by the Race Director.
- 1.5 Minimum weight of the boat as raced, with driver, is 825 lbs.
- 1.6 Each 1 Litre Hydroplane boat must be inspected and certified by SCSC prior to participating in competition. Following certification, the owner must advise SCSC of any modifications to the boat that could affect its certification. SCSC may request a certification of a boat at any time.
- 1.7 The objectives of the rules for 1 Litre Hydroplane Class are to govern and promote an entry level class of propeller driver Inboard Racing Runabouts using limited and/or restricted engines and fuels.
- 1.8 All parts, including engines and hulls in their entirety, may be changed at any time, as long as said hull belongs to the same owner prior to that race.

2.0 HULL

Minimum Length	Maximum Length	Maximum Width
13’6”	14’6”	9’6”
14’6”+	17’6”	9’6”

3.0 ENGINE

- 3.1 Competing boats will be powered by one (1) internal combustion piston motor which complies with one of the following descriptions:
 - 3.1.1 Maximum displacement, including clearances: 4 cycle – 1030cc.
Fuel: Gasoline or Methanol. Unlimited modifications.
 - 3.1.2 Maximum displacement, including clearances: 2 cycle – 1160cc.
Fuel: Gasoline, carburetors only, only a single expansion chamber exhaust system allowed. Unlimited modifications.
 - 3.1.3 Maximum displacement, including clearances: 4 cycle – 1260cc.
Fuel: Gasoline, carburetors only. Unlimited modifications.
 - 3.1.4 Maximum displacement, including clearances: 4 cycle – 1315cc.
Fuel: Gasoline, carburetors only, 1 venturi per cylinder. Unlimited modifications.
 - 3.1.5 Maximum displacement, including clearances: 124.7ci. Ford Pinto. Boats using this motor must conform to all the rules of the 2.5 Litre Stock Class.
 - 3.1.6 No multi-speed or variable speed gear box, clutch or belt drive system allowed.
- 3.2 Blowers, superchargers and outdrives are prohibited.
- 3.3 No more than one (1) intake and one (1) exhaust valve per cylinder.



Southern California Speedboat Club Racing Rules

Super Stock (Local Class)

1.0 GENERAL RULES

- 1.1 The SS class letter is “SS”. The “SS” and boat number must be a minimum of 9” high on both sides of the hull. The boats trailer and/or dolly must have the class letters SS and boat number a minimum of 2.5” high.
- 1.2 Boats must be raced with one (1) person on board.
- 1.3 Minimum age of driver is 21 years.
- 1.4 Maximum number of boats per heat will be determined by the Race Director.
- 1.5 Minimum weight of the boat as raced, without driver, is 1950 lbs.
- 1.6 Each SS boat must be inspected and certified by SCSC prior to participating in competition. Following certification, the owner must advise SCSC of any modifications to the boat that could affect its certification. SCSC may request a certification of a boat at any time.
- 1.7 New SS drivers are required to: obtain a minimum of three (3) written signatures of approval by current Super Stock or UBF drivers in good standing, stating their approval for the applicant to drive in the SS class, as a new applicant. To apply the applicant must present the drivers’ signatures of approval, a brief summary of previous experience, and a copy of his current physical to the Referee. Upon approval, the applicant may then participate in a minimum of three (3) heats starting behind the pack. After completing the minimum three (3) heats the applicant shall then be advised by the Referee as to the results of his application.
- 1.8 The objectives of the rules for SS Class are to govern and promote a professional class of propeller driver Inboard Racing Runabouts using limited and/or restricted engines.
- 1.9 All parts, including engines and hulls in their entirety, may be changed at any time, as long as said hull belongs to the same owner prior to that race.

2.0 HULL

- 2.1 Hull must be a flatbottom design and conform to the Inboard Racing Runabout classes classification
- 2.2 Minimum hull length shall be 17ft. L.O.A. and the maximum hull length shall be 20ft. L.O.A. not including cavitation plate(s).

3.0 ENGINE

- 3.1 Block Assembly. Any cast iron, short deck GM block, Dart Block part# 31273344, or Merlin Block part# 081100 may be used. Bore spacing: 4.840” ± .005” – Nominal Deck Height: 9.800” (reference) measured from crankshaft centerline. Any cast iron or steel main caps may be used. Blocks may be modified to facilitate their use.
- 3.2 Crankshaft. Any stock, or stock replacement, steel crankshaft produced for the 427 Chevrolet engine with a stroke of 3.766” max. Journals may be cross drilled, chromed, or nitrided. Minimum journal diameters; mains – 2.712”, rods – 2.162”. Counterweights must remain full diameter and thickness, with no knife edging or contouring.
- 3.3 Pistons. No modifications may be made to the piston except for balancing. Wrist pins must be made of steel and have a minimum wall thickness of 0.150”. No tapered pins. No modifications to the wrist pins are allowed.
- 3.4 Connecting Rods. Any stock OEM or steel aftermarket rod may be used. It may be ground, polished, bushed and shot peened. Oil holes in the small end of the connecting rod may be added. Rod length = 6.135 ± 0.010.
 - 3.4.1 Balancing of rotating and reciprocating parts are permitted as per stock class rules.



Southern California Speedboat Club Racing Rules

- 3.5 Cylinder Heads. Only the following are allowed:
Chevrolet Part# 3946072 with casting# 3946074
Chevrolet Part# 14011076 with casting# 1401107
Chevrolet Part# 6260482 with casting# 14096188 or 6272990
Chevrolet Gen V head Part# 14096802 with casting# 14097088
Dart Part# 19100070
Minimum Combustion Chamber Volume 116.80cc
- 3.5.1 No modifications to the head or valve seat. The head may be machined for PC seals and valve springs. Head studs are permitted. No internal porting, polishing, or abrasive cleaning is permitted. When repairing damaged heads, no more than two (2) chambers per head may be repaired and must meet original stock specifications. Cylinder heads may be flat milled in order to achieve allowable combustion chamber volume. Angle cutting is not permitted. Three angle valve jobs permitted.
- 3.6 Camshaft and Valve Train
- 3.6.1 Camshafts. Any camshaft may be used. Any follower constructed entirely of steel (solid or roller) with a diameter of 0.842" + 0.003" not having more than a 0.10" convex shape on the lifter face may be used, however mushroom lifters are prohibited.
- 3.6.2 Timing Chain. Any timing chain and sprocket is permitted. Gear, belt, or variable drives are not permitted.
- 3.6.3 Valves. Intake valve: 2.200 max; Exhaust valve: 1.890 max. Swirl polished valves are permitted. Minimum stem dia.: 11/32" (0.340). Minimum stem dia. from valve face to 2.00 inches up the stem: 0.295.
- 3.6.4 Valve Springs. Any valve spring, valve spring spacer washer, valve spring retainer, and push rods may be used.
- 3.6.5 Rocker Arms. Any stamped steel rocker w/ball, or stud mounted roller rocker may be used providing no changes are made to the method and location of attachment. Shaft mounted rockers are permitted.
- 3.6.6 Adjusting Nut. Any adjusting lock or posi-lock permitted. Stud Girdles are permitted.
- 3.7 Intake Manifold. GM part# 3933163 or 6269318 only. Internal porting, polishing, or abrasive cleaning is not permitted. The plenum divider may be modified but must remain no more than .190" from the top of the manifold. The opening or notch in the plenum divider must not be larger than 2.250" wide x 2.375" deep. Dart manifold, Part# 41114000, will be legal for all SS runabouts.
- 3.8 Carburetor. Any American made carburetor having four (4) venturis. The carburetor throttle plate shall have no more than four (4) holes. If throttle bore restrictors are used there shall be no more than one (1) per hole and must be located in the throttle plate area. Those holes shall be no larger than 1 11/16" (1.693") inside diameter. A wedge, spacer, adapter, bracket, gasket(s) or any combination thereof shall be permitted. Maximum distance allowed between the carburetor and intake as measured at the thin edge of the opening(s) is 1.500".
- 3.9 Fuel System. Any fuel pump may be used. Fuel (See General Technical 40.18.12).
- 3.10 Ignition. Any distributor that fits in the conventional manner is permitted. A battery-powered ignition must be used. Devices reading directly from the crankshaft are not allowed. No multi-spark ignition systems may be used. The firing orders permitted are 18436572 and 18736542.



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- 3.11 Exhaust. Any exhaust pipes or headers may be used, provided that there is no change in the place or method of attaching to the cylinder head.
- 3.12 Lubrication System. Any wet sump pan and internal oil pump mounted in the stock location. No dry sump oil systems allowed. Crank wipers, windage trays, and oil coolers are allowed. The use of externally mounted, mechanically driver, vacuum pumps is not allowed. Plugs may be used to restrict the flow of oil to the rocker arms.
- 3.13 Gaskets. Any gaskets may be used.
- 3.14 The use of small block engines is not allowed
- 3.15 All parts used shall be stock as furnished by the engine manufacturer except as noted: fuel pump, exhaust manifold, flywheel, oil pan, camshaft, valve covers, timing chaing, timing chain cover, air scoop velocity stack, spark plugs, coils, condenser, cam bearing, rod bearings, main bearings, oil filter, gaskets, harmonic balancer and starter. All stock replacement parts used must conform to the engine manufacturer's equipment specifications, and be listed in a parts manual for that engine. However, parts for different years or models may be mixed regardless of model year, provided they are available through normal dealer channels (See specifications below). Titanium parts are strictly prohibited, the only exception being valve spring retainers.
- 3.16 There shall be no modifications allowed on SS engines other than those detailed below and elsewhere in these rules. The following automobile parts may be removed: fuel pump, exhaust manifolds, water pump, thermostat, vacuum spark controls, choke, shutters, shafts, bell housing, generator or alternators, and supporting items such as braces, controls and gaskets for same

4.0 HARDWARE

- 4.1 Engines must be mounted rear of amidships and drive forward through a V-drive.
- 4.2 The drive line or shaft must be covered with either 1/8" steel or 1/4" of aluminum.
- 4.3 Parachute static lines must attach in a way to keep them free of the injector(s), linkage, drive line, prop shaft, blower belt(s). Parachutes are optional.
- 4.4 Electrical kill or short switch must be used at all times. There shall be a manual fuel shut off switch and a manual electric shut off switch in safe reach of the driver while the boat is underway. Only mercury type switch or doubleball (burglar alarm type) will be accepted.
- 4.5 Hulls must have points to attach a 3 or 4 leg sling to lift the hull. Each leg of a 3 leg sling must be certified to hold 1900 lbs. Each leg of a 4 leg sling must be certified to hold 1250 lbs. Slings must be pull tested each three (3) years. The owner is responsible for providing the sling and its certified strength. The race inspector shall determine if the sling is safe.
- 4.6 Couplers between in-and-out boxes and propeller shaft shall be a minimum of 3.5 inches long, be made from billet steel, and utilize a minimum of four (4) clamping bolts. Set screws shall be used in each end of the coupler. Each shaft shall be dimpled to receive the set screws.
- 4.7 A safety collar, dimpled to the propeller shaft, within 0.500" of the fore end of the stuffing box or thrust bearing is mandatory. The diameter of a collar fore of the thrust bearing must be larger than the bearing. Collars must be machined from bar stock.
- 4.8 Driver seat must be bolted in place.
- 4.9 Prop releases are mandatory on all SS boats at all races.



