The Blue Water Resort & Casino
BIT PROS Fire Services
2026 PARKER ENDURO
Presented by
Nick Rose Insurance, Nordic & Hallett Boats

OFFICIAL RULES

DATE: OCTOBER 24, 2026 Blow-out date, Sunday October 25th, 2026

REGISTRATION- Entries are due no later than **Monday, October 12th**, entries received thereafter will be charged a $100 late fee. Please note that money ($$$) is **not** required to be pre-registered, only the entry form is required. If multiple drivers, please fill out as many entry forms so we have all driver's information. Please fill it out all forms and either scan and email or mail in to RPM Racing Enterprises. "Late inspection" (Saturday morning) is at the discretion of the Race Director, Chief Inspector & Referee.

To Register, please click the Online registration form: https://pci.jotform.com/form/253076292747061
Or email jodytepper@gmail.com

Note: The entry form must be filled out completely and the check must specify driver's racing division and boat number. You can pay with a CC via the link above or you can pay with CC, Cash or Check at registration on Friday, October 23rd, onsite.

APBA MEMBERSHIP- All participants and crew members that are directly involved (ie: fueling, going on the ramps, going in the water, driving tow vehicle) must join APBA. This is only for those going on the ramp or in the water. members. A one day "single event" membership can be obtained for $65.00 for the driver & $20.00 for the crew members and will provide **SECONDARY PARTICIPANT INSURANCE ONLY!**

PERSONAL INSURANCE- It is highly recommended that all competitors have their own primary medical insurance in addition to the insurance provided by APBA.

SAFETY EQUIPMENT- All HELMETS and LIFEJACKETS must meet APBA standards (eg. Ski-type life jackets will not be acceptable). Each pit shall have one **40BC FIRE EXTINGUISHER** fully charged and readily available. All boats shall have a **20-foot TOW LINE** attached to the bow. All boats shall have a **PADDLE** secured safely inside the cockpit. **Auxiliary FUEL tanks,** added to the boat, must be properly secured and will be subject to inspection. **All boats must be equipped with a THROTTLE return device (bungees on the hand throttle will be an acceptable return device). All boats must be equipped with a KILL SWITCH, automatically actuated should the driver unintentionally leave the seat of the boat.**

COMPETING BOATS shall be of a "production type" and "race" as judged by the race committee. Flatbottom, V-Bottom, Mod VP, Tunnel & Jet boats are legal. All boats shall have identification NUMBERS, not to exceed 2 digits, attached firmly and in a manner that can be seen from either side of the boat., The numbers must be at least 12 inches in height, in contrasting colors (preferred black on white or white on black numbers) and legible. In case of duplicated numbers, either the returning entry has first right or if both are new entries, the earliest posted entry shall have the right to "the number" and the later entry shall be required to change numbers.

DRIVERS must be 18 years of age or older or cleared by the Race Director. A competing boat may have as many drivers as desired. Drivers may drive more than one boat however, the driver must commit to that boat prior to final registration, before the start of the race or during roll call at the drivers meeting on Friday evening and the driver **must** let the judge's stand/chief scorer know when changing boats during the event.

DEFINITIONS:

DIVISION: A minimum of four (4) boats shall be considered a "DIVISION". If there are less than 4 boats registered for a division start, the required "field" shall be considered not be met and boats may be automatically be placed in the next division, except Division VII, which if the minimum is not met will only be eligible for the overall win, no Division win/division prize money will be awarded. However, the referee/race committee may consider allowing a handicap for the class to be combined.

DRY WEIGHT: Weight of boat and engine, less driver and fuel.

ENGINE CHANGE: Engine change is strictly prohibited and will result in immediate disqualification, however every part on an engine may be changed out except the original block during the race.

FIRE EXTINGUISHER: One 40 BC fire extinguisher shall be required in each pit and shall be manned during all fueling operations.

FUELING: Fueling may be performed using approved overhead fueling rigs with double safety valves, one at the fueling tank and one at the nozzle. The fueling nozzle shall be of the gas station type with a maximum of one-inch opening. All fueling rigs must be properly grounded. **NO SMOKING IN PIT AREA**

ELECTRIC FUEL PUMPS must have a shut off valve at the nozzle and must be properly grounded.

HAND OPERATED PUMPS may pump directly into the tank with no nozzle required.

FUEL SPILLS, each team is responsible and must clean up any fuel spills immediately. There shall be appropriate equipment for fuel clean-up in each pit provided by each team, including but not limited to; towels (paper or cloth), fueling "diapers" (ie: Zuck ups), etcd.

