

# 2012 VINTAGE & HISTORIC RULES 09/10/11

[http://www.vintagehydroplanes.com/vintage\\_historic\\_division.html](http://www.vintagehydroplanes.com/vintage_historic_division.html)

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

## ARTICLE I: NAME

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.

2. The President of the APBA will appoint the Chairperson of the Vintage and Historic Racing Division.

- A. The V & H Chairperson must be a member in good standing of the American Power Boat Association.
- B. The V & H Chairperson will be responsible for all required sanction approvals.
- C. The V & H Chairperson has the authority to appoint Vintage and Historic Board Members.

## ARTICLE III: MEMBERSHIP

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. **It is highly suggested that to maintain the relevance of the historic preservation mission of V&H, the boat's most famous or noteworthy name be used. The owner can use the name and number of his choice as long as he does not attempt to recreate a boat currently registered in V&H. The Vintage Chairman should be contacted prior to naming the boat to ensure its eligibility.**

## 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 dual-sanctioned events when the yearly schedule is determined.

3. All requests for sanctions must be received by the Chairman no later than the Annual APBA meeting.

4. Event organizers of a potential new event must contact their region rep with the details of their proposed event. All sanction requests for V&H participation must state which V&H classes will be accepted. Some venues may not have launching facilities or space to accommodate all V&H classes. If V&H participation is requested by Inboard, outboard, Unlimited Lights or any other category, a vintage inspector and vintage driver's representative must be listed on the sanction request. Sanctions will not be approved if these are not listed.

5. There will be a minimum of 500 miles between V&H stand-alone events and other V&H sanctioned events which occur on the same weekend.

6. Agreement has been reached between the APBA and the CBF (Canadian Boating Federation). Members of either group will be permitted to register and run at events organized by either group. The two groups will maintain their own individual insurance policies.

7. **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.

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

9. 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 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. The letter “R,” indicating a replica or reproduction vintage race boat, must be displayed on race boats fitting this designation. This letter must be a minimum of 3 inches in height, and is to follow the number on the boat, e.g., “S-103 R.”

- 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:
  - a) The original boat is not in existence
  - b) The suffix “R” appears after the hull number on the boat

10. 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 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.

11. 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 not allowed.

12. 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.

13. 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 & Historic Racing Division. In the event 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.

14. 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 Regional Representative or downloading from [vintagehydroplanes.com](http://vintagehydroplanes.com). (Click on “apba-vintage & historic division” on the site navigation bar on the home page). These forms must be put into a Hull Log Book (any size) for each boat:
  - a) Owner’s Form
  - b) Restoration History Form
  - c) Inspection (“Issues”) Forms from every event attended
  - d) Media Form (the owner’s own description of his/her boat)

D. Inspectors will be instructed to examine the log book before any other inspection of the boat may take place. If the log book is not present, the participant will sit out the first heat of that event. If the participant shows up at the next event without the log book, he will not be permitted to participate in that event. It is the responsibility of the boat owner to be sure that he/she is present at the boat when the inspector arrives, and that the log book, helmet and life jacket are ready to be inspected.

15. The “Events Attended” sheet is RECOMMENDED for inclusion in the log book. 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 recommended 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.

16. Capsule or reinforced cockpit race boats are not permitted.

#### **ARTICLE V: SAFETY RULES:**

1. Driving racing boats is an inherently dangerous sport and each competitor assumes the risk when he/she participates in an event. While everyone involved — owners, drivers, crewmembers, officials, promoters, and the sanctioning body — can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present. It is the participant’s responsibility to advise their spouses and next of kin APBA cannot be, and is not, responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events as follows:

A. APBA: APBA officers, officials, agents, and representatives are not present at APBA events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, APBA cannot and does not take responsibility to ensure the adequacy - for purposes of safety - of the racing facility, safety personnel or equipment, or conditions of the premises including the waterway. The participants are solely and ultimately responsible for satisfying themselves as to the safety of the premises, pit areas and race course.

B. Participants: All participants are obligated to inspect the racing facilities, including the pit area and race course, including all of the conditions that would affect their participation in, before and after the event. Participants are solely and directly responsible for the safety of their race craft and racing equipment, are obligated to perform their duties whether as an owner, driver, or crew member in a manner

designated to minimize, to the degree possible, the risk of injury to themselves and others. NEITHER APBA NOR THE PROMOTER/CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S RACE CRAFT, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