Southern California Speedboat Club Racing Rules

Classic Modified VP

CLASSIC MOD VP RULE 1 ◦ CLASS OBJECTIVE

The Mod VP Classic class may best be described as a throwback to the outboard pleasure craft class of racing in the 1970s and 1980s. The rules for this class are aimed at safety and a low cost entry while providing competitive racing that both young and old will appreciate. The target speed for this class is in the low 80 MPH range. The Mercury 2.0 Liter V-6 is the primary engine for this class, however, Mercury Inline 6 and OMC V-4 two stroke engines are also permitted.

CLASSIC MOD VP RULE 2 ◦ CLASS OVERSIGHT

The Mod VP Classic classes compete under general rules for the “Racing Organization” conducting the race as well as these rules listed herein.

Boat Owners are defined as someone who owns or owned a legal Mod VP boat that completed a minimum of one (1) CIRCLE RACE points race in that racing year. Boat Owners are granted one (1) vote on pre-published agenda items. Boat Owners are granted a vote on new Mod VP class officers including Mod VP Chairman, Secretary, Activity Directors, Drivers Representative, New Driver Mentor, and Safety Leader on an annual basis.

At the end of each racing year (Jan. 1 to Dec. 31), an annual Mod VP Classic meeting will be scheduled and run by the current Chairman. All proposed changes to the Rules will be voted on at the annual meeting. The Chairman will notify all Boat Owners and post the date and location of the meeting on the INTERNET thirty (30) days before the meeting to give all Boat Owners time to schedule their attendance. All agenda items to be considered will be shared ten (10) days before the meeting. Provisions will be made to ensure all eligible Owners who want a vote, get a vote whether they are able to physically make the meeting or not.

A special/interim meeting may be called by the Chairman as long as all Boat Owners are properly notified.

For any vote to be considered, a minimum of two-thirds of the Boat Owners must cast a vote. If two-thirds results in a fraction, standard-rounding rules apply.

A minimum of two-thirds of the votes are required for a rule to be put forward to the “Racing Organization”. A tie vote means the vote failed to pass. The Chairman will record and present the votes.

Robert’s Rules of Order will generally be used to run meetings and conferences effectively and fairly.

Force Majeure is in effect. A party is not liable for failure to perform the party’s obligations if such failure is as a result of Acts of God.



Southern California Speedboat Club Racing Rules

CLASSIC MOD VP RULE 3 ◦ GOVERNANCE

The most current “Racing Organization” GENERAL SAFETY RULES are in effect for the Mod VP Racing class.

Race day decisions within the purview of the Race Officials are made by the Race Officials.

Participants compete at their own risk and are responsible for their actions.

CLASSIC MOD VP RULE 4 ◦ NUMBERS AND DECALS

Racing numbers shall be not less than 10 inches high. The numbers shall be visible on both sides of the boat by the scorers and shall be dark on a plain light background or vice versa. Available one, two, or three digit numbers are issued by the Chairman. Zero numbers such as 04, 004, and 4 are recognized as the same number “4”, so no duplicate numbers will be allowed.

Suggested boat numbers be black in color on a white background. The legality of any boat numbering is the responsibility of the Scorer and the Referee only and cannot be protested by other teams. The Referee has the power to disqualify a boat that races with improper or illegible numbers.

A minimum three (3) inch high decal: “MOD VP 2.0” or “MOD VP Sportsman” shall be placed on the boat.

CLASSIC MOD VP RULE 5 ◦ GENERAL SAFETY

Engines run “out of the water” must be in neutral and remain in neutral while the engine is “turning over” with the prop removed. Boats must be equipped with a positive throttle return to the closed position when throttle pressure is released or with throttle cable detached.

Trim switches must be operational without removing your hands from the steering wheel. Negative trim angles are not allowed to be more than 5 degrees from level trim.

Boat must be equipped with a safety switch that will kill the ignition if the driver is thrown from the boat. The kill switch must be attached to the driver prior to starting the engine and must not exceed approximately 10 lbs. of pull to activate.

Steering may be actuated by cable/pulley, double push pull, or hydraulic method.

A charged fire extinguisher must be in the pit area at all times. It is recommended that you have a paddle, towline and fire extinguisher in the boat.

The maximum engine setback allowed is no more than 38 inches from the running surface to the prop shaft thrust washer at neutral trim.

The minimum age for competing in the Mod VP class is 18 years of age.



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The gearcase must be shiftable from the driver's seat with a working forward and reverse gear. Lower unit Skeg: Mercury stock fishing lower unit (135, 150 or 200 HP) is the smallest allowable skeg area. Left hand turning lower units are prohibited.

All crew members are required to wear closed footwear. All drivers must wear long sleeves and pants with cuffs at the ankles and wrists.

All drivers must wear helmets and racing life jackets in accordance with the most current "Racing Organization" GENERAL SAFETY RULES.

The assignment of a Classic Mod VP inspector and safety representative will work with race committee officials on oversight and enforcement of the rules and mentoring of Classic Mod VP drivers. A test day is recommended at least annually to test set-ups and safety inspect boats prior to racing. A boat not attending the test day is recommended to complete a test session with the current set-up prior to racing.

CLASSIC MOD VP RULE 6 ° TECHNICAL RULES

ENGINES: V-6, Inline 6 (T-2) and V-4 (Looper and Strangler) engines manufactured and made available to general public with an original displacement of 125 cubic inches or less. Engines built and designed by the manufacturer strictly for racing shall be prohibited. The engines must be naturally aspirated and run on gasoline containing no oxygen-carrying additives introduced to the combustion chamber in any way. The maximum displacement for any engine shall be 130 cubic inches to provide for cylinder "clean-up". Unless specifically forbidden in the following, engines may be modified in any way. All engines must adhere to the midsection, lower unit measurements and weight as specified in the CLASSIC MOD VP 2.0 rules.

MERCURY V-6 2.0 POWERHEADS: V-6 Mercury engines must be of a standard production design. Special purpose engines shall not be allowed. Ports may be modified, raised, or enlarged but shall remain in their original positions. Additional ports may not be added to the cylinders. "Behind the Liner" engines shall be prohibited, as shall finger porting and Bridgeport exhausts. Heads shall consist of a flat surface with the only deviation being the "pocket" or combustion chamber that shall measure no less than 26 cc's using a surface gap plug. Only replacement head gaskets may be used as a sealing agent between the head and block. The head gasket must measure no less than .030 at the crush ring when removed for inspection. The use of "O" rings as a sealing agent is not allowed. Pistons must be of a flat top design with no dome or modifications made to increase compression. The top of the piston may protrude beyond the deck of the block no more than .010" to provide for deck "clean-up" purposes. The engine may have no more than six (6) carburetor venturis, measuring no more than 1.327 at the venturi. EFI (Fuel Injected) engines are not allowed. All critical or performance related parts/components (except pistons, rings, bearings, reeds, replacement electronics, and sealing components) shall be made by the OEM. Parts may be exchanged from other years or horsepower models. No other aftermarket parts or mixing of parts from other manufacturers shall be allowed.



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MERCURY INLINE 6 & OMC V-4 POWERHEADS: These engines must be carbureted. Powerheads must exhaust no higher than the midsection. Mercury Inline 6 engines must be equipped with production based intake components: e.g. front half, intake manifold and a maximum of 3 carburetors with a maximum throat of no more than 1.327", measured at the venturi. OMC (Johnson or Evinrude) engines must be equipped with production based intake components: e.g. front half, intake manifold, maximum of 4 plastic single barrel carburetors.

MIDSECTIONS: All powerheads must be mounted on an exhaust adapter plate sold by the OEM. Modifications are allowed. Midsections must be a minimum of 15 inches and made by the OEM. The swivel bracket attaching the engine assembly to the boat must be made by the OEM for an engine with same configuration as the powerhead used. Modifications are allowed. All Mod VP Classic engines must exhaust no higher than the midsection. Power trim systems may use any type of component.

LOWER UNITS: Lower units must have been produced by the OEM for the matching powerhead (Exception: Mercury 2.0 Liter V6 engines must use the larger lower unit housing measuring 4.7 inches at the aft-most point just ahead of the prop). OMC and Mercury Inline 6's may use any shiftable gear case. Lower units must have a functioning forward, neutral and reverse operable from the driver's seat and must be a thru hub exhaust. Water pickups may be modified or relocated, but must be located on the lower unit. Pointy noses may be added to lower unit. Engine jack plates with power adjustment must be disconnected in a location not accessible from the driver's seat and must be inspected and "sealed" prior to the race.

PROP SHAFTS: The prop shaft centerline shall be no higher than 1-inch below the bottom most portion of the aft planning surface of the boat. The measurement for the height of the prop shaft shall be measured with a straight edge placed on the bottom, 36 inches forward of the transom and parallel to the flat portion of the boat. Any rocker in the bottom of the boat aft of this point shall be disregarded in the measurement as the straight edge runs on out to the prop shaft for measuring purposes. A boat with a built-in "hook" shall be measured in the same manner; however, the straightedge will be placed in the area 36 inches forward of the transom and will again contact the bottom in the aft area of the "hook" running on out to the prop shaft.

HULL: Only modified v-bottoms are allowed with a single pointy nose. No open front sponson boats are allowed (i.e. like sTV, Mirage, etc.). All boats must have an open cockpit area and may not be cowled-in. An open cockpit shall consist of an undecked area that is at least 36" wide and 48" long. Minimum boat length shall be 18'6" measured from the bow to and including the transom. Nonstructural protrusions may not be added to boats to comply with the minimum length rule such as setbacks or jackplates.

WEIGHT: Boats complete with engine and accessory equipment such as fuel tank, steering, seat, etc. shall weigh a minimum of 1525 lbs. including the driver, and safety equipment with NO fuel. Ballast may be added to boats so long as it is securely anchored in the boat in a manner so as to prevent it from detaching in event of an accident. Water shall not be used in any way as a form of ballast. All boats are required to have safe lifting straps at every race so this rule can be implemented at the discretion of the Race Officials or protest filed by another Mod VP team accompanied by \$100.



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V-Bottom, Flat Bottom, Tunnel and Hydroplanes not allowed.

Modified V-Bottoms are permissible in this class subject to the following rules: a. These boats must have a center pod extending below or at least even with the outside sponsons. Starting at the transom, the pod must be a minimum of 8" wide with a cross section width taken from the plane between the tips of each sponson carrying forward for 36" in the same plane as developed between sponson tips. The planning surface of the pad must not vary more than ¼ inch when measured across in the last 36 inches of the boat. The outside sponsons may extend a maximum of 3" aft of center pod measured from the farthest aft portion of center pod, including protrusions, extensions and fins on outside sponson. The hull shall end at the bow in a point nose fashion with no open sponsons.