FUEL ADDITIVES: The use of Nitrous, Nitrous oxide or any other oxygen carrying additives is strictly prohibited for this race. Violation of this rule will result in immediate disqualification.

GPS: Any portable or affixed mounted GPS device (ie: Garmin E-Trex, Magellan, Leyzene, etc.) that must be out of reach of the driver while underway racing that records top speed and miles. It must be able to be fix mounted inside hull and removable to check during pit stops. It is required equipment for all participating boats in Division IV thru VII.

INCIDENT: Any driver involved in an incident must be cleared by medical before re-entering the race. Any boat involved in an incident must be cleared by the Chief Inspector before re-entering the race.

I/O: A drive unit located outside of the transom of a boat, driven by an engine located inside the boat.

JACKS: An engine lifting device used to raise and lower the engine.

LANES: A lane shall be considered to be 20-foot-wide in accordance with the dimensions of the **"RED ZONE"**. A passing boat shall be responsible for establishing the clearance, and remaining out of the red zone of the boat being passed. The boat being passed shall maintain a steady course in his/her established lane. The turn within the red zone shall be made in a "gentlemanly manner" and all boats shall control their speed so that they can maintain their lane around all of the buoys.

MAXIMUM SPEED: For all divisions, The Parker Enduro shall have a maximum speed of 110.999 mph (break out is 111 mph which will incur penalties – see below). This shall be enforced with a GPS that will be affixed to the boat prior to the start of the race that must be cleared and reset or "zeroed out" for both speed and miles travelled. During each pit stop/any and all stops made by the boat, the pit manager will check the GPS recall for top speed and miles accrued and then the GPS will be reset. In the event of GPS failure, it is the responsibility of the driver to replace the broken GPS during the pit stop where the GPS is deemed not working or a minimum of 5 lap penalty will be assessed. Intentionally damaging the GPS unit will result in an immediate disqualification.

The GPS will be checked during every pit stop or every time the boat enters the pit area by the pit steward. The Pit Steward will record the top speed and mileage each time the boat is checked. It is the is responsibility of the driver(s) to show the GPS to the Pit Steward upon entering the pits during a stop (scheduled or otherwise). Failure to show the GPS to the Pit Steward will result in a minimum 5 lap penalty depending on the severity of the violation. Failure to show the Pit Steward a 2nd time will result in a DQ.

ON BOARD DATA ACQUISITION: Per APBA GRR Rule 36, Teams may not upload or download data while the vessel is competing. Dataloggers may be used for purpose **ONLY** of collecting data. This data can only be accessed while the vessel is stationary and not competing. No data may be downloaded at any time while the vessel is competing. Violation of this rule will result in immediate disqualification from the event and exclusion from any National or World Championship qualification.

PENALTY AREA: An area that a competitor who has been black flagged for a violation of the rules shall proceed to and remain for a period of time established at the time of the violation this can be the pit stall or adjacent to the launch ramp area. The penalty area shall be in the vicinity of the judge's stand and designated by the either the Race Director or Referee. No maintenance, including re-fueling shall be done while the boat is in the designated water penalty area. A driver change while in the penalty area shall be permissible.

PIT AREA: This is the only area the boat may be fueled or maintenance performed. **ABSOLUTELY NO SMOKING/ALCOHOL IN THE PIT AREA! If you must smoke, go to the designated areas (fire lane) to smoke. Note: Your crew is your responsibility, if they choose to smoke and drink alcohol in the pit area they do so at your peril. You can be fined, penalized or dq'd for the actions of your crew members. Holders are required to be a minimum of 16 years of age. Spotters are required for all teams when entering the ramp areas to assist with backing up the trailer and making sure the area is clear and safe. All outboard propellers are to be covered while boat is being transported to and from the launch ramp.**

PIT LANE/ROW: Boats entering the designated pit lane shall slow to a no wake condition or safe speed **(approximately 5 - 7mph). Boats traveling in excess of the pit lane speed may be "docked" one lap or assigned to the penalty area depending upon the magnitude of the violation.** At any time during the race all boats must exit the pit lane (to re-enter the course) as prescribed. **Failure to do so will result in a minimum one (1) lap penalty. The "pits" are designated as from the pit entrance buoy to the pit exit buoy. Once a boat crosses into pit lane, regardless of reason, he/she is considered "entering the pits" and boats will NOT be allowed to be worked on in this area or any other area of the pits except in their designated pit stall during the race. You may work on the boat on either side of the "pits" should a breakdown occur however, no fueling may occur anywhere except the pits. Failure to do so will result in a minimum of 5 minutes added to the pit stop.**

