

2010 VINTAGE & HISTORIC RACING DIVISION BYLAWS

No change should be made to these rules that contradicts the APBA General Racing and Safety Rules.

ARTICLE I: NAME

1. The name of this category shall be the Vintage and Historic Racing Division.

ARTICLE II: PURPOSE

1. The purpose of this Division shall be:
 - A. To provide a means by which individuals sharing a common interest in vintage and historic boating can meet, share experience and information, exchange ideas and generate enthusiasm for all aspects of their interest.
 - B. To promote the preservation of the APBA's racing history.
 - C. To serve as a repository and clearinghouse for all information relating to vintage and historic race boats.
 - D. To report to the membership through a monthly column in *Propeller* magazine, and communicate with the public regarding its activities, purposes and goals.
 - E. To promote, further and encourage a love and enjoyment of vintage and historic boating at its highest level in all of its aspects.
 - F. To promote Vintage and Historic Race Boat Shows and rendezvous (possibly in conjunction with APBA sanctioned races) for the benefit of the public at large, and to educate members of the Association and the public by conducting research. In the long term, maintaining a library with information regarding classification, restoration and authenticity of vintage and historic race boats. In general, to promote sponsored activities designed to create an interest and educate the public at large about vintage and historic race boats.
 - G. To promote safety in the operation and display of Vintage and Historic race boats and assist in the planning and organization of Vintage and Historic Racing Division events.
 - H. The President of the APBA will appoint the Chairperson of the Vintage and Historic Racing Division.
 - 1) The V & H Chairperson must be a member in good standing of the American Power Boat Association.
 - 2) The V & H Chairperson will be responsible for all required sanction approvals.
 - 3) The V & H Chairperson has the authority to appoint Vintage and Historic Board Members.

ARTICLE III: MEMBERSHIP

1. The members of the Vintage and Historic Division of APBA will receive a membership and registration card for their vintage race boat. This boat would be eligible for any class letter, number and name that the original hull may have had in its racing career. (*Suggestion: use the boat's most famous or noteworthy name and number.*) This does not prohibit the owner from using the name and number of his choice.

ARTICLE IV: GENERAL RULES

1. The Vintage and Historic Division is open to all classes of racing boats from Outboards through Unlimiteds. The expanding popularity of Vintage activities makes it appropriate to clarify the types of boats that can be categorized as APBA Vintage and Historic. The mission of the Vintage and Historic division has been to promote and preserve the rich history of APBA boat racing. To accomplish this, it is important that standards are in place to help participants restore, replicate or create boats that will reflect that vision.

The goal is not to create a series of rules to enable static judging contests or inhibit participation, but rather to offer guidelines to members, participants, restorers and boat builders that will make it possible to continue the growth of Vintage and Historic and thus achieve the Division's stated mission.

2. Events which only include Vintage and Historic race boats ("stand-alone" events) will be given preference over dually-sanctioned events when the yearly schedule is determined.

3. A sanction for a stand-alone event will not be awarded if there is another Vintage event within 1,000 miles on the same weekend.

4. Beginning in 2010, all requests for sanctions must be received by the Chairman no later than the Annual APBA meeting.

5. Event organizers of a potential new event must contact their region rep with the details of their proposed event.

6. VINTAGE BOATS: In the V&H Division, a "VINTAGE" boat is designated to have been constructed between 1946 and 1986 and must have been a racing hull at one time in its history.

7. HISTORIC BOATS: A "HISTORIC" boat is designated to have been constructed between 1900 and 1945.

8. Additionally, V&H boats (hydroplane, runabout, Offshore, Inboard, Outboard) will fall into one of the following categories:

- A. **Re-creation (Complete reproduction or replicas):** A racing boat that exactly replicates a boat that could have participated in APBA sanctioned events at the time of original construction. The original boat that is being recreated must no longer exist. No apparent content or components from the original boat are used, but all dimensions, basic construction technique, engine type, hardware, paint scheme and name accurately replicate the boat that it is patterned (named) after. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained.
- B. **Restored:** A racing boat that could have participated in APBA sanctioned events at the time of its original construction. The engine type used in the restoration must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained. A measurable part of the original hull structure, hardware, engine or appendages (cowlings, etc.) must be included in the restoration of the boat.
- C. **Spirit of Vintage:** A racing boat resembling a race boat from the Vintage or Historic eras. The dimensions and configuration of the boat should be similar to boats that could have participated in APBA events. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original should be maintained. A Spirit of Vintage boat can be named after the vintage or historic boat that it was built to resemble on two conditions:
 - The original boat is not in existence
 - A suffix "R" appears after the hull number on the boat

9. Hull modifications: All modifications to V & H hulls must be made in the "spirit of Vintage". Hull modifications are subject to review by the V & H Chairman and Vice Chairman and if deemed not in the "spirit of Vintage", the hull will be designated for static display only. Examples of modifications not in the "spirit of Vintage" include, but are not limited to, overpowered engines, technological advances not period to the hull, enclosed cockpits, safety cells, cages, driver's restraints, etc.

