

**NOVA SCOTIA
BOAT RACERS ASSOCIATION
2015
POLICIES AND RULES**



NOVA SCOTIA BOAT RACERS ASSOCIATION

SECTION 1 MEMBERSHIP

1.1 PARTICIPATING MEMBERSHIP (Form 5)

A participating membership can be purchased for \$15 / yr from NSBRA. Additional participating membership can be purchased anytime during the year.

Only one (1) participating member is allowed to vote per registered boat and must have a valid membership. Any participating member can be appointed at the meeting.

All teams must name one (1) participating member as a contact for their team. It will be the responsibility of that individual to make sure all information gets out to their team. It will also be the responsibility to make sure all members of their team adhere to NSBRA rules.

Any member that has a specific concern that is not on the agenda must be added to the agenda prior to the meeting.

Only participating members are eligible to be in a boat during a race.

1.2 BOAT REGISTRATION (Form 4)

All boats racing under NSBRA must be registered before May 31. Cost of registering a boat will be three hundred dollars (\$300.00). This includes registration for one pilot and one co-pilot per boat.

There will be a one race only registration fee of one hundred dollars (\$100.00)

1.3 RENEWAL DATE

The renewal dates for both general and participating memberships will be May 31 of that year.

SECTION 2 BOATS AND CONTRUCTION

2.1 BOAT TYPES

2.1.1 Outboard

2.1.2 30' Modified Racers

2.2 LENGTH

2.2.1 Determination of length

The length of the boat shall be determined by measuring from the bottom of the stern board, to a plum line on the stem post. If a boat has to be lengthened to 30 feet, the addition will be uniform with the hull.

2.2.2 Length

No boat shall be less than or exceed 30 feet in length. Discretion is that of the executive.

2.2.3 Trim tabs

Maximum length of trim tabs will not exceed 10 inches. No electric, pneumatic or hydraulic trim pads are allowed. There will be no adjustment of trim tabs during any race.

2.3 CONSTRUCTION

2.3.1 Keel

A keel will not be less than 8 ft in length and not less than 8 inches at the deepest point, with the shaft running through the keel. The keel will be measured from the outside of the bottom of the hull to the bottom of the keel.

The bottom of the keel must run in a straight line from the stern post to the 8 ft mark on the bottom of the hull. A keel may be more than 8 feet long and may be more than 8 inches in height.

No two part keel (full keel)

2.3.2 Shaft

The shaft must be 6 feet or more in length, be straight and continuous from the reduction to the propeller.

2.3.4 Material

All boat hulls and keels shall be constructed of fibreglass and/or wood. No other materials are permitted for hull construction.

2.3.5 Weight

No modified race boat is to be less than 2400 lbs excluding the pilot and co-pilot.

2.4 DRIVE TRAIN

2.4.1 Shaft

The entire shaft must be covered with sturdy material to prevent any contact.

2.4.2 Coupling

The coupling must be completely covered with a metal or fibreglass scatter shield to prevent any debris from flying off.

2.4.3 Reduction

The reduction (including bell housing) must be covered within 1/2 of the back of the block. No pinned reductions or stern drives will be allowed. All reductions must have forward, neutral and reverse.

2.4.4 Propellers

No variable pitch propellers are permitted

(No more than four blades).

2.4.5 Rudders

Rudders must be located behind the propeller. Multiple rudders will be permitted. Rudders will only be permitted to adjust up and down.

2.4.6 Struts

No open struts are permitted. A boat that has raced in NSBRA previous to 2012, that has an open strut will be permitted to use it. Any newly constructed boats cannot have an open strut. Once the open strut is changed it will no longer be permitted to be used. A strut can be used as a steady bearing but must be closed in and be part of the keel.

SECTION 3 CLASSES

3.1.1 Outboards

20 Hp under (no modifications)

21- 40 Hp

3.1.2 Modified Racers

Straight 6 Cylinders Single Barrel/300 cubic

Stock Up to 400Hp

Super Stock Up to 550 HP

All boats must register and race in one of the above classes.

3.1.3 Free for All

There will be a free for all for each class of Modified Racers (section 3.1.2).