PIT STOPS: There shall be **two (2) mandatory pit stops of at least eleven (11) minutes each.** All pit stops shall require trailering of the boat at the out ramp, proceeding to the assigned pit area for refueling/maintenance, the boats shall then be allowed to go to the launch ramp. Penalty for not taking one (1) pit stop is 4 lap reduction. Penalty for not taking two (2) pit stops is automatic DQ. The time (11 minutes) shall start when a crewmember or boat touches the trailer. 1 (one) minute of the 11-minute pit stop is to insure the pit steward can check the GPS.

RACE COURSE: The race course shall be an approximately six (6) mile course with three (3) buoy turns at either end. There will be an entrance to pit lane/ row running the length of the pits and beyond which all boats shall enter and exit "off plane" or safely making MINIMUM WAKE (approximately 5 mph.)

RED ZONES: There shall be two **(2) RED ZONES** on the course. One relates to the area around each competing boat; the second relates to the turn buoys, pit lane, entrance and exit.

A. BOATS: Each boat shall have a "red zone" established around it when on the course. The "red zone" shall be an area of one hundred (100) feet in front, one hundred (100) feet behind, & twenty (20') on either side. (A passing boat may not enter the "red zone" of a competing boat.)

B. Turn Buoys: The red zone with regard to turn buoys shall be one hundred (100) feet prior to the turn, continuing through the entire turn, until one hundred feet past the exit buoy. All competing boats shall establish a lane prior to entering the red zone (established one hundred feet prior to the entrance buoy) and shall maintain that lane until exiting the red zone, one hundred feet past the exit buoy. EG. If you enter the red zone of a turn, in lane five (5) you must control the speed of your boat so that you remain in lane five throughout the red zone associated with the turn. A boat may change lanes in the turn if it is the only boat in the turn from the time it enters the "Red Zone" until it exits.

Red Zone penalties are listed and will be enforced, however if a boat spears a buoy and the buoy is attached to the boat, the driver MUST enter the pit through pit lane to have the buoy removed on the lap that the buoy was speared. Any boat that crosses the start finish line with a buoy attached, lap and proceeding laps will not count, and the boat is subject to DQ.
Any boat that spears a buoy and does come in to be removed on the lap it was speared, the Red Zone penalty will apply.

IN THE INTEREST OF SAFETY, IT IS FELT THAT A 4 HOUR MARATHON ON A SIX MILE COURSE OFFERS A MULTITUDE OF OPPORTUNITIES FOR PASSING SAFELY OUTSIDE OF ANY RED ZONE. THE REFEREE SHALL BE THE FINAL AUTHORITY ON REPORTED LANE CHANGES WITHIN THE RED ZONES.

START:
ALL DIVISIONS: The start shall be of a modified LeMans start. One or more holders per boat shall be responsible for holding the boat in a proper position parallel to the other boats on the starting line. **Upon receiving the start signal these drivers should start their engines, accelerating and angling out to the center of the race course. The race director shall give the lineup for the divisions prior to the start.**

FINISH:
The first boat to complete 4 hours plus 1 lap shall be declared the overall winner. All boats following the winner shall be allowed to complete the lap they are on when the checkered flag is given to the winning boat. **(Eg. A boat in front of the boat receiving the checkered flag shall be allowed to complete the lap and will be scored for that lap. A boat behind the boat receiving the checkered flag will be scored as he crosses the**

finish line and may not continue in the race.) Simply stated, every competitor that crosses the finish line while the checkered flag is flying will be finished racing and will be scored for laps completed! **A Boat on the FINISH (cont'd): course has 15 minutes to finish the race after the checkered flag has been flown (to be scored for that lap).** If a boat is not running at the end of the race, the boat will be scored on laps completed. It is not necessary for a boat to be running in order to be scored.

The Parker Enduro shall be considered finished when the first boat has completed 4 hours plus 1 lap, after the first start, at which time all boats shall be scored based on laps completed at the time of the race stoppage.

RE-STARTS: All restarts shall be a modified Le Mans starts with positions based on laps completed at time of race stoppage.

