

The Canadian Boating Federation

V Production Runabout Racing 2018 Rule Book

T Class Outboard Racing Division



This rulebook is to be used in conjunction with the

CBF

General Racing Rules

Please see www.cbfn.ca for further reference.

CBF *Canadian
Boating
Federation*

T Class Outboard Racing Division (TCORD) Governors

The Canadian Boating Federation governs the T Class Outboard Racing Division.

TCORD Racing Committee

1. Rick Cole
2. Erik Luksep
3. Paul Kryskow
4. Paul Coulter
5. Jeremy Culp

T Class Outboard Racing Division Rep.

Don Whittington

T Class Outboard Racing Inspector

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Thom Bucknell
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*** T CLASS OUTBOARD RACING RULES ***

RULE * 1 * GENERAL *

(1-A) * The CBF General Racing Rules shall prevail in all situations not specifically covered in the T Class Outboard Division Rules.

(1-B) * The eligibility rules in situations involving commercial connections are as follows;

(1-B-1) * No equipment can be registered or campaigned as the entry of any corporation or business concern. Sponsorship is allowed in the T Class Outboard Division.

(1-B-2) * No manufacturer of motors used in T Class Outboard Division competition, and none of their employees, is eligible to race.

(1-B-3) * No part of this rule is to be construed as a ban on individuals who sell boats and motors through recognized dealerships.

RULE * 2 * T.C.O.R.D. *

(2-A) * Racing in T Class Outboard Racing Division (TCORD) is governed by the Canadian Boating Federation. . The TCORD Racing Committee shall provide guidance in all matters pertaining to the administration and interpretation of the rules for this division. The TCORD Committee shall serve as an appeal board for owners, drivers, referees, inspectors and/or race committee[s].

(2-B) * Rule changes will be put to an email ballot. If the membership fails to return better than 60% of all the ballots then the TCORD Committee, shall be empowered to render its decision as final.

RULE * 3 * T Class Outboard Racing Division *

GT30, T750 and T850 Rules

General: T Class Outboard Racing Division is limited to fiber composite construction molded V bottom monohulls, each fitted with one single production motor that is available on standard sale. All motors are production 2 stroke or 4 stroke models. The T Class Outboard Racing Division encourages all makes to compete provided their motor fits class rules.

(3-A-1) * T Class Outboard Racing Division Classes*

1. **GT30** - 30 horsepower prop shaft rated
2. **T750** - 3 cylinder models up to 750 c.c., 2 cylinder models up to 849 c.c. (exception Mercury 3 cylinder twin carburetor [49 cubic inch] is a probationary motor for 2018 only (all boats running this motor will be eligible for points))
3. **T850** – 3 cylinder motors. Capacity of the motor from 850 cc to 1000 cc Motors are restricted to production stock 30hp motors on GT 30, altered stock 50 to 60 horsepower motors in T-750, 70 to 75 hp altered stock motors in T-850.

(3-A-2) *Low emission engines and 4 strokes*

Low Emission Engines and 4 stroke models are encouraged. Depending on performance, motors race in either T750 or T850. Their 60 hp model displacement can exceed 1000 c.c.

Low emission engines complying with 2006 EPA Regulations will be allowed in GT30, T750 and T850.

The following modifications are expressly not permitted:

- No new openings are allowed for fitting steering bars etc.
- Alteration or modification of any powerhead components unless permitted by the rules.
- Removal of material from the powerhead for any reason other than recognized (by the manufacturer) repair
- ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.
- Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

(3-B-1) *Hull*

Only fiber composite construction molded V bottom monohulls are permitted. The running surface maybe straightened but not modified and a transom turn fin is optional.

(3-B-2) *Minimum (and maximum) Dimensions*

(Class = Weight,Length,Width,depth)

GT30 = boat & driver 250 kg (550 lbs), 3.50 m (11' 5")

T 750 = boat & driver 270 kg (594 lbs), 4.00 m (13' 1"), 1.40 m (4' 7"), 0.40 m (1' 3")

T 850 = boat & driver 330 kg (726 lbs), 4.00 m (13' 1"), 1.40 m (4' 7"), 0.40 m (1' 3")

The *maximum* length for T750 is 4.25 m [13' 11"]

The *maximum* length for T850 is 4.60 m [15' 1"]

The maximum allowed ballast weight is 10 % of the specified minimum weight for each individual class. The ballast must be attached and on the inside of the hull.