SPORTSMAN SUB CLASS TECHNICAL RULES

The intention of the Sportsman is to provide a more affordable class and to allow new drivers (rookies) to get into Mod VP racing.

ENGINES: See rules governing ENGINES for MOD VP 2.0 (same rules apply).

Sportsmans Rules:

- A. Put a "MOD VP Sportsman" decal on your boat.
- B. Be willing to give up your powerhead to any MOD VP Sportsman, called a "Claimer" for the price of \$2,500.00. The purpose is to keep powerhead modifications within reasonable costs.
- C. To be a claimer, you must have competed in at least two (2) Sportsman races. Then you can make your claim at a race that you have run in and within the "claiming hour" which is 30 minutes after the last race of the weekend. The Claimer will not have the opportunity to inspect the engine prior to claiming it and must have the "claim money" in hand at the time of making the claim. All the details of the claiming of a power head shall be between the claimer and the claimee only.

MIDSECTIONS: See rules governing midsections for Classic MOD VP 2.0 (same rules apply).

LOWER UNITS: See rules governing lower units for Classic MOD VP 2.0 (same rules apply).

HULLS: See rules governing Classic MOD VP 2.0 rules (same rules apply). Regular points will be scored however special separate points will be kept locally by a Classic Mod VP designee for the Sportsman class.

CLASSIC MOD VP RULE 7 ◦ EQUIPMENT

A safety inspection of each entry may be made by the Inspector or his designee to determine whether the boat is of safe construction and that all mechanical devices for steering, throttle, etc.



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are in good safe working order. An inspection of the driver's helmet and life jacket may also be done before an entry will be allowed to race or test.

If, in the judgment of the Inspector or Referee, a boat is unsafe, he/she may refuse to allow the boat to start. If, in the Inspector or Referee's judgment, the entrant, driver or owner has failed to live up to the spirit or letter of the rules prior to the race, he/she may refuse to allow the boat to start, except as hereinafter provided: A. Before a race, and after the owner or the driver has been notified in writing to comply with any rule, the owner or his representative may file an appeal with the Referee prior to the start of the race, in which case, the Referee shall, except in cases where the boat has been determined to be unsafe, allow the boat to start in a sanctioned race and shall withhold announcing the results of the race until a hearing has been held by the appropriate Racing Commission of the respective category, and an opportunity given to both sides to be heard. In case the appropriate Racing Commission rules that the appeal is justified, the performance of the boat should be considered as official; should the Racing Commission rule that the Referee or Inspector was justified in his action, then the performance of the boat in all races shall be recorded as "disqualified".

The use of oxygen tanks in connection with the performance of motors is specifically prohibited.

CLASSIC MOD VP RULE 8 ◦ STARTING METHODS

Clock (sweep hand or digital), Flag or Modified Le Mans starts may be used. Starting method is at the discretion of the Race Officials.

CLASSIC MOD VP RULE 9 ◦ START AND FINISH

Lane positions must be held at the start of Flag or Clock starts until the last exit buoy of the first turn.

The start of handicap races may be in accordance with the handicap time allowance in which the Race Committee starts each boat separately, the scratch boat being last away; or all may start together, the winner being calculated at finish of the race.

In the event of a clock start, the starting time of a race is when the clock hits zero.

The time of finish of each boat shall be taken when the boat's bow crosses the finish line.

The finish of each heat shall be when the last boat in its class has crossed the finish line after completing the required number of laps. In the event a majority of the boats still running have crossed the finish line, the Referee shall, at his discretion, flag off the remaining boats still running, and they shall be scored according to their positions. Boats not running at the time the boats are flagged from the course shall receive no points for the heat. Any boat still running that has not crossed the finish line at said time shall not receive a time for its finish.

The number of boats crossing the starting line before the lead boat has completed the first lap during the first heat of a race shall determine the number of boats starting the race.



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A boat working into position from the wrong side of the line after the first starting signal has been given, must keep clear of, and give way to all boats in the race.

No boat shall be allowed to start in any particular race or heat after the leading boat has completed one lap of the race course. No boat will be allowed to leave the pits after the one-minute signal, except in marathon racing. No boat other than those entered in the heat shall leave the pits after the three-minute signal.

All boats required for inspection immediately after finishing must report to the inspection area at a place designated by the Inspector.

Boats crossing the starting line during the last minute before the official start will be penalized pursuant to the category rules. MOD VP Rule: A one-lap penalty will be assessed.

The Referee shall have the power to annul any start and request a restart. In the event a restart is caused by a boat(s), the Referee shall determine if those boat(s) will be allowed to run.

A boat shall be disqualified that approaches the starting line at other than a right angle, or nearly so, within 500 feet of the starting line. A buoy shall be located as near as possible at a point 500 feet from the starting line.

On a clock start, milling around the 500-ft. buoy and the starting line shall be permitted unless specifically forbidden by the Referee and so announced at the Driver's Meeting. All turns must be made to the left in any area while approaching the starting line and maneuvering for a start.

A drawing for lane positions shall be conducted prior to the start of the race. Lane positions shall rotate after each heat, i.e. first moves to outside position, second position moves to first, etc. Lane position must be held until after the last buoy of the first turn.

CLASSIC MOD VP RULE 10 ◦ BUOYS

A buoy is any vessel, or other object, used to indicate the course.

Should any buoy be absent or moved from its proper position during a race, the Race Committee shall, if possible, replace it. If failing thus to replace a buoy, the race may be ordered rerun or not, at the option of the Race Committee.

The buoy must be so constructed as to inflict no major damage to racing craft striking said buoy.

All turning buoys and course buoys shall be passed on the driver's left-hand side unless otherwise indicated and announced at the Driver's Meeting.



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CLASSIC MOD VP RULE 11 ◦ RIGHT OF WAY

When two (2) boats are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows: (A) When two (2) boats are meeting end on, each shall alter her course to starboard; (B) When two (2) boats are crossing, the one that has the other on her starboard side shall keep out of the way.

Every boat that is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case allow, avoid crossing ahead of the other.

Every boat that is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, reduce her speed, stop, or reverse.

Every boat overtaking any other shall keep out of the way of the overtaken vessel.

In obeying and constructing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances that may render a departure from the above rules necessary in order to avoid immediate danger.

CLASSIC MOD VP RULE 12 ◦ OVERLAP

Two (2) boat lengths are required for a lead boat to change lanes, move over on, or move in front of another boat. This rule is in effect starting from the exit of the first turn thru the entire duration of the race. Each lane violation called by the Race Officials is a one (1) lap penalty.

CLASSIC MOD VP RULE 13 ◦ BEARING AWAY

A boat shall not bear out of her course so as to hinder another in passing to starboard or port. MOD VP Rule: Each bearing away violation called by the Race Officials is a one (1) lap penalty.

CLASSIC MOD VP RULE 14 ◦ OTHER PENALTIES

Every boat must go fairly around the course without destroying, damaging, or dislodging any buoy unless forced to do so by another boat. In that event, only the offending boat will be penalized in accordance with the category rules. MOD VP Rule: A one (1) lap penalty will be assessed.

CLASSIC MOD VP RULE 15 ◦ SCORING POINTS

There should be at least three (3) bonafide starters in at least one of the heats of the race day, all of whom must be MOD VP class boats unless otherwise determined by the Race Official. Scoring is in matches (match equals a day of racing) consisting of one or more heats of racing per day and will be counted by the following method: The winner of the match will be determined by the average finishing order of the combined heats, whereby each boat starting and finishing a day or racing (a match) will receive as many points as is indicated below for the day of racing:



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First	40
Second	30
Third	22
Fourth	16
Fifth	12
Sixth	9
Seventh	7
Eighth	5
Ninth	4
Tenth	3
Eleventh	2

In case two or more drivers have scored the same number of points for the series, thus establishing a tie, the winner will be one of the tied boat drivers with the least elapsed time for the combined heats. If the tie can't be broken by the least elapsed time then the one with the fastest heat will be declared the winner.

If an entry is disqualified, the points for that heat will be awarded to the legal boats in the corrected order of finish. If inspection reveals that a boat or motor is illegal, the entry will be disqualified for each heat in which it raced, and the order of finish shall be corrected for each heat. Overall positions shall be obtained by adding the points from the heat after the order of finish has been corrected for each heat.

For the purpose of tabulating annual driver high points, the racing year shall be from Jan. 1 through the following Dec. 31. All Mod VP Classic points races will be counted for the purpose of accumulating high points for the year.

CLASSIC MOD VP Divisional and Nationals will be single points races and may be held on separate weekends per year. Promoters will bid on holding the MOD VP Nationals. These races will be awarded based on proximity, prize money, promotion, and fan base.

Points go to the driver.

CLASSIC MOD VP RULE 16 ◦ PROTESTS

Drivers shall have the right to protest any violation of the rules from sanctioned regattas affecting their particular class.

When the alleged violation, concerns the sanction or method the regatta is being conducted, said protest shall be filed within sufficient time to allow the appropriate persons to correct their error.

If the protest concerns the eligibility or legality of an entry, the protest must be filed in writing with the Referee no later than one (1) hour after the finish of the inspection in question or no later than one (1) hour after the finish of the last heat of racing on that day, whichever comes



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later. If the protest concerns the eligibility or legality of an entry, the complainant must post a fee, in accordance with the category rules. CLASSIC MOD VP Rule: \$100.

If the racer is found illegal the \$100 is returned to the competitor that filed the protest. If the racer is found legal, he is given the \$100 to defray the cost of rebuilding his engine.

CLASSIC MOD VP RULE 17 ◦ APPEALS

All decisions of the Referee regarding violations of starting, driving, and of course rules shall be final, and appeals will be allowed only if disqualification is involved.

Any contestant who wishes to appeal a disqualification of a boat, motor, or suspension may do so by filing with the Referee a written statement accompanied with a fee in accordance with the category rules. MOD VP Rule: \$100.

The Referee and MOD VP Classic Chairman will then settle the matter. Under no circumstances will an appeal be entertained unless it is filed with the Referee no later than one (1) hour after the finish of the last heat of racing of the day or within one (1) hour of the adverse decision whichever comes later.



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Modified VP PRO

MOD VP PRO ◦ CLASS OBJECTIVE

Another division of MOD VP boats to run concurrently with the current MOD VP boats (known as 2-liter class or Mod VP Classic). The two classes will run together but be scored separately until each class has at least four (4) boats. Then classes will run separately and be scored accordingly.

MOD VP PRO RULE 1 ◦ GOVERNANCE

Rule changes will be made once a year, according to a simple majority of racers who have raced a legal boat in the classes in the preceding year.