RACE STOPPAGE: If the race must be stopped due to weather or circumstances beyond the control of the Race Committee, the "ENDURO" will be considered complete and a winner shall be declared if the race leader has completed more than 3 hours of the race If there is a stoppage prior to the aforementioned an attempt to complete the race will be made on Sunday. All boats competing in the re-start shall receive start positions based on laps completed at time of race stoppage. **The restart shall be of a modified Le Mans start in running order.**

NON-CONTINUANCE: If for any reason the race cannot be completed over the week-end, Division Winners will be declared based on laps completed. There will be no OVERALL winner. Trophies and monies shall be adjusted accordingly.

SCORERS: The scoring of the race will be done by a group of scoring officials.

SCORING: A competing boat must cross the start/finish line under its own power in order to be scored for that lap. A boat will NOT receive a lap score if towed over the start line. Race numbers must be legible and either white numbers on a black background or black numbers on a white background. If numbers are not legible you may not be scored.

INFRACTIONS:

Depending upon the severity of the infraction committed by the Driver, Member of the Pit Crew, or immediate Associates (friends/relatives etc) of the team involved, the boat shall be black flagged and assigned to the penalty area or disqualified. **If a driver ignores the Black Flag, scoring for that boat shall stop immediately and the penalty shall be "served" at the next pit stop. An additional penalty may be assessed at this time.**

TOP SPEED BREAK OUT VIOLATION: The "Top Speed" limit of The Parker Enduro is 110.999 mph. If during a pit stop or any other stop where the boat returns to the pits, it is the responsibility of the driver to show the pit manager the reading of the GPS. If the boat has exceeded 110.999 mph that boat will be deemed to have "broken out" and given a **two lap** penalty. If the boat violates the top speed rule a second time a **5 lap** penalty will be immediately assessed. A 3rd time violation results in immediate disqualification from the race. The race committee is placing radar guns throughout the course to look for speed violators.

TIME ASSESSMENT INFRACTIONS: Any additional pit time assessment, due to any on course/pit lane violation infraction must be served at the next pit stop after the infraction is awarded. Failure to serve the additional pit time assessment at the next pit stop will result in a DQ.

UNSPORTSMANLIKE CONDUCT: Unsportsmanlike conduct of any kind by any owner, driver, crew, or anyone affiliated with a said team will not be tolerated and can result in a DQ for the said team. This includes but not limited too; Threats, Fighting, Vulgarity, Yelling, Intoxication, etc. while the event is in progress

COURSE/TURN JUDGES: Shall be placed in every patrol/safety boat and shall be responsible for reporting all violations to the Chief Referee who shall, in conjunction with the Race Committee reach a rapid decision as to the severity of the violation. **The violator shall be black flagged, assigned to the penalty box or receive a loss of laps already completed.**

PATROL/SAFETY BOATS: shall be equipped with both Red & Yellow flags and upon receipt of orders from the Chief Referee shall attempt to fly the appropriate flag. Note to all participants, you must maintain a safe distance from all Patrol/Safety/Rescue Boats. Do Not "buzz" any patrol/safety/rescue boat or you may be fined up $500 or penalized laps.

PROTESTS: All protests must be received in writing with a check or cash in the amount of $300 **within 1 hour** of the finalized announced results of the race. After this time has expired NO protests will be allowed and race results will be considered certified. If you win the protest the check/money will be refunded, if you lose the protest the money will be awarded to the protested.

NOTE: ***There is no further need to express our desire for a SAFE RACE! This race will not be won in the first turn, nor will it be won by an unsafe pass, violating any of the RED ZONES. The OFFICIALS*** *would like to remind you that they will do everything to keep you legal but have no choice in the matter should a driver or team exhibit unsafe/unsportsmanlike practices while on or off the course.* ***Our theme of "LET NO BOAT BE LEFT BEHIND" will continue as long as we can keep it SAFE!***

In the interest of safety and to maintain parity with all of the Divisions and boats of different speeds, handling characteristics etc. it is most important that we officially interpret the **SPIRIT OF THE RULES AND THE CONCEPT OF THE PARKER ENDURO,** rather than the strict letter of the rules. Therefore, if you feel you have found a "loop hole" in the rules, check with the rules chairman before you get creative and waste your good time and money! If you have a boat that doesn't fit into any racing divisions, please contact/email the race chairman your boat spec's and the race committee will find a division for you to race.

THE REFEREE'S DECISION IS FINAL IN ALL MATTERS!