The minimum weight mentioned here above is the weight of a complete rig weighed directly after the race including driver, personal safety equipment, and residual fuel but without residual water.

Measurements are taken while the boat is ashore. The length must be measured as the overall length of the hull between perpendiculars at the foremost and aft most rigid part of the hull. The width of the boat is measured at the widest part of the hull.

(3-B-3) Every boat must be fitted with:

- A towing eye at the bow
- One or two oars or adequate paddles adequately secured and stowed so that they are immediately available
- Enough secured buoyancy to ensure it will float in the case of an accident. This buoyancy shall be equivalent to a volume of 0.055 m³ floatation per 100kg of boat weight. Floatation is to have a maximum density of 30kg/m³.

Calculations: GT30 requires minimum 0.1375m³ (4.86ft³)

T750 requires minimum 0.1485m³ (5.24ft³)

T850 requires minimum 0.1815m³ (6.41ft³)

(3-B-4) Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility is prohibited.

(3-B-5) SAFETY CELLS ARE NOT PERMITTED in T Class Outboard Racing Division.

(3-C-1) * Machinery*

An outboard motor is a mechanical propulsion assembly, which can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point. The motor thus removed and placed ashore must be capable of being started, fed by its 25 litre/or smaller fuel tank. The mounting supports fixed to the boat, the control levers, the gauges and their connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the motor.

The use of power trim is allowed for GT30, T750 and T850. For all T classes, the centre of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall not be above the bottom of the boat measured at the lowest point of the bottom. No design of the hull, by fins, keels or convex shaped bottom to obtain a higher engine position is allowed. For boats with power trim this height will be measured with the propeller shaft set parallel with the bottom of the boat.

(3-C-2) To be homologated as stock motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of boats. To be eligible for homologation, a minimum of 1000 units must have been built and assembled, certified by the manufacturer to the National Authority of the country of origin.

(3-C-3) The motor must be able to function at reduced speed.

(3-C-4) When the motor is in the water, the cooling must be effected by a water circulation pump. The cooling water must circulate through the water pump and be fed only through the standard water intake; the intake position may not be changed. The size and shape may be modified.

(3-C-5) Gear changing system giving forward, neutral and astern movement is optional. Gear cases can be locked in forward with no reverse gear. Reverse gear recommended.

(3-C-6) An electric starter must assure a quick and easy start without external aids. It must be used as it was supplied by the manufacturer, up to 24 volt allowed.

(3-D-1) * Sole Modifications Allowed for T750 and T850*

Only the following modifications are allowed, and a motor spec sheet must be provided for the class inspector.

1. All studs, screws, nuts, bolts and their washers are free as well as the method of locking them.
2. The original propeller may be replaced by another.
3. The gear case trim tab may be altered or removed, gear cases maybe blue printed and a nose cone added. NO low water pickups allowed.
4. The cooling system must be provided by the water pump. Motors cannot be dry stacked, water must exit the motor as designed by the engine manufacture. The size of the exit holes maybe increased. The tattle tail nipple can be relocated.
5. Thermostats and pressure valves of the cooling system may be removed.
6. Cable and pulley steering systems recommended. Mechanical or hydraulic systems allowed.
7. The dampers (shock absorbers) may be altered or removed.
8. The rubber mounts of the motor may be altered, removed or replaced with solid mounts
9. Revolution counters, water temperature gauges, water pressure gauges and similar instruments can be installed.
10. Revolution limiters may be removed.

11. The gear interlock device on the starter may be removed.
12. Spark plugs are free.
13. Original carburetor jets may be replaced for another size. Velocity stacks allowed.
14. Springs may be added to the throttle lever of the carburetors.
15. Re-boring is allowed, to a maximum of 40 thousandths of an inch over size.
16. OEM or aftermarket direct replacement parts approved.
17. The following is permitted:

- Power head rotating assembly balancing

- Engine's may be blue printed. Engine ports maybe altered but may not exceed the homologation specifications (if available) for the particular motor. (For greater certainty, all OMC 56cu bridge port engine block porting can not exceed the maximum engine port specifications as per the SST60 class APBA rules . When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet. A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure. 17. A part may be machined to attain the weight quoted in the homologation sheet without altering other criteria given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected. Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted. For greater certainty, all OMC 56cu oval port motors must run stock porting (ie not bridge port porting specs) and stock carburetors

- machining the block and cylinder head or using an aftermarket head to achieve a maximum compression of 160 PSI

- Pinning of modular cranks

18. Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted.

