

# **2019 BLUE WATER RESORT & CASINO PARKER ENDURO**

**Presented by**

**Nick Rose Insurance**

## **OFFICIAL RULES**

**DATE: OCTOBER 26, 2019** Blow-out date, Sunday October 27, 2019

**REGISTRATION-** Registration must be received by Sunday, October 13<sup>th</sup>. Money should accompany registration but is **NOT** mandatory for pre-registration, paperwork is more important. All boats must be registered and properly inspected by Friday prior to the race on Saturday. “Late inspection” (Saturday morning) is at the discretion of the Race Director, Chief Inspector & Referee.

The pre-registration entry fee for the Blue Water Resort & Casino Enduro is \$400.00 prior to Sunday, October 13<sup>th</sup>, 2019, after the pre-registration date the Entry fee for the BWRC Parker Enduro is \$450.00 for all entries **postmarked or received** after the preregistration date of October 13<sup>th</sup>. All entries and checks must be made payable and must be sent to:

RPM Racing Enterprises  
1803 Morgan Lane  
Redondo Beach, Ca. 90278

*Note: The entry blank must be filled out completely and the check must specify driver's racing division and boat number. You can pay with a CC, please add \$10.00 convenience fee for M/C, Visa*

*Checks will only be refunded in the event of cancellation. Once received, all money becomes non-refundable and property of RPM Racing Ent. Entry Blanks may be found on RPM website. – [www.rpmracingent.com](http://www.rpmracingent.com)*

**SCSC MEMBERSHIP-** All contestants must be SCSC members. A one day “single event” membership can be obtained for about \$20.00 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 SCSC.

**SAFETY EQUIPMENT- All HELMETS and LIFEJACKETS** must meet SCSC 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” as judged by the race committee. There shall be no “full race” type boats such as SST, Formula, Mod U, Champboat, Inboard Hydroplane etc. or classes requiring capsules included in any of the Divisions. All boats shall have identification NUMBERS, not to exceed 3 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. 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 will 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. 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.

**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 records top speed and miles. It must be able to be fix mounted inside hull out of the reach of the driver during racing 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 Blue Water Resort & Casino 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 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 2<sup>nd</sup> time will result in a DQ.

**PENALTY BOX:** 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. The penalty box shall be in the vicinity of the judge's stand as designated by the referee. No maintenance, including re-fueling shall be done while the boat is in the penalty box. A driver change while in the penalty box 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 (beach/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 5mph). **Boats traveling in excess of the pit lane speed may be "docked" one lap or assigned to the penalty box 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 has to do with an area around each competing boat; the second has to do with 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 WITH 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 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 BWRC 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 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 box 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 Blue Water Resort & Casino 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 3<sup>rd</sup> time violation results in immediate disqualification from the race. The race committee is placing radar guns throughout the course to look for speed violators.

**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 to; 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.

**PROTESTS:** All protests must be received in writing with a check or cash in the amount of \$250 **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 FUN & 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 Blue Water 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:** Troy Nelson 720-270-7529

*Note: Please refer inboard technical questions to Dave Rankin, Outboard technical questions to Troy Nelson*  
**RULES SUBMITTED 05/2019**

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.

# **DIVISION I:**

(A) Small block V-Drives (SE) (B) Comp jets (C) Crackerboxes

## **A. SMALL BLOCK V-DRIVES (SE)**

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. *Note: Please See SCSC SE class rules for any technical clarification.*
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

## **B. JET DRIVE BOATS**

1. ENGINE: Max 515 C.I., Naturally Aspirated. No "Z" Drives permitted. (Must Comply with SCSC 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.)

## **C. CRACKERBOXES: IN ACCORDANCE WITH SCSC CRACKERBOX PRO CLASS RULES**

**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 Liter Outboards**

### **A. OUTBOARD:**

#### **1. ENGINE**

- a.** Maximum displacement of 130 cu. (engines may not be modified to reduce their displacement in order to comply with this rule.)
- b.** All engines must be naturally aspirated and of a standard production design. Maximum Carburetor size of 1.327 inches measured at the venturi. Ports may be modified but shall remain in their original location. Additional ports may not be added to any cylinder. Finger porting is prohibited. "Behind the liner" and Bridgeport exhaust engines may be run in Div. II with 1 inch venturi carburetors. V-4 and in line 6 cylinder engines (hereafter referred to as ALTERNATE engines) shall be exempt from all of the above rules except for the 130 cu. in. max rule.
- c.** Mercury/Mariner V-6 engines shall have a cylinder head volume of no less than 26 ccs measured with a surface gap spark plug installed. Blocks and pistons may not be modified in any manner so as to increase the compression ratio. Alternate engines may use any cylinder head/piston configuration.
- d.** All critical or performance related parts/components installed on V6 engines (except pistons, rings, bearings, reeds, replacement electronics and sealing components) shall be OEM parts. Parts may be exchanged from other years HP models as long as they are OEM. Alternate engines may use components from any source.
- e.** No EFI engines or 200XS motors
- f.** Unless specifically forbidden in above rules, engines may be modified in any way.