2. The Referee of a sanctioned regatta must require that:
  - A. All proper officials are present and functioning during the conduct of the regatta.
  - B. Adequate facilities are available for the efficient conduct of the regatta before the on the water activities begins.
  - C. A properly equipped ambulance will be used and either a doctor, registered nurse, paramedic, or an EMT will be in attendance.
  - D. Two patrol boats as an absolute minimum, and more if conditions warrant, are available for duty on the course at all times. Only authorized personnel shall man safety and/or patrol boats.
  - E. Two (b) designated rescue boats or helicopters capable of carrying one or more accident victims in a supine position shall be present and the craft shall be staffed and ready for use at all times when racing boats are under power. A patrol boat, properly staffed and equipped, may be used as a rescue boat.
3. It is mandatory that all courses have outside course marker/buoys and it is recommended that these are to be different than the markers used to mark the course.
4. Flipped drivers, if uninjured, should clasp hands above head as an "okay" signal.
5. The areas in which the cranes are located shall be separated from all other pit areas. Access to the crane area shall be restricted and limited to authorized personnel.
6. With regard to weather conditions, racing shall take place at the Referee's discretion.
7. The Referee shall immediately submit incident (accident) report forms following the event and follow all instructions contained in the current form. This does not preempt local authorities from reporting those accidents required by state and federal law. Race officials will assist local authorities in completing reports if necessary.
8. No contestant shall participate in an APBA-sponsored event with any type of splint, including, but not limited to, a cast or brace applied to his body without showing written authorization from a medical doctor and approval by the Referee at the particular event.
9. The minimum age for drivers or riders to participate in an exhibition run is 16 years old.
10. Two-seater hydroplanes will be permitted to carry a passenger while in heats with other two-seater hydroplanes or in laps by themselves. Two-seater hydroplanes are no longer permitted to carry a passenger during Vintage and Historic heats with single seat hydroplanes. However, this two-seat rule does not apply to Vintage Unlimiteds or to any Vintage hydroplane or class that traditionally competed with a riding mechanic.
11. All boats participating in an APBA sanctioned regatta must be safety inspected at every sanctioned event, 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. The V & H Safety Inspector shall prohibit the use of any equipment he deems unfit for service. Each year only one inspection sticker will be added to the hull after first inspection of the year as initial proof of a successful inspection.
12. 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.
13. Kill switches are mandatory for all vintage boats.
14. 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, except where exempt, with the following exception: Helmets may be removed only (a) when the boat is stopped or operated off-plane at idle speed, and (b) when there are no other race boats operating on plane on the race course or in the vicinity so as to create a danger, or (c) when the driver's boat is tethered to a tow boat. Considering the fact that there is no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket.
  - A. Helmets must meet the specifications set forth by any of the following: Department of Transportation, American National Standards Institute, Inc., Snell, or military specification helmet designed for military aircraft — Mil-Spec helmets (CGF LA100, LH050, LH150, LH250; Gentex HGU84P) and Peltor helmets (Rally Pro Helmet EN ECU 04 or 0e) are acceptable.
    - a) The upper fifty percent (50%) of the helmet must be a single color of the following: yellow or orange or international orange or fluorescent red.
    - b) Half-shell and 3/4 type helmets are not allowed.
  - B. Life jackets: All racing life jackets must be constructed in compliance with the "APBA Life Jacket Basic Manufacturing Specifications" dated April 8, 1991. Copies are available from APBA National Headquarters.
    - a) All racing life jackets must have a permanent affixed (sewn in) manufacturer's label indicating:
      - 1) The date of manufacture or the date of recertification.
      - 2) The manufacturer's or recertifier's company name.
      - 3) The type category (A, A-100);
        - "A" For use in an open cockpit and by an unrestrained occupant. Maximum boat speed is less than 100 mph.
        - "A-100" For use in an open cockpit and by an unrestrained occupant. Maximum boat speed is 100 mph or greater.

A-100 may also be used where A is required. **The A-100 lifejacket worn per the manufacturer's specifications and instructions shall be the only lifejacket approved for Vintage Inboard participants. When the APBA updates lifejacket specifications, any changes will be automatically included.**

4) All life jackets shall have at least 70% of the upper surfaces above the waist, both front and back, international orange or yellow in color.

5) Every driver shall demonstrate that his life jacket will function properly when requested by the referee.

b) *The use of Gentex jackets is strictly prohibited.*

C. All drivers, riding mechanics, and passengers are required to wear, eye protection, long sleeves, and long pants, at all times while the race boat 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. It is mandatory for all drivers to wear drivers' suits. Coveralls are the minimum requirement; flame-retardant drivers' suits are recommended. Ballistic shorts are also recommended.

15. All participants must wear closed footwear when driving boats or working as pit crew (working on boats, launching boats, or retrieving boats) in the restricted area.

16. A 5 lb. dry charge, or equivalent, fire extinguisher **must be readily available during fueling and engine trailer starting and firing.**

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

18. 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 gimballed and connected to the rudder.

19. 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. *Lifting hooks must have safety spring loaded retainers.*

20. All participants must sign an APBA Insurance Waiver and Release Form.

21. 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 flat bottoms. 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. Physicals performed by a physician using the American Power Boat Association Inboard Racing Medical Form (rev. 01/05) or APBA Vintage Division Medical History & Physical Exam Form are also acceptable and are good for two years, expiring on October 31st of the second year.