19. The fuel connectors may be removed and the fuel hose from the fuel tank connected directly to the fuel pump.

20. Fuel pumps are free (electric or vacuum) provided the fuel still runs through the original fuel system and no parts are removed or blocked off

21. No parts may be added to the motor unless specified in these rules.

22. Exhaust tuners are free

23. Plastic reeds allowed and reed stops maybe removed

24. **Fair Competition Rule:** A motor's eligibility and class placement is subject to TCORD Racing Committee approval. A boat will race in the class where it is most competitive. No boat will be allowed to dominate.

(3-D-2) *Sole Modifications allowed for GT30 Class*

(Other than these modifications the motor is unaltered)

1. It is allowed to disable/remove the neutral switch and in gear starting protection wire.

2. The trim tab may be altered or removed to accommodate a propeller.

3. The rubber mounts of the engine may be replaced.

4. Power trim may be removed or disabled. The use of thrust block to adjust the trim angle is allowed.

5. Spark plug may be replaced with a non-modified standard spark plug with the same thread length.

6. Propeller nut is free.

7. Plastic reeds will be allowed.

(3-D-3) * Modifications not permitted on low emission GT30 engines*

1. Blueprinting of the powerhead is not permitted.
2. Alteration or removal of any powerhead components is not permitted.
3. Electrical components and control system performance must remain standard.

(3E) * Biodegradable oils*

The use of "green biodegradable" oils and lubricants in GT30, T750 and T850 is recommended and encouraged.

(3F) * Engine Inspections*

1. The top three finishers on each day of racing will have their motor visually checked for compliance with the rules as well as a mechanical compression test taken.
2. A boat finishing in first place on both days of the race weekend will have it's cylinder head removed and port heights measured for compliance with the homologation specifications of the motor.

RULE * 4 * AGE LIMITS *

(4A)* The age requirements for T Class Outboard racing shall be as follows; The minimum age of 14 for GT30 and age of 16 for T750 and T850, *no maximum age*.

(4-B) * Age shall be determined by the birth date.

RULE * 5 * MOTOR RESTRICTIONS *

(5-A) T Class Outboard Racing Division uses production stock motors as the base for each class. Some alterations are permitted. Refer to (3-D-1) (3-D-2) and (3-D-3).

(5-B) * A Stock Motor is defined as a motor which:

(5-B-1) * Is the product of a recognized manufacture engaged in the production of outboard motors for sale to the general public.

(5-B-2) * Has been advertised and offered for sale to the public and has been available within no more than forty-five (45) days of placement of a bonafide order.

RULE * 6 * MOTOR FUEL and FUELING *

(6-A) *Fuel must be of a commercially available grade of *unleaded* automobile, marine or VP race fuel from a race supply outlet is permitted.

(6B)* Fuels like methanol, nitro-methane, hydrazine, and the likes thereof are expressly forbidden. The use of any additive(s) aimed at increasing the power of the engine is prohibited to either the fuel or the air intake. The use of nitrous oxide injection units is prohibited.

(6C)*Fuel may be tested with a Digitron DT-47FTD meter or equivalent to ensure compliance. It is advisable to have unknown gasoline and oil checked before competition.

(6D)* Only the original 25 liter or smaller liter fuel tanks, metal collapsible fuel cells or approved marine manufacturer's tanks are permissible. Tanks must be large enough to run back to back heats.

(6E)* The presence of illegal fuel at any time will result in the driver being immediately disqualified up to that point.

(6F)* Refuelling is allowed only at places announced by the event organizer.

Rule *7* Safety*

(7-A) * Considering the fact that there is no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket. Only those considered in good condition may be used.

(7-A-1) * Helmets shall meet one of these rating specifications: Snell 2005 or newer (SA, M, K, CMR/CMS 2007, CMH); SFI competition 31.1 and 31.2; SFI spec 24.1 youth helmet for drivers age 16 and under.

