



2015

OPA Racing Rule Book

Offshore Rules and Bylaws



THE JERSEY BOYZ CREW

OPA Racing Offshore Racing Rules

These rules have been promulgated by OPA Racing and govern offshore racing under its jurisdiction. The racing rules herein are to provide for the orderly conduct of offshore racing events and to set forth minimum acceptable requirements for them. By participating in these events, involved persons agree to comply with these rules, and to have accepted their priority and suitability. No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulation. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, volunteers or others. These rules are effective as of the date of printing and shall be in full force. An amendment to the rules can be made at any time without notification. It is the responsibility of the race member to be current and up to date with the current rules. In the case of an amendment to the rules, a new version of the Rule Book will be uploaded and replace the prior version which is then superseded by a new edition (Version # and date will be included on the amended rule book). All matters regarding OPA Racing should be directed to the offices listed below:

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Brick, NJ 08723

732-920-3945

WWW.OPARACING.ORG

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OPA RACE OFFICIALS

- PRESIDENT - Roland Smith (Smitty)
- VICE PRESIDENT - Augie Pensa
- DIRECTOR - Louie Giancontieri
- COMMUNICATIONS DIRECTOR- Dee Ungarten
- SECRETARY - Marie Smith
- TREASURER - Anthony Smith
- CHIEF REGISTRAR – Dee Ungarten
- REGISTRAR - Val Fiorillo
- CHIEF REFEREE - Ed Smith
- RACE CONTROL OFFICIAL - Stu Slotnick, Mike Resetar
- RACE OFFICIAL - Ron Polli
- GPS OFFICIAL – Frank Vecce
- CHIEF SCORER – Dee Ungarten
- TECHNICAL INSPECTOR -
- CRANE OPERATIONS – Giulio Poli
- SAFETY COORDINATOR - Andy Guaresimo

IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING, THEN YOU SHOULD ASSUME THAT IT IS ILLEGAL! PLEASE HEED THIS WARNING

Welcome!

OPA Racing would like to welcome you to offshore racing, Jersey Boyz style. Our mission is to have fun, enjoy each other's company, travel to some great race sites and race our boats. It's a simple combination of fun, food and racing that our racers seem to enjoy. OPA offers 11 classes for the 2015 season. However, any class of offshore boats are welcome and can race under their own set of rules as long as there are five boats competing in that class. Otherwise, any boat can fit into one of the speed bracket classes. Class racing is an inexpensive way to come out and race your boat. In Production Class Racing, there are no strict engine specifications to follow as long as your boat can run 60 MPH. OPA offers 2 Spec classes (Super Cat, Super Vee Lite) and 1 Open class (Extreme). (Read the respective rules sections to see how a boat qualifies in each class.)

We thrive on providing highly competitive entertainment to race fans wherever we go. The Chief Referee will place boats in the appropriate class based upon an engine rev limiter, propeller size and pitch calculation. This insures that boats of similar speed race against each other and every racer has a chance to win on any given day.

2015 Class Representatives

- **Extreme – Keith Holmes (Cat Can Do)**
- **Super Cat – Ed Smith (Cleveland Construction)**
- **Super Vee Lite – Kevin Smith (Tug It)**
- **Super Stock – Ed Smith (OPA Racing)**
- **Class 100 – Dave Wesseldyk (Bye Pole Her)**
- **Class 200 – Eliot Gray (Bat Boat)**
- **Class 300 – Ed Smith (Wazzup)**
- **Class 400 – Jim Simmons (Simmons Marine)**
- **Class 500 – Kevin Congdon (CISCO)**
- **Class 600 – Chris Reindl (Early Detection Racing)**
- **Class 700 – Michael Merola (Hauling Trash)**

OPA RACING ORGANIZATION RULES

GENERAL COMPETITION SAFETY RULES

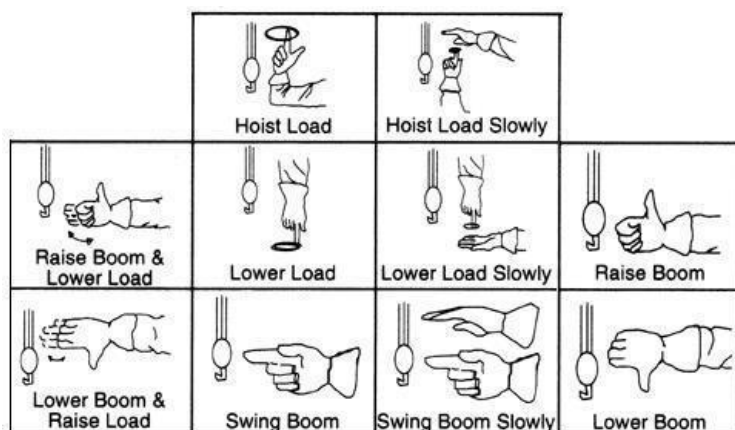
1. At racing venues, all racers and boats competing therein shall be under the control and direction of the OPA officials as carried forth by the Chief Referee in conjunction with the OPA Racing Director. All matters shall be subject to their approval and control.
2. Members of the race committee including all officials may be exempt from any decision in which they may have a direct or related interest.
3. No member of OPA shall act as an official in a race in which he competes.
4. OPA may refuse any entry that deems detrimental to the professional direction of the sport.
5. The OPA Rule book covers the 11 racing classes; however, all offshore classes of boats are welcome provided they have five boats registered in the class.

RACE SAFETY ISSUES

1. The starting line must be of sufficient length and width to permit all boats to start abreast without interference.
2. No contestant shall participate in a race, nor shall any official serve in any capacity after having consumed alcohol or any controlled substances.
3. The race committee shall provide a minimum of:
 - The Association producing/promoting the race needs to have a Race Medical Director. This local contact should be familiar with local laws and have contact with the AHJ (Authorities Having Jurisdiction) with regard to Pre-hospital Emergency Services.
 - A minimum of one (1) properly staffed and equipped State licensed advanced life support (A.L.S.) ambulance which shall be available for transporting injured OPA, racer and or crew to a pre-designated or appropriate hospital trauma center and one(1) backup on call. No land or air transport shall take place prior to assessment or clearance by the OPA Medical and Safety staff present, local race Medical Director, or licensed paramedic/emergency medical technician. All pre-hospital care shall comply with project Medical Director protocols and/or State Law.
 - The number of Medical Rescue boats required will be determined by the size and shape of the race course. A Minimum of four (4) Medical Rescue boats equipped and staffed with the approved type and number of personnel as pre-approved by the OPA Medical and Safety staff, in concert with the local race Medical Director. Medical Rescue boats shall be able to accommodate, in addition to the captain of the vessel and 1st mate, 2 medical personnel, 2 rescue divers, and 1 patient on a backboard (figure approx. 6-8 ft horizontally). Medical Rescue boats shall be utilized solely for race rescue operations (no towing, patrolling, etc.), and be equipped as recommended by the OPA. Medical Rescue boats shall be situated to have a two minute response time anywhere on the course based on speed and type of rescue craft.
 - Experienced and certified underwater dive/rescue personnel, appropriately equipped, will be made available for course placement at the discretion of the OPA Racing Director and OPA Medical Director. The number of divers recommended is at least two (2) per Medical Rescue boat. All divers shall be equipped with a knife and should have available on each boat's extrication equipment, such as pry bars and hamme

- Ten (10) patrol boats are a minimum for course containment during the race. Patrol boats shall be located around the perimeter of the course such that they have visual contact with the course and the Patrol boat on either side of them. Only authorized personnel shall operate these vessels and under no circumstances shall alcohol or other substance be consumed before or during the race.
 - A minimum of one (1) medical rescue helicopter as specified by the OPA Medical Director and OPA President shall be provided for immediate response by from the OPA Medical Rescue Staff. This aircraft must have direct communication on aircraft frequency from the pilot seat as well as intercom to all occupants. A radio capable of maintaining contact with the Race Control Official/local Medical Director will be provided to the personnel staffing the aircraft. The aircraft shall be staffed only by personnel approved by the OPA Medical Director.
 - All race teams that plan to have a Medical person, diver, or other people flying for the team during the race must contact the office at 732.920.3945 five days prior to the race. The pilot of the aircraft must be available for a pre-race briefing with the OPA Medical Director at least 3 hours prior to the start of the first race.
4. **Hot Pits:** Defined as an adequate area surrounding the cranes, fuel storage, and launching ramp, these areas should be posted and considered “no smoking or alcoholic consumption areas” only officials, owners and team members will be allowed in these areas. All personnel with a race team that do not have proper wristband identification, that are found in the hot pit area, will result in a financial penalty to the boat owner of \$200.00 for the first offense. For each time thereafter, if a crew member of the already fined team has personnel in the crane area, the boat owner will be fined \$200.00 and a one (1) minute penalty per person or instance.
 5. **Wet Pits:** Defined as docking areas secured by the race committee, as crew working areas and available by controlled admission to the general public. All personnel with a race team must sign the Waiver of Liability to be permitted in the wet pits.
 6. **Dry Pits:** Defined as areas where race rigs are on display to the public prior to launch. Riding on race boats, while being lifted by a crane is prohibited.
 7. All described areas require a signature of insurance waiver. The sale of alcoholic beverages within any of the described areas is strictly prohibited. Conduct within these areas is under the scrutiny of OPA officials. Breach of the above rules may disqualify an OPA member.
 8. There are basic crane hand signals used to communicate with the crane operator that must be used by race and crew members allowed in the crane area.

Basic Crane Signals



GENERAL COMPETITION GUIDELINES

1. In order to compete in an OPA event, all riding crew, ground crew, and the owner of the boat to be raced, must be a member of OPA in good standing and must meet all competition requirements. Members who are not registered will not be permitted in restricted areas.
2. Race entries are not official until all entry data is completed including the signed insurance Waiver and Liability, and all fees are paid in full to the OPA race headquarters prior to 2:00 PM the day preceding the official race day.
3. A minimum age for riding crew is established at age 16. For those participants under the age of 18, must have a parent or guardian present at the race site and sign a Waiver and Liability form on behalf of the minor.
4. Persons under the age of 18 must have written authority signed by either Parent or Guardian in addition to the Waiver and Liability form.
5. Racing crew is established at a minimum of two (2) persons and restricted to a maximum of four (4).
6. All riding crewmembers must remain within the boat for the entire period of the race in order to be eligible for an official start and finish status.
7. Anytime a race boat is on plane, while testing or racing, competitors must wear complete approved personal safety equipment including helmet and life jackets. Violation of this rule will result in a three minute penalty. The owner of the boat is responsible for the actions of his crew.
8. THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THEIRS ALONE.

Personal Safety Equipment

1. A combination helmet and impact resistant floatation jacket, at least 80% orange in color.
2. In the unrestrained cockpit: Each riding crew member must wear a full sixty pound (60lb) jacket type personal flotation device with skid collar and frontal flotation material, sufficient to keep an unconscious person afloat with his airway open. The jacket must be 80% orange or yellow in color. This jacket must be worn at all times when the craft is on plane. Life jackets or PFD's shall be designed for racing with leg straps or thigh skirts, a minimum of 1/4" thick of impact protection material covering the back and sides. Safety straps should be placed over any zippered seam. All personal safety equipment must be properly fastened during the entire period of racing.
3. In the restrained cockpit: It is recommended that all personal flotation devices worn meet or exceed current published standards regarding impact material. The following inflatable flotation is strongly encouraged: A five pound (5 lb) maximum natural buoyancy personal flotation device with additional total fifty pound (50 lb) personally activated incremental flotation is highly recommended. This PFD must inflate to display 70% visible yellow or orange and support the head and neck above the waterline so as to maintain a patent airway. This jacket must be designed so as not to hinder restraint harness release.
4. Cool Suits may contain any proven safe fluid or gas cooling agent other than Freon.
5. Cervical support devices may be worn and are subject to approval of the medical director. **FOR ADDITIONAL INFORMATION CONTACT THE OPA MEDICAL DIRECTOR.**

6. The minimum requirement for all Race Classes is a Life Vest with nylon over closed cell foam. A competition 4 buckle vest, USCG approved type III. Top of vest must be 80% yellow, orange or red.
7. A Snell 75, 80, 85 or 90 standards helmet. The Snell label should be affixed to the helmet. Helmets may not be more than ten (10) years old from the manufacturing date. Teams with enclosed cockpits may use helmets other than Snell standards, but must be approved by the OPA Official. Face shields and face guards are permitted if they permit ready access to the entire face for rescue purposes. The shields must be shatter proof. All helmets must be 80% orange or yellow in color.
8. Eye protection is mandatory for all racers in open cockpits. This protection must be constructed of shatterproof material. Eyeglasses are not to be accepted as approved protection.
9. All participants must wear closed foot protection while working in the pits and while racing.
10. All racing participants must have an annual CDL, FAA physical, or a doctor's prescription pad note indicating it is ok for him/her to race. If at any time during the race season, the participants CDL or Physical expires, the participant is required to obtain a new physical. If the participant fails to obtain a new physical, the race will not be permitted to partake in any races going forward.

