



**RULES**  
**2019**  
**INBOARD GROUP**

**1.0 HRL BOARD OF DIRECTORS:**

**1.1-** The committee consists of:

Didier-Bernard Seguin	Commissioner
Michel Poirier	Director
Jonathan Abbott	Director
Jean-Philippe Poulin	Director
Patrick Haworth	Director
Mike Grendell	Director (voted by GP drivers)
Tommy Shannon	Director (voted by S and F drivers)
Marc Lecompte	Director (voted by H drivers)

**Note:** The class directors are voted in by the drivers and/or owner and have a 2 year mandate. There is only one vote per HRL boat registered.

**1.2-**

**1.3-** Before an event, HRL will publish an official HRL information form to the necessary teams. HRL has the right to create a special event that will count towards the championship.

**1.4-** Organizational chart for a race weekend:

1.4.1 Under the authority of the Race Director

- Pit Coordinator / Promoter
- Rescue team
- Scorers, timer & video operator
- Rescue Boat
- Inspector
- Drone

1.4.2 Under the authority of the Chief Referee:

- Communication official (spotter)
- Turn judges

1.4.3 The Race Director and Chief Referee are under the authority of the HRL Directors.



## 2.0 RACE LOGISTICS:

2.1- Officials trained and accredited by HRL will be present during a weekend of competition.

2.2- A land ambulance must be present at all times on the race site during competitions.

2.3- One (1) ambulance boat fully equipped must be in the middle of the race course during the competition. Also two (2) qualified HRL divers must be on the race course in two (2) different watercrafts.

2.4- Each turn shall have a minimum of four (4) buoys, one white buoy at the entrance of each turn to mark the outside of the race course.

2.5- A minimum of one (1) tow boat is required.

2.6-

2.7- To present an HRL Championship event, promoters of race venues must sign an agreement with HRL.

## 3.0 REGISTRATION:

3.1- Registration of the boat and sign in are mandatory and will take place every Saturday morning between 8:00 to 8:30 am unless stated otherwise in the official HRL information form. **There will also be a mandatory sign in Sunday morning from 8:00 to 8:30 am.** A driver who fails to present himself within the time given, will be sanctioned as per article 11.2.

3.1.1 No boat registration will be accepted on Sunday.

3.2- Only boats registered with HRL shall be allowed to participate in the Championship points.

Non HRL registered boats must submit a request and must be invited to participate to a race weekend event. This request must be made in writing to the HRL office. A fee of \$ 150 is required to register at a competition. Their points will not count towards the HRL Championship but will only be used to rank them for the qualifications and the final. No “tow money” will be paid but will be eligible for prize money.



**3.3-** A boat may only be registered once and in one class at an HRL Championship weekend. The race team can only use one hull during a race weekend.

**3.4-** The HRL Directors have the right to refuse or accept any registration.

**3.5-**

**3.6-** A driver cannot drive more than one boat in the same class on the same weekend.

**3.7-** If a boat is not present in the pits at 8 am on race day, he will not be allowed to race on that day unless justified and approved by HRL.

**3.8-** A boat arriving after the pits are closed (7 pm) and leaves their boat at the entrance, **MUST** have a crew member at 6:30 am the next morning to help set up their boat. Otherwise, there will be sanction according to article 11.2.

**3.9-** It is mandatory to assist the drivers meeting at the time announced in the official information form. It is the Chief Referee and/or the Race Director responsibility to ensure attendance is taken. An absence will result in a sanction under article 11.2. If a driver arrives only on Sunday, he must meet the Chief Referee after the mandatory sign-in, unless having a justified approval by HRL.

**3.10-** Teams will have until Tuesday at 11h59 pm of the upcoming race weekend to notify HRL of their absence. You must notify your absence by email to the HRL coordinator, [amleboeuf@regates.ca](mailto:amleboeuf@regates.ca) Failure to do so will result in a sanction as per article 11.2.

**3.11-** During the drivers meeting, all the generators must be turned off and no engine can be started. Failure to do so will result in a sanction as per article 11.2 effective from the immediate warning.

#### **4.0 PROCEDURE OF START AND FINISH:**

**4.1-** Starting lanes for qualifications shall be applied as per article 6.2. For the final and the consolation; lanes shall be assigned according to the positions as per article 7.3.



**4.2-** At the start of the race, boats must take their lanes by the middle of the backstretch and maintain his lane to the exit of turn 1. If a boat is not in his lane due to a race incident on the course, the driver shall not be penalized if he does not take advantage of the situation. A boat that is taking the start on the second row, will only be allowed to advance to the front row on the outside if a boat declares scratch before they are put in the water.