Race Chairman: Ross Wallach (310) 318-4012

Rules & Tech. Committee Chair: Dave Rankin 818-468-2379

Outboard Tech Rules Chair: Ken Scoville (303) 440-0854

Note: Please refer inboard technical questions to Dave Rankin, Outboard technical questions to Ken Scoville
RULES APPROVED 04/15/2026

WHEREAS it has been the intention of the rules committee to make "minor" adjustments to the rules each year so that no boat shall be left behind because of a said rules change.

*** NOTE: IF NO DIVISION RULE IS AVAILABLE FOR HULL/ENGINE CONFIGURATION, PLEASE EMAIL – RPMRACINGENT@YAHOO.COM WITH EXACTLY WHAT IS PROPOSED SO A DECISION BY THE TECH COMMITTEE CAN BE REACHED.

DIVISION I:

(A) V-Drives (B) Comp Jets (C) Crackerboxes (D) V- Bottom - Capsules allowed.

A. V-DRIVES

1. ENGINE:
   a.) Any four (4), or Six (6) or eight (8) cylinder engine of less than 410 c.i. (naturally aspirated). A 650 CFM or less, unmodified OEM style carburetor only. Cast iron heads only, no aluminum heads, as produced for vehicle or marine use. Any non-production configuration shall be evaluated by the rules committee and may be assigned to a more suitable division in an effort to maintain parity.
2. HULL**:** Minimum length 15', flat bottom or V-Bottom.
3. WEIGHT**:** Minimum of 1,850 lbs. with Driver
4. DRIVE: Straight shaft or V-drive
5. CAPSULES: Capsules are allowed in accordance with APBA safety rules. For construction layup schedule, etc. please visit www.apba.org

**Note: Boats maybe allowed to race in Div. I that don't comply with the current rules at the discretion of the Tech Director/Race Director.*

B. JET DRIVE BOATS

1. ENGINE: Max 515 C.I., Naturally Aspirated. No "Z" Drives permitted. (Must Comply with APBA Comp Jet rules)
2. HULL**:** minimum length 16 ft., any type bottom
3. WEIGHT: unrestricted
4. DRIVE: must be equipped with a rudder that extends a minimum of four (4) inches below the bottom of the jet nozzle and has a minimum surface area of sixteen (16) square inches. Adjustable style nozzles may be used but must be limited to 5 degrees above the planning surface of the boat and shall remain in the full down position at all times when operating in or near pit row. Upon departure from pit row, the nozzle shall remain in the full down position until safely on the race course. (Safety item: violation subject to disqualification.)
5. Capsules are allowed in accordance with APBA safety rules. For, construction layup schedule, etc. please visit www.apba.org

C. CRACKERBOXES: IN ACCORDANCE WITH APBA CRACKERBOX CLASS RULES For rules, please visit www.apba.org - 2026 Inboard Rule Book Pages 70 – 72 https://www.apba.org/documents/858731207-05-01-2026-2026__Inboard_Rules_5.1.25_(1).pdf

Note: Any non-production configuration shall be evaluated by the rules committee and may be assigned to a more suitable division in an effort to maintain parity.

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed without driver.

DIVISION II:

(A) 2, 2.4, 2.5, 3.0 Liter Outboards. Mod VP or V Bottom Hulls & I/O V-Bottom. Capsules allowed. No True Tunnels.

SINGLE ENGINE MOD VP HULL

Boats: Single outboard Mod VP style boats.

1. Minimum hull length allowed is 17' 9" and includes v-bottoms, flat-bottoms, Mod VP bottoms. No true tunnel hulls are allowed.
2. Minimum weight allowed is 1,300 lbs. as the boat comes off the racecourse with remaining fuel, water drained from the boat, and no driver. Ballast can be added but must be securely anchored for safety reasons. No piece of ballast shall weigh more than 50 lbs.
3. All areas of the boat must be available for safety inspection including steering system, foot throttle, kill switch, shift-able gearcase, prop shaft heights, fuel tanks, batteries, seat, trim pumps, running surfaces and fixed jack plates.
4. Capsules are allowed in accordance with APBA safety rules. For, construction layup schedule, etc. please visit www.apba.org

5. I/O V-BOTTOM BOATS

1. ENGINE: Any four (4), or Six (6) or eight (8) cylinder engine of less than 410 c.i. (naturally aspirated). A 750 CFM or less, unmodified style carburetor only. No Blowers, turbo chargers allowed. Aftermarket heads, hydraulic roller cam, intake manifolds, ignition is allowed.
2. HULL**:** maximum length 20 ft., V- bottom
3. WEIGHT: unrestricted
4. DRIVE: Any "shifter" as in "Bravo style" type outdrive with a working forward and reverse.