The length of the course will be approximately $\frac{3}{4}$ of a mile and be a straight race back to the finish line.

3.2 CLASS DESIGNATION

3.2.1 Class Choice

All boats shall choose a class in which they wish to participate in for the year and will abide by all rules of NSBRA.

3.2.2 Changing Class

A boat will be permitted to move up or down in class only once during the race year, but must remain in that class for the remainder of the year and must abide by the rules.

3.2.3 Point Adjustment for changing class

Points will be adjusted accordingly when a change of class has occurred.

After a change of class the boat will no longer be eligible for points in their original class and all points will be removed from that class. Points will be adjusted for the new class entered as if the boat started the season in that class.

3.2.4 Ownership

A team or person may own more than one boat and enter them in a different class.

3.2.5 Driver

Boat and number may have more than one driver. Driver can race all classes but is limited to ONE boat and number per race

SECTION 4 SAFETY

4.1 Boat Safety

4.1.1 Fire extinguishers

Two certified ABC fire extinguishers (tagged and inspected in the current year) must be in the boat, one within reach of the pilot or co-pilot and the other must be easily accessible

4.1.2 Life jackets

Certified life jackets for pilot & co-pilot must be worn at all times.

4.1.3 Fire suit

The pilot and co-pilot must wear a fire retardant suit while operating the boat.

4.1.4 Kill switch

A working kill switch must be installed and attached to the pilot at all times when operating the boat to instantly stop the engine in case of an emergency.

4.1.5 Helmets

Both the pilot and co-pilot must wear a DOT approved helmet at all times when operating the boat. (Floatable helmets are recommended)

4.1.6 Eye Protection

Approved eye protection must be worn at all times.

4.1.7 Operators

Only 1 pilot and 1 co-pilot are permitted in the boat during a race.

4.1.8 Dangerous Boats

It will be the right of the majority of the executive present at the race to deny any boat to race, if the executive feels the boat is unfit or can be a danger to those involved. (Bouncing, frogging, spanking & leaping)

4.1.9 Trial Runs for all boats

The following rules apply when testing boats at the CSI causeway.

A safety boat **MUST** be present at all times when test runs are being done.

Testing of boats will be allowed between

- 1) 10:00 AM and 7:30 PM on Monday, Wednesday, Thursday
- 2) 10:00 AM and 5:00PM on Tuesday and Friday.
- 3) 10:00 AM and 2 PM on Saturday.
- 4) NO testing of boats is permitted anywhere on Sundays.

When other organizations hold unscheduled events at the causeway, it will be the policy of NSBRA to be considerate and not operate any boats while the event is going on.

Failure to comply will result in a penalty to the team and will be at the discretion of the executive.

4.1.10 Chase Boats

A Chase boat will be present at races.

SECTION 5 COURSE

5.1.1 Course will be down, turn 180 degrees around 1 buoy and back to the start / finish line.

5.1.2 There will be two individual courses with boats turning in opposite directions.

5.1.3 The course length will be 1500 -1800 feet.

(Course may be amended at the start of the 2015 race season any amendments will be post to the NSBRA website)

SECTION 6 REGISTRATION & INSPECTIONS

6.1 REGISTRATION AND COURSES

6.1.1 Participants must have a valid Pleasure Craft Operators Card (must be provide by May 31) or equivalent and must provide a copy to NSBRA.

6.2 AGE

6.2.1 All participants must be over the age of 16 years; any participant between the ages of 16 to 19 must have parental consent and can be co-pilot only.

6.3 PRE-RACE MEETING

6.3.1 Registration for race

There will be a drivers meeting prior to race day, TBA. All boats that are racing must register their boat and have a representative (associate membership) present at the meeting.

In the event a member cannot be present, an executive member must be notified, if the boat will be registering to race that week.

6.3.2 Business at drivers meeting

No other business other than that, which pertains to the race, will be discussed at the meeting.

6.4 INSPECTIONS

6.4.1 General Inspection (Form 1)

When the boat is inspected there will only be 2 participating members present at the inspection, all other members and any on lookers must be removed from the inspection site by the participating members.

General inspections must be conducted prior to that boats first race of the season.