(7-A-2) * The upper fifty percent (50%) of the helmet must be a single color of the following: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Competitors may put writing or artwork in an

area across the front to the helmet directly above the opening. This area is not to exceed 8" wide x 2" high.

(7-A-3) * Half-shell and 3/4 type helmets are not allowed.

(7-B) * Life Jackets must have leg straps. They must be certified to type "A" or type "A-100" for racing and be bright yellow, red or orange in colour, orange being preferred. Jackets with impact material or a secondary jacket/vest with impact material are mandatory. Lifejackets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing. Please note that these race jackets are not DOT or Coast Guard approved and you may require a secondary government approved PDF on board. Check local laws.

(7-C) * On request, all drivers will bring their racing life jackets and helmets to the Drivers' Meeting for inspection, and if necessary, a flotation test will be made on the jacket by the Race Committee.

(7-D) * The throttle arrangement shall be such that when the throttle is released the venturi leading to the crank case is fully closed. The device necessary may be of any manufacture. Full throttle discs (commonly called butterflies') are mandatory in all classes.

(7-E) * All boats must be provided with a steering wheel, a seat and an automatic foot throttle to close the throttle when released by a driver.

(7-F) * In the interests of safety, it is prohibited to lock the throttle while in competition.

(7-G) * The use of shock cord or elastic rope as a motor tie down is prohibited unless the motor is outfitted with power trim.

(7-H) * The boat must have enough buoyancy, either natural or from use of floatation gear, to float the combined hull and motor.

(7-I) * Any driver who starts an engine on shore with the propeller, shear pin, propeller nut or washer on the propeller shaft must be suspended for thirty (30) days, starting the day of the race.

(7-J) * Solid bronze swivel bushings of any make or manufacture may be used on the swivel pins of all outboard motors, in the interests of safety.

(7-K) * The race shall be stopped and restarted if a boat flips in the first turn or a driver bails out of his boat due to fire, etc. The said driver and boat is to be disqualified from that heat.

(7-L) * All boats must be equipped with a tether activated, operational ignition cut off switch. If an electric fuel pump is utilized it also must be equipped with a tethered cut off switch. A combination fuel/ignition tethered cut off switch is allowed. This switch should be mounted forward of the driver and use a minimum length cord which at full extension from switch will not touch the engine. The tether must be attached to the life jacket or wrist while racing.

(7-M) * Novice drivers (a new driver never having driven in C.B.F. races) must for a period of ten (10) days of sanctioned racing tape or paint a two (2) inch wide cross on their helmets. The colour to be white and the cross to extend from front tip up over the top of the helmet to the back rim of the helmet and from left ear up over the top of the helmet to the right ear. A new driver is any C.B.F. member in good standing who has never driven a registered C.B.F. outboard powered boat in closed course competition heat racing. The new driver must be given an oral examination by the Referee or Racing Commissioner. He must show knowledge of course racing rules before being approved to enter a race, He must show knowledge of course racing rules before being approved to enter a race. Any new driver's first day of participation in competition must consist of at least one (1) heat of racing during a sanctioned closed course event. The new driver shall drive in a position at the 'rear of the pack,' while being observed by the Referee and course officials. If he is not cleared for "open competition" at the end of the heat, he shall run an additional heat in the same manner until cleared by the Referee.

(7-N) * On request, all drivers will bring their racing life jackets and helmets to the Drivers' Meeting for inspection, and if necessary, a flotation test will be made on the jacket by the Race Committee.

(7-O) * A permanently fixed fin or fins may be used on the hull. No fin or mounting hardware shall protrude beyond the vertical plane of the boat. Use of any adjustable device such as a fin, water brakes, transom lift or kick out while underway is prohibited.

(7-P) * A yellow flag shall warn drivers of a flipped boat or other obstructions on the race course. It will be displayed from the judge's stand and/or the patrol boats. Turn judges or safety personnel may stop a race with a red flag. The displaying of the red flag shall signal the stoppage of the race in the case of a medical emergency on the course or for any other reason the race committee may deem necessary. The heat may be rerun if, in the opinion of the race committee, any contestant's time or position of finish has been altered, that would affect the final order of finish.