MOD VP PRO RULE 2 ◦ EXCEPTIONS FOR MOD VP PRO

All boats shall be at least 17 feet 10 inches in length and must be Mod VP boats as defined in the Mod VP Classic rules. Open sponson boats (pickle forks) must be at least 19 feet in length.

Engines in this class shall be production stock motors up to 250 hp. They may be carbureted or fuel injected but the computer cannot be modified in any way. No modifications to the rev limiter, the block or the combustion chamber. Engine displacement will be limited to 3.0 liters or below. No race motors. All stock motors must run on pump gas only with a maximum of 91 octane. “Green” motors such as Mercury Optimax, Evinrude Etec and Yamaha DFI and all four strokes will remain as delivered from the factory, with one exception, lower units may be modified with nose cones and/or replaced with units from another manufacturer. This rule is adapted to improve the handling and safety at the anticipated class speeds. Lowers must have a working Forward, Neutral and Reverse. Must be large gearcase, no XR4 or inline cases allowed.

Minimum Boat weights are based on engine displacement.

2.4 liter dry weight.....	1400
2.5 liter dry weight.....	1500
3.0 liter dry weight.....	1500

This is a provisional class; the rules are greatly expanded to provide a wide variety of acceptable boats and engines. The racers, can and should change the rules if the speeds and control of the boats compromise the safety of an individual racer or the group. If the class is in danger of failing due to the actions of a boat or driver, the racers, with a simple majority vote, can act subjectively to penalize said boat or driver. Furthermore, rule changes will be allowed during the race year if safety is compromised. The rules can be modified at any time to include GPS limited speeds, rev limiters or any other reasonable method to control boat speeds and corresponding safety.

Course rules will remain the same for Mod VP Pro with one exception; that is when the two classes are run in a single heat the Pro class boats will be forced to the outside lanes for the start



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and until the first turn exit buoy. Thereafter, there will be a two-boat length move over rule. To improve the safety of two classes moving at different speeds the Pro class will be forced to outside passes only when passing a Mod VP Classic boat. When passing a boat of similar class all types of safe passing will be allowed. In all passes the overtaking boat has the responsibility to pass cleanly without interfering with the overtaken boat, this includes “washing down” your competitor. A one (1) lap penalty will be enforced, on any pass that fails to allow the overtaken boat to maintain his current lane or course without danger of collision.

All boats in the Mod VP Pro class will be limited to a GPS verified speed of 90 mph. A GPS will be attached to the boat where the driver cannot reach or reset it from the driver’s seat.



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Western Formula Light Tunnel Boat

TECHNICAL RULES:

MANUFACTURER OMC – DBA JOHNSON / EVINRUDE

DISPLACEMENT MAX 44.9 NUMBER OF CYLINDERS 2 MIN. VOLUME OF COMBUSTION CHAMBER (INCLUDING SPARK PLUG HOLE) cm³ 35.0 CARBURETOR .015 in 1.250± VENTURI .015 in 1.500± BORE QUANTITY PER ENGINE 2 POWERHEAD SPECIFICATIONS .005 in 3.187 +.035 OEM + .030 piston is Approved± G CYLINDER BORE .011 in 2.820± J PISTON STROKE .006 in 4.750± L ROD LENGTH .012 in 7.575 7.563 Min.± K DECK HEIGHT .030 in 2.973± F PISTON LENGTH .030 in 2 @ .615± M PORT HEIGHT NUMBER OF PORTS PER CYLINDER A TRANSFER 3 B EXHAUST 1 C PISTON – PORT HEIGHT .035 in 2 @ 0.584; 1 @ .546± A TRANSFER .035 in 1.107 (plus chamfer) See note #2± B EXHAUST .035 in See Table in Notes± B1 EXHAUST .035 in --± C PISTON PORT TIMING°; 1 @ 120° ATC 2 @ 118° 2± A TRANSFER ° ATC 92° 2± B EXHAUST ATC -- ° 2± C PISTON REED BLOCK (ONE CYLINDER) # OF PORTS 8 LENGTH x WIDTH SIZE OF PORTS MAX in 1.41x0.675 REED MAT'L STAINLESS STEEL See Note # 3 .001 in .010± REED THICKNESS H REED STOP HGT. MAX in .268 See Notes # 1 & # 3 .030 in 1.427± Y CHECKING DIS. WEIGHT (ONE SET) FLYWHEEL MIN lbs. 9.1 PISTONS, RINGS, ROD, WRIST PIN, SPACERS, BEARINGS MIN lbs. 1.7 Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed.

MANUFACTURER OMC GEARCASE MODEL IDENTIFICATION DR-39M ADVERTISED SALES NAME JOHNSON / EVINRUDE 45SS GEARCASE SPECIFICATIONS GEAR RATIO 18:18 X EXHAUST TUBE LENGTH POWERHEAD BASE TO PRIMARY TUBE END .25 in 9.37± Measurement does not include 3/8 plate. Pipe only Q TORPEDO LENGTH (W/ PROPSHAFT) MAX in 16.3 R TORPEDO WIDTH MIN in 2.35 S STRUT WIDTH MIN in 1.40 S2 STRUT WIDTH (2” FORWARD OF TRAILING EDGE MIN in -- W DIS. FROM PROPSHAFT TO .2 in 4.16± CAVITATION PLATE Y LENGTH OF SKEG FROM .2 in 4.54± PROPSHAFT .2 in 13.7± Z TORPEDO LENGTH V PROPSHAFT CENTERLINE TO POWERHEAD BASE LONG .2 in --± SHAFT SHORT .2 in 17.1± SHAFT Y1 SKEG THICKNESS MIN in .21 See note # 4 Y2 SKEG THICKNESS MIN in -- Y3 SKEG THICKNESS MIN in .34 See note # 4 .2 in 3.950 See note # 4± Z1 SKEG CORD LENGTH .2 in --± Z2 SKEG CORD LENGTH .2 in 5.700 See note # 4± Z3 SKEG CORD LENGTH .01 in .685± DIA PROPSHAFT DIA .01 In± Adaptor Plate Water Outlet Hole (DIA) .190 Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed. SST-45 NOTES 1. Incorporates .012 shims under one or both reed stops. 2. B1 dimension to top of chamfer = 1.624 minimum. 3. Standard SST 45 reed material is Steel .010 thick. H = .268 maximum. .003, H = ±.003; top reed .017± Alternate reed for SST-45 may be used: OMC P/N 568427, bottom reed = .028 .290 maximum. 4. Or per OMC P/N 561086 template, included in Kit P/N 568053. 5. Crankcase thickness (split line to reed gasket surface) 4.355” minimum. 6. Approve Replacement Ignition parts are: Repair Parts, Stator 173-2926K1, Charging Coil 173-



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1670, Power Pack 113-2285, Rectifier 153-1778, Coil 183-2508, Trigger 133-3387 7. The Compression Volume is 35cc installed to top of plug hole. 8. The only legal Cylinder heads have casting numbers of 325602 or 325603 9. Head Gasket minimum thickness is .042 10. Standard SST 45 connecting rod has no oiling hole in the rod cap. Alternate connecting rod (fishing motor rod) for WESTERN FORMULA LIGHT may be used: this rod has an oiling hole in the rod cap. It is permissible to chamfer (radius) the edges of the oiling hole. (See Photo's Below) 11. The use of new larger spine cranks and Drive Shafts is permitted. 12. Port Measurements from Block Deck to top to Port. (See Table Below) 13. New design Upper Cowling, Lower Pan and Throttle Bracket as supplied by Sea-Way Marine are approved replacements. Throttle bracket may be used with any cover/pan. 14. The electric start flywheel is the only legal flywheel, min. weight 9.1 lbs. 15. Brass bushings for the midsection as supplied by Sea-Way Marine are approved replacements. The bushing used in the top and bottom of the swivel bracket may be plastic (OMC) OR brass (Sea-Way Marine). Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed. SST 45 Ports Port Measurements from Block Top Deck down to Top of Port SST 45 Minimum Maximum Inches A Deck Height 7.563 7.587 B Exhaust Port 1.730 1.765 C Exhaust Port Chamfer 1.624 1.720 E Exhaust Port Width 1.910 F Transfer Port 2.228 2.280 G Transfer Width 1.470 H Boost Port 2.250 2.325 J Boost Port Width 1.210 Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed. Standard SST45 Connecting Rod: Alternate (fishing motor rod) Connecting Rod: Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed. Lower Pan PN 560500* Lower pan is completely sealed at base and has three openings. Outlet Water Hose from PH – 13/16” (Note Sealed by outlet hose -reference) 3/8” Drain hole in back of pan. (Reference) Opening for cable in front of pan (Approximately 1.4” – but may vary - reference) *These parts supplied by Sea-Way Marine, Inc. Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed. Upper cowling PN 560500* Vent in back of cover top - PN 560401* (Hole Diameter 2” reference) Vent in front of cover – PN 560402* (Vented opening 3.55” x 2.4” reference) Total size of vent plate 4.55” H x 5” W (Reference) Opening for Throttle Cable (Approximately 1” W x 2.5” H reference) Opening for Cables (Approximately 1.4” – But may vary - reference) *These parts supplied by Sea-Way Marine, Inc. Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed. Throttle Bracket PN 560330* Thickness – 3.75” +/- .005” (Reference) Opening – 1.500” +/- .010” (Reference) (Note: 1/32 Edge on opening – otherwise straight in - reference) *These parts supplied by Sea-Way Marine, Inc. Midsection Bushings Current PN New PN (NO Photograph of bushing) Upper Bushing 309967 560100* Lower Bushing (Lg) 332663 560101* Upper Cover 309966 309966 Lower Cover 397736 560102* Upper O’Ring 301917 201875 Complete Bushing Replacement Kit 560202* *These parts supplied by Sea-Way Marine, Inc. Date: 02-25-2015 Model Year: WARNING! FOR INSPECTION ONLY! These specifications are not intended as a guide for modification or “blueprinting” and are subject to change as needed. Rev:04-10-13 Note #10 revised to allow use of alternate connecting rod (fishing motor rod). Rev:02.25.15 Note #6 revised to correct terminology and part numbers. Note #13 added to allow new style upper cowling, lower pan and throttle bracket as supplied by Sea-



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Way Marine and approved by MTC & Commission April 1, 2014. Photo's included. Note #14 added to update/correct specification: rope flywheel 8.1 lbs. reference removed from chart. Only the electric start flywheel is allowed. Note #15 added to allow use of brass bushings as supplied by Sea-Way Marine and approved by MTC in top and bottom location of swivel bracket. The OMC plastic parts are no longer available, this is a replacement. Either type or combination may be used.

Point Scoring and Gary Areas Defined:

Restart: In the case of a restart, the boat(s) causing the stoppage of the heat may either be assessed a one (1) lap penalty and they must re-start at the end of the lineup or at the race committee/referee's discretion may hold the boat during the restart until the last running boat crosses the start/finish line then the penalized boat(s) may fall in behind the field and no further penalty is assessed. For all restarts, the rest of the field will line up in the running order, of the last completed lap before the stoppage.