6.4.2 Race Day Safety Inspection (Form 2)

A race day safety inspection will be completed up to 2 hr before the start of the race. All boats must be inspected before racing. It is the responsibility of the boats members to find an inspector and have their boat inspected.

6.4.3 Random Inspections

The executive has the right to inspect a boat, anytime throughout the season for any reason.

SECTION 7 RULES AND PENALTIES

7.1 ENGINES

7.1.1 Building of Engines

An engine must be built below the horsepower limit of the class they are entering, the horsepower cannot be regulated by an MSD or RPM's. Present members will be allowed to restrict motors to the hp class they wish to enter.

The size, type of carburetor must be recorded and used during the race. If spacers are used the size and type must be recorded. As of July 2nd 2014

restrictor plates will be used to regulate the hp of engines to the respective class.

7.1.2 Dyno of Engines (Form 6)

It is the responsibility of the race team to be under the require horsepower of their class. Dyno must be done by A & J Armstrong. At least one executive member or tech person must be present when the dyno is taking place.

The engine must be dyno'd with the fuel that will be used during the race. Headers to be used for racing must be used.

All dyno sheets will be available for viewing to all members of NSBRA.

7.1.3 Request of Dyno NSBRA Executive

NSBRA executive has the right to request a dyno on all boats at anytime.

A dyno can be requested with the owner liable for the full cost incurred, only if it's over the HP limit. If it is under the HP limit the accusing party/parties must pay the full cost. (\$450 upfront)

7.2 EXCEEDING HP IN CLASS

7.2.1 Exceeding the HP limit

If a boat is called out during a race for exceeding the horsepower in their class, they will be disqualified and receive a DNS for that day and the following penalties will apply.

1st Offence - 15 pts Deducted / 10 hp over and \$ 250 dollar fine.

2nd Offence - 15 pts Deducted / 10 hp over and \$ 500 dollar fine.

3rd Offence - 15 pts Deducted / 10 hp over and \$ 1000 dollar fine

There will be NO tolerance permitted (eg: 550Hp class = 550 max hp before penalty is applied.)

All fines must be paid before registering for the next race.

All penalties will be at the discretion of the executive.

7.3 CARBURETION / FUEL INJECTION

7.3.1 No additives are allowed.

7.3.2 No nitro-oxide allowed.

7.3.3 All engines must be naturally aspirated.

7.5 FUEL

- 7.5.1** Pumped gas will be permitted.
- 7.5.2** Aviation fuel will be permitted.
- 7.5.3** No other fuel will be permitted other than those listed above.

7.7 ALCOHOL & DRUGS

7.7.1

Absolutely no alcohol/drugs allowed. Any participant under the influence or in possession of alcohol/drugs will be asked to have another member of their team replace them. Non-compliance will result in disqualification of the boat and the boat will be considered a no show.

There will be a \$500 fine to the boat and the offender will not be permitted to race for the remainder of the season. The fine must be paid at the race or the boat will not be permitted to finish the race.

7.8 NUMBERS

7.8.1

All boats must display a number on the stern and bow (must be visible from both sides of bow). Numbers will be minimum 6 inches in height.

7.9 ABUSE

7.9.1

Any form of abuse, disrespect or harassment of NSBRA participants, officials or executive will not be tolerated.

The first offense will result in a warning to the team that the abuse originated from. Any subsequent offense will result in disciplinary action deemed necessary by the executive.

It is the responsibility of the named representative to make sure that any form of abuse does not continue.

7.10 RACE STARTS & FINISHES

7.10.1 Pace boat

The pace boat will be responsible to set the pace and it will be the responsibility of the opponent to hold that pace. At no time shall the opponent pass the pace boat.

Any boat that jumps the start a 2nd time may be disqualified from the race at the starters' discretion.

7.10.2 Start Line

The boat must cross the start line on its own power to receive last place standing

7.10.3 Finish line

The first boat to break the plane of the finish line shall be declared the winner.

In the event, the finish has to be reviewed, the starter in consultation with executive members on the start boat shall determine the winner. Once the winner has been declared the representative for the boats involved on the start boat will be advised and can view the photo finish (if available).