ENGINES:

Outboards: 6-cylinder (or less) 2-strokes with stock OEM carburetors.

1. Modified Mercury 2.0 Liter 2-stroke outboards with original steel sleeves are allowed. Must run the three stock OEM carburetors with maximum Venturi sizes of 1.327 inches. Ports may be modified. Parts from other Mercury high performance outboards or equivalent aftermarket replacement parts are allowed. Boring up to .060 is allowed. Cylinder head volume may be reduced to no less than 22 CCs with head gaskets .030 inch or greater. O-ring head volume may be reduced to no less than 27 CCs. The flat plate method with a surface gap spark plug installed will be used to measure. Mercury Racing flywheels are allowed but must weigh at least 6.7 lbs.
2. Stock Mercury 2.4 Liter 2-stroke outboards (chrome bore with 3 or less iron sleeves) are allowed. Must run stock OEM carburetors with maximum Venturi size of 1.327 inches. Boring up to .030 is allowed. OEM or stock equivalent aftermarket replacement parts are allowed. Aftermarket reed materials are allowed. Cylinder head volumes reduced to no

less than 36 CCs with head gaskets .035 inch or greater are allowed (The flat plate method with a surface gap spark plug installed will be used to measure). Mercury Racing flywheels weighing at least 6.7 lbs. are allowed. Airbox may be removed. Porting, grinding, machining, and polishing are not allowed. 7-petal engines are not allowed. Bridgeport blocks are not allowed. Cross-drilled manifolds with 1/2 holes are not allowed. Upgraded rod bolts are allowed. No other alterations are allowed to any powerhead components.

3. Stock OMC, Yamaha, and Suzuki 3.0 Liter (or less) 2-strokes outboards are allowed. Must run stock carburetors. Boring up to .030 is allowed. OEM or stock equivalent aftermarket replacement parts are allowed. Aftermarket reed materials are allowed. Cylinder head volumes reduced to no less than 42 CCs with head gaskets .035 inch or greater are allowed (The flat plate method with a surface gap spark plug installed will be used to measure). No other alterations are allowed to any components. Porting, grinding, machining, and polishing are not allowed.

Mid-sections/Lower units: OEM shifter-type gearcases with working forward, neutral, and reverse controlled from the driver's seat.

1. 2.0, 2.4 and 2.5-Liter lower units must measure at least 4 1/2 inches in diameter just forward of the propeller. XR6 gearcases are not allowed. Mercury 15 and 20-inch midsections and tuners are allowed. The water pick-ups must be on gear-case.
2. OMC, Yamaha, Suzuki may modify OEM mid-sections, tuners and lower units including the installation nose cones with low-water pick-ups.
3. Prop shafts must be at least 1/2 below the lowest part of the last 3-feet of the running surface/center pod/pad, including wedges. Wedges on this area of the pad restricted to 4 inches wide and a depth of 3/16. The prop shaft must be parallel to that running surface at the time of measurement.
4. Engine jacks must be disabled and through-bolted with a 3/8” Grade 8 or better self-locking bolt and must be marked by the inspector prior to racing.

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed <u>without driver.</u>

<u>DIVISION III:</u>

(A) V-Bottom Outboard "Ski Race" boats – **GPS Required**

A. V-Bottom outboard "Ski Race" Boats

1. ENGINE: Any engine allowed in accordance with the current "Ski Race" rules.
2. HULL: Any V-Bottom hull allowed in accordance with the current "Ski Race" rules.
3. DRIVE: Any drive-in accordance with the current "Ski Race" rules. Prop shaft height limited to even with the last 3' of the running surface.

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed without driver.

DIVISION IV:

(A) Inboard V-Drive (gas or diesel) (B) Unlimited Jets (C) Small Block I/O with a V-Bottom style hull only. Capsules allowed. - **GPS REQUIRED**

A. INBOARD V-DRIVE:

All Div. IV GN's must comply with the 2026 APBA Inboard Rulebook: Page 77 – 80
https://www.apba.org/documents/858731207-05-01-2026-2026__Inboard_Rules_5.1.25_(1).pdf

1. ENGINE:

a. GAS: 545 CI maximum, and naturally aspirated in accordance to the current APBA Grand National rules.
b. BLOWN GAS: 475 C.I. in accordance to current Grand Nationals rules,
c. DIESEL: Unrestricted & diesel fuel only