(7-Q) * The race course shall be marked with balloons or other soft buoys that do not damage, deflect or upset boats. The T.C.O.R.D. recommends that all course markers be

yellow or orange in colour and there should be a minimum of four (4) buoys in each turn.

(7-R) * The T.C.O.R.D. recommends gear cases be maintained and contoured, if necessary, within class specifications. Gouges, breaks and hollows should be sanded or filled.

(7-S) * The race committee must limit the number boats starting in a closed course heat to ten (10) or less. Classes of the same hull type may be combined and scored separately

(7-T) * Any boat with a non-wood windshield or cowling must have a protective molding on the exposed edge.

(7-U) * All boats involved in any accident are to be inspected by the inspector before being allowed back on the race course. This call can be made by the Referee and/ or the inspector.

(7-V) * Drivers must wear life jackets, helmets, eye protection and cut resistant wrist-to-ankle attire at all times while on the water for the purpose of driving racing equipment. In closed course racing, when stopped on the course, the driver's helmet only may be removed when no other racing craft are underway anywhere on the course or when the driver's boat is tethered to a towboat. The helmet only may also be removed by drivers of stalled boats during point-to-point marathons. Helmet restraints are recommended. All drivers must also wear impact/flak jackets, which may be worn separately or incorporated into the jacket. The impact/flak material, whether in a separate worn impact/flak jacket or incorporated into the jacket itself, will provide full coverage of the front and back of the torso. The intent is to provide full coverage of the vital internal organs. The referee or inspector has the power to prohibit the use of any helmet or life jacket or cut resistant sleeves or pants that he/she determines to be potentially unsafe.

(7-W) * **Pre-Race Safety Inspection***- All drivers will conduct a pre-race safety inspection with one of the approved inspectors **before the drivers meeting** on the first day of each race weekend they are racing. A pre-race safety inspection is required in order for the driver to be eligible to race. (See appendix A for pre-race inspection checklist)

RULE * 8 * CATEGORIES *

(8-A) * Regattas for T Class Outboard Racing Division conducted under C.B.F sanction shall be divided into four (4) different categories;

(8-B-1) * Closed Course *

(8-B-2) * All classes must be open to Amateurs and Professionals alike.

(8-B-3) * In each turn of a closed course race, at least one (1) turn judge shall be an experienced individual acceptable to the referee.

(8-B-4) * In a closed course race, all turn buoys should be of a highly visible colour and at least one (1) feet in height.

(8-B-5) * Any owner who permits a non-racing member to utilize his equipment in a sanctioned race shall be suspended for thirty (30) days.

(8-B-6) * A closed course race consists of at least 1 heat and heat lengths are limited to 8 km (5 miles). If no eliminations are required a two heat race is recommended. If eliminations are required a four heat race format is recommended... Elimination heat 1, elimination heat 2, Consolation heat 1, then Final heat.

(8-B-7) * A heat will consist of at least 5 laps unless otherwise dictated by the race organizer.

(8-C) * Championship*

(8-C-1) * Same requirements as for Closed Course racing (above).

(8-C-2) * For further details, see Rule 19.

(8-C-3) * Referee and inspector for T Class Outboard Racing Division National Championships to be approved by T Class Outboard Racing Division Committee before granting sanction.

(8-D) * Marathons*

(8-D-1) * No claims for records will be entertained.

(8-D-2) * If handicap system is utilized, T.C.O.R.D. must approve.

(8-D-3) * All classes must be open to Amateurs and Professionals alike.

(8-E) * Mile or kilo trials*

(8-E-1) * Kilo or mile trials shall be open to all T Class Outboard drivers that are not under driver restriction.

(8-E-2) * The same boat and motor (or equipment of same make, model and manufacture) as was used in the qualifying race must be used in the straightaway runs.

RULE * 9 * MEDALS AND CERTIFICATES*

(9-A) * The Canadian Boating Federation, in recognition of outstanding achievement in the T Class Outboard field, will present certificates as follows;

(9-A-1) * A certificate suitable for framing to each contestant who establishes a properly recognized record for his class

RULE * 10 * RECORDS*

(10-A) * Records in the T Class Outboard Division Classes shall be awarded as follows;

(10-A-1) * One Mile or Kilo.