RESTRAINED COMPETITORS

1. It is mandatory for these racers to complete a "Self Extrication Course" and "Swim Test" on an annual basis. Annual Testing is only good for the current race season and cannot not be carried over to the next race season, nor from a previous race season
2. All Racing members must be certified before Testing or Racing at any OPA event.
3. A Racing Participants is and person of the team that will be in the cockpit of the boat on the water during the course of race event.
4. It is recommended that racers complete a certified scuba diving course.
5. Must have a five point harness with quick release buckle.
6. Must have on board SCUBA system with enough air to allow all riding crew members to breathe underwater for 30 minutes at a depth of 30 feet.
7. The Chief Referee, OPA President or OPA Official may prohibit the use of any equipment they deem unsafe.
8. The air system must have enough air hose between the SCUBA regulator and the SCUBA Bottle to reach to a position parallel to the bottom of the keel of the boat.
9. It is not recommended that spare/pony/leg air bottles be relied upon to make it to the surface after leaving the cockpit. They should be used only as a backup in case of an air system mishap.

UNRESTRAINED COMPETITORS

1. All Unrestrained Competitors Must complete an Annual Swim Test with Approved PFD's & Helmets.
2. It is mandatory for these racers to complete a "Swim Test" on an annual basis. Annual Testing is only good for the current race season and cannot not be carried over to the next race season, nor from a previous race season
3. All Racing members must be certified before Testing or Racing at any OPA event.

UNIFORMS / DECALS / BANNER PLACEMENT

1. Racing uniform will consist of a team shirt and slacks that simulates a jumpsuit or uniform to be worn on race day.
2. The dress uniform should consist of a dress or Team shirt, racing jacket and dress pants. This uniform will be worn at the first drivers meeting and at all Racer event activities.
3. The casual uniform should consist of a golf shirt, shorts or long pants. This uniform should be worn by riding crew and pit crew on off days.
4. It is a mandatory for the OPA logo to be on all team uniforms/shirts. Only the OPA & APBA organizational logos may be on team uniforms & shirts.
5. OPA decals must be affixed to hull on both sides of boat near cockpit.
6. APBA decals must be affixed to hull on both sides of boat near cockpit. (Must not exceed the size of the OPA logo)
7. Only the OPA & APBA organizational decals may be on the hull when participating in an OPA sanctioned event. All other organizational decals **MUST** be removed from the hull in order to participate in an OPA sanctioned event.
8. **Failure to comply may result in non-appearance in media coverage, purse monies not paid to entrant, a penalty of up to 2 minutes and/or fined up to \$1000.00.**

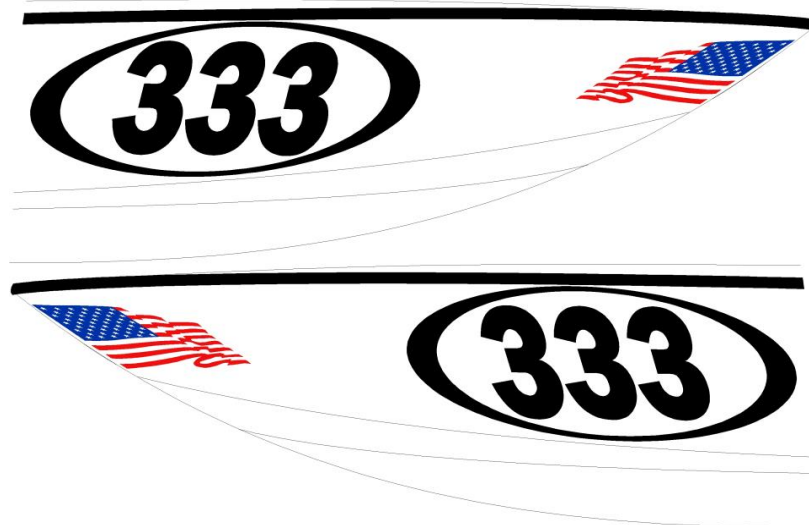
TESTING GUIDELINES

1. A designated test area for non-race days shall be established and announced at the first drivers meeting. This test area will have one (1) medical boat. This boat will be on station during the allotted test time. This area is approximately one (1) square statute mile in an area that is not heavily populated with public marine access. It is mandatory for boats going out to test to call race control, notifying them that you are “going out to test” and give the number of crew on board the boat, before and after you test.
2. All unregistered race boats must get testing permits from the local Marine Police or Coast Guard if required by law.
3. **NO BOAT IS ALLOWED TO TEST PRIOR TO REGISTERING FOR THE RACE. All race members MUST sign the Waiver of Liability before entering the boat and crane area. Crew members who are not a register OPA member will NOT be permitted in the crane area.**

EQUIPMENT SAFETY GUIDELINES

1. Fitted windscreens or windshields shall be well supported and all exposed edges must be adequately padded. The use of glass is prohibited. Wind deflectors of any type must be shatterproof.
2. Race boats operating with multiple propulsion systems must utilize an external tie bar to prevent driveline collision.
3. All boats must have rev limiters.
4. A minimum of two (2) bilge pumps are mandatory, one (1) of which should be manually operated. Cat hulls must install a bilge pump per hull with a manual backup. One pump must be installed to operate automatically and independent of the battery cutoff switches so fluids levels cannot raise undetected.
5. All boats must have properly engineered fire extinguishing systems over each engine. This system can be a single or multiple unit system, which must operate either automatically and manually. An early warning signal must be recognizable from the dashboard.

6. Interlocking connections pertaining to helmets and their receptive intercom systems must be able to disconnect easily. Rigid or locking connections of any type are prohibited. Inflexible microphone booms are prohibited. All installations are subject to approval by OPA inspectors.
7. A marine navigational compass must be installed in a highly visible position.
8. A FCC Ship to Shore licensed Radio must be permanently installed in a secured location. The equipment must have an output capability of 25 watts with channels 6, 78A and/or any other channel, which may be designated by OPA for proper race communications.
9. A protective shield must encompass all connecting output shafts and couplings. The protection shall be capable of continuing the shafts and couplings to prevent damage to the hull skin, fuel tanks, or any other component.
10. A permanently installed towing eye/ring must be installed on the stem of the boat.
11. All boats using the crane must have a single point lifting system.
12. In non-restrained cockpits, individual ignitions kill switches for connection to each riding crewmember are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to an individual kill switch while the boat is on plane. In a restrained cockpit a means of emergency engine shutoff must be accessible to all riding crewmembers.
13. All offshore classes require mandatory racing bolsters or racing seats. Standard marine production seats are prohibited. Approval shall be based on lateral support and structure not padding.
14. Cleats and other deck hardware must be protected by padding or recessed. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.
15. Propellers may NOT be mounted on prop shafts except for immediately prior to launching. When the prop(s) are mounted, a protective covering must be in place at all times.
16. Holes in firewalls are prohibited, front or back of cockpit. Holes in deck must have a flame trap if the hole is one (1) foot or less from the crew.
17. Inside hatch covers must be painted yellow for visibility. Hatch covers should be opened at all times when subject to search and rescue.
18. American flags are required on hulls. The flags must be painted or in decal form. American Flag must be a minimum size of 9"x12". Recommended placement of the American Flags is bow forward and displayed on each hull side. (see below diagram)



19. It is recommended that handles or grab rails be installed on the top portion of the transom and rear, to facilitate emergency boarding.
20. A nonskid material is also highly recommended encompassing the immediate deck surface surrounding the cockpit. The surface deck area, immediately behind the cockpit toward the transom, shall be open or covered by solid structure able to support 300 pounds of weight.
21. Fuel Cells are highly recommended for the storage of fuel.
22. Safety equipment is required for all OPA classes and shall consist of the following:
 - a. Two (2) U.S. Coast Guard approved orange smoke flares.
 - b. Two (2) U.S. Coast Guard approved fire extinguishers with protective metal pull type rings. Each unit shall be installed in a highly accessible area from the helm position. These units must be annually inspected and tagged accordingly by a certified inspector.
 - c. A suitable towline (100' Minimum length).
 - d. All safety equipment should be kept sealed, in a container that is easily opened. The contents should be inspected prior to each race to insure the usable quality of each product. Safety equipment must be stowed in a readily accessible area of the boat, preferably in a deck level compartment within close proximity of the cockpit.

REFEREE

1. The OPA President shall appoint a Chief Referee. In the event that the Chief Referee is not present, the OPA President shall take the place of the Chief Referee. The Chief Referee has jurisdiction over all officials. Decisions made by the Chief Referee may be appealed to the OPA President in writing within one hour of the completion of the race. The referee shall attend all drivers meetings and shall answer all questions relative to the OPA Rule Book. In racing events where records are established, the referee, or OPA race president must ascertain the presence and performance of competent officials, related equipment, and course layout.
2. Class assignment -The Inspector and Referee will determine a particular boat's class prior to registration. The Inspector will use the following method to determine the correct class:
 - Mathematical formula widely used to tell given boats capable top speed
 - Inspector/Official may request to run the boat with the boat owner.
 - Prior knowledge of boats speed

RACE CONTROL

1. The area designated as "Race Control" is only accessible to OPA officials, local officials and Race site committee members.
2. Team members, including owners, are NOT permitted in this restricted area.
3. Media & photographers are NOT permitted in "Race Control" unless solely invited by an OPA official.
4. The general public does NOT have access to "Race Control"

RULE CHANGES & INTERPRETATION AT RACE SITE

1. When a rule is not clear the official interpretation shall come from the Chief Referee. OPA has the right to change these rules at any time it deems necessary.
2. Rule changes may be necessary occasionally to facilitate competitive racing and safety through the introduction of improved products. Prior to any modifications the technical committee shall consult with each affected class. Rules should be maintained to insure class stability.

INSPECTORS

1. The OPA President shall appoint a Chief Inspector. The inspector's responsibility is to qualify all racing equipment as they pertain to class and safety rules.
2. Inspectors do not interpret the rules; they simply enforce the OPA racing rules, spirit, and intent.

RACE BOAT INSPECTIONS

1. All race boats are subject to inspection by an OPA certified inspector at each race. Upon arrival at each race site, race teams will go directly to their OPA designated dry pit location assignment for inspection.
2. OPA official boat inspection forms are available through the OPA Inspector/Registrar.
3. An entry that does not complete its inspection requirements on time (refer to Driver's Packet for times) is subject to a one (1) minute penalty for noncompliance.
4. The inspector shall review each entry for full compliance with all aspects of the OPA Rule Book. The burden of proof for equipment compliance lies with the boat owner.
5. In the event an entry does not comply with the rules or specifications as contained within the OPA Rule Book the owner shall be so advised and given the opportunity to comply or change class.
6. If an entry fails, in the opinion of the inspector, to live up to the spirit or intent of the OPA rules, the referee in concert with the OPA President may refuse to allow the craft to compete.
7. The Chief Referee may instruct the inspectors to inspect an entry at any time. Awards shall not be awarded until the compliance of equipment is confirmed by the Chief Inspector.
8. Any entry that refuses an inspection will be disqualified and may face further disciplinary action.
9. At the discretion of the equipment owner, an open or closed inspection may be performed. In the event of a protest, the only information released will be whether the equipment is in compliance.
10. Inspectors do not have the authority to waive any aspect of the OPA Rule Book.
11. All boats must have installed MSD ignition box # 8738 or any other RPM limiting device approved by OPA.
12. OPA will inspect propeller size and pitch, and gear ratio. To determine top speed, OPA will use the following formula – $\text{Prop Pitch} \times \text{RPM} \times .01 / \text{gear ratio} / 12$.
13. Once a boat passes pre-race inspection, the MSD limiter and engine hatch will be sealed by the OPA inspector. Any boat that breaks the seal prior to post race inspection will receive last place and last place points.

RACE COURSE INFRACTIONS

1. Racers may not protest another racer with regard to the proper execution of the racecourse. Judgments concerning the racecourse are decided from the input provided by racecourse officials, OPA television footage if available, the Chief Referee and Race Director.
2. Should an incident occur, the race may continue and the remaining boats should continue to race with caution around the incident. All race boats need to stay at least 150 feet away from the incident.
3. Should an accident occur, the race will be RED Flagged. This means that the race has stopped and all boats MUST immediately return to the milling area. OPA officials will determine if there

will be a restart of the race. Any boat that continues to race during the “Red Caution” will be immediately disqualified, receive zero points and can receive a fine up to \$2500.00.

4. All competitors must report on 78A directly to race control with an “Out of Race” call if they become disabled and can no longer continue.
5. All injuries incurred at a race venue must be reported to the medical and safety director on the same day as their occurrence to be eligible for OPA insurance coverage.
6. Any racing competitor involved in an incident where any member of the team has been ejected, or for the canopied boat, ends up leaving through the escape hatch or through the submerged main hatch must accept transport to shore and be evaluated by the on-site local medical personnel. If in their opinion, additional care is necessary, the competitor may not refuse.
7. Any racing competitor involved in an accident where an injury was most likely to have occurred but continues to race (i.e. a spin out without ejection) must submit to an evaluation by on-site local medical personnel at the conclusion of their race.
8. All racing competitors that are required to be evaluated by on-site local medical personnel must submit a written report from said personnel to the OPA Medical Director before being allowed to compete in a future OPA sanctioned event.
9. No racing competitor that required additional on-site or off-site medical treatment will be permitted to race after an accident until a Release from their doctor/hospital is submitted to an OPA Official.
10. All racing competitors, once the race has started, must wear their complete approved personal safety equipment including helmet and life jackets until such time as the boat has been removed from the race course (i.e. left the race course and returned to the pits, towed to the center or outside of the course, etc.), or the race has ended.
11. Offshore emergency hand signals will prevail as published and shall strictly be adhered to.
12. If at any time on the race course and boat passes a turn marker on the inside of the course, the boat must immediately come back and regain the marked by passing it on the outside of the marked to be marked as a completed lap. If the turn marker is NOT reclaimed and the boat continues to run the course, the time of the race has stopped at that point. You will ONLY be counted for the turn markers you have passed on the correct side.
13. Hitting a buoy – In the event that a buoy is hit by a boat there will be no penalty unless the buoy is dislodged or damage. In the event that the buoy is damaged or dislodged, the race will be stopped and restarted after the buoy is replaced. The boat that hit the buoy shall receive a one minute penalty and a maximum fine of \$500. The exact amount of the fine is determined by the conducting club. (This is at the discretion of an OPA official.) A red flag MUST be waived for a stoppage of a race, do not stop on your own.
14. In the event that a race team incurs multiple race course infractions, zero points will be awarded.