7.10.4 Lane choice

Lane choice will be determined by a coin toss. If the same two boats race against each other for a second time the lane positions will be reversed. Upon the third race between the same two boats the lane choice will be determined by coin toss again.

7.11 AWARDS PRESENTATION

7.11.1

The pilot or the co-pilot must attend the awards ceremony after each race. First violation the team will be given a warning, second violation there will be disciplinary action taken. (See Form 3)

7.12 PROTEST

7.12.1 Lodging a protest

Any protest must be reported to an executive member prior to the awards presentation. The executive member will notify at least 2 other members of the executive immediately. The boat that has been protested against will be impounded immediately at a designated location.

7.12.2 Non Compliance

Any boats that do not comply with the impoundment rules will be assessed with a penalty (discretion of the executive) and they will not be eligible to race until they comply.

7.12.3 Eligible to protest

Only the pilot or navigator that is operating the boat at that race or the designated representative is eligible to protest.

7.12.4 Representation at protest meeting

A minimum of 3 members of the executive must be present at the protest meeting.

Two (2) members from the offending team and two (2) members from the protesting team will be allowed to attend the protest meeting. No other members will be permitted to attend.

7.13 DECISION OF EXECUTIVE

7.13.1 (Form 3)

The executive shall have the authority to execute reasonable disciplinary action deemed necessary against those in violation of NSBRA rules.

7.13.2

The executive shall have the authority to amend and govern rules in the best interest of the association, when necessary.

SECTION 8 OUTBOARDS

8.1.1 Construction of boats

Boat must be a minimum of 10 feet in length in all classes. No lighter than 500lbs driver and motor included.

8.1.2 Boat safety

All racers must wear an approved helmet and life jacket. A kill switch must be attached to the pilot at all times when operating the boat.

8.1.3 Points system

Points system will be the same as the modified racers.

8.1.4 Numbers

All boats will have a visible number placed on the bow and stern.

8.1.5 Pleasure Craft Operators Card

All racers must have a Pleasure Craft Operators Card and provide a copy and/or registration number to NSBRA.

8.1.6 Course

Course will be down, turn 180 degrees around 1 buoy and back to the start/finish line.

8.1.7 Motors

Motors in the 20 hp class are not allowed any modifications.

Motors in the 40 hp class can be modified as long as they do not exceed 40 hp.

SECTION 9 SCORING SYSTEM

9.1 AWARDING OF POINTS

9.1.1 The goal of each team is to acquire the most points possible. The team with the most points after the last race of the year will be NSBRA Champion in their class and be awarded the WM R Murphy Series Cup. Points are awarded based on what position each boat finishes.

1st - 40 Points	7th - 22 Points
2nd - 35 Points	8th - 20 Points
3rd - 30 Points	9th - 18 Points
4th - 28 Points	10th - 16 Points
5th - 26 Points	11th - 14 Points
6th - 24 Points	

No Shows - Boats who do not show will not acquire any points.

Note: In the event of a boat exceeding the horsepower limit a point's penalty will occur as per Section 7.2.1 of the NSBRA Policies and Rules.

9.1.2 Tie breakers

In the event of a tie in the yearly standing for the Wm R Murphy Series Cup, tie breakers to be used are

most first place finishes for the season

most second place finishes for the season

most third place finishes for the season

If there is still a tie there will be a race off between the boats that are involved.

The tie breaker will be held the following weekend after the final race.

Amendments to Rules:

June 19, 2015

7.1.2 Dyno of Engines (Form 6)

It is the responsibility of the race team to be under the required horse power of their class. Dyno must be done by A & J Automotive & Machine LTD. At least one executive member or tech person must be present when the dyno is taking place. All boats MUST be dyno'd before the start of each race season for eligibility to race under the Nova Scotia Racers Association.

The engine must be dyno'd with the fuel that will be used during the race. Headers that will be used for racing must be used during the dyno.

All dyno sheets will be available for viewing to all members of the NSBRA.

7.10.5 Between Race Start/Finish

All boats are to be anchored for the duration of the race. If they need to return to land for ANY REASON they MUST be accompanied by an executive or someone appointed by the executive.