(10-A-2) * Five (5) miles in competition on surveyed courses laid out in laps measuring one (1), one and one quarter (1 1/4) or one and two thirds (1 2/3) miles.

(10-A-3) * Three (3) miles in competition on surveyed courses laid out in laps measuring one (1) mile.

RULE* 11* BOAT NAMES*

(11-A) * The C.B.F. reserves the right to review boat names as listed on Application for Racing Numbers, and the T.C.O.R.D. may at its discretion refuse to issue numbers to any applicant if in its estimation a boat name is obscene or might be of such a nature as to cause embarrassment and cast any discredit on the sport.

RULE * 12 * RACING NUMBERS *

(12-A) * The racing numbers shall be a minimum of six (6) inches high with a one (1) inch stroke and shall be in strongly contrasting colours, located on the vertical sides where space permits. It is highly recommended that numbers be eight (8) inches high, with black on white or white on black format that has a one (1) inch minimum border.

(12-B) * Boat numbers with zero's preceding are permitted on boats; however, they will be scored without zeros. It is only permitted to use these numbers if no other CBF member is using that base number. For example, if a driver requests number 007, they can only use that number if there is no 07 or 7 already registered with CBF. This is in place due to computer based scoring.

(12-C) * Upon acceptance of application registration of a racing membership, the driver will be issued a number from number 2 and up. Only one number will be issued regardless the number of hulls owned or classes raced. The same number is used on all hulls.

(12-D) * The competitor's racing numbers must be displayed on their trailer for ease of trailer identification during launching and retrieval.

RULE * 13 * COURSES *

(13-A) * In laying out courses, race sponsors are urged to take into consideration the safety of the contestants with regard to obstacles, traffic and other dangers. In so far as possible, every effort should be made to provide at least a 1,000 foot run from the starting line to the first turn and to furnish buoys of resilient material. At National Championships the distance from the starting line to the first turn buoy shall be at least 1,500 feet.

(13-B) * Please also refer to the CBF General Racing Rules.

RULE * 14 * FLAGS *

(14-A) * DEFINITIONS

GREEN - Water is open for boats, race underway.

WHITE - Final minute prior to race start, and leader has started final lap.

YELLOW - Problem on race course, continue with caution. (BLUE & WHITE flag is also used at some events).

RED - Competition is stopped, continue with caution, await further instruction.

CHECKERED - Race completed.

BLACK - Return to Pits, do not leave pits, course closed.

RULE * 15 * STARTING *

(15-A) * CLOCK START -

The green flag is raised and drivers may enter the race course. Drivers mill the course, and within 2 to 4 minutes the white flag is raised and instantly the green flag is lowered. At the instant the white flag is raised at all locations, the 60 second countdown clock is started. Drivers approach the starting chute and head towards the start line. Once the clock zero's, the green flag is raised. Drivers crossing the start line prior to the clock hitting zero are disqualified unless a restart is ordered. The timer is started once the clock strikes zero. The clock shall be readable with 15/15 vision in bright day light from 750 feet away and positioned at close proximity to the start line. It shall as a minimum indicate the elapsed time in seconds of the last minute before the start. All boats must stay on plane in the starting chute or be disqualified. Should there be a malfunction, the starter will display the yellow and while flags and when in the opinion of the Referee the drivers are ready to restart, the final 60 second starting procedure shall be repeated.

(15-B) * FLAG START - ROLLING

The green flag is raised and drivers may enter the race course. Drivers mill the course, and within 2 to 4 minutes the white flag is raised. Once raised the drivers approach the starting chute and head towards the start line as a pack at reduced speed and lineup as best they can in a row. If the starter approves the lineup of the pack, they drop the white flag and the race has started. If the starter does not approved the start they shall leave the white flag up and also wave the green flag to signal the pack to mill around for another run at the start line as a pack. The timer is started once the white flag is dropped.

(15-C) * FLAG START- LEMANS

Starting order of all heats to be determined by the Race Committee and announced at the drivers meeting. Boats are staged/lined up in the starting area. The white flag is raised for 1 minute. This signals that drivers may test fire their engines. After one minute the white flag is dropped and engines shall stop. Once all engines are stopped, the drivers shall signal they are ready by raising a hand. Once all drivers are ready, or 2 minutes have elapsed, the Green flag is raised for a minimum of 10 seconds and maximum of 20 seconds. At the drop of the green flag the race is started and the drivers may start their motors. Anyone starting prior, will be penalized 1 minute. The timer is started once the green flag is dropped.