Note: Safety Rules are not protestable. Competitors may not protest other competitors with regards to non-compliance with OPA Racing General Safety Rules.

Flags



Start
Starts the race
or the race is
underway.



Finish
Official finish
of the race.

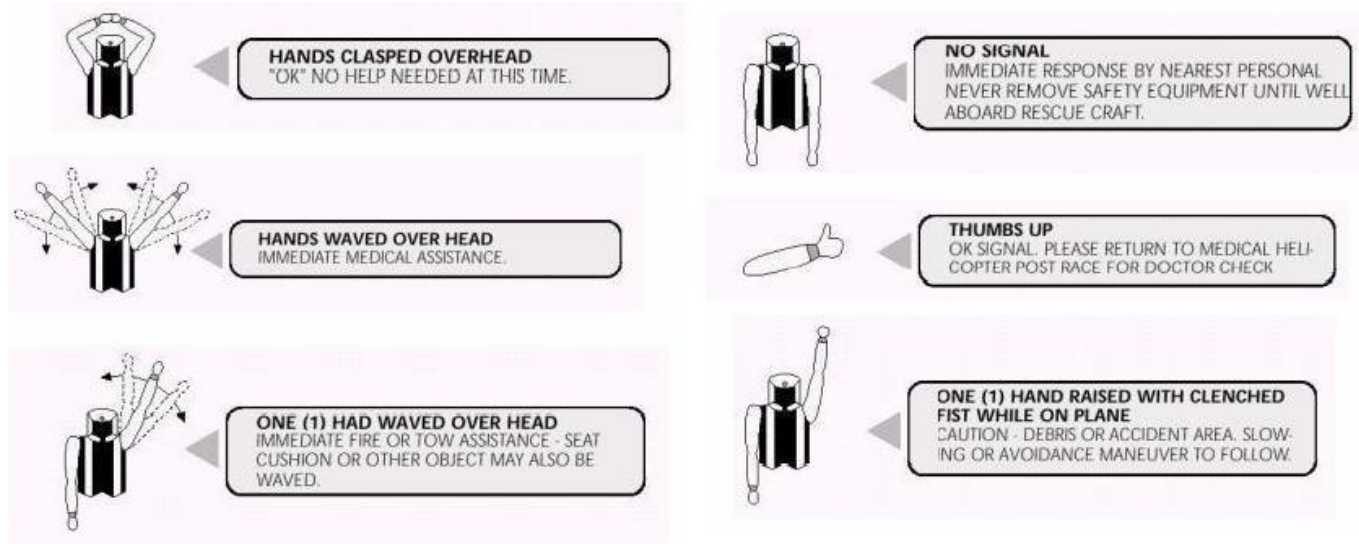


Parade Lap
Parade lap at
start of race or
caution area is
underway



Emergency
Emergency,
race has been
stopped.

Offshore emergency hand signals



PROTESTS

1. Racers have the right to protest any penalty that the Referee levied against them. The protest must be in writing and given to the OPA President within one hour of the completion of the race. The OPA President will interview everyone concerned and render a verdict prior to the awards ceremony.

PENALTIES

1. No penalty shall be imposed on a racer unless the violation has been observed by an OPA official.
2. A race boat that may endanger, in the opinion of a race official, another boat, person, or any other property may be disqualified.
3. Violations during the start of the race- SEE STARTING PROCEDURE.
4. If a race boat does not come off plane and maneuver in a safe manner while in a designated spectator area, may be disqualified or given a one (1) minute penalty.
5. Any participant that does not wear his safety equipment while on plane subjects the entry to disqualification.
6. Race boats must execute all turns on the course properly. If a boat cuts the course, it must renegotiate the checkpoint missed or be scored at the previous scoring point, and is considered out of the race.
7. A race boat that intentionally endangers another race boat, patrol boat or spectator boat will be disqualified.
8. During a race, any outside assistance rendered to an official entry in any manner will result in disqualification, other than retrieving a racer from the water and replacing him on his race boat.
9. During a race, if a race boat leaves the official race course, it will be considered out of the race at that time.
10. The opinion of the Referee or OPA President, if any OPA rule, including unsportsmanlike conduct, is broken and adversely affects the reputation of the sport, the member is subject to disqualification, suspension, or expulsion.

11. Any member participating in a race while under the influence of intoxicants or any illegal drug shall be suspended or expelled.
12. In the event a rule violation occurs that is not addressed in the penalty section, the referee or OPA President shall determine and assess an appropriate penalty.
13. It is MANDATORY that all riding crew and crew member participating in the event check in at registration and sign the entry forms and insurance waiver. PRIOR TO TESTING OR RACING THEIR BOAT. Failure to do so will result in DISQUALIFICATION.
14. Any race team that has a person in the race boat during the race event, and they are not a current Team Member, or have not signed the waiver will be disqualified.
15. All race teams that plan to have their own Medical person(s) flying over the boat during the race will also need to sign the insurance waiver and must have a current OPA Team membership prior to the event.
16. The unexcused absence of an entry to either drivers meeting or roll call shall result in a financial penalty of \$150 (one hundred fifty dollars). The further absence at the end of the drivers meeting shall result in an additional one (1) minute penalty.
17. In the event of a protest, after race, the class representatives from all classes will consult with the Referee and race officials to help determine if the penalty should be upheld or revoked. The OPA Referee will make the final decision.
18. Any boat caught breaking out of their speed bracket will receive last place points and will start the next race in the outside lane. GPS units will track this. GPS units are mandatory in each bracketed class race boat, otherwise they will be disqualified.
19. In the event that there is a boat that does not start (DNS) and there are breakouts in the race, the DNS boat/team will place better than the breakout boat/team.
20. In the event of a GPS malfunction, the Chief Referee will then refer to the prop calculation and will sea trial the boat in question. The sea trial is done to determine if the boat falls within the parameters of the said class it was registered and approved as.
21. It is the racers responsibility to install the GPS unit correctly and to make sure that the GPS unit and antenna is securely mounted. A disqualification can be granted in the event that the GPS records NO data.
22. Any boat caught CHEATING will receive last place and no points. They will also start the next race in the outside lane, beyond all other boats.
23. Any prop that is questioned as to its legality, will be sent to an official OPA propeller inspection service. Any propeller deemed to be illegal in pitch will be seized and the boat given last place points for the race where the infraction was found.

RACER PROBATION, SUSPENSION, AND EXPULSION

1. No member who has been expelled from OPA or is currently under suspension shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver, or crew in any OPA event.
2. No boat owned by the individual will be allowed to complete nor shall it be chartered or otherwise transferred, except by a final sale of true market value.

PARTICIPANTS & OFFICIALS LIABILITY

1. All participants in an OPA event must be a current OPA member and execute a liability waiver in favor of OPA prior to testing or racing. No member shall hold another member, volunteer or

spectator liable for any personal injuries or damage resulting from an accident, which occurs during an OPA event. The exception would be the result of a deliberate, premeditated act. An interpretation of an incident shall rest with the Chief Referee and the OPA President. All participants are personally responsible for the recovery of their disabled or damaged boat.

RACING RULES OF THE ROAD

1. Before and after a race, all boats will follow United States Coast Guard and State rules of the road while traveling to and from the race course.
2. Passing Marks: Should an overlap exist between two or more boats when they are about to pass a mark on the required side, then the outside boats shall give the inside boats room to pass clear of the mark leaving it on the required side.
3. Passing obstacles: Should an overlap exist between two or more boats when they are about to pass an obstacle, then the outside boats shall give the inside boats room to pass clear of the obstacle.
4. Racing in turns. Slower classes stay to the inside, and faster classes to the outside.

STARTING PROCEDURE

1. The establishment of a safe milling area: In this area, boats must be off plane (bow down, no wake). All boats must turn in a counterclockwise direction in order to maintain a safe unified start.
2. Each start must be separated, establishing its own counterclockwise direction. The Chief Referee will let the classes know which start they will be with at the final drivers meeting.
3. The official pace boat shall be used to start all racing classes individually or groups. At the discretion of the referee multi pace boats may be utilized. The pace boat shall steer a course closest to one side or the other of the starting chute.
4. A safe zone shall be established behind the pace boat at 100 feet. Race boats shall maintain a safe clearance between each other.
5. At a slow pace, crossing in front of the fleet, the pace boat shall bring each group of classes out to their respective rotation prior to making the turn toward the start line at a safe speed.
6. The Pace Boat will give the green flag once all boats are lined up AND cross the start/finish line.
7. The actual start of the race is determined when the green flag is raised within the pace boat. An official start time begins when the bow of the boat crosses the start line. (All boats must cross the start line to be scored for that event.)
8. An official starter, aboard the pace boat will use hand signals to control the starting fleet.
9. If at any time during the start procedure, a red flag is displayed the start is aborted. All boats must once again return to an off lane status within the milling area for restart following specific instructions from the pace boat.
10. A race boat, which is disabled or cannot get on plane, must not interfere with the remaining starts. The craft must proceed to a side of the chute and wait for a clear lane to commence their start. Boats that fail to start with their respective class have a thirty minute time period to do so, at this time an official start would be by crossing the official starting line.
11. Pace boat crew shall be limited to not more than six designated persons assigned by the referee. The six personnel shall be designated as driver, driver's assistant, flagman, flag man's assistant and starter.
12. Infractions of start of race may result in a one minute penalty.

13. DO NOT Jump the start, crowd the pace boat, interfere with starting procedures, come onto plane in the milling or slingshot the start. If there is any boat that breaks this rule will be given last place, and last place points.
14. Lane selection is determined by reverse finishing order from the previous race, the break-out boat, then new boats to the outside.
15. For the first race of the season, lane selection is determined by the luck of the draw during the morning of the drivers meeting. (This is also the case for lane selection at the World Championship races)

PACE BOAT REQUIREMENTS

1. Meet all U.S. Coast Guard requirements.
2. Be seaworthy and in good working condition.
3. Be a minimum of thirty two (32) feet in overall length.
4. Have the capability of obtaining a minimum of fifty (50) MPH while transporting a maximum of six (6) persons.
5. Establish a minimum of 16 years of age for all occupants.
6. If a pace boat cannot get up on plane it will move as fast as it can or raise the green flag at the position it is in.

FINISHING PROCEDURE

1. The race is completed when the last first place finisher in all classes crosses the finish line.
2. At the discretion of the OPA Director, each non-official first place boat in each current racing class will be brought over to the start/finish boat by a checkered flag after they pass the finish point. It is the responsibility of the racers to know the number of laps they have completed. A checkered flag will be displayed at the end of a race. (Reminder: There are multiple races occurring at one time, you are to finish the class required laps. Do not assume your class race is over because you see a checked flag)
3. In order to be scored as an official finisher, a race boat must make a legal start within its class. The driver of record or the designated driver must be in the boat.
4. After completing the course, race boats should turn into the center of the course as not to interfere in with the continuation of the race.

EMERGENCY RACE STOPPAGE

1. In the event that an unsafe condition may occur at the time of the start of the race or after the race has started, which may necessitate emergency stoppage of the racing event, the following procedures may be used:
2. Stoppage will be indicated as race boats pass through the start/finish line, by a Red Flag displayed and waved from the Pace Boat(s) or Start/Finish boat. Position of finish shall be recorded at this point.
3. Should the race have to be stopped at any other point on the race course, Red Flag should be waved from the checkpoint boat. When the race has been stopped at a given check point, all race boats are then to return directly to the official wet pit area following USCG Rules of the Road. Position of finish shall be recorded at this point.
4. A "thumbs down" signal from a medical and safety helicopter may also be used to indicate a race boat to stop, that a major unrecognized problem exists with that boat. This is your notice

to officially and immediately stop and communicate with race control or to follow instructions from the medical and safety crew present. Position of finish shall be recorded at this point.

5. Emergency race stoppage by pace boat, race committee, or medical and safety helicopter may occur at the discretion of the Chief Referee in conjunction with the OPA President.
6. The Chief Referee in conjunction with the OPA President has the authority to stop a race, with input from the Medical and Safety Director.

POSTPONEMENTS

1. If a race cannot be ran in it's entirely of scheduled laps/miles due to inclement weather or any other unforeseen circumstances, a storm course may be substituted. This decision shall be made by the U.S. Coast Guard, Chief Referee, and the OPA President. The decision shall be announced no later than the drivers meeting or up to one hour prior to the race start.
2. Hourly postponements will be permitted when weather or other conditions are such as to make it unsafe to start a race at the designated time, but there is a reasonable chance that conditions will improve. In no case shall a race be started if it will place race boats on the course within one hour prior to sunset.
3. If a race cannot be ran due to inclement weather or any other unforeseen circumstances, each registered racer will receive 50 points for attending the event.