10. Vintage or replica Skiffs using any motor other than a 283 must run with a restrictor plate. Skiff motors must not exceed 350 ci. Hydraulic trim tabs and side exhaust are no longer allowed.

11. All Vintage and Historic Racing boats are encouraged to carry the APBA's Vintage logo. It should be placed before the racing number in order to identify the hull as a Vintage Racing Craft and eliminate any confusion with current racing boats that may hold the same registration number.

12. A Vintage and Historic craft may be owned by either an individual, partnership or a corporation, provided that such individual, partnership or corporation shall be a member of APBA Vintage and Historic Racing Division. In the event, however, that a V & H race boat is owned by a

partnership or corporation, the partnership or corporation must designate an individual who is a member of the Vintage & Historic Racing Division as the representative of such partnership or corporation.

13. The following are required in order to participate in any V & H event.

- A. The Vintage & Historic boat owner, or their representative, shall show proof of participant membership to the Event Referee or representative upon demand.
- B. Historical/restoration display boards for your boat.
- C. The following forms are also required. These may be obtained by contacting your Vintage Region Representative or downloading from vintagehydroplanes.com. (Click on "apba-vintage & historic division" on the site navigation bar on the home page):
 - Hull Log Books for each boat
 - Owner's Form
 - Restoration History Form
 - Inspection Issues Form
 - Media Form

14. The "Events Attended" sheet is RECOMMENDED. It is also strongly recommended that several copies of the Media sheet be kept in the log book for use by organizers/announcers at each event you attend. Old and new photos of your boat are also a recommended item in your log book. Since the log book will be required to participate in any V&H event, it is suggested that your APBA membership card be kept in the log book as well.

15. Minimum age for in-water participants: The minimum age for drivers or riders to participate in an exhibition run is 16 years old.

ARTICLE V: SAFETY RULES:

1. All boats participating in an APBA sanctioned regatta must be safety inspected, and will comply with **Article V Safety Rules**. Boats and/or drivers found in noncompliance with these by-laws will not be allowed to participate in in-water activities.

2. Kill switches are mandatory. The only exceptions would be:

- A. An older outboard with a dead man's throttle or
- B. A master cutoff switch in a reinforced cockpit hull.

3. The use of protective headgear is mandatory. All drivers, riding mechanics, and passengers are required to wear bright orange/red/yellow helmets, eye protection, long sleeves, long pants, closed-toed shoes and racing life jackets at all times while the raceboat is on the water. Eye protection will be in the form of a helmet face shield, goggles, or ANSI/OSHA approved safety glasses with restraint straps. Gentex life jackets are not permitted to be used by any participant during exhibition runs.

4. A 5 lb. dry charge, or equivalent, fire extinguisher must be readily accessible for each boat in the pit area. Fire extinguisher must be present while refueling.

5. Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged.

6. Inboard V & H boats: A safety collar must be placed on the propeller shaft to prevent it from moving rearward should the thrust bearing come apart or loose on the shaft. Exceptions to this rule would be:

- A. Boats using a marine transmission and coupling assembly. The shaft coupling must have a minimum of two safety-wired setscrews; or
- B. A propeller shaft retention system, such as prewar Gold Cup racers that have the propeller shaft gimbaled and connected to the rudder.

7. All lifting straps and hardware on the hull must be of sufficient strength and attached properly to support the entire weight of the boat from any one of the lifting points. All lifting straps must be date tagged and load rated every three years.

8. It is compulsory that all participants attend the driver's meeting. **At an event that has a dual sanction, it is mandatory for members to attend both the V&H drivers' meeting and the event drivers' meeting.** A roll call will be held. Only participants who answer roll call will be allowed to launch for in-water activities.

9. All participants must sign an APBA Insurance Waiver and Release Form. New drivers can become qualified to participate in these events.

10. The V & H Safety Inspector shall prohibit the use of any equipment he deems unfit for service.

11. There will be a mandatory safety inspection for ALL participants in in-water activities at every sanctioned event. Each year a sticker will be added to the hull as initial proof of a successful inspection.

12. A physical examination (minimum of D.O.T. physical) is MANDATORY for drivers of all V&H Unlimited, Grand Prix and 7 Litre hydroplanes, as well as supercharged flatbottoms. This physical examination must have been performed in the 24 months before the event, and the certificate (signed by the physician who performed the physical) is to be carried in the hull log book.