22. No contestant shall participate in a race, nor shall any official serve in an official capacity, after having consumed alcohol or controlled substances or while intoxicated.

A. The phrase "after having consumed or while intoxicated" shall mean from midnight before the day of the race and until the driver has been cleared through inspection.

B. Intoxicated means under the influence of

a) Alcohol,

b) A controlled substance,

c) Any drug, or

d) Any combination of the above, such that there is an impaired condition of thought and action and loss of normal control of a person's faculties to such an extent as to endanger any person.

C. At all APBA sanctioned Regattas a Breathalyzer test may be required of any participant (anyone required to sign the insurance participant form) under the following guidelines:

a) A Race Committee may, at the time of issuing a sanction, set in place a program to test any or all participants.

b) The Referee has the authority to require any or all participants (including non-member holders of hot pit passes) to submit to a Breathalyzer test.

c) The Risk Manager or Race Director shall have the authority to require the referee to submit to a Breathalyzer test and/or to ask the referee to test any participant.

d) Permissible Breathalyzer tests include:

1) Breathalyzer test administered by Police, Sheriff, or other qualified agent.

2) Over-the-counter Breathalyzer test administered by the Referee or his designee. Participants failing this type of test may pursue, at their own expense, a retest as listed in 14.C.d) a) to verify results. The retest must be administered on site under the observation of the referee or his designee.

e) Tests may be administered on race day from 7:30 AM until one-half hour after the final heat has concluded.

f) The maximum allowable test limit shall be no greater than .00 BAC. Refusal to take the test will be considered a failed test.

23. Rescue Boats:

A. The rescue craft shall have radio communications with the Referee, or his designee.

B. The rescue craft crew shall lift all accident victims from the water in as nearly a horizontal position as possible on a Stokes or backboard type litter.

C. The rescue boat staff shall consist of a minimum of two persons.

D. It is recommended that one person in the rescue craft shall be capable of providing basic life-support administration.

24. The following substances are forbidden to be present in gasoline for health and safety reasons during any APBA event: Acrylonitrile, Aminodiphenyl, Aniline, Benzene, Benzidine, Beryllium compounds, Bromine compounds, Chloromethyl ether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitrobenzene, Nitrochlorobenzene, Nitrogen compounds, Nitrodiphenyl, Propylene oxide and Tert Butyl Toluene. If concentrations of any of these substances greater than that allowed in commercial gasoline by the current EPA upper limits are found in a gasoline sample, the penalty will be a disqualification from the race and a two-year suspension. A second offense will result in a lifetime suspension.

#### **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. All current inspectors must take the Vintage & Historic inspectors test to remain current. Tests may be downloaded from [www.vintagehydroplanes.com](http://www.vintagehydroplanes.com), and will be checked by a designated V&H Safety representative when submitted as directed. He will, in turn, notify the APBA of the results. The names of approved inspectors will be posted on the Vintage and APBA websites. For Vintage Unlimited hydroplanes, a separate inspection checklist will be developed.

4. 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, single event membership forms, inspection stickers, guidelines for new participants and incident report forms.

5. Region reps must provide inspection stickers to all organizers of events in their region. These will be provided to the region reps at the beginning of each year by the Vintage Chairman.

6. 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. The Inboard referee for the event also serves as referee for V&H. A roll call will be held. Only participants who answer roll call will be allowed to launch for in-water activities.

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

8. Region reps need to insure that all event organizers download the agenda for the driver's meeting to be held at each event in their region.

9. 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.

A. The yellow/red card system may now be used for on- and off-water infractions during a sanctioned event.

1st offense: Verbal warning.

2nd offense: Yellow card. Driver is not permitted to run for the remainder of the event.

3rd offense: Second yellow card. Driver is not permitted to run for the remainder of that event or the next event that is scheduled within 500 miles of the driver's address on file with the APBA.

4th offense: Red card. Driver is not permitted to run for the remainder of that season.

B. Both the referee and the vintage driver's representative are permitted to issue warnings, yellow and red cards. If the referee or driver's representative deems an offense serious enough, a red card may be issued at any time without first issuing a yellow card. A yellow card may also be issued at any time without first issuing a warning.

C. The vintage driver's representative must notify the V&H representative for the region hosting the event of all warnings, yellow and red cards at the event within 48 hours of the offense. Such notification must be copied to the referee of the event at which the infraction took place. The V&H region representative must in turn notify V&H representatives by email or phone within 48 hours.

D. According to APBA rules, appeals may be made to the APBA on all offenses.

#### **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. 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.
- C. 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.
- D. 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 race course 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.
- E. 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.
- F. 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.