SPEED RECORD RUNS

1. All OPA Speed Record events must offer all OPA registered race boats the chance to set a record. All OPA Speed Record Runs must be made known to all OPA registered teams at least forty five (45) days prior to the event.
2. There may be only one Official Speed Record per class. The event producer can choose between a measured mile, nautical mile or kilometer depending on the size of the area surrounding the course. There should be at least one half mile of running room outside the measured course on both ends of the course.
3. Each boat must run the course in both directions. Both runs must occur within 10 minutes of the time the boat first entered the measured racecourse on the first run. The speed of both runs will be averaged to calculate the boats overall speed. All boats are allowed to run the course twice (in both directions) during the Speed Run Event.
4. The course must be marked at both ends with buoys or other course markers to allow drivers to know when they have entered and exited the measured course.
5. A certified and licensed surveyor must measure the course before the event. Fixed markers must be posted or affixed on solid ground at each end of the measured course. Photoelectric timing lights must be placed in such a way the both sets of timing lights shoot parallel lines to the fixed markers. Timing lights must be set at right angles to the measured course. Timing lights must trigger electronic stopwatches with digital readout or interface with a computer program. No mechanical stopwatches allowed. An official timer and timer observer must be present at both timing light locations while boats are using the measured course.
6. If two sets of timing lights are used, the time of the two units will be averaged to come up with the boats actual speed through the measured course.
7. At least two people must be in the boat during the record setting attempt. All other general safety rules must be met prior to the start of the record speed run. All safety
8. Equipment must remain in the boat at all times.

9. Order of record attempts will be chosen by lottery during the morning drivers meeting.
10. The course must have at least four safety boats. One boat must have divers on board one of the other boats must have a medic on board. Boats with divers and medic must be placed near the center of the course at least 50 yards off the actual chute. Other patrol boats should be in the area to ensure a secure course. Another boat with radio contact to Race Control should be in the milling area to notify boats when it's their turn to make a record attempt run.
11. An OPA referee must be present during all record setting attempts.
12. Time of day must be recorded for each run through the measured course.
13. Individual speed record runs may start anytime between one half hour after sun up to one hour before sunset.

RACE ORGANIZATION

The following procedure has been established to guide in obtaining an OPA sanction event:

ENTRIES

All boats must be registered by 3pm the day prior to the race. The OPA Racing Director or Chief Referee reserves the right to refuse an entry up to the start of the race. (Registration hours may vary at each race site. It is the racers responsibility to check the Schedule of Events for the site for times.)

RACE PACKET

The race packet will be available as a download from the OPA Web Site (where applicable) at (www.oparacing.org) the information in the race packet shall contain the following data:

- Date and location of race
- Registration & GPS location information
- Time of Race Starts (subject to change)
- Availability of launching
- Availability of fuel
- Availability of accommodations, to include names, and phone numbers
- Race course description and mileage
- Time and location of inspections
- Time and location of official drivers meeting
- Any other pertinent information pertaining to the race agenda
- An official race entry form. (Pre-filled Race Entry forms are provided in registration for teams that have registered at a previous race site)
- All sponsor requirements

RACE REGISTRATION & OPERATIONS

1. It is MANDATORY that all riding crew and crew members participating in the event:
 - a. Check-in at race registration prior to testing and/or racing.
 - b. All membership information, including medical and safety requirements, tax forms, and equipment registration must be on file with the OPA registrar prior to the start of each race.
 - c. Mandatory check-in at each race site must be observed and all required paperwork signed in person.

2. All Crew must be a current member and check-in at each race site. Crew must sign all paperwork & forms in person.
3. Equipment must be registered for the current year with OPA.
4. It is the responsibility of the Driver of Record to verify that all insurance releases and entry forms are signed and that all riding crew members are a minimum of 16 years of age.
5. It is the responsibility of the Driver of Record to verify changes of riding crew within race boats.
6. Unofficial race results must be tabulated and posted at a pre-announced location at the earliest time after the official finish of the race.
7. ALL entries must be received in the OPA office 14 days prior to the event if paid by check or credit card.

FEES – OPA MEMBERSHIP

1. Each riding team member: Driver, Throttleman, Navigator, and anyone that will need access to the hot pit area must be an OPA annual team member at a membership fee of \$150.00 per person.

FEES – EQUIPMENT REGISTRATION

1. Each racing hull must be registered annually
 - **Production Classes 1-6:** Fee \$1500.00
 - **Production Class 7:** Fee is waived for the 2015 season
 - **Super Vee Lite:** Fee \$1500.00
 - **Extreme:** Fee \$1500.00
 - **Super Cat:** Fee \$1500.00

FEES – RACE ENTRY FEE

- Production Classes 1-7: The fee to enter each race is currently waived for the 2015 season.
- Super Vee Lite: The fee to enter each race is currently waived for the 2015 season.
- Super Stock: The fee to enter each race is currently waived for the 2015 season.
- Extreme: The fee to enter each race is currently waived for the 2015 season.
- Super Cat: \$1000.00 per race entrance fee.

FEES – APBA MEMBERSHIP

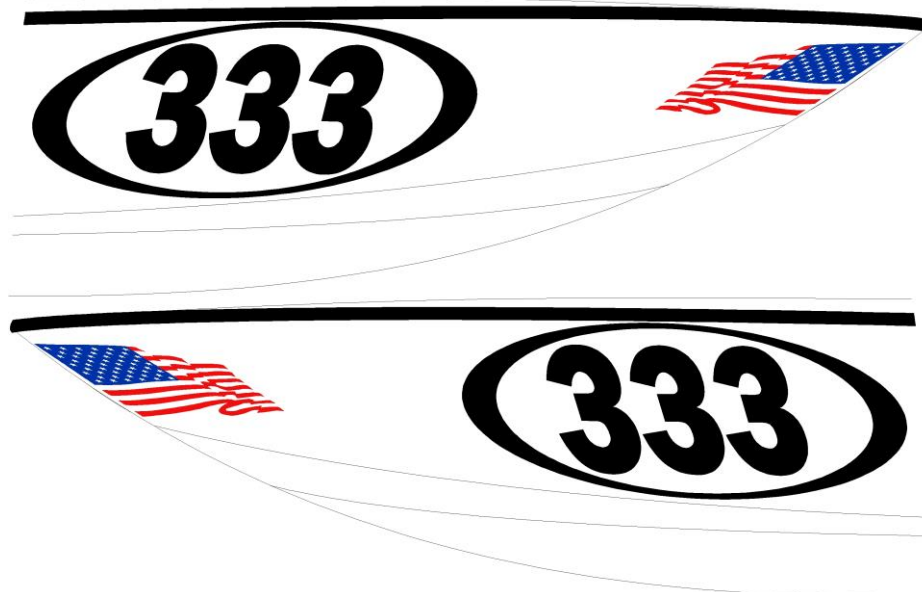
1. An OPA Member must be a current registered member with APBA.
 - Contact the OPA Chief Registrar for information on how to register with APBA.
 - or Provide OPA with your Current Membership number. (OPA will validate APBA membership number.)
2. Riding team member (Driver, Throttleman, Navigator):
 - \$225.00 if paid after February 28th
 - \$150.00, if paid on or before February 28th
 - \$85.00, if offshore is being added as a category to an existing membership
3. Non-Riding team member (Crew): Fee \$60.00 per person
4. Member is required by APBA to sign the UIM Anti-Doping form

DRIVERS MEETING

1. An owner of equipment or driver of record may designate a riding crewmember as his representative at the initial drivers meeting. On race day, the driver cannot substitute a representative without prior approval from the Chief Referee or OPA Director.
2. The Referee shall make the initial roll call at both drivers meetings and verify the presence of each entry or a member of his riding crew. The unexcused absence of an entry to either drivers meeting roll call shall result in a one (1) minute penalty.
3. Any race postponement or substitution of an alternate storm course shall be announced at the drivers meeting.
4. Spectator areas shall be specifically designated at the drivers meeting and drivers warned of all penalties, which may be involved.
5. Announcement of the pilots briefing on any aircraft covering the race shall be made at the initial drivers meeting.

EQUIPMENT IDENTIFICATION & REGISTRATION

1. All race boats entered in an OPA event must be registered annually with OPA headquarters. Registered boats must display the number assigned to them by the OPA registrar.
2. All boats must have the official OPA logo displayed near cockpit on both sides of the hull.
3. Boats are not permitted display logos of other Sanctioning race bodies. Only sanctioned logo permitted on the race boat is that of OPA.
4. If a race boat is sold or transferred to an individual who is not a racing member of OPA it is the responsibility of the original owner to remove the racing number and any OPA affiliation from the hull.
5. The assignment of a racing number in no way guarantees that the boat is qualified in any specific class, technical specifications determine the class as set forth in these rules.
6. When choosing a boat number, the owner MUST contact the Chief Registrar of OPA to determine if the number is available. Make NO assumptions that a number is available.
7. American Flags are required on hulls. The flags must be painted or in decal form. American Flag must be a minimum size of 9"x12". Recommended placement of the American Flags is bow forward and displayed on each hull side. (See below diagram).



8. CLASS NUMBER ASSIGNMENT -

<u>DESIGNATION</u>	<u>SPEED</u>	<u>NUMBER</u>
Extreme	Unlimited	00 - 999
Super Cat	Unlimited	00 – 999
Super Vee Lite	Unlimited	00 - 99
Super Stock	Unlimited	S-2 - S-999
Class 1	Up to 115 MPH	100 - 199
Class 2	Up to 105 MPH	200 - 299
Class 3	Up to 95 MPH	300 - 399
Class 4	Up to 85 MPH	400 - 499
Class 5	Up to 75 MPH	500 - 599
Class 6	Up to 70 MPH	600 - 699
Class 7	Up to 60 MPH	700 – 799

9. The OPA National Championship in each class will be the only boat allowed to carry the number the #1 for the following season. If the #1 is NOT chosen to be used by the National Champion in the class, NO boat will be permitted to use #1 as their number. (Example: If Team A is the 2013 National Champion but chooses to use their register # of 111 in the 2015 season, and Team B who was the National Champion in 2013 and used #101 for the 2014 season, Team B will NOT be permitted to use #101 again for the 2015 season. They must use their previously registered number.)

- Production Class boats must follow the boat number rule of a 3-digit number in which the first number represents the class in which the boat runs in. Ex. #101, #201 etc..
- Super Stock must follow the boat number rule of the Alpha-Numeric numbering Ex. S-1
- Other Classes must follow their class numerical system

10. #413 was retired for Class 4 in 2012. Boats cannot obtain #413 when running in Class 4

11. All boat numbers shall contain no more than three (3) digits. Numbers shall be vinyl or paint in black vertical block lettering over a white background. If applied to a white hull, a black border must surround them. Numbering must be in direct contrast to the color of the hull. The minimum height of each number shall be eighteen (18) inches, minimum width shall be thirteen (13) inches, and minimum stroke shall be three (3) inches. Minimum spacing between each number shall be four (4) inches. The racing numbers shall be clearly visible on either beam and from above. The numbers shall be displayed on the foredeck and shall read correctly from the driver's position and shall be underlined by a black bar. Side numbers shall be on the front portion of the hull, on the port and starboard sides, including the upper deck. If the number and background is NOT a direct contrast the boat will NOT be scored. Any number that becomes unreadable during an event will be scored at the discretion of the chief scorer.



- Super Vee Lite class WILL NOT be permitted to run their boat with numbers that are black or white over a Pink background. Numbers/background MUST be Black on White or White on Black, whichever is to the best contrast of the boat.

RACE COURSE DESCRIPTION

1. All check points shall be fixed buoys, boats, or fixed landmarks. All check boats will fly a 3' X 5' orange flag or specifically designated marker from the highest point above the water line. An additional specifically designated flag may also be utilized. The OPA Director may designate any additional distinctive marking from time to time at his discretion to distinguish check boats from surrounding spectator craft or other inhibiting backgrounds. Numbering of the orange flags to correspond with the check boat number is a mandatory requirement.
2. All turn marks of the course must be negotiated as designated by the published race instructions or as directed specifically by the OPA Director at the initial or secondary drivers meeting. All race boats in order to be scored shall negotiate these check points at a distance not greater than 200 feet or less than 50 feet from the check point boat. A buoy or fixed mark shall be a minimum of 200 feet from the checkpoint boat to aid in identifying the slot. Binoculars used for confirmation of passage are permitted. Should any mark of the course be absent from the proper position during the course of the race, the race committee shall try and replace it. If the mark cannot be repositioned, race boats should negotiate the checkpoint boat or corresponding turn as designated in the drivers meeting.
3. The driver must execute all marks on the course properly, maintaining a safe clearance from other racing competitors (rules of the road always apply).
4. A race boat that cuts the course must renegotiate the mark missed by circling the mark on the inside of the course and properly execute the mark. Should a competitor fail to properly negotiate all check boats on the racecourse, they will be scored at the previous scoring point (finish line) and will be considered out of the race. If a race boat hits a buoy the owner of equipment must pay for the cost of the marker after the race.
5. The distance of the race shall be a minimum of 30 statute miles and a maximum of 100 statute miles depending upon the class. Storm courses can be shorter.
6. All courses shall be approved prior to the event by the referee or OPA Director.
7. It shall be a minimum of point five (.7) statute mile from the start line to the first turn.
8. Any turn that exceeds 90 degrees must have two (2) buoys, at least 100 feet apart.
9. Race control must be equipped with an aircraft VHF radio or private band radio in addition to a VHF Marine radio base for medical and safety communications.
10. The race committee will not permit any spectators within 100 yards aft or 200 yards in front of any check boat or turning mark of the racecourse.