RULE * 16 * OVERTAKING AND MARKS *

(16-A) * An overtaking boat shall, as long as an overlap exists, keep clear of the boat which is being overtaken. Boats in passing shall allow at least one (1) boat width of clear water between them, and the leading boat shall not alter her course so as to compel an overtaking boat to pass within the one (1) boat width limit. The overtaking boat must not alter her course until, one (1) boat length of open water exists. Should, however, an overlap exist between two (2) boats when both of them are about to pass a mark on the required side, then the outside boat must give the inside boat room to pass clear of the mark.

(16-B) * An overlap may only be established when two (2) boats are on the same course or approximately the same course and the overtaking boat has no longer free choice on which side she shall pass. The inside boat may gain the right of way by establishing an overlap even after the outside boat has altered her helm for purpose of rounding the mark.

(16-C) * Any boat that fouls a buoy and doesn't return to pass the missed buoy will be disqualified. Any boat will be disqualified that forces another boat to foul a buoy or other obstruction or violates in any other way the rules governing right of way.

RULE * 17* DISQUALIFICATION *

(17-A) * Any boat crossing the start/finish line before the clock reaches zero shall be disqualified for that heat.

RULE * 18 * POINTS *

(18-A) * Points for tabulation of the National High Point Championship shall be recorded by the T Class Outboard Statistician, appointed at the Annual General Meeting.

(18-B) * The High Point Champion in a given class is permitted to place the number "1" on their boat for use in that class only in the following season.

(18-C) * Boats stepping up from lower classes are eligible for prizes, but only legal class boats for that particular class are eligible for both prizes and points.

(18-D) * When combining classes, boats are eligible for points as if running in each separate class.

(18-E) * Points will be denied to any driver for a class in which he is not registered.

(18-F) * The National high points shall be awarded the driver with the highest points in ten (10) best races.

(18-G) To be eligible for National High Point Championship Awards, there must be a minimum of four (4) registrations at CBF Head Office by the end of the season.

(18-H) On race day, for High Points to be awarded there must be at least three (3) legal starters for the given class.

(18-I) High Points will be awarded as follows:

Position	Standard Event	North American, National or World Championship Event
1 - First	400	800
2 - Second	300	600
3 - Third	225	450
4 - Fourth	169	338
5 - Fifth	127	254
6 - Sixth	95	190
7 - Seventh	71	142
8 - Eighth	53	106
9 - Ninth	40	80
10 - Tenth	30	60
11 - Eleventh	23	44
12 - Twelfth	17	34

13 – Thirteenth	13	26
14 – Fourteenth	10	18
15 – Fifteenth	7	14
16 – Sixteenth	5	10
17 – Seventeenth	4	8
18+ – Eighteenth plus	3	6
DNF – Did Not Finish	3	5
DQ – Disqualified	2	4
DNS – Did Not Start	1	2

RULE * 19 * CHAMPIONSHIPS *

(19-A) * One Canadian T Class Outboard National Championship may be held per class each calendar year for full racing members of the Canadian Boating Federation only. The venue to be decided by the SORC of the CBF.

(19-B) * NO NEW NOVICE DRIVER shall be allowed to join CBF at a National Championship regatta and enter the regatta.

(19-C) * Championship races shall consist of two (2) final heats.

(19-D) * Qualifications: An owner may qualify without entering elimination heats if:

(19-D-1) * He/she was a Champion at the previous CBF National Championships.

(19-D-2) * In the event of eliminations, qualified boats will be determined based on position, then time up to the maximum of twelve (12), or eleven (11), in the event that the previous Champion is entered as per Rule (19-D-1).

(19-E) * There will be no sanctioned regatta within a 500 km radius of the National Championships from and including the day before up to and including the day after.

(19-F) * There must be a minimum of four (4) registrations at CBF head office in each T Class Outboard class within two (2) weeks prior to the date of the Nationals for a class to be eligible.

(19-G) * Application for sanction of the National Championship regatta must be accompanied by a certified cheque or money order in the amount of \$100.00 payable to CBF and a post-dated cheque for \$200.00 for deposit by May 1st.