The flipped boat is not disqualified; however, driver and boat must be cleared to return to the race by the Inspector and the Referee.

In the event of the stoppage of a heat the lead boat will not run more than the prescribed laps in that heat.

Driving Violations: i.e. overlap, bearing away, etc., shall be a one (1) lap penalty, assessed at the end of the race. However, if there is a race stoppage after the offense/penalty but before the race is completed, the Referee or race committee may elect to have the offending boat start at the end of the lineup or hold the boat during the restart until the last running boat crosses the start/finish line then fall in behind the field and no further penalty is assessed.

Lane Change: Boats changing lanes before passing the commitment buoy on a start, or failure to pass through the prescribed gate buoy, shall receive a one (1) lap penalty except in the event of restart before completion of the first lap. Then the race committee/referee may, at their discretion, either penalize the racer one (1) lap or elect to hold the boat during the restart until the last running boat crosses the start/finish line then the penalized boat(s) may fall in behind the field and no further penalty is assessed.

Breakdown: A boat that "breaks down" during a heat, will be scored through their last completed lap. However, to win a race, you must take the checkered flag. For example: if a driver has a four (4) lap lead and flips on the last lap, causing the race to be stopped (as it must be), and the race is not restarted for whatever reason; then the 2nd place boat on the previous lap wins the race and the flipped boat takes second (because even with his 2 lap penalty, he still beats the other boats), but he does not win.

Disqualified in Technical Inspection: The driver receives no points for the weekend. Underweight, disqualified from the heat preceding the weigh-in.

Note: Fuel should be approved by the Inspector before the first heat of the weekend.



Southern California Speedboat Club Racing Rules

Note: Technical disqualifications can only be appealed to the SCSC Western Formula Light Technical Committee.

6. Damaging, dislodging, or destroying a buoy: A one (1) lap penalty will be assessed for each infraction, and a fine determined by the Race Committee and/or sanction club (unless forced to do so by another driver and if judged so by the Referee).

7. Weighing in: A boat that ‘flips’, ‘barrel rolls’, or sustains substantial damage in a heat, does not have to meet minimum weight requirements for the heat in which they damage was sustained. This is at the Inspector’s discretion.

8. Changing powerheads or gearcases: It is allowed at any time, providing the powerhead or gearcase was not being used by another competitor in the same heat. For example, if you blow up your engine in a heat that is to be restarted for any reason, you cannot “borrow” a powerhead or gearcase from another driver who started that heat. If you do change any part of your engine, both the old and new parts must pass technical inspection at the conclusion of the race or heat. Again, you must receive permission from the inspector if the powerhead and/or gearcase has already been sealed.

9. You can change boats at any time except during a restart as outlined in #8 above.

10. Substitution of Drivers or Equipment

1. Series points are scored to the boats, boat numbers, or owners of the equipment

- a. The Driver of Record is the driver that starts the first heat of the Weekend, and in order to earn Series Points, he/she must be a Driver in good standing under the Series Rules, i.e. annual membership must be paid in full. This means that a non-series driver can race as an ‘associate member’ but he does not accumulate series points and neither does the boat that he/she drives. The entry is still eligible for Weekend Prize money or Appearance money. Substitution of Driver or Equipment is allowed after the start of the Weekend Series, using standard penalties, i.e. ‘back of the pack’ for equipment change. There is no penalty for a Driver starting the Weekend Series with a boat other than his own, providing the equipment meets all Series Requirements for entry. Boat must be registered for the series.
- b. If a substitute driver is employed after the start of the first race of the weekend the points will be scored to the boat number.
- c. Scoring of the Series: Points are awarded for finishing positions, and are awarded to the boat number. The substitution of both a boat and driver is permitted, as it is the boat that scores points. If a team starts moving drivers around among multiple boats after racing has started for the Regatta, they must inform the Race Committee of all changes. Points will be awarded to the boat numbers only.

11. Non-members who compete for non-series points, will be allowed to compete in W.F.L.S. races, but they will not receive W.F.L.S points. Non-members may be eligible for prize money upon payment of a nominal fee to R.P.M. Racing Enterprises at registration (varies per race and is at the discretion of the series owner).



Southern California Speedboat Club Racing Rules

12. The Second Qualifier heat lineup in all W.F.L.S. races will be the invert of the draw for the first heat.

13. Series Championship Points: At the completion of the season, all drivers will be allowed to “throw out” one (1) “race” as per definition of “Race” outlined in the “definitions” portion in the “rules and regulations” provided the series has a minimum of seven (7) or more races during the racing season. An 80 point bonus may be awarded at the end of a race season to driver’s that compete in ALL series races for that season. This is at the discretion of RPM Racing. In order to add a race or cancel a scheduled race a recorded vote of current owners of record must be taken.

14. Fines: Any Technical Violation will result in Disqualification for that heat. Any protocol violations will result in a fine with possible point loss at the Referee/Race Committee discretion. Any Unsportsmanlike Conduct will result in a fine of \$250.00. Your second offense will result in expulsion from the series for the year, and loss of all points earned for the season. (YELLING, THREATENING, ABUSIVE LANGUAGE, USE OF EXPLETIVES, ETC., ARE ALL CONSIDERED UNSPORTSMANLIKE CONDUCT).

15. Video Review: The Chief Referee may make use of W.F.L.S. or RPM Videotape footage or any video footage that the referee deems acceptable and necessary to make, or review calls.

16. Gate Buoy: At the discretion of the Referee and Race Committee, a gate buoy may be used for the start. The gate buoy will be approximately the same distance from the start dock or beach as the commitment buoy. The Race Committee and Referee shall determine the number of boats that must pass through the gate, prior to the start of each event.

17. Start Dock/Beach: Minor adjustments and safety issues are permitted, i.e. tightening loose bolts or screws, adjusting mirrors, rear cowling and motor cowling adjustments, inspection of propeller. Major adjustments/repairs are to be approved by the referee or inspector. The penalty for a “major repair” may be one or a combination of the following: move the boat to the end of start line, lap(s) penalty and/or a fine.

During a Red Flag stoppage, only the following are allowed: Hold boat, adjust mirror, give driver a beverage, and tighten loose things.

When the black flag is displayed after a race stoppage, should any driver(s) fail to return to the start dock or beach under his or her own power, and paddles in, or must be towed in for the re-start; the boat shall start at the end of the lineup, and may be penalized further for delaying the event. Any boats that are not lined up within five (5) minutes of the last boat that lines up for the start may be assessed an additional penalty at the discretion of the race committee and/or referee. This penalty, if assessed, may be one (1) lap penalty or start and fall in last after re-start of heat as defined in item #2 above.

Any and All repairs must be done under a Black flag with referee or inspector approval.



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18. Lifting: Lifting of the boat shall be deemed legal and acceptable under the following terms and conditions:

- A maximum of 2 boat holders.
- The Cavitation plate or the lower unit shall never break or exit the waterline.
- No mechanical devices of any nature, affixed or placed on, near or under the boat, shall be allowed to aid in the lifting of the boat.

A breach of any of the above terms and conditions shall be punishable by a one (1) lap penalty.

19. Fire Extinguishers: All drivers are to have a fire extinguisher in their trailer/pit area.

20. Fuel of the Day: When at all possible, a list of gas stations that have been approved by the Inspector before the event, will be listed on the circular, the website (www.rpmracingent.com) or sent via email.

21. Dress Code: All drivers, owners and crew members shall wear appropriate attire (i.e. Crew Shirts and shorts, polo shirts, etc.). T-Shirts are not deemed proper attire. Anyone not in compliance with the dress code shall be subject to a monetary fine of up to \$150 per event.

22. Awards: Drivers placing in the 1st, 2nd or 3rd Position must attend the awards ceremony. (Unless extenuating circumstances are deemed acceptable by Race Committee or Series Owner) and must look professional. Failure to show up for Awards or failure to meet the dress code (see item #21) shall subject the offending participant to the forfeiture of prize money for that event. It is highly recommended that all participating teams attend the Year-end Banquet and Championship Awards Ceremony.

MEMBERSHIP

To establish an operating budget, and to ensure a commitment to participate, there shall be a requirement for an Annual Registration Fee (ARF). The ARF will be levied on a per boat basis. An owner may register more than one boat but the ARF applies to each boat registered. The ARF is \$150 per boat and is due no later than July 1st. A late penalty of \$25 will be levied for any registration received after that date. The ARF for a new registration (a boat that has not been registered in the two prior years) shall be \$150 regardless of when that registration is filed during the WFLS season.

All participating boats must be registered with SCSC and comply with SCSC Safety rules.

All participating drivers must comply with SCSC capsule certification.

3. All drivers must be racing member in good standing with the SCSC.

RACING REQUIREMENTS



Southern California Speedboat Club Racing Rules

All Boats and Team members must conform to SCSC Rules and Race Sanction directives. Failure to conform is grounds for termination of WFLS Membership. In the event of termination, the offending boat owner shall forfeit all WFLS rights and monetary credits. All SCSC Safety, Dress Codes and Rules of Racing will apply.

ADMINISTRATION

RPM Racing will administer the WFLS. All WFLS monies are the property of RPM Racing. RPM Racing will appoint an Administrative Committee to operate the WFLS. A Committee of five (5) registered Owners, selected by a blind draw at the first race of the season, will arbitrate disputes related to the WFLS. All decisions by that Committee shall be final.

RACING RULES

All races will be governed by the SCSC rules (even at Non-SCSC events) and event Sanctions. As all Races in the WFLS are SCSC governed events, non-WFLS boats may participate. However, non-qualified boats, will not share in any Tow Money or Prize Money, unless a nominal fee is paid to RPM Racing prior to the start of the event.

ENTRY FEES

The WFLS will be made up of an agreed number of Regattas. Each Regatta will normally be made up of two (2) Races, (two – 10 lap qualifiers and one – 25 lap final per weekend). The Entry Fee per Regatta is \$50/boat. The WFLS Entry Fee is separate, and in addition to all other fees that are required under the SCSC Sanction. The WFLS Committee must receive the WFLS Entry fee, along with a copy of the completed SCSC race application form, 20 days prior to the regatta date. A late penalty of \$20 may be levied against any entry received after the cut-off date.

WFLS Entry Fees will be distributed as per these rules. All Entry Fees are Non-Refundable. The only exception is if a race is cancelled, or if there are extenuating circumstances, i.e. illness, injury, family or medical emergency. If a cancellation occurs, at the Series owner's discretion, the WFLS Entry Fees may be refunded to the registered owners. Any monies kept shall be used to pay any WFLS expenses for that Race or Regatta, and any remaining Entry Fee funds will be credited to the Series prize pool (see below).

POINTS SCHEDULE

All WFLS point awards will be based upon points earned by each qualified boat. The qualifier and final heat point's formula is outlined on page 4.