AWARDS AND PRIZE MONEY

1. No awards or prize money shall be distributed to any driver until protests have been completed and the official order of finish is posted by the race committee.
2. Any boat that receives prize money and has an outstanding debt with OPA will have that debt taken out of the prize money that is due them. If fees are paid by check at the race site, prize money will not be paid until check clears.
3. The sponsoring organization may designate special awards for outstanding performances.
4. All prize purses shall be established and announced in the driver's packet.
5. All prize money will be distributed by mail from the OPA main office.

6. Trophies will be awarded to the first three finishers in each class. It is the responsibilities of the racer to accept their trophy at the awards ceremony or have a representative accept their trophy on their behalf. OPA will not be responsible for the trophy after the event.
7. Prize money will be made payable to the owner of registered equipment.
8. All rules in the rule book and all requirements of sponsors must be met, in order to participate in the prize purse.
9. Any boat found CHEATING will forfeit any remaining prize that OPA is holding from a prior race.
10. The purse will be divided evenly between all classes with at least five participants. The breakdown will be as follows within each class.

1st Place	50%	2nd Place	30%	3rd Place	20%
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SCORING PROCEDURE

1. The actual start of the race is determined when the green flag is raised within the pace boat. An official start time begins when the bow of the boat crosses the start line. (All boats must cross the start line to be scored for that event.)
2. The race is then scored by completed laps/distance completed. A completed lap is when a boat crosses the start line, and continues around the marks of the course and back to the finish line.
3. In order to be scored as an official finisher, a race boat must make a legal start within its class. The driver of record or the designated driver must be in the boat.
4. Points shall be awarded to the boats in all classes.
5. It the discretion of an OPA official to award points for a boat that is unable to make a start. The Owner of the boat must contact an OPA official with the reason(s) for not being able to make the start. The OPA official has the right to inspect the boat for any said reason for being unable to make the start as and to determine if there is a justification to awards last place points for a DNS. If a team fails to notify an OPA official and/or refuse inspection to an OPA official, no points will be awarded to the team.
6. In the event of a tie in a regular season race:
 - a. Due to laps completed: Placement will be resolved by who ran the longest distance on the course. In the event a tie still exists, placement will be determined by average lap speed.
 - b. Due breakouts: Placement will be resolved by who broke out the least amount of times. In the event a tie still exists, placement will be resolved by total duration of all accumulated breakouts.
7. Points will be allocated to all starters throughout the season. If a race boat starts but does not go the full first lap, he will receive points in the place he finished in his class.
 - a. If a boat cannot make the start of a race, it will be at the discretion of an OPA Official if points will be awarded. The boat must be inspected by any OPA Official. If a boat leaves the race site prior to being inspected by an OPA official, no points will be granted for appearance.

NATIONAL TITLE & RACE

1. In order to qualify as an OPA National Champion, you MUST attend the National Championship race and have additionally attended 3 (three) OPA national sanctioned races to make it a total of 4 (four) sanctioned races for the season.
2. Divisional races do NOT qualify for National Points.

HIGH POINTS TITLE

1. To receive points or be eligible for the High Points title the equipment must be registered for the full year.
2. In order to win the High Points title there must be a minimum of three boats in the class at all events to qualify.
3. Entries that may result in a tie shall for the High Points Title will be resolved according to the following guidelines:
 - The boat, which has completed the greatest number of racing statute miles for the season shall prevail
 - In the event a tie still exists; the boat with the fastest average speed for the entire season will be declared the winner.
 - In the event a tie still exists, the boat that has placed the most consistently throughout the racing year. (i.e. 1st, 2nd, or 3rd) will be declared the winner.
4. High Points Title holder will receive the “Stugots Cup”

FINISHING POINTS

ORDER	POINTS
1	100
2	90
3	81
4	73
5	66
6	59
7	53
8	48
9	43
10	39
11	35
12	31
13	28
14	25
15	23

*FOR EACH BOAT THAT THE FINISHING BOAT DEFEATS, AN ADDITIONAL POINT SHALL BE AWARDED.

** In the event that each class races on 2 days at a regular season event and laps are shortened for each day (races are half the total mileage on each day), half-points will be award for each boat in each race.

KILO RUNS

1. On an annual basis, OPA may elect to offer a Kilo speed record run for its registered members. Kilo Run boats will not be subject to any specific engine or drive requirements. The Kilo Run boats will be classified simply by type of hull and propulsion system. All Kilo Run boats must meet all aforementioned safety requirements for OPA race boats.

2. Kilo Runs will use a certified measured course and electronic timing lights as a means of measuring speed through the speed traps. No less than three on site referees will be present.
3. Kilo Run boats must make two passes through the speed traps in opposite directions within a ten minute time window. The speed of the two passes will then be averaged. There is no maximum allowable number of attempts. In order for a competitor to take an existing record away from another competitor, the speed must be at least .5 (½) mile per hour greater than the previous record.
4. These classes will not be limited to any speed or size of hull.
 - Vee hulls with a single Outboard engine.
 - Vee hulls with a single inboard engine.
 - Vee hulls with twin inboard engines.
 - Catamaran hulls with a single inboard engine.
 - Catamaran hulls with two inboard engines.
 - Vee hulls with twin turbines
 - Catamaran hulls with twin turbines.

MEDIA CREDENTIALS & REQUIREMENTS

1. All media personnel must fill out all required forms from media passes.
2. All media personnel must sign the Liability of Waiver and every race in attendance in order to be allowed access in restricted areas.
3. A Media Pass does NOT grant "ALL ACCESS" at all sites.
4. Media personnel may NOT board a vessel unless assigned by an OPA staff member.
5. Media personnel will NOT be granted permission on vessels deemed for medical/rescue, Start/Finish nor Race Control.
6. Media personnel are NOT permitted in the area referred to as "Race Control" (land and/or vessel)

GODFATHER CUP

1. The "Godfather Cup" is a perpetual trophy Augie Pensa established that is awarded to an OPA member for excellence and sportsman like conduct throughout the year.
2. This perpetual trophy is awarded only once a year and announced/presented at the OPA Winter Awards Banquet.
3. First "Godfather Cup" was awarded in 2010.

JIMMY WELSH TROPHY

In 2012 we lost one of our most beloved racing family member, Jimmy Welsh. Jimmy was dedicated to the sport, his team and his friends. OPA would like to honor a team member that displayed similar qualities to Jimmy throughout the past season.

1. The "Jimmy Welsh Trophy" is a perpetual trophy that is awarded to an OPA crew member (non-racing member) for dedication & excellence throughout the year.
2. This perpetual trophy is awarded only once a year and announced/presented at the OPA Winter Awards Banquet.
3. Candidates can ONLY be submitted by the **team owner**.
4. Candidate MUST be a registered member with OPA for the season of their nomination.
5. Racing members are ineligible for nomination.
6. A team owner is NOT eligible for nomination.

7. A crew member from a team other than your own can be nominated/submitted.
8. Submission is done by email. Include in your submission the reasons why this person should receive the award. Send submission to: opa@oparacing.org
9. This award can only be awarded to a person one time.
10. The first “Jimmy Welsh Trophy” was awarded at the 2014 Winter Awards for the 2013 Racing Season.

SUPER CAT – Technical Rules

All OPA Super Cat Class boats must strictly adhere to the following specifications. They also must observe the rules specified under their specific class headings.

There is a \$1000.00 per race entrance fee.

Class	Numbers	Length	Engine Type	# of Engines	Hull
OPASC	Numeric only	34'- 42'	Inboard	Twin	Cat

1. **Interpretation** - If there is a disagreement or dispute about the OPA Technical Rules, the interpretation of the OPA shall prevail. Decisions must be rendered in writing.
2. **Availability** - All boats as well as their parts must be (or must have been) for sale to the public at commercially reasonable prices.
3. **Enforcement** - To ensure competitive balance in all OPA Classes, OPA reserves the right to take whatever action necessary to enforce these rules. Boats and parts may be impounded for inspection purposes. OPA may prohibit the use of any part which can give a team an unfair advantage. Illegal parts become the property of OPA.
 - If the illegal part(s) are not surrendered as demanded by OPA, the boat, the boat owner and all riding crewmembers will be suspended until the illegal part(s) are under the control of OPA. It is the responsibility of the owner or his designated representative to take all actions necessary that only OPA legal parts are used.
4. **Competitive Balance** - OPA reserves the right to make adjustments at any time to these rules, or require changes to individual boats, if necessary to maintain competitive balance.
5. **Minimum Weight Compliance** - to be determined at the end of the race with the official OPA scale. The weight includes engines, residual fuel, drives, propellers, solid ballast and safety equipment as stated in the racing rules. Hull drain plugs must be removed, Ballast tanks must be empty. The weight does not include crew, lifejackets, crash helmets and bilge water.
6. **Boats eligible for racing** – As a general rule, all boats that were legal in the 2012 and 2013 racing seasons at SBI and OPA Offshore in classes comparable to OPA classes shall be considered legal at OPA. Final determination must be made on an individual basis.
7. **Serial Number** - Each hull must have an engraved serial number as required by law.
8. **Canopies** – Compliance with the latest guidelines developed by Lavin and respective boat builders. Boats built after 2005 must have a single canopy, seating two, side by side. The canopy must be located on the centerline of the boat
9. **Safety hatch** – Catamaran Boats built after 2005 must have a bottom escape hatch located in the tunnel of the boat. Existing boats do not have to be retrofitted.
10. **Braking Systems** - Not allowed.
11. **Engine Compartment** – Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.
 - All engine and fuel compartments need to be properly ventilated and meet all United States Coast Guard safety regulations.
12. **Exclusivity** - Exclusivity agreements for boats or any component used in racing are not allowed.
13. **Exhaust** - Unless noted otherwise, engine exhausts must be water cooled.

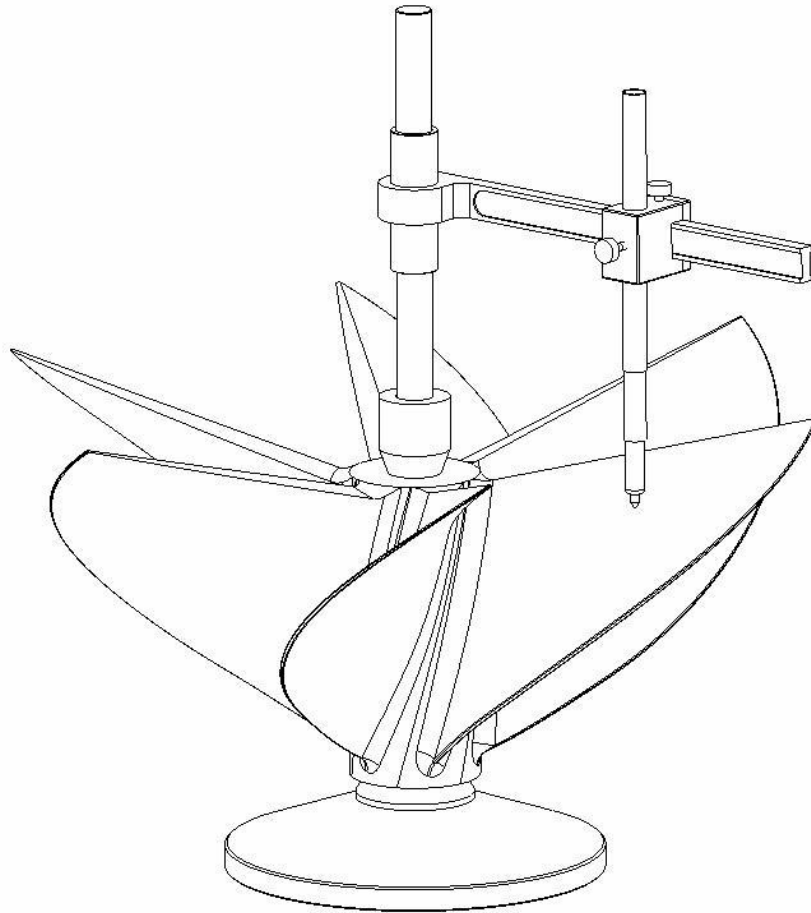
Water-jacketed manifolds must be employed from the engine outlet to the exit from the hull. The exhaust exit from the hull must be located so that the exhaust fumes cannot affect the crew.