2. HULL: Minimum length 17ft., V-Bottom or Flat Bottom
   a.) Capsules are allowed in accordance with APBA safety rules. For, construction layup schedule, etc. please visit www.apba.org
3. WEIGHT: Unrestricted
4. DRIVE: V-Drive only

B. JET DRIVE BOATS:

1. ENGINE: Unrestricted internal combustion.
2. HULL: Minimum length 16ft, any type bottom
3. WEIGHT: Unrestricted
4. DRIVE: "Z" drives are permitted. Jets must be equipped with a rudder that extends a minimum of four (4) inches below the bottom of the jet nozzle and has a minimum surface area of sixteen (16) square inches. Adjustable nozzles may be used but must be limited to 5 degrees above the planning surface of the boat and shall remain in the full down position at all times when operating in or near pit row. Upon departure from pit row, the nozzle shall remain in the full down position until safely on the race course. (SAFETY ITEM: violation subject to disqualification.)

C. SMALL BLOCK I/O:

1. ENGINE: Any 410 C.I "small block" production made engine (naturally aspirated). No nitrous oxide.
2. HULL: Any Tri or V-bottom with a minimum length 16ft.
3. WEIGHT: Unrestricted
4. DRIVE: Any shifter type drive with a working forward and reverse and no height limitation.

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed without driver.

DIVISION V:

Unlimited Single Engine V-Drive Boats. Capsules allowed – **GPS REQUIRED**

1. ENGINE: Unrestricted
2. HULL: **"**Flat", "V", "MOD-V" or Production Tunnel (no true tunnel race boat). (Min. length 16" Max length 24.99')
3. WEIGHT: Unrestricted.
4. CAPSULES: Capsules are allowed in accordance with APBA safety rules. For construction layup schedule, etc. please visit www.apba.org

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed without driver.

DIVISION VI:

Single Engine (A) Modified & Green Outboard Mod VP or V-Bottom Hulls only. Capsules allowed. No true tunnels. - **GPS REQUIRED**

MOD VP - SINGLE ENGINE OUTBOARDS

Boats: Single outboard Mod VP style boats, GPS required.

1. Minimum hull length allowed is 17' 9" and includes v-bottoms, flat-bottoms, and Mod VP bottoms. No true tunnel hulls are allowed.
2. Minimum weight allowed is 1,300 – 1,450 lbs. (see below) as the boat comes off the racecourse with remaining fuel, water drained from the boat, and no driver. Ballast can be added but must be securely anchored for safety reasons. No piece of ballast shall weigh more than 50 lbs.
3. All areas of the boat must be available for safety inspection including steering system, foot throttle, kill switch, shift-able gearcase, prop shaft heights, fuel tanks, batteries, seat, trim pumps, running surfaces and fixed jack plates.

4. Capsules are allowed in accordance with APBA safety rules. For, construction layup schedule, etc. please visit www.apba.org

Outboards: Modified 2-strokes, green direct-injection, and 4-strokes, no superchargers.

1. 2-Strokes must be naturally aspirated. No nitrous oxide & must use gas with oil mix only. All fuel oil mix is subject to a digitron reading of 0 or below. A reading of +1 or above is deemed illegal and is subject to disqualification. Tech Inspector will be available on Friday from 1:00 pm until driver's meeting to check fuel and again from 7:30 am to start of the Parker Enduro on Saturday morning. The inspector reserves the right to randomly check fuel during pits stops.

2. Mercury 2.4 Liter outboards maybe modified however are limited to 30 cc heads with head gaskets .035 inch or greater (The flat plate method with a surface gap spark plug installed will be used to measure). Minimum weight is 1,300 lbs.

3. Mercury 2.5 Liter outboards maybe modified however, are limited to 32cc with head gaskets .035 inch or greater or 37cc for "O" ring type heads (The flat plate method with a surface gap spark plug installed will be used to measure). Carbureted minimum weight is 1,350 lbs. EFI minimum weight is 1,400 lbs. Any stock carbureted 2.5 Liter with steel sleeves & 36 cc heads has minimum weight of 1,300 lbs.