**4.3-** The boats may leave the pits only after the 5 minutes signal, and must pass at least one (1) time in front of the Start/Finish line before the official start of the race. If a boat returns to the pits during the 5 minute warm-up, he will receive a DNS and his race is considered as incomplete. One minute before departure, the boats are no longer allowed to leave the pits. Otherwise, there will be sanction under Article 11.2.

**4.4-** You are not allowed to pass in front of the Start/Finish buoy with less than 10 seconds remaining before the start of the race. The boat(s) passing the Start/Finish buoy between 10 and 3 seconds before the start will automatically be disqualified (DNQ) from the race (P2). Those who pass the Start/Finish buoy between 3 seconds and 0 seconds before the start of the race will be considered as jumping the gun (P1).

**4.5-** The official start is when the clock indicates 0.00 second. At this time, the official timing of the race will begin. For the boats starting on the second row, the official start will be at 0:03 seconds.

**4.6-** Officials will only be able to use the video replay footage taken by the HRL cameras. The viewing of the video must confirm, beyond any doubt, the offense. When in doubt, the referee's judgement will prevail.

**4.7-**

**4.8-** The first boat to finish the race receives the checker flag as will all following boats that cross the Start/Finish line without any external assistance. After the first boat, finishes the race (regardless of whether it has a penalty or not, except a P2 as it will be DNQ), the other participants will have 60 seconds to complete the full distance of the race. If participants can not complete the remainder of the race, a DNF will be scored.



**4.9** When the referee gives the black flag the race is finished for all participants and you must return to the pits as per the instructions that the Chief Referee stated at the drivers meeting. Drivers who do not abide by this rule will be sanctioned as per article 11.2. Only for the Finals, all the participants are allowed to complete an additional lap (Victory lap).

**4.10-** At any time, the Chief Referee, may give the checkered flag to end the race.

**4.11-** When the boat is in the water, no team members are allowed to touch the shaft and the propeller.

If the boats remain in the water for a second start, it will be allowed to change the propeller only if the driver is not in the cockpit and if the battery is disconnected from the engine. However, it is mandatory to notify the pit coordinator during a propeller change.

Once the 5 minutes has been given before the start of the race, crew members are no longer allowed to remove the cowling from the boat and no access to the engine compartment is permitted. Only access to the cockpit will be authorised.

If a boat needs to go in the water without a cowling, they must be approved by an HRL official.

Once the boat is pushed from the dock/beach, no crew member is allowed to jump into the water or swim out to the boat to assist the driver/boat.

Otherwise, there will be sanction according to article 11.2 and a P11 will be given for the race.

**4.12-** During the 5 minute period before the start, the only place allowed to enter the race course is on the backstretch between the exit buoy of turn one and mid-course marker buoy. Once inside the race course it is strictly forbidden to cross the center line of the course. The only place you may re-enter the race course is between the start/finish buoy and the entrance buoy of turn one. Boats on the race course have priority over boats entering the race course.

**4.13-** If a boat is unable to take a start, the empty lane may be taken by the boat on the outside of the empty lane.



## 5.0 POINT SYSTEM:

5.1- The distribution of points:

Position	Qualifications 1-2/ Time Trials	Qualification 3-4	Consolation	Final
<i>1</i>	25	15	Access to the final	25
<i>2</i>	21	13	7	21
<i>3</i>	18	11	6	18
<i>4</i>	15	9	5	15
<i>5</i>	11	7	4	11
<i>6</i>	8	5	3	10
<i>7</i>	5	3	2	9
<i>8</i>	1	1	1	8
<i>9</i>	0	0		
<i>10</i>	0	0		
<i>DNS / DNF DNQ</i>	0	0	0	0

- DNS : Did not start
- DNF : Did not finish
- DNQ: Did not qualify or disqualified

5.2- Points go to the boat and not the driver. A boat cannot have less than 0 point for a race. Boats with DNS, DNF, and DNQ will have no time associated with their race.

5.3- The final positions of a race are determined by:

**A** -The number of laps completed after the penalties are applied.

**B** - By your position on the same completed lap.

**C** - In case of a tie at the photo finish line, the same number of points will be awarded to all boats tied for this position. The following boats will receive points according to the rank where they crossed the finish line.