RULE * 20 * EQUIPMENT *

(20-A) * A starting Camera must be used at National Championships and at events where Competition Records are at stake.

(20-A-1) * This rule shall be interpreted that the use of a camera is purely an aid to the scorers or those who call the starts. Photos or video should be available to the Driver's Rep on request, if available. In the event of a camera or film failure, the Referee will, with the assistance of the Chief Scorer, render the decision necessary. A RESTART IS NOT REQUIRED.

RULE * 21 * PROTESTS

(21-A) * Protests arising from sanctioned regattas must be filed in writing with the Referee through the appointed drivers representative, not later than thirty (30) minutes after the official finish of last heat of racing on the day's schedule, or when it concerns legality of equipment, within one half (1/2) hour after inspection has been completed. The Race Committee shall then meet to settle such protests. Owners or drivers shall have the right to protest any violation of the racing rules. If the protest concerns the eligibility or legality of a motor, the complainant must post a \$150.00 protest fee to be returned if the protest is found valid and the expense of inspection and settling the protest then to be borne by the defendant. If the protest is invalid, the fee shall be awarded to the defendant as compensation for his troubles. The contestant filing a protest must be a registered participant for the regatta and be in the same class. All decisions of the Race Committee shall be final regarding violations of starting, driving and course rules. Appeals will be awarded only if a suspension of more than one (1) day is involved. Costs of such appeal to be \$150.00. Under no circumstances will an appeal be entertained if it is presented after the deadline.

T CLASS PRE-RACE INSPECTION

Boat # _____

Class _____ Date _____ Location _____

Has anything happened or changed since your last inspection _____

Last inspection date _____

Driver's Signature _____

I have read and understand the CBF General Safety Rules and the V Production Runabout Racing Safety Rules for the T Class Outboard Racing Division

Inspector's Signature _____

Date _____

PRE-RACE INSPECTION PROCEDURE CHECK LIST

1. The boat and trailer

- Check the deck is glassed or fastened to the hull
- Check for cracks, open seams, hull must be sound
- Check the transom is glassed to the rest of the boat
- Check boat and trailer race numbers
- Check paddle

2. The engine

- Check that the engine is securely bolted to the boat directly or with a set-back
- Check the motor mounts to see if they are worn or loose or broken
- Check power trim hydraulic lines for breaks, fittings for leaks and switch[s]

3. Steering wheel

- Check the steering wheel bolted to the dashboard
- Check wheel for cracks or breaks
- Check tension on steering cables
- Check the steering pulleys condition

- Check the steering cables...proper material, not frayed or broken
- Check condition of swivel bracket and steering arm
- Check the steering fasteners on the boat, bolted on and safety wired, has double clamps
- Check the steering bar is not cracked and is bolted to the engine with no movement

4. Gas Tank.

- Check the gas tank for leaks
- Check to make sure that the cap on the gas tank is on tight and tank securely fastened in the boat
- Check air vent check valve system

5. Fuel line

- Check condition not weathered or cracked.
- Check route to motor confirm they are not lying next to any electrical cables
- Check the fittings at the engine and tank ends for no leaks

6. The battery

- Check the battery is in good condition and securely fastened to the boat

7. Floatation

- Confirm for correct amount
- Check that floatation is firmly installed in the boat,

8. Kill switch.

- Confirm kill switch works

9. Cockpit area

- Check that it is clear of any unessential items, wires are tied and secure
- Check throttle, shift and electrical cables out of the way
- Check for bolts protruding beyond reason.
- Check foot throttle return spring pulls throttle back to idle position
- Check carb[s] that they open and close properly
- Check shift control operation
- Check and make sure the seat is securely fastened.

10. Life jacket, Cut suit, Helmet

- As per the rule book- certification- type- rating- condition

Appendix B - CBF High Point Champions

T-750

2013 *was the first year the class was awarded*

2013 – Jeremy Culp

2014 – Jeremy Culp

2015 - Jeremy Culp

T-850

2010 *was the inception of this class*

2010 - Ryley Dutton (class is probationary)

2011 - Bryan Geiger

2012 - Paul Kryskow

2013 – Rusty Wyatt

2014 – Kevin McMillen

2015 - Rusty Wyatt