4. 4-Strokes & Green outboards must remain as delivered from the engine manufacturer. Porting, grinding, machining, and polishing are not allowed. The only engine modifications allowed are an ECU reflash and air horn alteration. Aftermarket steering attachments are permitted. A pump gas reading from Running Man Gas Station, 1115 Mohave Rd, Parker will be taken for all three levels of fuel (86/89/91). Friday, prior to inspection. This shall serve as a base line reading for fuel check. Should Running Man gas station be closed or out of fuel, VP Fuels (formerly Woody's) on AZ 95 will be used for baseline fuel reading. A + 5 will be allowed. Any fuel testing higher than the baseline reading + 5 will be subject to disqualification, fine or both. The Tech Inspector will be available on Friday from 1:00 pm until driver's meeting to check fuel and again from 7:30 am to start of the Parker Enduro on Saturday morning. The inspector reserves the right to randomly check fuel during pits stops during the race. E85 is deemed illegal for all Division VI classes. Minimum weight is 1,450 lbs.

Mid-sections/Lower units: OEM shifter-type gearcases with working forward, neutral, and reverse controlled from the driver's seat.

1. 2.4- and 2.5-Liter lower units must measure at least 4 1/2 inches in diameter just forward of the propeller. XR6 gearcases are not allowed. Mercury 15 and 20-inch midsections and tuners are allowed. The water pick-ups must be on gear-case.

2. Green direct-injection, and 4-strokes lower units must remain as delivered from the manufacturer.

Green engines allowed midsections shall be one piece cast OEM or aftermarket 15 to 20 inch. No cut and welded mid sections. Shortened swivel brackets and drive shafts to accommodate non 20 inch mid's will be allowed, however they must retain side support equal too or greater than stock.

3. Prop shafts must be at least 1/2 below the lowest part of the last 3-feet of the running surface/center pod/pad, including wedges. Wedges on this area of the pad restricted to 4 inches wide and a depth of 3/16. The prop shaft must be parallel to that running surface at the time of measurement.
4. Engine jacks must be disabled and through-bolted with a 3/8" Grade 8 or better self-locking bolt and must be marked by the inspector prior to racing.

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed <u>without driver.</u>

DIVISION VII:

(A) Single Engine IO above 500 C.I. Any Hull & Any Boat Motor Configuration not mentioned in prior 6 Division rules. No True Tunnels. Capsules allowed. **-GPS REQUIRED**

A. SINGLE ENGINE OUT DRIVE (565 CI) Max

1. ENGINE: 565 max cubic inches, naturally aspirated. No blowers or turbo chargers.
2. HULL**:** Any V-bottom hull, including Mod VP (Min. length 16" Max length 24.99")
3. WEIGHT: Unrestricted.
4. DRIVE: Any "shifter" as in "Bravo style" type outdrive with a working forward, neutral, and reverse.
5. Height restriction: Prop Shaft even or below the last 3' of running surface.
6. Capsules are allowed in accordance with APBA safety rules. For, construction layup schedule, etc. please visit www.apba.org

B. SINGLE ENGINE OUT DRIVE (565 CI) Max

1. ENGINE: Any Big Block maximum of 565 C.I. Blowers or turbo chargers allowed. Must use pump gas.
2. HULL: Any "V", FLAT, No Mod VP hulls.
3. WEIGHT: Unrestricted
4. DRIVE: Any "shifter" as in "Bravo style" type outdrive with a working forward and reverse.
5. Height restrictions: Prop Shaft 2" below the last 3' of running surface.
6. Capsules are allowed in accordance with APBA safety rules. For, construction layup schedule, etc. please visit www.apba.org

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed <u>without driver.</u>

DIVISION VIII:

Single Engine (A) Modified & Green Outboard Tunnel Hulls only. Must comply with APBA OPC Rulebook for: Formula 150, Formula 200, Champ, Mod U & Formula 1 classes. Capsules Mandatory - **GPS REQUIRED**

As prescribed in the 2026 APBA OPC Rule Book:
https://www.apba.org/documents/819633718-06-10-2026-2026_OPC_Rulebook_updated_6.7.2026.pdf

https://www.apba.org/documents/1594135895-03-23-2026-2026-F1PC-Rule-Book_APBA_3.22.25.pdf

All Tunnels boats must conform to all safety rules and must have onboard air, 6 point harness and neck restraint device.

*** NOTE: IF NO DIVISION RULE IS AVAILABLE FOR HULL/ENGINE CONFIGURATION, PLEASE EMAIL – RPMRACINGENT@YAHOO.COM WITH EXACTLY WHAT IS PROPOSED SO A DECISION BY THE TECH COMMITTEE CAN BE REACHED.

LENGTH OF BOAT- shall be measured from bow to transom (including set back). Maximum length shall be 24.99 feet.
WEIGHT- boat shall be weighed without driver.