14. **Inspection Expense** - Any unusual expenses incurred by OPA shall be the responsibility of the boat owner or his designee.
15. **Fuel** - Any additives whatsoever are strictly prohibited. Fuel will be tested. In the event that a competitor is found to have additives in the fuel, they will be disqualified from the event. All boats are required to use pump grade fuel with a maximum octane rating of 93.
 - Electric fuel pump shutoff - must shut off when the kill switch is engaged.
 - Through deck fuel fills - as specified by United States Coast Guard regulations must be used. All fuel must be carried in secure tanks that are vented overboard. Transfer of fuel is not allowed during a race, except via properly installed fuel lines that supply fuel to the engines. Fuel tanks and fills must be grounded.
16. **Handrails** - Hand rails (max. height of 6"), or hand holes, extending fore and aft must be fitted. Cables and lifelines are not allowed.
17. **Approval of Equipment** -
 - a. Boats and engines must be approved by the OPA Technical Committee. All hulls must be produced from a dedicated mold. One of a kind boats are not allowed. All changes to the dedicated mold must be approved by OPA.
 - b. Engines must be based on an automotive block sold through normal distribution channels and available to the general public. Gasoline type engines only.
18. **Hull and Deck Measurement** -

All race boats shall be measured from the top of the bow to the top of the transom on the centerline of the hull with the keel level to the ground. Swim platforms and any parts attached to the transom are not to be included in the measurement.
19. **Hull Extensions** – No extensions to meet minimum length.
20. **Single Point Lifting Harness** - required for all boats.
21. **Non-Skid** – required for walking on deck surfaces from aft and around cockpit.
22. **Aero-dynamic devices** (such as wings or moveable deck surfaces) – not allowed.
23. **Trim Tabs, Tunnel Tabs** - either fixed or adjustable - legal.
24. **Weight** -
 - a. Post Race - All boats must report to the official OPA scale as required.
 - b. Penalties – Under weight boats will receive last place points. No scale tolerance.
25. **Air Conditioning** -
 - a. Air Conditioning Allowed - Air Conditioning is allowed in all OPA Classes utilizing canopies or enclosed cockpits. An automotive type air conditioning compressor must be used. Only the driver compartment may be cooled.
 - b. No cooling allowed - Neither fuel or engine compartments may be cooled in any manner through the air conditioning system.
26. **Anti stuff bow planes** - Not allowed.
27. **Propellers** -
 - a. Propellers must be of the type approved by OPA.
 - b. Manufacturers may apply to OPA for approval.
 - c. Propellers must be manufactured from stainless steel castings. No forged, billet, or other propeller types. No exotic alloys such as Magnesium or titanium are allowed.

- d. Propellers may be modified. Blue printing, lab finishing, polishing, grinding, welding, machining etc. are allowed. All propellers are limited to a minimum thickness required for prop integrity. Propellers must be intended for sale to the public at commercially reasonable prices. Propellers must be available to all racers within 4 weeks.
- e. Propellers thickness specifications for OPA Cat Lite are approved. Refer to table.

PROPELLER INSPECTION PROCEDURE AND PROPELLER SPECIFICATIONS



ITEM	DESCRIPTION
1	Base
2	Lower support cone
3	Upper support cone
4	Post
5	Arm
6	Guide block
7	Pen holder tube
8	Marking pen (Sharpie with tip modified to mark at steep angles)

MERCURY RACING VI SSM CLEAVER PROPELLER MINIMUM THICKNESSES

Table 1. Inspection Radii

Propeller Diameter (inches)	Inspection Radii (inches)		
	Root	Middle	Tip
15	2	4 1/4	6 1/2
15 1/4	2	4 5/16	6 5/8
15 1/2	2	4 3/8	6 3/4
15 3/4	2	4 7/16	6 7/8
16	2	4 1/2	7
16 1/4	2	4 9/16	7 1/8
16 1/2	2	4 5/8	7 1/4
16 3/4	2	4 11/16	7 3/8
17	2	4 3/4	7 1/2
17 1/4	2	4 13/16	7 5/8
17 1/2	2	4 7/8	7 3/4
17 3/4	2	4 15/16	7 7/8
18	2	5	8

Table 2. OPA Super Cat VI SSM Propeller Blade Thicknesses
(Minimum allowed at each measuring point)

Inspection Radius	Leading Edge		Trailing Edge	
	Distance from Edge (in)	Minimum Thickness (in)	Distance from Edge (in)	Minimum Thickness (in)
Root	1 3/8	0.283	1 1/2	0.475
Middle	1 1/2	0.182	1 1/2	0.302
Tip	1 11/16	0.115	1	0.130

28. **No forced air induction:** The air track running from an external opening to the flame arrestor or carburetor may not be completely sealed. Likewise, sealing or pressurizing of the engine compartment is prohibited. Fresh air ducting is not allowed to be closer than 2" to the engine and/or flame arrestor. The engine compartment vent area must be equal to, or larger than the area or the air scoop(s).
29. **Ballast tanks NOT allowed:** Ballast tanks are not allowed in OPASC. Transfer of any ballast (including fuel) is prohibited in any manner while under way or remotely. Once on the race course, racers may stop and physically move weight bags manually if it is safe to do so.
30. **Engine hatches:** May be with or without scoops. Competitors may not raise their engine hatches from the time they have completed the race until the boat is presented for inspection to an OPA Inspector. During the race, engine hatches can only be raised for emergency repairs. Violators shall be disqualified unless the OPA inspection team can verify the case of emergency.

SUPER CAT Class - OPA Technical Rules

All OPA Super Cat (OPASC) Class boats must strictly adhere to the following specifications. Please also refer to the rules pertaining to all OPA classes.

BOAT SPECIFICATIONS:

Hull type:	Catamaran
Length minimum:	34' 0"
Length maximum:	42' 0"
Beam maximum:	12'
Tunnel width maximum (measured at keel):	66"
Height minimum (keel to deck):	48"
Weight minimum:	9500 LBS

ENGINE SPECIFICATIONS:

1. General:

Displacement, maximum	510 CID
Displacement, minimum	495 CID
Compression ratio, maximum	9.5:1 as determined by OPA approved whistler device. At its discretion, OPA may require cylinder head removal for actual cc measurement.
Engine Rotation	Standard rotation only. Counter rotation engines not allowed

2. Engine Blocks:

Cast iron	Only cast iron blocks are approved. Billet main caps are approved.
GM Big Block Chevy type	Blocks with 9.8" or 10.2" deck heights approved
GM Big Block Chevy type	Blocks manufactured by General Motors, World Products (Merlin), and Dart Machine are approved.
Other blocks	Must be approved by OPA
Cylinder sleeves	Allowed for repair purposes
Cylinder bore centers	Must remain in OEM location.
Maximum bore size	4.605"

3. Internal Components:

Materials allowed	Crankshaft, connecting rods, pushrods and wrist pins must be made of steel.
Materials, not allowed	Titanium or any other materials
Wrist pins	Minimum .990" inch diameter
Pistons, allowed	Forged Aluminum
Pistons, not allowed	Titanium, or any other exotic material
Crankshaft Stroke	Maximum stroke is 4.00 inches. There is no minimum stroke. Maximum Bore is 4.605 inches.
Single plane crankshafts	Not allowed. Crankshaft throws must be timed according to OEM specifications

4. Cylinder Heads:

Cylinder heads	Must remain in OEM location.
Approved heads	Big block Chevrolet Brodix # SP BB – 2 PLUS as cast and provided by Brodix with the following allowed modifications. No other head is allowed.
CNC	Spec heads may have CNC or hand shaped chambers and Intake port may be matched not to exceed 3/4 inch measured from the intake manifold surface.
Blending	Grinding or blending of CNC valve work or CNC chamber work is allowed. Blending not to extend more than ½" inch from the base of the seat insert into the ports.
Grinding and Polishing	Except in the combustion chamber and the areas immediately adjacent to the valve seat, no grinding or polishing allowed anywhere.
Resizing of ports	No change or alteration of the shape or size of the ports or runners allowed. Addition of any material to ports, bowls, or runners is prohibited.
Cylinder head repairs	All major repairs that require welding must be performed by Brodix
Head bolts	Additional head bolts legal. Two head bolts per cylinder head are legal installed through bosses in block in the lifter valley to the underside of the head.

5. Valve System:

Number of valves	Two valves per cylinder operated by pushrods. One camshaft located in the block, OEM location.
Intake valves, allowed:	Stainless steel, or titanium
Intake valves, not allowed	Pneumatic, hollow stem, ceramic valves
Exhaust valves, allowed	Stainless steel, Super Alloy, or Inconel
Exhaust valves, not allowed	Titanium, any other
Valve stem diameter, minimum	11/32"
Variable cam timing	Not allowed
Maximum gross cam lift	0.720 inch, zero lash, measured at the valve
Camshaft	Must remain in OEM location
Lifter bores	May not be changed from OEM location
Sleeves	May be used. OEM lifter bore location may not be changed
Lifters	Pushrod must ride in center of lifter. No offset lifters.
Pushrods	Must remain in OEM location
Valve seats and guides	Must remain as manufactured and in OEM positions.
Valve guides	Not to be cut down, shortened, tapered, or reshaped
Valve angle	As manufactured
Valve head diameter, maximum	Intake 2.300", exhaust 1.900"
Valve spring cooling	Allowed with internal engine oil
Offset head guides	Not allowed. Head mounting location may not be altered.
Spring Retainers	Except as stated above, any material and design may be used
Rocker Arms	Except as stated above, any type or design legal
Rocker stud girdle	Legal

6. Intake Manifold:

Approved intake manifolds	Brodix part numbers HV 2001-A and HV 2005-A. Other brands are also allowed as cast from Edelbrock, World, and Dart. Fabricated intake manifolds are not allowed.
Modifications	Not allowed
Welding	Not allowed
Porting	Allowed for 1 ½ " closest to the cylinder head
Carburetor spacers	Maximum 2.5"
Intake Manifold	90 degree angle between deck surface and intake manifold surface not to be altered.

7. Induction System:

Number	Only one carburetor per engine
Approved type	Any Holley "Dominator" 4500 series carburetor
Fuel injection	Not allowed
Blueprinting	Allowed

8. Exhaust System:

Materials	Cast or fabricated allowed only
Length	Maximum 15-1/2" individual primary runner length, measured at centers of any runner, cylinder head port to common collector. -OR- CMI "Sweeper" style header provided as OEM header on Mercury Racing 525EFI, 600SCI, and 700SCI is also allowed.
Length to include	Any adapters, or wedges from the exhaust ports to the common exhaust collector
Shape	Any common collector shape allowed
Exhaust pipes	"Y" and "H" allowed
Cooling	Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets

9. Transmissions:

Single speed	Allowed. Must be capable of neutral, forward and reverse
Multi speed	Not allowed
Power	Must be derived from main engines

10. Lubrication:

Wet sump	Wet sumping and internal oil pumps allowed
Dry Sump	External oil pumps / dry sumping allowed. Not more than three scavenging pump sections allowed.
Filter screens	Allowed. May not restrict the return of oil to the crankcase. Flush mounted only.
Intake valley	As cast only. No damming, no raised sections, no alterations whatsoever. All oil must return internally through original passages. Returning oil externally to the crankcase oil pan by any method is prohibited.

11. Ignition:

Distributor	Must remain in OEM location.
Spark distribution	Distributor rotor / cap only
Electronic ignition	Allowed
Crank triggered ignition	Not allowed
Belt drive ignition	Not allowed
Coils	Limit one ignition coil per engine.
Back-up ignition	Are NOT allowed
Rev limiter	RPM limited to 7000 RPM. A G2X Data Logger must be installed and maintained to monitor the RPM level during the race. The RPM level during the entire race must be verifiable on the Data Logger by the event inspectors during post- race inspection. The wiring harness of the system must be readily accessible for inspection by event inspectors. No dual systems or ignition components allowed. The RPM level during the entire race must be variable on the data logger by the APBA inspector upon completion of the race

12. Outdrive:

Approved type	Mercury Racing SSM VI The skeg thickness must comply with the inspection template.
Dropdown box	Not allowed
Shaft drives	Not Allowed
Drive modifications	Not allowed-Must remain internally as produced by Mercury racing using all gears and shafts.
Gear reduction, SSM VI Propeller aerators	1.61:1 (1.607:1) is the only approved gear ratio for OPA Super Cat Allowed

SUPER VEE LITE – Technical Rules

The Super Vee Lite class is designed for racers that want the safety of being in an enclosed canopy while enjoying deck to deck competition against similar boats with identical power. OPA would like to see this class grow and thrive as it's an excellent step up for our current teams racing in the speed bracket classes. OPA's goal is to stabilize and grow the SVL class by enforcing a set of rules that will allow multiple hull manufactures to compete on a level playing field. In order to achieve our goals, OPA will use several methods to achieve Parity in the class which will allow older hulls to remain competitive against newer hulls that might be more efficient in a straight line.

The class known as SVL will divide equally whatever money has been slotted to the class. Any boat that is at the race site, registered and attempts to race qualifies for the purse. First, second and third place boats will receive the trophies if awards are given out.

Technical Rules – Super Vee Lite Class (SVL)

If anything is not listed in these technical class rules, you should assume the answer is NO. OPA Officials may interpret these rules, based on circumstances at the time.

Hull Specifications: All Vee Lite (SVL) teams must adhere to the following specifications along with the general rules pertaining to all OPA classes.

1. Any new boat racing with OPA for the first time must notify OPA at least 60 days prior to the race they plan to attend. The boat will have to pass OPA inspection and sea trials prior to qualification to race with OPA. All bottom modifications allowed, but Parity will be addressed at this time and throughout the season for all teams.
2. Extensions to the deck of the boat both fore and aft are allowed. Any additions will be included in the overall measurement of the hull.
3. Hull extensions may not be used to meet minimum length.

Weights and Dimensions:

Hull type: Monohull

Length minimum 26' 0"

Length maximum – Bow to Transom – 30' 0"

Length maximum Overall: 32' 0"

Beam minimum: 6' 6"

Beam maximum: 8' 6"

Number of engines: 1

Single Step Hulls Weight minimum, Bravo, Imco drive 4750 lbs

Twin Step Hulls Weight Minimum, Bravo, Imco drive 5000 lbs at first race – adjusted for parity by OPA.

Triple Step Hulls Weight Minimum, Bravo, Imco drive 5250 lbs at first race- adjusted for parity by OPA.

Penalties: Under Weight: This will result in a last place finish for the day. For Multiple Offenders: Place will be determined by amount of weight under. No scale tolerance

Canopies: All boats must be equipped with canopy safety systems, including canopy hatches (lids) fitted with positive open and positive close mechanisms, side by side only. No inline seating allowed. Five point restraint harness systems and on-board air systems are required.