There are three exceptions to the SCSC Points Rule:

1. Any boat that DNF's (leaves the trailer, lines up for the start, but doesn't complete a lap) will receive minimum points from their event (5 points for a qualifier or 10 points for a final).



Southern California Speedboat Club Racing Rules

2. Boats that DNS (boat does not leave the trailer and no attempt is made to line up) shall receive no points.

3. Boats that break down, flip, etc., and do not finish a heat, but have completed more than one (1) lap, shall receive their final place points as calculated by the scorers at the end of the heat. All points will be tallied by the WFLS from the SCSC Scorers summary. WFLS points are separate from SCSC National Points. The Final Heat (25 laps), will be the only points sent in to SCSC for high point calculation.

Should the WFLS have seven (7) or more series races during a given season, a maximum of one (1) event's race points will be deducted from the final points tally at the end of the year. The racer with the most points, after "throwing out" the score from one (1) race and adding the 80 points for competing in ALL races in that season, if applicable shall be declared the series overall winner. Note: No "race" will not be thrown out in the event of six (6) or less series races for a given season.

DISTRIBUTION OF FUNDS

The Entry Fees, Sponsor Contributions and Registrations Fees will be distributed as follows:

Series Operations: 10% of all monies collected will go to the General Fund to cover Series expenses. Money left in the General Fund at the end of the Series will either be retained by the Committee as a reserve or applied to the Total Point Award Fund (herein TPAF).

Total Points Award Fund: 90% of the WFLS entry fees at each race will be credited to the Total Points Award Fund (TPAF).

Prize Money: Any Sponsor or Promotional Funds paid to the WFLS as "Prize Money" will be distributed in the following manner: 50% paid as Race or Regatta Prize Money to the qualified boats at the Race where those funds were collected; the remaining 50% shall be credited to the Total Points Award Fund. A maximum of 10% of the gross shall be "taken off the top" and placed in the administrative fund.



Southern California Speedboat Club Racing Rules

Formula 1

These rules are subject to change at anytime by approval of the Technical Committee.

Engine	Merc 2.0L	Merc 2.5L	Merc 2.5L
	Carb	Carb	Optimax
RPM Limiter	none	none	stock
Gearcase	any	any	stock
Min. Head Vol.	23cc	36cc	stock
Intake	SST-120	SST-120	stock
Total Weight	1,100	1,175	1,150
Boat Min. Length	16'	16'	16'

Motor Fuel:

Only motor fuel consisting of non-oxygenated standard pump and racing gasoline, shall be used. Petroleum based and/or synthetic oils may be added to the fuel. Fuel samples may be taken before launching and during inspections for on site and off site analysis. On site testing will be in accordance with OPC specifications and procedures (Digatron meter zero reading, or below, at ambient temperature). Fuel cooling will not be allowed. Fuel testing will be made available to all contestants prior to testing and racing. It is the race team's responsibility to ensure that the fuel meets aforementioned requirements regardless of where the fuel is purchased.

At each regatta the inspector may purchase samples of local gasolines, mix it with TCW-3 oil at a ratio of 20 to 1 and test it according to OPC procedures. If the test fuel exceeds the OPC testing thresholds, the new thresholds will become the maximum limit of the day. The source and grade of gasoline must be announced when registration opens. The "Fuel of the Day" rule is not applicable at straightaway or competition record races. A contestant appealing a fuel disqualification must bear the expense of the fuel analysis and handling.

Formula 1 Mercury 2.5 Carb

Engine block is a 5 petal front half 2.5L 200hp painted block. No Pro Max blocks, no O-Ring head blocks. The intent is to treat this motor on the same basis as the SST 120 motor, if you can't change the 120 motor you can't change this motor. All parts will be as homologated on the SST 120 with the exception of block, crank, rods, pistons, carburetor plate(s) and heads. It is also designed so that you can put all SST 120 components (dressing) on the 2.5L short block.

1. Please note there are 2 possible exhaust chests; the small exhaust chest dimensions are as follows: 1.03 inches (width) 2.50 inches (height) max. The large exhaust chest dimensions are as follows: 1.10 inches (width) 3.09 at the runner. Absolutely no grinding or blending in the exhaust chest area.
2. Must use top guided rods either stock fishing motor rods or Mercury Racing 280 rod or F1 rod. No modifying or grinding. It is recommended if you use fishing motor rod that you use rod bolt #10-848475.
3. The only legal pistons are listed below. Pistons must be run as supplied with two rings, no grinding or modifying.



Southern California Speedboat Club Racing Rules

	Std. Port	Std. Star	.010/.015/.020 Port	.010/.015/.020 Star	.030 Port	.030 Star
Mercury	785-9737T9	785-9738T9	785-9737T10	785-9738T10	N/A	N/A
Wiseco	3137PS	3137SS	3137P2	3137S2	3137P3	3137S3
Pro Marine	2500PV	2500SV	2515PV	2515SV	2530PV	2530SV
Vertex	V2500P	V2500S	V2515P	V2515S	V2530P	V2530S
WSM	100-20PK	100-20SK	100-20-04PK 100-20-045PK 100-20-05PK	100-20-04SK 100-20-04SK 100-20-05SK	100-20-06PK	100-20-06SK

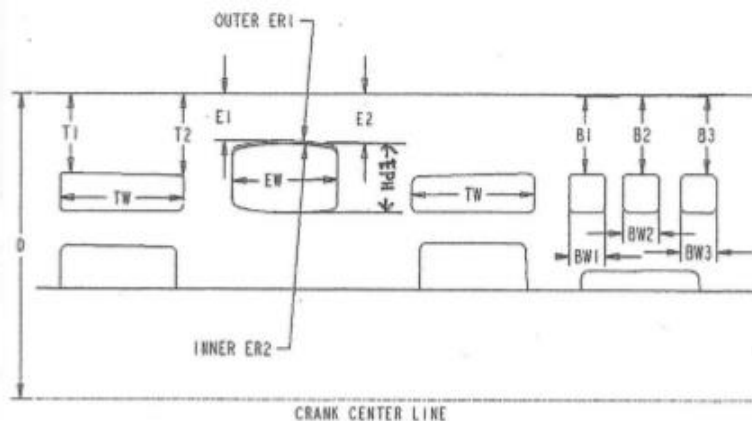
4. Any Mercury production crank is allowed, with the exception of a Mercury crank with heavy metal welded into it (no late model race cranks). No grinding or modifying.
5. The recommended replacement sleeve is the cast iron Advanced Sleeve #1041. No grinding ports.
6. The V-6 crankshaft centerline to crankcase/intake manifold surface to be 4.42 ± 0.01 inches.
7. Intake manifold thickness is 2.0000 ± 0.015 (between carb and reed block). No grinding.
8. Cylinders bored to $+0.030$ inches oversized must have port heights that measure $.015$ lower than standard bore.
9. Reed blocks are 10 port = 1.10×0.056 or 8 port = 1.05×0.63 reed blocks are allowed with no modifications or grinding. 10 port are tear drop shaped port.
10. Any reed material is accepted.
11. The only legal carbs are cast or stamped with, carb must have slosh tubes and baffles no other modifications. Carburetors may be confiscated by the inspector at any time during the racing weekend. They will be held for inspection and testing.
12. The recommended cylinder head is part #18787 17 Champ 2.5 L head 36cc but you may cut a stock head as well and machine the pockets. No O-Ring heads are allowed. Cylinder head combustion chamber volume must not be less than 36.0 cc. The only allowable cylinder heads are manufactured by Mercury Marine using the lost foam method. A head must maintain stock combustion chamber configuration and appearance.
The minimum distance from the head parting surface to the piston is $.040$ 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. An average of all 6 cylinders will be calculated to determine the final dimension. Final dimension must be $.040$ or greater to be considered legal.
Head combustion volume (36cc) is measured using the flat-plate method with the standard BUHW spark plug installed. Total combustion volume must be less than 45.00 cc.
13. The SSM #6 and #4 are ONLY allowed gearcases. Gearcases must run gear ratios as manufactured. Gearcases must run both shafts as manufactured. Gearcases must meet all SST-120 race class dimensions.
14. No grinding or blending on the blocks! No blending ports or passages! If the factory didn't touch it, it shouldn't be touched.
15. Must use stock 120 style exhaust chest cover.
16. Crankcase drain lines may or may not be utilized.
17. Power Performance Carb intake plates are a legal replacement for the OEM intake, any color.
Tuner: SST120 or Optimax 2.5L



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Tuner must be as produced with no changes to the exhaust area with the following modifications allowed.

- A. Optimax 2.5L tuner when used on a Carb 2.5L engine is allowed to block off the water dump area from the poppet valve.
- B. Early SST120 tuner with a 1/2" water supply passage may be increased to 3/4" water supply passage to mimic later tuners.
- C. Either tuner may have the water dump holes modified to "dry stack" the tuner.



B1	2.1 Min.	BW1	0.7 Max.
B2	2.1 Min.	BW2	0.94 Max.
B3	2.1 Min.	BW3	0.7 Max.

T1	2.140 Min.
T2	2.180 Min.
TW	1.75 Max.

E1	1.470 Min.
E2	1.560 Min.
EW	2.37 Max.
EPH	.950 Min.

Mercury 200hp

Class Displacement		153
Venturi	±0.015	1.312
Carburetor Bore	±0.015	1.562
Quantity per Engine	3 duplex	

Cylinder Bore	±.0003	3.501
Piston Stroke	±.011	2.650
Rod Length	±.006	5.500
Flywheel min lbs.		6.6
Centerline of wrist pin to deck of piston	1.490±.010	



Southern California Speedboat Club Racing Rules

Formula 1 SST-200

D. SST 200 TECHNICAL STANDARDS

Max. Total Cu. In. Displacement Min. Boat Length Min. Boat Weight

154.0 (2.5L) 16' 1,150 lbs.

122.0 (2.0L) 16' 1,100 lbs.

SST 200 Boat Standards

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

SST 200 Motor Standards

- 1) All cowling and engine graphics and colors shall be the same as OEM.
- 2) The SST 200 class can change engine wiring to a 24-volt starting system.
- 3) The SST 200 class gear cases may have their outside surfaces refinished; however, they must meet the requirements of OPC Engine Specification sheets and the original design.
- 4) ECU to remain completely stock including fuel map, ignition map and RPM limiter. At the referee's discretion a "lottery" may be used at any given race.

Formula 1 SST-120

1. SST 120 head may be cut to minimum head pocket depth of 0.405 all other measurements will stay the same. No fully Machined pockets.
2. May run any tuner.
3. May run any piston as long as it meets OEM dimensions.
4. May run a light weight flywheel.
5. All other rules for SST 120 apply.

NOTE: THE TIGHT HEADS ARE 23CC, IT IS RECOMMENDED TO RUN SHORT REACH PLUGS WITH THIS SET UP.



