

2016 General Rules for Inboard Runabouts

Rule # 1: Hulls

(1 A) Hulls for Inboard Racing Runabouts shall be a displacement or monoplane type and shall be equipped with forward and aft decks.

(1 B) The combined total length of the two decks shall not be less than one fifth (1/5) of the L.O.A.

Rule # 2: Longitudinal or Transverse Breaks

(2 A) 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).

(2 B) These shall be no greater depth than five eighths (5/8) inch and run in a fore and aft direction.

(2 C) All longitudinal breaks shall be essentially parallel to the keel, from the trailing edges to amidships.

(2 D) Strakes terminating forward of the trailing edges, must do so at no more than a forty-five (45) degree angle to the adjacent bottom surface.

(2 E) The keel shall not be higher than a straight line from chine to chine, or to any spray rails attached to the chines, from the trailing edges to amidships.

(2 F) Strake depth shall not interfere with a straight edge touching keel and chine, in the area from the trailing edges of the planking surfaces, to fifty-four (54") inches forward of the trailing edges. This shall be from the major trailing edges including cavitation plate(s) excluding projections from cavitation plate(s).

(2 G) There shall be no limitations to the number or width of the strakes used, and they may extend to include cavitation plate(s).

(2 H) There shall be allowed a one eighth (1/8") inch break or step in the transverse direction for the purpose of attaching hardware, such as fins, water pick-up, turning fins, strut etc. to the bottom of the hull.

Rule # 3 Flat Keels

(3 A) Hulls may have a flat keel area on both sides of the centerline.

(3 B) The outer edges of the flat keel areas shall be essentially parallel to the centerline of the hull, in the area from the transom to fifty-four (54") inches forward of the transom.

(3 C) In this flat keel area, concavity (hollow) shall not exceed one-eighth (1/8") inch per foot, as measured from a straight edge, running parallel to the transom, in the area from the trailing edges of planning surfaces, to fifty-four (54") inches forward of the trailing edges. This shall be from the major trailing edges including cavitation plate(s) excluding projections from cavitation plate(s).

Rule 4 Concavity

(4 A) Hulls shall have no more than five-eighths (5/8") concavity (hollow) from keel to chine, from trailing edges to amidships.

(4 B) Measurements shall be taken from a straight edge placed from keel to right and left chines, or the lower edge of the spray rails attached to the chines.

(4 C) Any portion of the bottom width that exceeds five-eighths (5/8") inch concavity (hollow) shall be declared illegal.

Rule 5 Cavitation Plates

(5 A) Hulls may be equipped with cavitation plate(s).

(5 B) Cavitation plate(s) may be adjusted while boat is in motion.

(5 C) Cavitation plate(s) shall conform with all measurements required of hull at a given handle or foot control setting.

(5 D) At the point at which the cavitation plate(s) attach to the hull, there shall be a maximum recess of one-eighth (1/8") inch allowed between the bottom surface of the cavitation plate(s) and the bottom of the hull.

(5 E) For the purpose of definition and measurement of the above rules, the following shall apply.

(5 F) Strakes, breaker strips, spray rails and rubbing strips are considered the same.

(5 G) The keel is the fore and aft centerline of the hull bottom.

(5 H) Immersed surfaces are those taken with crew and fuel on board while at rest in water.

(5 I) The term trailing edges shall include cavitation plate(s).

(5 J) Surfaces required to be parallel to centerline shall not vary more than one (1") inch per foot.

(5 K) It shall be allowable to add aluminum, wood or fiberglass to the hull to bring hull into rule requirements.

(5 L) Skid and turning fins, struts and blast plates located between the strut and leading edge of the cavitation plate(s), shall not be included in any measurement nor are they considered at present under the rules.

(5 M) For the purpose of inspection, it shall be the owner's responsibility to provide a sling or similar device, which will safely lifting boat from trailer by crane or other lifting apparatus.

(5 N) A technical manual concerning inspection and measurement of the racing runabout rules will be available from the hull committee or the IRC at the handling fee of five dollars (\$5.00). Any changes in the technical which would alter any measurements or requirements of these rules shall be approved by the owners involved.

(5 O) No person under sixteen (16) years of age shall be allowed to race as a member of crew.

(5 P) When any engine or hull is the subject of protest or questioned as to compliance with these rules, the Inboard Racing Commission of C.B.F. may order a special inspection, or at its discretion require the owner to file such drawings as are necessary to show the protested or questioned condition. The report of the inspectors or the drawings shall be submitted to the proper inspectors or the drawings shall be submitted to the proper Runabout Technical Committee for analysis and opinion. If the hull is

deemed to violate the provisions of the rules in letter or spirit, or if the owner should not provide the required information, the boat may be barred from racing.

Can Am Runabout Class

Rule 1 General

(1 A) The class will conform to all CBF General Racing Rules, CBF Inboard Racing Rules, CBF Inboard Runabout Racing Rules and CBF Inboard Safety Rules, unless otherwise specified.