ARTICLE VI: EVENT SITE RULES:

1. A V & H Drivers' Representative shall be designated by the Chairman for each sanctioned event site. **(The positions of Referee and Drivers' Representative may be combined into one position.)** The Drivers' Representative is responsible for the following:

- A. Submitting APBA one-day membership forms.
- B. Distributing and reviewing the "Guidelines for New Vintage Exhibition Run Participants".
- C. Serving as the single point contact for any V & H participants in regard to disputes and/or problems at an event site.
- D. Submitting incident report forms. This form must be filled out for every sanctioned event whether or not there is an incident to report.

2. A V&H Safety Inspector shall be designated by the Chairman for each sanctioned event site. The Safety Inspector is responsible for the following:

- A. Submitting safety check sheets for all in-water participants.
- B. Serving as the single point contact for any V & H participant's safety related issues.

3. The Chairman is to supply a package to each sanctioned event site for the Driver's Representative and Safety Inspector. The package will include, but is not limited to, the Drivers' Meeting criteria list, safety check sheets, one-day membership forms, inspection stickers, guidelines for new participants and incident report forms.

4. The drivers' meeting will be conducted by the Chairman, Vice Chairman or a designated representative.

5. The V&H safety checklist will record any discrepancy found at the first event, or any other event thereafter. The safety inspector will classify the problem as follows:

- A. Level 1 - Discrepancy found - allowed to launch by call of safety inspector for in-water activities but must be corrected for next event.
- B. Level 2 - Discrepancy found - not allowed to launch for in-water activities and must be corrected for next event. Any discrepancies found on a particular hull must be forwarded by the Chairman to the next sanctioned event site, and proof of correction must be demonstrated to the appointed safety inspector.

6. Discipline: Any member whose appearance, conduct, associations or affiliations, at or away from APBA sanctioned events, which are deemed not conducive to the best interests of APBA or who exhibits conduct which is inappropriate, offensive, abrasive or in bad taste; and persons who have been convicted of criminal activity may be denied membership or a license or may be excluded or suspended from APBA at the discretion of the chairman

and vice chairman.

- A. 1st offense: Warning
- B. 2nd offense: On trailer for day
- C. 3rd offense: On trailer for season

ARTICLE VII: GUIDELINES FOR NEW VINTAGE RACE PARTICIPANTS

1. Purpose: To insure the safety of all participants in APBA sanctioned Vintage Race Boat Exhibition Events, thereby encouraging more events and participants, resulting in the preservation of more fine Vintage Race Boats.

2. Background: During the last decade, Vintage Race Boat Exhibitions have become increasingly popular, with events being held throughout the US. Some are run in conjunction with regular scheduled APBA races; others are stand-alone events such as the Clayton, NY Race Boat Regatta. In all cases more and more race boats and many more drivers and observer/riding mechanics are participating. The result is that many of the drivers are running for the first time on a closed course with other boats running close by. It must be stressed that NONE of these events are competitive in nature but rather are exhibitions of Vintage Race Boats running in a race-like setting. Experienced drivers and APBA race officials have observed that first-time participants lack training and guidance in how to prepare their boats, including all the safety equipment which must be in excellent working condition; and in how to conduct themselves on the race course. It is appropriate to offer specific guidelines for how new drivers can become qualified to participate in these events.

3. GUIDELINES:

- A. Drivers will be considered “in training” until they have participated in at least two APBA sanctioned events.
- B. New drivers must be available the afternoon prior to the event for detailed boat inspections and instruction on special procedures on the racecourse. The Safety Committee or specially selected experienced drivers will perform this instruction.
- C. Drivers in training will be instructed to run in the outside lane, and to start last and run last. They are to avoid passing and stay away from other boats. The observer (when applicable) should be instructed that his/her responsibility is to observe other boats on the course at all times and insure that the driver is made aware of anything taking place that might create a problem. Observers are required on all boats with sufficient cockpit space.
- D. During the afternoon session prior to the event, experienced drivers will observe novice drivers and have them go through typical maneuvers and situations so that their skills can be evaluated and guidance offered. This is especially necessary in the case of single seat hydroplanes. In this case an experienced driver will observe the new driver from a chase boat or from land.
- E. It is important to stress to the beginning driver/observer — and, in fact, all participants — the need to follow all the rules faithfully; for it is only in this way that we can continue to have these APBA sanctioned events.
- F. Instruction will be offered in what to do in the event of an accident/incident on the course; what hand signals to use to indicate whether or not the driver and observer are OK. In the event of a red flag situation, all boats are required to stop on the racecourse at once and await further instructions. A black flag is the signal that the course is closed and that you may safely return to the pit area.
- G. All the material that is covered at the drivers’ meeting will be covered in advance for new participants where there is plenty of time for questions and discussion.
- H. All participants will be advised that Safety Committee and Race Judges’ rulings are final, and that failure to follow their rulings will result in that participant being asked to withdraw from that event immediately.