Southern California Speedboat Club Racing Rules

Sportsman Limited Stock Outboards

1. Drivers and Rescue/Safety Personnel

1.1 New Drivers

Drivers new to outboard racing shall adhere to the following:

- a) Study SCSC safety and racing rules as related to their class.
- b) Prior to racing, report to the designated official for oral instruction and questioning.
- c) Be identified for the safety of all racers. Drivers who have not competed in 10 closed course competition heats shall wear a white cross on their helmet. The cross is to be approximately 2" in width, start at one ear and extend to the other ear, then from the front of the helmet to the rear of the helmet.
- d) Stay to the rear of the pack until cleared for open competition by the designated official.

1.2 Rescue/Safety Personnel

- a) Minimum Rescue/Safety Personnel:
 - i. Rescue Boat Staffing
 - 1 – Operator
 - 1 – Assistant
 - EMT is recommended
 - No excessive personnel
 - ii. Prohibited Items
- b) SCSC officials shall place a rescuer/safety personnel "out of service" if the rescuer/safety personnel fails to perform effectively or is endangering themselves or others.

2. Rescue/Safety Equipment

2.1 Minimum Rescue Boats

- a) A minimum of two (2) rescue boats are required during Sportsman Limited Outboard racing.

2.2 Required Rescue Boat Equipment

- a) Rescue Boat Required Equipment:
 - PDF (Personal Flotation Device) for each occupant
 - Backboard or Stokes Basket (or similar)
 - Fire Extinguisher
 - Functioning communications equipment

2.3 Recommended Rescue Boat Equipment

- a) Rescue boats should also contain:
 - Belt cutters or similar knives
 - Hand tools capable of cutting cut-resistant clothing

3. Rescue Operations

3.1 Inspections and Checks

- a) Equipment should be inspected prior to each day's racing by a designated race official.
- b) Radio equipment should be checked prior to each day's racing and throughout the event.

3.2 Rescue/Safety Team Meeting

- a) Rescue/safety personnel shall meet with the designated race official(s) prior to the beginning of the race event. All rescue/safety personnel will be given the following instructions:



Southern California Speedboat Club Racing Rules

- Expectations of conduct
- Areas of concern
- Meanings of signal flags
- Meanings of driver hand signals
- Assigned position on the course
- Expected response in case of emergency

3.3 Rescue/Safety Team Expectations

- a) Rescue Boat Operator Responsibilities:
 - Safe operation of the vessel
 - Safety of the racer and rescue/safety team
 - Safe transportation of patient to shore in concert with the rescue/safety team
 - Knowledge of potential hazards on the water
 - Knowledge of submerged hazards
- b) Rescue personnel shall immediately notify the judge's stand if the course is unsafe or when life or property is in danger.
- c) Contestants with potential injuries shall be lifted from the water horizontally (as possible) on a rigid body immobilization device.
- d) Outside of an emergency response or a direction from race control, rescue boats shall be operated in a manner that avoids creating excessive wakes.

4. General Racing Rules

- a) Racing shall be governed by the SCSC Board of Directors under the authority of the By-Laws.
- b) Interpretations of these rules are to be determined by the event race committee. All appeals from owners, drivers, shall be made to the BOD in writing. The decisions of the SCSC BOD shall be final.
- c) Radio communications may be used between driver and crew members during competition.
- d) Promoter may require drivers and crew members to wear uniforms such as shirts with racing identifications and long pants. Teams shall be notified of this requirement prior to the event.
- e) Unless directed by an SCSC official, no driver may receive outside assistance prior to completion of the race heat.
- f) Corrective lenses are required to be worn if the competitor is required to wear such lenses while driving an automobile.
- g) SCSC highly encourages interaction between the fans and racers. When fans are in attendance, racing teams shall keep their pit area in a safe, clean, and organized manner. Racers are encouraged to clean their equipment in-between heats.

5. Racing Events

5.1 Rules and Requirements

- a) At least one (1) turn judge at each turn. Judge shall understand the overlap rule for each class and notify the judge's stand of any violations.
- b) No "step ups" allowed, classes may be combined.
- c) Same boat and motor shall be used in all heats of the same class for the race day. A change of boat and/or motor shall be approved by an SCSC official.



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- d) No handicap racing.
- e) The race shall consist of up to three (3) heats. SCSC officials shall determine the maximum number of boats per heat.
- f) If the total number of entries exceeds the safe limit, teams shall draw lots. The race committee reserves the right to fill the final field by selecting additional boats.
- g) The race committee will determine the course and number of laps. Maximum distance of approximately five (5) miles and shall be a minimum of three (3) laps.
- h) If notice is provided in the race circular or circumstances are beyond the control of the race committee, single heat races are permitted.
- i) If notice is provided in the race circular, the race committee may run two (2) races in one (1) day. If circumstances are beyond the control of the race committee, the second race day may be cancelled.

6. Passing, Overtaking, Turning and Safe Driving

6.1 Rules and Requirements

- a) There shall be one (1) boat length maintained between the boat in front and the boat in the rear in order to pass or overtake. The lead boat shall not interfere with the lane of the boat behind it if the distance is less than one (1) boat length.
- b) The inside boat shall be provided room from the outside boat to avoid hitting course markers.
- c) A driver who misses a turn should return to the marker and legally complete the course.
- d) Drivers shall not damage or dislodge course markers causing a race delay.
- e) Drivers who violate the above rules shall be disqualified from the heat.
- f) Driver is responsible for the cost of repair or replacement of course markers.
- g) In the event of a boat blowing over or a collision, the boat(s) involved shall be inspected and be given approval from a designated official before returning to the water.
- h) During competition, drivers are not to drag their appendages in the water.
- i) Drivers coming on-plane in an unsafe manner shall be disqualified from the heat.
- j) All race officials have the authority to stop a heat if a driver is being unsafe. The driver responsible for the stoppage shall be disqualified for the heat. If on the last lap, the finishing order will be determined by the prior lap finish. If not on the last lap, if possible, the heat shall be rerun.

6.2 Starting, Stopping and Finishing

- a) Three (3) legal boats of the same class are required for a legal start in at least one (1) heat of the day.
- b) Starts may be by flag or clock as stated in the race circular. In the event of technical or equipment availability issues, the race committee reserves the right to change the use of flags or clocks.
- c) Flag starts to be conducted per established SCSC rules. The rules shall be reviewed during the driver's meeting.
- d) Clock Start Sequence:
 - 1. Horn sounds three (3) minutes before the start of the heat, a green flag goes up.
 - 2. After two (2) minutes has elapsed, the green flag goes down and the white flag goes up.
 - 3. At fifteen (15) seconds, boats between the last turn pin and the start line shall maintain their lanes.



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4. There is only one (1) start per race. It begins when the clock reaches 00:00. At that moment, the green flag shall be dropped.
- e) Start violations resulting in driver being penalized or disqualified from the heat:
 1. Jumping the Start – Crossing the start line thirty (30) seconds before the race begins will result in a one (1) lap penalty. If all boats jump the start, the race shall continue, and the boats are to be scored in their finishing order.
 2. Safety Violation – A driver creates an unsafe condition resulting in the stoppage of the start, they shall be disqualified for the heat.
 3. Commitment Buoy to Start Line – If a driver exits the “chute” between the commitment buoy and the start line during the last 15 seconds of the start, they shall be disqualified for the heat.
 4. Exiting the Pit Lane – Boats are strictly prohibited from leaving the pit after two (2) minutes has elapsed on the clock, when the green flag goes down and the white flag goes up is a disqualification.
 5. Improperly Entering the Course – All boats entering the course must enter in a counterclockwise direction and not cut the course or mill until on plane. If a boat has left the pit but has not gotten on plane, they can attempt to get on plane in a safe manner towards the outside of the course. At no time shall a boat reverse direction or cut the course and return to the pit once the race has started. This will be a disqualification.
- f) If all boats jump the start, the heat may be cancelled if a legal heat has already completed for the class that race day.
- g) Once a legal heat has started, it shall not be cancelled. A heat may be stopped if necessary. The driver causing the stoppage shall be disqualified from the heat. If on the last lap, the finishing order will be determined by the prior lap finish. If not on the last lap, if possible, the heat shall be rerun.
- h) Restart is permitted by the officials for any of the following conditions:
 - Failure to accurately document start violations.
 - Equipment or official errors or malfunctions.
 - After a stoppage for and accident or incident on the course. Drivers who jumped the start may join the the restart. All other disqualified violators may not join.
- i) Video equipment used to record the start is highly recommended. The video shall include a method to record with the race has started. Normally this is a light in view of the camera.
- j) Boats shall finish under their own power.
- k) Driver(s) creating the need for officials to use excessive flares in order to stop a heat shall be responsible for the costs.
- l) **Junior Hydroplane Only.** If a driver is ejected from the boat, the race is to be blacked flagged and rescue is to immediately retrieve the driver. The ejected driver is not eligible for the rerun if one is conducted.

7. Racing Equipment

7.1 Safety Requirements

Pit Safety

- a) No smoking.
- b) No Non-prescribed drugs.



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- c) No prescribed medications that affect the performance of a crew member.
- d) No open toe shoes.
- e) A fire extinguisher is required to be in the area.
- f) A fire extinguisher to be manned and at the ready during fueling.
- g) Refueling shall take place above the high water mark.
- h) Fuel to be stored in double containment.
- i) Drain pans or buckets are to be used under the outboard engine as much as possible.
- j) Above the waterline, installed propellers are to be covered as much as possible.
- k) Motors are not to be started above the waterline unless the propeller, pin, washer, and nut are removed. A warning shall be given to those in the area prior to starting.

Driver Safety – On the Water

- a) Closed toe shoes required. Cut socks and/or sturdy boots and cut level 5 or higher gloves are recommended.
- b) Eye protection required.
- c) Cut-resistant sleeves, wrist length.
- d) Cut-resistant pants, ankle length.
- e) Cut-resistant gloves and cut-resistant boots and/or socks are recommended.
- f) Life jackets are to be constructed in compliance with industry standards dated March 1, 2013 and be a type category “A” or “A-100”. Jackets to have impact/flak protection.
- g) Life jackets to be identified by permanent manufacturer’s tag indicating company name and date of manufacturer or re-inspection.
- h) Life jacket upper colors to be 70% international yellow or orange.
- i) Full shell helmet meeting Snell 2010 or newer, recommended to be high visibility yellow, red, orange, or lime green. Other helmet specifications allowed:
 - SFI competition 31.1 and 31.2
 - SFI spec 24.1 youth helmet for drivers age 16 and under
- j) The helmet shall remain on and properly strapped unless the driver is instructed to remove the helmet by a race official or rescuer or if boat is under tow and racing has ceased.

Boat Safety

- a) Functional kill switch, lanyard adjusted to appropriate length.
- b) Taped spring clip openings.
- c) Properly installed steering system.
- d) Fuel system to prevent the driver from being exposed to the fuel.
- e) No exposed sharp edges.
- f) Hull shall be seaworthy and properly maintained.
- g) Engine to be tied off as to prevent the outboard engine from lifting.
- h) Engine trim shall not exceed ± 2.54 degrees ($\pm 0.25^\circ$).
- i) Unsafe equipment shall be promptly reported to the designated race official. Immediate action shall be taken.