#### **2. HULL: Minimum length 17' 9" with a V, Flat Bottom or**

Modified V bottom and open cockpit. No true tunnels or capsules allowed.

#### **3. WEIGHT: Minimum dry weight of 1325 lbs.**

- a.** Ballast added to boats shall be securely anchored in a manner to prevent it from detaching while underway. No single piece of ballast shall weigh more than 50 lbs. Boats adding more than 40 lbs. shall be required to attach the ballast a minimum of 3 feet forward of the inside of the transom. All areas of boat must be available for inspection
- b.** Total battery weight exceeding 120 lbs. is prohibited. Water or liquid other than fuel is not considered acceptable ballast.

#### **4. DRIVE:**

- a.** Shifter type with working forward, neutral & reverse.
- b.** V-6 lower units must measure at least 4 1/2 inches in diameter just forward of the propeller. All units must be run with the center of the prop shaft no higher than 1 inch below the last 3' of running surface. The prop shaft must be parallel to that running surface at the time of measurement. Engine jacks shall be disabled and through bolted with a 3/8" Grade 8 or better self locking bolt and must be marked by inspector prior to racing. Water pick up must be on gear case Alternate engines such as Evinrudes, Johnsons or Mercury inline 6 cylinders may run the original factory installed gear case 1" below the last 3' of the running surface. The prop shaft must be parallel to the running surface at the time of measurement.

**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 III:**

(A) V-Bottom Outboard "Ski Race" boats

### **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 - **GPS REQUIRED**

### **A. INBOARD V-DRIVE:**

1. ENGINE:
  - a. GAS: 540 CI maximum, and naturally aspirated in accordance to the current GNRA rules
  - b. BLOWN GAS: 475 C.I. in accordance to current GNRA rules
  - c. DIESEL: Unrestricted & diesel fuel only
2. HULL: Minimum length 17ft., V-Bottom or Flat Bottom
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 – **GPS REQUIRED**

1. ENGINE: Unrestricted
2. HULL: “Flat”, “V”, “MOD-V”, or TUNNEL. (Min. length 16” Max length 24.99’)
3. WEIGHT: Unrestricted.

**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. No true tunnels or capsules - **GPS REQUIRED**

### **A. SINGLE ENGINE OUTBOARDS**

#### 1. ENGINES

##### 2 Strokes:

a. Naturally aspirated only. No nitrous oxide & must use gas with oil mix only. No fuel additives allowed. 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 Enduro on Saturday morning. The inspector reserves the right to randomly check fuel during pits stops during the race.

##### 4 Strokes & Green Engines:

b. allowed but must remain as delivered from the engine manufacturer. The only engine modifications allowed are as follows: ECU reflash & air horn mod, no port or head work allowed. Must run the Stock tuner with 20 inch factory mid section. Aftermarket steering attachments are permitted. Green engines & Mercury 300R Engine dry weight will be 1500 lbs. A pump gas reading from Running Man gas Station, 1115 Mohave Rd, Parker (adjacent to the Casino) 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, 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 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.

- c. 2.5 Liter motors maybe modified however, are limited to 32cc w/gaskets and 37cc for “O” ring type heads.
- d. 2.4 Liter motors maybe modified however to include “behind the liner” porting, are: 1.) will be limited to 32CC heads and must run gaskets, Dry weight will be 1400 pounds, 30CC heads dry weight will be 1450 pounds or 2.) 2.4L engine must measure 3-3/8 bore and retain stock stroke and bore but may be bored to .030 to repair cylinder(s). Pistons may not protrude more than .010 above the deck. Merc factory EFI or Carbs, mid and lower rules per 2.5.

2. LOWER UNITS:

- a. Green & 300R lower units must remain as delivered from the manufacturer & shall run the propeller shaft no higher than ½” below the last 3’ of the running surface. 300R must run the propeller shaft no higher than 1” below the 3’ of running surface. The prop shaft must be parallel to the running surface at the time of measurement.
- b. Non green lower units may be modified but must be a V6/8 style. XR6 style units allowed. Shaft height limited to 1” below the last 3’ of the running surface.
- c. All lower units must have a working forward, neutral, & reverse from the driver’s seat.

3. HULL:

- a. Minimum length 17’ 9” Mod VP, or V bottom style hull with an open cockpit. No true tunnels or capsules allowed.
- b. Dry Weight: 2.5 Liter minimum dry weight 1500 lbs., 3.0 Liter minimum dry weight 1875 bs, 3.2 Liter minimum dry weight 1980 lbs.

**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 VII:**

(A) Single Engine IO above 500 C.I. -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.

### **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.

**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.