Single Point Lifting Harness: Required for all boats

Braking Systems: Not allowed

Grandfathered Boat(s)

- 27' Activator hull # ----- is approved for competition at 4550 pounds.
- 32 Bad Boy hull # ----- . OPA has amended the length rule in the SVL class to allow the 32 ft Bad Boy, hull # ----- to compete in the SVL class indefinitely. This Hull and only this hull will be allowed to compete within the class and OPA series. The Hull in question was manufactured in 2007 when the class rules allowed a 32 ft boat to compete within the class. The length rule has since been changed 'to 30 ft. Reason for the decision is based upon date of manufacture, and single step hull design. OPA has every intention of maintaining the integrity of the SVL class, and felt that this particular hull would be an asset to the class, and fall within the performance basis of the other SVL hulls. If this hull is ever damaged beyond repair, another cannot replace it unless shortened to the 30 ft length limit rule. Although there are no penalties added to this boat, OPA reserves the right to adjust weight if necessary to obtain and control parity within the class. The boat will have to meet all other class restrictions that exist within the SVL rules.
- 30' Lavey Craft hull #----- which is a twin stepped hull is approved for competition at 4750 pounds.

Aero-dynamic Devices (such as wings or moveable deck surfaces) – not allowed. Anti Stuff Bow Planes - not allowed.

Non-Skid – All boats must be equipped with non-skid material on the deck from the transom up to and around the canopy.

Engine Compartment – Only engine compartments with ridged covers/hatches and a highly visible color underneath may be used.

Exclusivity - Exclusivity agreements for boats or any component used in racing are not allowed.

Handrails - Hand rails (max. height of 6"), or hand holes, extending fore and aft must be fitted to deck of hull. Cables and lifelines are not approved.

OPA Approved Inboard Production Race Engine: OPA approved engine is the Mercury 525. All engines must be sealed by Mercury Racing. All and any rebuilds must be performed by Mercury Racing and sealed by Mercury Racing. OPA will document all seal numbers. If a motor is sent for rebuild, OPA must be notified, and supplied with a paid invoice from Mercury for this repair.

NO MODS TO STOCK ECU. OPA Reserves the right to swap ECUs with any boat at any time. (Team will be allowed time to test new ECU to make sure it works properly.)

Must **Whistle Test** below 8.7:1 compression ratio.

No aluminum **flywheels**

All **sensors** must remain OEM

RPMS are limited at 5450 for Mercury Engines

No **Forced Air** Induction: The air track running from an external opening to the flame arrestor may not be completely sealed. Likewise, sealing or pressurizing of the engine compartment or engine air intake is prohibited. Fresh air ducting is not allowed to be closer than 2" in any direction to the engine and/or flame arrestor. Stock Mercury Racing Flame Arrestor or Stock HP3 arrestor must be complete and in place , (no holes drilled)

OPA Approved Exhaust System Specifications: Engine Allowed Exhaust Manifolds 525EFI

ENGINES	Allowed Exhaust Manifolds
525 EFI	Mercury Style CMI Header, Only the CMI sport tubes are legal for competition (part # 13012), CMI straight back sport tube (part # 13020), CMI Gen-X Header or Innovation Marine Tractor Style Header The header measurement from the header flange top that bolts to the cylinder head , to the header collector flange bottom is 7.5"

Exhaust tips	Any elbow top, tail pipe or exhaust tips
Tail pipes	Any length – Individual tail pipes required, H & Y tail pipes not allowed
Tail pipe exit	Through gunnel, deck, or transom, not to extend more than 12" beyond transom
Cooling	Water Jacket
Dry Tail Pipes	Allowed

Rear engine mounts. are allowed

Jack Shafts . are allowed , max, dist, 15"

Cooling Water: Cooling water must come through outdrive pickups, the use of a hull pick up is also permitted, the drive pick ups must stay open. The cooling water flow to the exhaust system must remain in production configuration. Engine cooling water must travel from the exhaust elbow or tail pipe into the exhaust, or to a thru hull fitting. Water may not be diverted for exit elsewhere. OPA may approve other exhaust installation hardware if required to fill ballast tank

Ballast Tanks: Are approved.

Fuel Testing: ALL SVL boats must install a "T "or other suitable fitting in the fuel system of the engine. The "T" or other suitable fitting shall easily facilitate fuel sampling before, during or after a race. All SVL class boats may purchase fuel (standard unleaded pump gasoline) from any retail public fueling stations or marinas. However, OPA reserves the right to specify one or more "outside" fuel suppliers at each race site in an effort to minimize confusion surrounding fuel testing. Competitors may not supplement¹ standard unleaded pump gasoline with any additives that will increase the oxygen content, octane rating or enhance the power output of the engine in any way. Standard unleaded

pump gasoline without additives is defined as unleaded fuel that meets the standards of petroleum based fuel as defined by American Society for Testing and Materials (ASTM), designation:

D4814, with the following clarifications

1. Specific gravity must be $\geq .715$ and $\leq .765$ at 60 degrees F.
2. Maximum oxygen content is limited to 4.0% by weight.
3. The only allowable oxygenates are ether, alcohols or other current EPA allowed oxygenators, as listed and characterized for oxygen mass fraction in ASTM D4814.
4. The ethanol content must be less than 25% by volume.
5. Oxygen bearing compounds are not allowed.
6. Epoxides (i.e. propylene oxide) will not be considered as ether.
7. Nitrogen bearing compounds are not allowed.
8. Lubrication additives are permitted, provided the resulting mixture meets all other requirements of these rules.
9. Unleaded gasoline may not be mixed with any commercial race fuel regardless of the source.
10. The following substances (including but not necessarily limited to) are limited in amount by law or not allowed in standard unleaded pump gasoline: 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 by the current EPA upper limits or any substances not listed as a part of commercial gasoline as defined by ASTM D4814 are found in a fuel sample, the competitor will be disqualified from the race and fined \$1,000.00. A second offense will result in a one year suspension. A third offense will result in a lifetime ban from OPA.
11. The use of compressed nitrous oxide as an engine performance enhancing product is prohibited.

Accepted Methods of Fuel Testing:

1. Digitron Testing
2. Cerium Nitrate Reagent Testing
3. Water Solubility Test
4. Gas Chromatography (performed by an independent outside laboratory)
5. Any other method as recommended by independent outside laboratory or described in ASTM D4814

NOTE: Fuel contents are protestable. However, the loser in the protest shall be responsible for all outside laboratory expenses associated with the protest.

¹ “supplement” is defined as physically adding (pouring) any substance other than standard unleaded gasoline into the boat’s fuel tank or introducing any substance other than standard unleaded pump gasoline into the fuel system.

ECMs: The chief inspector has the right to impound any ECM unit at any time. . The chief Inspector or any competitor may replace a competitor’s ECM at any time with a new fully functional unit.

Data Logger: The OPA reserves the right to install a sealed data logger on any competitor's engine prior to a race. The data logger will be used to assure that the competitor's engine complies with the engine rules by measuring engine RPM and/or engine spark timing. The OPA inspector will remove the data logger after the race and compare the recorded data to the manufacturer's specifications. Any engine found out of specification will be disqualified.

Routine Maintenance: All routine/owner maintenance is limited to: engine oil change, spark plug change, spark plug cable change, replacement of fuel pressure regulator-must be set at factory specifications, engine timing setting, valve lash adjustment and replacement of valve springs and rockers, (valve adjustments must be set to factory specification, using only 1.7 ratio rocker arms . These services must be performed with the procedures and the original parts as outlined in the approved engine service manuals.

Approved Outdrives: Outdrives are required to be standard production units. A production unit is defined as one that is available to the general public for recreational use, and is produced in quantities of 25, or more units per year. Any engine or outdrive manufacturer meeting the minimum quantity production criteria may apply to the Technical Committee for approval of their product for competition. Approval is subject to production quantity verification and determination that no competitive advantage will be realized.

Approved Outdrives:

MerCruiser Bravo One, Must comply with applicable rules

MerCruiser Bravo X, XZ, Must comply with applicable rules

MerCruiser Bravo XR, Must comply with applicable rules

MerCruiser Bravo XR Sportmaster Must comply with applicable rules

MerCruiser Bravo XR Short Sportmaster Must comply with applicable rules

IMCO SC and SCX Must comply with applicable rules

SKEGS MAY NOT BE SANDED OR THINNED IN ANY WAY.

Gear cases may not be blue printed.

There shall be a minus 3/16" tolerance on skeg length.

Approved Drive Ratios: All Vee Lite boats shall be restricted to 1.50:1 final drive ratio.

Gear tooth count

XR Upper	19/16
XR Lower	15/19
XZ Upper	32/27
XZ Lower	15/19

Transom Assembly: All Bravo Style Outdrives MerCruiser Bravo, Bravo HP, IMCO or MerCruiser ITS

Drive modifications: Allowed only to increase reliability. Examples: One-piece propeller shafts, heavy-duty bearing carriers, etc. Parts must be available to all racers at reasonable commercial prices. Water

intake slots on the gearcase CAN NOT be closed by any means. The original shape of the gearcase is not to be altered. Other modifications to the outdrive(s) or its components require written OPA approval.

Transmissions: Transmissions may not be used.

Standoff boxes: Permitted to a maximum of 12 inches. All bottom modifications allowed and each standoff box must be type approved by OPA.

X- dimension: Maximum X-dimension is one half inch below the bottom of the boat when checked with the straight edge from the lowest point of the aft running surface directly in front of the drive and behind the last step of the hull (notches and rockers excluded) For purposes of measurement, the centerline of the propeller shaft must be parallel with the aft running surface.

Drive Case Housings: Upper and lower drive case housings need to remain as manufactured. Housings may not be modified. An approved spacer between the upper and lower drive housing can be utilized. Spacer may not exceed 3". Water pickup slots can be made longer or shorter, on IMCO lower to control water pressure. Mercury Sport Master lower unit may close off two outside slots, while maintaining center slot to control water pressure to engine.

Power Steering Pumps: Stock power steering pumps can be replaced. Pumps must be located in the original OEM location on the engine.

Approved Propellers: Any cast stainless steel propeller with six or less bladed manufactured by Mercury, Hydromotive, Throttle Up or Herring are legal. MAX PROP PITCH – 31" MAX PROP DIAMETER – 15 5/8".

Propellers must be intended for sale to the public at commercially reasonable prices.

Steering – External: Hydraulic steering is required. The original power steering pump or after-market pump must be used on all boats.

Ballast: All movable ballast must be fixed in place at the beginning of a race. No movable ballast weight may be transferred or relocated while the boat is under way. Ballast water tanks are allowed and may be filled and emptied during the race.

Any boat found with an illegal motor part(s) (anything other than what Mercury sold the motor as new or rebuilt) the owner will forfeit any and all points accrued that racing season, up until the time of the infraction. The boat will be disqualified from competition, until such time as the motor has been returned to its stock configuration, and sealed by Mercury Marine.

Super Stock Technical Rules

(referred as Cat Lite in APBA Rule Book)

All Super Stock (SS) Class boats must adhere strictly to the following specifications. Please also refer to the rules pertaining to all APBA Offshore classes.

1. Dimensions

Hull type:	Catamaran
Length minimum	28' 0"
Length maximum:	32' 0"
Beam maximum	10' 6"
Tunnel width maximum (measured at keel)	63" *

* Boats with tunnel widths greater than 60" shall be allowed to compete. However, parity adjustments will be made to non-conforming boats. Parity adjustments shall include, but not be limited to, added weight and/or engine height restrictions. In the event engine height restrictions are imposed, the maximum engine height shall be limited to the centerline of the propeller shaft being no more than 1-1/4" above the bottom to the boat.

Hull type:	Catamaran
Weight minimum 28 feet:	3,800lb
Weight minimum 29 feet:	3,925lb
Weight minimum 30 feet:	4,050lb
Weight minimum 31 feet:	4,175lb
Weight minimum 32 feet:	4,300lb

2. Engine specs (Twin Engines)

- Approved engine: Any STOCK outboard advertised to the public as 300HP or less
- Compression ratio: May not be altered

3. Engine Specifics

- **Engine modifications:**
 - Not allowed. Entire engine, including powerhead, center section, lower unit, and exhaust system must remain stock as produced by the manufacturer.
 - Media blasting and bead blasting not allowed.
- **Powerhead year:** Must be declared prior to the race.
- **Use of special or interchange parts:** Not allowed. Except as noted: Mahle and Pro-Marine part nos. W25S and W25P pistons are approved.
- **Balancing and Blueprinting** is not allowed. Balancing and Blueprinting shall be defined as (but not limited to) "cleaning -up", "bringing to spec", removing or adding any metal or any other material to balance any reciprocating parts.
- **Cowlings:** May be a light weight facsimile of the production cowling. Air flow may not be altered. Original production decals must be on cowling.
- **Lower gear case ratio:** Any OEM gear ratio is allowed.
- **Nose Cones:** Allowed as cast and produced by the original gearcase manufacturer.

- **Remote water pick ups:** Not Allowed.
- **Reeds:** Any reeds are allowed. Stock reed cages must be used.
- **Flywheels:** No modifications or lightening is allowed.
- **ECU boxes:** May not be modified or reprogrammed. Maximum RPM allowed 8200.
- **Updating of equipment:** Allowed
- **Backdating of equipment:** Not Allowed
- **Turbochargers/superchargers:** Engines must be naturally aspirated. No forced induction of any type is allowed.
- **Fuel:** Only petroleum based fuels are allowed. Octane enhancing additives are not allowed. Oxygen enhancing additives are not allowed.