7.2 Legal Equipment

Inspections

- a) Hulls, outboard engines, and related equipment are subject to inspection in order to verify compliance with these rules.



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- b) To reduce cheating, with the approval of the race committee, and outboard may be torn down for inspection. The purpose of the inspection is to enforce existing rules and assist with developing new rules to maintain parity.
- c) Safety inspections shall be conducted by a designated official prior to each race event.
 - General seaworthiness of the boat.
 - Kill switch verification & lanyard length check.
 - Steering components, spring clips, and safety wiring as required.
 - Exposed sharp edges.
 - Properly tied outboard motor.
 - Throttle cable operation.
- d) Rule compliance inspections shall be conducted at the direction of the designated official at the conclusion of each heat. A violation of the following rules shall result in disqualification for the heat. Additional violations may result in further disciplinary action up to suspension from racing:
 - Engine height
 - Trim
 - Weight
 - Fuel
 - Restrictors (as required)
- e) Boats shall be weighed with drain plugs out and the water drained.
- f) Weights shall be secured inside the boat. Unsecured weight shall be removed before weighing.
- g) A driver failing to report with his equipment for inspection is subject to discipline including but not limited to disqualification from the event and/or suspension from SCSC races.

Junior Hydroplane (Ages 9 to 16)

- a) Engines:
 - Johnson (OMC) JKT 15 hp (with 0.650" restrictor)
 - Evinrude (OMC) EKT 15 hp (with 0.650" restrictor)
 - OMC 9.9/15HP from 1974 thru 1992 J15E, J15R, E15E and E15R type engines.
 - i. The OMC JKT and EKT 15A design were produced from 1986 thru 1992 and are specific to racing. They are preferred OMC models.
 - ii. Electronics/ignition, flywheel, tune pipe/resonator and carburetor can be changed to match JKT/EKT or 1986 J15/E15.
 - iii. 9.9HP must use 15HP carburetor and tune pipe/resonator.
 - iv. SCSC Officials reserve the right to refuse to allow any non-JKT/EKT engine to compete if it is determined the engine does not conform to the intent of this rule.
 - Mercury/Mariner 15 hp (No restrictor)
- b) Engine Details:
 - Shaft center height = 1-3/4" minimum
 - Racers shall not modify their outboards for speed advantages.
 - OMC outboards shall be in the spirit of the race engines produced in the mid 80's.
 - Mercury engines shall be in the spirit of the currently produced race engines.



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- Removal of material from moving parts is prohibited.
 - Surfaces without defined dimensions shall not be altered.
 - Engines may be “blue printed” however they shall comply with known dimensions.
 - Up to 40 over pistons are allowed, any commercially available brand.
 - Carburetor butterfly screws shall be stock.
 - Fixed jets shall be used, no adjustable jets.
 - Remote “Dead Man’s” throttle shall be used, no tillers.
 - Outboards shall be equipped with steering bars, no tillers.
 - Engine covers shall be installed, holes to the front are to be covered or proper knobs installed.
 - OMC – The water slot hole at the bottom of the cylinder block may be blocked.
 - OMC – The small hole at the top of the water passages around the exhaust ports may be blocked.
 - Mercury/Mariner – Carburetor shall not be modified.
 - Stock gear foos may be used if stated in the race circular.
 - Racing gear foos shall meet the BTM profile template.
 - After-market parts are legal as long as they are considerably similar to OEM parts and readily available.
- c) Boat Measurements:
- OMC minimum weight = 315 lbs
 - Mercury/Mariner minimum weight = 325 lbs

Sportsman Limited “A” Hydroplane (Ages 12 and up)

- a) Engines:
- Johnson (OMC) JKT 15 hp
 - Evinrude (OMC) EKT 15 hp
 - OMC 9.9/15HP from 1974 thru 1992 J15E, J15R, E15E and E15R type engines.
 - i. The OMC JKT and EKT 15A design were produced from 1986 thru 1992 and are specific to racing. They are preferred OMC models.
 - ii. Electronics/ignition, flywheel, tune pipe/resonator and carburetor can be changed to match JKT/EKT or 1986 J15/E15.
 - iii. 9.9HP must use 15HP carburetor and tune pipe/resonator.
 - iv. SCSC Officials reserve the right to refuse to allow any non-JKT/EKT engine to compete if it is determined the engine does not conform to the intent of this rule.
 - Mercury/Mariner 15 hp
- b) Engine Details:
- Shaft center height = 1” minimum
 - Racers shall not modify their outboards for speed advantages.
 - OMC outboards shall be in the spirit of the race engines produced in the mid 80’s.
 - Mercury engines shall be in the spirit of the currently produced race engines.
 - Removal of material from moving parts is prohibited.
 - Surfaces without defined dimensions shall not be altered.



Southern California Speedboat Club Racing Rules

- Engines may be “blue printed” however they shall comply with known dimensions.
 - Up to 40 over pistons are allowed, any commercially available brand.
 - Carburetor butterfly screws shall be stock.
 - Fixed jets shall be used, no adjustable jets.
 - Remote “Dead Man’s” throttle shall be used, no tillers.
 - Outboards shall be equipped with steering bars, no tillers.
 - Engine covers shall be installed, holes to the front are to be covered or proper knobs installed.
 - OMC – The water slot hole at the bottom of the cylinder block may be blocked.
 - OMC – The small hole at the top of the water passages around the exhaust ports may be blocked.
 - Mercury/Mariner – Carburetor shall not be modified.
 - Stock gear foats may be used if stated in the race circular.
 - Racing gear foats shall meet the BTM profile template.
 - After-market parts are legal as long as they are considerably similar to OEM parts and readily available.
- c) Boat Measurements:
- Last 18” of the bottom of the boat shall be flat ($\pm 1/16$ ”)
 - Maximum air trap depth of $5/8$ ” at stern and $1-5/8$ ” depth 18” forward
 - Maximum air tram width, $7/8$ ”
 - OMC minimum weight = 345 lbs
 - Mercury/Mariner minimum weight = 330 lbs

Sportsman Limited “C” Hydroplane (Ages 16 and up)

- a) Engines:
- Yamato Model #102
 - Yamato Model #302
 - Yamato Model #321
- b) Engine Details:
- Shaft center height = $3/4$ ” minimum
 - Racers shall not modify their outboards for speed advantages.
- c) Boat Measurements:
- Minimum weight = 440 lbs

Sportsman Limited “20” Hydroplane (Ages 15 and up)

- a) Engines:
- Yamato Model #80
 - Yamato Model #102, w/ $7/16$ ” restrictor
 - Yamato Model #302, w/ $7/16$ ” restrictor
 - Yamato Model #321, w/ $7/16$ ” restrictor
- b) Engine Details:
- Shaft center height = $1/2$ ” minimum
 - Racers shall not modify their outboards for speed advantages.



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- c) Boat Measurements:
- Minimum weight = 400 lbs

Sportsman Limited “300” Sealed Hydroplane (Ages 14 and up)

- a) Engines:
- Yamato Model #302
 - Yamato Model #321
 - Engines are to be sealed
- b) Engine Details:
- Shaft center height = $\frac{3}{4}$ ” minimum
 - Racers shall not modify their outboards for speed advantages.
- c) Boat Measurements:
- Minimum depth at sponson trailing edge = 1- $\frac{3}{4}$ ” (difference between bottom of hull and bottom of sponson)
 - After plane \geq 5’9”
 - Minimum sponson and air trap = 35”
 - Minimum bottom length = 8’9”
 - Minimum weight = 420 lbs
- d) Propellers:
- Must race propellers provided with the engines
 - Drivers are to turn in a propeller for the draw
 - Once concealed, a drawing will take place at the driver’s meeting
 - No trading or returning allowed
 - The drawing is to be performed each race day

Sportsman Limited “C” Runabout (Ages 16 and up)

- a) Engines:
- Yamato Model #102
 - Yamato Model #302
 - Yamato Model #321
- b) Engine Details:
- Shaft center height = $\frac{3}{4}$ ” minimum
 - Racers shall not modify their outboards for speed advantages.
- c) Boat Measurements:
- Minimum beam = 48”
 - Minimum length = 11’5”
 - Minimum weight = 475 lbs

Outlaw “A” Hydroplane (Ages 16 and up)

Safety and General Rules

The same rules for Sportsman Limited Outboard unless specified below.

Legal Equipment

Same rules as Sportsman “A” Hydroplane except the following:



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- a. Minimum Weight: 365lbs with gear and driver
- b. Shaft center height = ¾" minimum

Starting, Passing, Overtaking, Turning and Safe Driving:

Same rules as Sportsman "A" Hydroplane except the following:

- a. Notwithstanding any other overlap rule, there must be enough distance maintained between the boat in front and the boat in the rear in order to safely pass or overtake. The lead boat shall not intentionally make erratic changes in its course to interfere with the lane of the boat next to it or behind it while being passed or overtaken.
- b. Starts are to be a flag start. Lane selection shall be by draw. Drivers are to hold their lane until the exit of turn one.

7.3 Fuel Requirements

- a) A baseline fuel shall be identified for each race event. This fuel will be used to set the maximum acceptable level of the Digitron reading. Baseline fuel readings shall be taken with a 20:1 mix of AMSOIL Dominator 2 cycle oil or equivalent.
- b) The Digitron should be used according to the owner's manual.
- c) Authorized fuel providers for each race venue, 87 octane will be sampled:
 - Parker, AZ.....Parker Oil, 508 S California Ave., Parker, AZ 85344
 - Bakersfield, CA...Mobil, 6201 Lake Ming Rd, Bakersfield, CA 93306
 - Long Beach, CA...Mobil Oil, 6401 E Pacific Coast Hwy, Long Beach, CA 90803
 - San Diego, CA.....Shell, 4201 W Point Loma Blvd, San Diego, CA 92110
- d) Authorized fuel providers may change if announced in the race circular or at the race site.
- e) Allowable fuel types:
 - Pump gasoline
 - Aviation gasoline
 - Automotive racing gasoline
 - The above may be mixed together
- f) Minimum Specific Gravity for fuel is .700.
- g) Fuel and additives shall not be water-soluble
- h) Fuels shall not contain the following:
 - Alcohol
 - Substances other than oil
 - Dioxane
 - Other industry banned substances

7.4 Numbering

Boat Numbering

- a) Specifications:
 - The number one (1) shall be reserved for the prior year class high points winner.
 - Legal numbers are 2-999, SCSC members have first rights to numbers.
 - A single letter at the end of the number(s) is optional.
 - 1" stroke, spacing, and border.
 - 6" height.
 - Contrasting black and white.
 - Solid background.
 - Both sides of the boat are to be numbered.



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- Driver is responsible for numbering to be legible from the start/finish line to the judge's stand.