Rule 2 Letters and Numbers

(2 A) The boats shall display the words "Can Am", followed by a registration number assigned by CBF. Strongly contrasting colors must be used. Roundel background is optional.

Rule 3 Hull Dimensions

(3 A) Minimum L.O.A. Sixteen (16') feet.

(3 B) Minimum B.O.A. seventy-two (72") inches'

(3 C) Hull must be a flat bottom boat in design and conform to the specifications set out in the General Rules for Inboard Runabout.

(3 D) Adjustable plates mounted at the rear of the hull will be allowed and can be adjusted while the boat is in motion. Stops shall be provided to limit both the up and down movement.

(3 E) It shall be compulsory to have at least two (2) guards around the drive shaft (torque tubes) plus a 180 degree scatter shield over the top of the forward u-joint (minimum thickness one quarter (1/4") inch aluminum or one eighth (1/8") inch steel.

(3 F) Engine must be mounted rear of amidships and drive forward through a Vee drive.

Rule 4 Engine Specifications

(4 A) Single engine, American Automotive.

(4 B) Cubic inches restricted to a maximum five hundred (500) C.I. and a two (2) valve maximum per cylinder, no four (4) valve heads as per January 1993.

(4 C) Unlimited carburation or fuel injection.

(4 D) Must be normally aspirated. No superchargers, turbo chargers or blowers of any type.

(4 E) All internal and external modifications permitted.

(4 F) All ignition systems permitted.

(4 G) Aftermarket aluminum parts and blocks permitted.

(4 H) The only fuels allowed are alcohol and gasoline.

(4 I) Nitrous oxide not permitted.

Rule 5 Engine Changing

(5 A) Engine changes between heats permitted

Rule 6 Conduct of Race

(6 A) Recommended format for each race day is two (2) heats of four (4) laps over a one and one quarter (1 ¼) course. One (1) hour must be allowed between heats, where the same boats compete.

- (6 B) Maximum number of boats in a heat will be ten (10).
- (6 C) Referees discretion shall be used at each race course.
- (6 D) When eliminations are necessary, four (4) lap heats shall be run per qualifying group.
- (6 E) Each qualifying group will be divided equally from a draw.
- (6 F) CBF standard points will be used to qualify a boat for the final.
- (6 G) Single points will be awarded based on overall position of the day.
- (6 H) Boats must finish their heat to be awarded points.
- (6 I) In the event of a tie, the position will be awarded to the boat with the least elapsed time for the both heats.
- (6 J) A one (1) minute penalty will be added to their time for boats beating the gun at the start of the race.
- (6 L) All boat owners and/or operators competing in a Can Am event must be members of the Can Am Sprint Boat Association.
- (6 M) Annual membership fee is fifty (50) dollars Canadian to meet promotional and administration expenses of the association.
- (6 N) Can Am Sprint Boat points will be awarded by CBF for each regatta.
- (6 O) National and Hi-Point Awards will be presented at the National Convention to the CBF members only/
- (6 P) Can Am will appoint its own driver representative at each regatta.
- (6 Q) In single event weekends, Can Am will require two (2) rounds of qualifying heats.
- (6 R) Can Am boats who finish in the top three (3) positions of a weekend regatta will be checked for proper C.I.
- (6 S) Five thousand (5000) dollar minimum prize money shall be minimum prize money paid out for 2 days of racing.
- (6 T) For the Can Am class, the use of forty-five (45) seconds at the mid-course buoy as a start procedure/

Rule 7 Joint Sanction Regattas

(7 A) APBA members racing in Can Am class will be allowed to use class letters.

Rule 8 Safety

Rule (8 A) removed, (8 B) becomes (8 A), (8 C) becomes (8 B).

(8 A) Shaft releases: Shaft releases (Whirl ways) are devices that allow propellers to break free from the drive-line that are attached to the motor via the v-drive. In the event of a seized or locked-up motor at high speed, a stationary propeller often causes a flat bottom boat to snap roll and violently crash. It will be mandatory in the Can Am class that all boats be equipped with a shaft release.

(8 B) Blast Pants: Blast Pants will be mandatory for the 1996 season, except for boats equipped with a canopy.

(8 C) Flotation shall be as in current APBA 3.7 Boat Safety Rule # 3.7.5. All hydroplane and runabouts must have suitable flotation which will float the hull, motor and driver in a swamped state. It will be the responsibility of each owner to verify if his crafts flotation is adequate and they may be asked to indicate location of the flotation. For runabouts with restraint capsules, it is recommended that flotation be placed in a location to help upright a capsized hull. Flotation should be placed in the left (port) side, and mechanically fastened to the capsule and stringers, based on a maximum of sixty (60) lbs. per cubic foot.

(8 D) Can Am Sprint Boat Association highly recommends that operators wear appropriate neck protection.

(8 E) Can Am Sprint Boat Association highly recommends that all registered Can Am runabouts be equipped with GPS locators.