4. **Propellers:**

- Any stainless steel cast 3, 4 or 5 blade propeller is legal. (Mercury, Hering, Throttle Up, Hydromotive, Mazco, Dewald, etc).
- No titanium, exotic metal or exotic alloy propellers allowed.
- Six blade propellers are not allowed.

5. **Steering:** External - Hydraulic steering is required.

6. **Tunnel tabs:** May extend into the tunnel 40 inches maximum and extend aft from the transom 30 inches maximum. Air dams or fences are allowed. The maximum width of the tunnel tab shall not exceed the width of the tunnel measured at the keel.

7. **Safety:** All Cat Outboard boats are required to have ½ inch or thicker canopy glass and compression strut or adequate reinforcement for structure safety.

8. **Movable Ballast:** A closed system movable water ballast shall be allowed in the Cat Outboard Class. The closed ballast system must be constructed so that no water may be added or drained during the race. Water tanks shall be securely fastened and subject to approval by the Technical Safety Inspectors. Water may be transferred fore to aft and visa versa during the race. Any plumbing and transfer pump system shall be allowed as long as no water may be added to or removed from the closed system. The water ballast shall be included in the post race weight. Technical Inspectors shall confirm that the ballast system is sealed and note the amount or level of water in the tank(s) prior to each race. (Note: Technical Rules General Requirements –All Classes, paragraph 5 (ballast tanks must be empty for post race weight) does NOT apply to this rule)

9. **Grandfathered Boat-** The S-12 LA Marine “Deep V Cat” serial #LAV26006D000 shall be legal for competition in the APBA Offshore Super Stock Class with 8600 RPM ECU boxes, tunnel width not meeting class specs and no Mercury cowling decals. (effective 03/19/2010)

EXTREME CLASS RULES

Turbine Powered Boats

Engines allowed:

- Lycoming T53 series engines
- Lycoming T55 series engines
- Pratt @ Whitney PT series engines
- GE T58 series engines

1. Lycoming T55 series restrictions: #1 3.5 GPM maximum fuel consumption, #2 92% Max N1 speed, #3 100% maximum N2 speed. Turbines CAN be modified from their original manufactured configuration to better suite the Marine environment, and racing conditions.
2. Entire exhaust systems must be Water cooled or insulated. No Flames show or after burners allowed.
3. An engine output shaft rev limiter shut down (Electric or mechanical set @ 115% N2 speed) switch must be in place on each engine. An electrically operated engine kill switch must be in place on each engine. An electric or manual emergency fuel shut off, or bypass, must be in place on each engine.
4. A minimum of one Coast Guard certified fire extinguisher per engine compartment. Extinguisher must be sized according to Coast Guard regulations. Extinguisher electric activation solenoid MUST be connected to engine kill switch.
5. Only Jet A, Kerosene, and/or diesel is permitted as fuel. (Gasoline is not permitted)
6. A Kevlar containment blanket must be used on hot end of every engine to contain any GP or PT rotor failure. (35 layers of Kevlar minimum)
7. Only 2 engines may be installed, providing safety requirements per engine are met. Any drive or propulsion configuration utilizing the thrust of water, and/or any drive ratio can be used.
8. Boat speed is limited to 150 MPH at any given time for all boats, no exceptions.
9. Only canopied boats are permitted to race in class

Piston Powered Boats

1. Only 2 engines may be installed
2. Unlimited power is accepted with piston power providing safety requirements per engine are met
3. Any drive or propulsion configuration utilizing the thrust of water, and/or any drive ratio can be used
4. Boat speed is limited to 150 MPH at any given time for all boats, no exceptions
5. Only canopied boats are permitted to race in class

PERFORMANCE CLASS RULES

1. The racers must stay in their bracket speed at any time the race course is deemed “hot”. If a race boat exceeds the speed by less than one mile per hour, that team will receive last place points. If a race boat exceeds the top speed of its class by more than one mile per hour, the boat will receive no points and must move up a class for the remainder of the season. The race boat that moves to the next class will not take any accumulated points with the boat to that class nor will they need to pay another equipment registration fee.
2. The speeds are based on the distance of the actual racecourse. Before the race starts, a race official will give scoring a GPS reading of the distance. This is put into the computer along with you time to compute lap speeds.
3. Boats shall be a minimum length 20’, maximum length 55’ (see boat length specifications for the respective classes.)
4. Class race boats will be identified with only the class numbers as their assigned number.
5. The Class that you will be racing in will be on your estimated speed of your boat. If you do not know what class you should be in, speak to the Chief Referee, or the Chief Inspector.
6. Speeds will be confirmed by **GPS**.
 - a. Official OPA GPS units are the Shadow Tracker J2 and ATTI Premier Wireless GPS Unit
 - b. The Shadow Tracker J2 is the only unit that can be purchased as new in 2015.
 - c. You will also need to put this unit into a pelican box so that it can be protected and permanently mounted in your boat.
 - d. It is the racers responsibility to make sure that the GPS unit is working properly at all times.
 - e. A second GPS is allowed as a backup in case your PRIMARY unit fails. The secondary unit will only be read if the Primary unit fails
 - f. It is the OPA's discretion to examine a boat when it comes out of the water after the race to inspect what was initially setup before you hit the water at the beginning of the race. Anyone deciding to not get that check if OPA has decided your boat is in question will be given last place with last place points.
 - g. GPS units will not be allowed to be moved from boat to boat.
 - h. It is the racers responsibility have the unit serialized with the OPA GPS Official
 - i. To make a purchases of a NEW GPS, you must contact Frank Vecce. Use any of the contact numbers located on the “Contact” age of the OPA website to obtain the phone number for Frank.
7. In the event there is multiple breakouts in a single race, the boat with the least amount of breakouts will place ahead of the teams that has the higher number of breakouts. (ie: TeamA has 4 breakouts, TeamB had 10 breakouts, TeamC has 1 breakout, TeamD has NOT breakouts. All 3 boats will NOT take last place. Finishing order will be: 1st-TeamD, 2nd-TeamC, 3rd-TeamA, 4th-TeamA)

8. In the event there is a boat that is a DNS and a boat that has a breakout in a single race, the DNS boat with place ahead of the break out boat. (ie: TeamA has 1 breakouts, TeamB had 3 breakouts, TeamC is a DNS, TeamD has NOT breakouts. Finishing order: 1st-TeamD, 2nd-TeamC, 3rd-TeamA, 4th- TeamB)
9. In the event there is a boat in which a course infraction results in a DQ and a boat that has a breakout in a single race, placing will be determined by the referee. Finishing placement for a course infraction DQ will depend on the level of the infraction and it will be the referee's ruling for final placement.
10. In the event there is a boat that that does not complete the race and a boat that has a breakout in a single race, the boat that does NOT finish the race will place ahead of the breakout boat.
11. A break out of speed is classed as a disqualification in the Production Classes. A breakout will carry the highest level of penalty.
12. **Performance Class 1:**
 - a. Boats are limited to 115 MPH as a top speed.
 - b. No open cockpit boats are allowed to race in Class 1
13. **Performance Class 2:**
 - a. Boats are limited to 105 MPH as a top speed.
14. **Performance Class 3:**
 - a. Boats are limited to 95 MPH as a top speed.
15. **Performance Class 4:**
 - a. Boats are limited to 85 MPH as a top speed.
 - b. Limited to boats 40 ft and under
16. **Performance Class 5:**
 - a. Boats are limited to 75 MPH as a top speed.
 - b. Limited to boats 30 ft and under with single engine.
17. **Performance Class 6:**
 - a. Boats are limited to 70 MPH as a top speed.
 - b. No boats over 26 ft in length
 - c. Bravo based outdrive
 - d. Single engine only
18. **Performance Class 7:**
 - a. Boats are limited to 60 MPH as a top speed.
 - b. OPA reserves the right to inspect all boats competing in the class in order to determine that it is in a condition worthy of the event
 - c. All registered hulls shall only be "Vee" hull from 20-22 ft in length
 - d. Hull shall be equipped with a single outboard motor of horsepower not to exceed 300HP
 - e. Boats must have hydraulic steering or dual cable setup
 - f. Class 700 will not participate in any OPA purse monies (This includes prize and/or travel purses)

- g. Class 700 will participate in an abbreviated course of 20-24 miles

PRODUCTION CLASS SPEEDS

<u>DESIGNATION</u>	<u>TOP SPEED</u>
Class 1	Up to 115 MPH
Class 2	Up to 105 MPH
Class 3	Up to 95 MPH
Class 4	Up to 85 MPH
Class 5	Up to 75 MPH
Class 6	Up to 70 MPH
Class 7	Up to 60 MPH

APBA Offshore Hall of Champions

In order to qualify for consideration for the APBA Hall of Champions (HOC), an offshore team (driver and throttleman) must win a national high point championship (minimum of four APBA sanctioned races) or a divisional high point championship (minimum of 3 APBA sanctioned races). Among the teams that are qualified for possible inclusion in the HOC two members (driver and throttleman) shall be selected from the National Classes; two members (driver and throttleman) shall be selected from the Bracketed Classes. Candidates must be from the same team, racing in the same boat. Substitute drivers or throttlemen are not allowed for HOC except in cases of extreme hardship. Hardship is defined as serious injury to a driver or throttleman that puts the driver or throttleman out for the rest of the season, a death of a driver or throttleman, or a death in the immediate family of a driver or throttleman. The award is bestowed on drivers and throttlemen only. A minimum of one APBA offshore team will be inducted into the APBA Hall of Champions each year. In order to be consider for the HOC, a class must have a minimum of three (3) distinct boats participate in the class during the course of the season (November 1 – October 31). (This does not require three boats at any given event. It does require three distinct boats during the course of the season.)

National Classes HOC: The driver and throttleman chosen from the National Classes are based on the following criteria:

- 1) national high point championship (minimum of four APBA sanctioned races): 50 points
- 2) UIM world championship: 45 points
- 3) championship at the APBA national championship event: 30 points
- 4) Kilo record: 25 points
- 5) high point championship in National Class with highest number of participating teams within APBA: 10 points.

Bracketed Classes HOC: The driver and throttleman chosen from the Bracketed Classes are based on the following criteria:

- 1) national high point championship (minimum of four APBA sanctioned races): 50 points,
- 2) UIM world championship: 45 points
- 3) championship at the APBA national championship event: 30 points
- 4) high point championship in the Bracketed Class with highest number of participating teams within APBA: 10 points.

Offshore Hall of Champions Tie Breaker: Ties in Hall of Champions points shall be resolved according to the following criteria:

- 1) The team that has participate the largest number of APBA offshore events shall be considered as having defeated those boats with equal HOC point totals that have competed in fewer events.
- 2) In the event that a tie still exists after 1 is applied, the team that has defeated the largest number of boats during the season shall be considered as having defeated those boats with equal HOC point totals that have defeated fewer boats.
- 3) In the event that a tie still exists after 1 and 2 have been applied, the team that has completed the greatest number of racing miles shall be considered as having defeated those boats with equal HOC point totals that have completed fewer racing miles. The racing miles completed by a boat in a race shall be determined by the distance covered from the starting line to the last checkpoint at which the boat was officially scored.
- 4) In the event a tie still exists after 1, 2, and 3 have been applied, the team with the largest number of first place finishes shall be considered as having defeated those boats of equal HOC point totals that have fewer first place finishes.

Rule Addendums: 2015 Season only

The below addendums have been added to the Rule Book for the 2015 season only. These addendums were added to the rule book due to circumstances beyond OPA Racing's control in which a special inclusion had to be accommodated. These rules will not be carried over to the following season.

1. Dropped Race

A drop race is in effect for the 2015 season. Points from one FULL race MUST be dropped from the end of the seasons total points towards the National Championship. (If there is an event in which there is two days of racing and only ½ points are awards. The total of the 2 races will then equal one FULL race.)

2. Double-Points

Due to the cancellation of the "Detroit River International Powerboat Championship" (Detroit, MI), OPA Racing will be awarding "Double Points" to the race entrants who participate in the "Fall River Grand Prix" (Fall River, MA) on August 16, 2015.

3. Dual Pointed National & Worlds Race

Due to the cancellation of the "Ocean City Grand Prix", the National Championship race will be held on November 20th in Englewood Beach, FL. This race is being held in conjunction with the OPA World/Englewood Beach Waterfest. In order to be eligible for points at the National race in Englewood, you must have been a registered boat prior to the date of October 4th in the 2015 racing season. For those that are eligible for points at the National Championship, Friday's results will awards points towards the National title race as well as Day 1 of the World Championships.



OPA RACING, LLC

Attention all racers and teams: As we have all witnessed our attendance has grown quite a bit. For the sake of safety and keeping the crane moving a good pace, we have put together a chart of basic crane signals to help our teams out. A common practice is to dedicate one signal man to direct the crane while two men to hold tag lines to steady the boat. The stop signal is the one signal anyone on the crew can give. The stop signal is a clenched fist held over head. An important key thing to remember is to never stand under the load. Another good practice is to hook up the lifting straps prior to arriving at the crane area; this means within 100' or so do not drive any long distance from the dry pits. Please keep in mind your straps must be secure and not be anywhere near the trailer tires. If they fall under a tire, they can crush your boat or injure your crew. Be safe, any questions you have feel free to ask.

THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THEIRS ALONE.

Have a safe 2015 racing season!



Disclaimer: The OPA Racing Rule Book is not a contract and is subject to change at any time without notification.