5.4- If a race is stopped by an official and is declared official according to article 8.5; the final classification will be done as per article 5.3. A boat that has received a penalty during this race, the penalty will be applied on the lap preceding his last completed lap. In addition, the boat(s) that caused or are involved in stopping the race will be considered as DNF.

5.5- If a race day is cancelled by the HRL Directors for a class during the weekend, all registered boats in this class on the morning of the first day of the weekend will receive 30 points towards the Championship for each day cancelled.



## **5.6- Championship ranking:**

### **5.6.1 Total Points**

The team having accumulated the highest number of points will be awarded first place and all other teams will follow according to their point's total.

### **5.6.2 Tie breaker**

In the case of a tie between two (2) or more teams, the ranking will be determined by elimination according to the following criteria:

- A-** The most wins in the finals;
- B-** The most second places in the finals and so on
- C-** The most wins in the qualifiers
- D-** The most second places during the qualifier and so on

## **6.0 QUALIFICATIONS AND TIME TRIALS:**

### **6.1- Times trials and free trials**

For time trials all your laps will be timed and only your fastest time will be kept. The Race Director will decide how many laps are to be done. The running order shall be the reverse order of the total Championship points ranking. Boats that have no Championship points or in the case of a tie (after applying 5.6.2) will be classed by a draw. For the first race of the season there will be a random draw to determine the order.

The order of the participants for the free trials will be according to the qualification 1.

### **6.2- Qualifications**

Groups and lanes will be formed and thereafter the restrictions will be applied if necessary. A boat cannot renounce his lane. (See appendix H)

#### **6.2.1 Qualification 1**

Group/lane: based on championship points, before the event, by decreasing order, alternately according to the number of groups.

For the first race of the season there will be a random draw to form the groups and assign the lanes. Boats that are not registered in the HRL Championship will not participate in the random draw and will be placed after the draw. Once the season has begun, the boats with no points in the Championship or tied points (after applying 5.6.2) will be ranked by draw.



If a class does not have any qualification on Saturday, therefore on Sunday there will be 2 qualifications back to back for this class (with the exception of the GP). The boats will remain in the water according to 4.11 and no drainage will be allowed.

At the end of the day there will be a final but the consolation will be cancelled.

### **6.2.2 Qualification 2**

Groups: Alternating groups from qualification 1.

Lanes: Reverse lanes obtained in qualification 1.

\* If a class did not have a qualification on Saturday and if qualification 2 is done on Sunday while staying in the water, the groups will be the same as the qualification 1 but the lanes will be reversed. Not applicable to the Grand Prix.

### **6.2.3 Qualification 3 and the following**

Groups: alternating according to the points accumulated during the weekend.

Lanes: Reverse lanes according to points accumulated during the weekend.

\* If there is a tie in the accumulation of points, the best time of the qualifications will determine the winner. Boats with no points will be ranked by a draw.

**6.3-** A qualification shall be considered official provided that all the groups of the same qualification have run on the same day.

**6.4-** The number of boats per qualification group is determined by the Race Director. There will be a maximum number according to the class:

- 2.5 litre- Formula 2500: maximum of 10 boats
- Jersey Speed Skiff: maximum of 10 boats
- Hydro 350: maximum of 8 boats
- Grand Prix: Maximum of 6 boats

**6.5-** There shall be a maximum of two (2) qualifications and/or times trials per class per day of racing.

## **7.0 FINAL AND CONSOLATION:**

**7.1-** The group for the final will consist of (8 or 7-1 or 6-2) boats for all classes (2.5 L ; F2500 ; JSS ; H350) with the exception of the Grand Prix class which will be (6 or 5-1) boats. The boats on the second row must start on the outside lanes according to the race course. A boat on restriction on the first row must start on the outside lane.



**7.2-** There will be no standby boat for the finals. However in the case of a restart where two (2) or more boats cannot make the restart or if two (2) or more boats declare DNS before launching, the Race Director and Chief Referee reserve the right to fill the field and these boats will take the exterior lanes.

**7.3-** Positions for the final and consolation will be determined by the total accumulation of points from the qualifications and/or time trials. If there is a tie in total points, the best time of the qualifications will determine its ranking.

- A boat with no penalty will be ranked before a boat with a penalty.
- A boat that does not finish, according to 4.8, will be classified in front of a boat with a DNS/DNF.
- If there is still a tie, a random draw will determine its ranking.

**7.4-** For the 2.5L, F2500, JSS and H350 classes with 12 to 19 registered boats there will be one (1) consolation according to the following rules:

**A-**The seven boats having accumulated the most points as per article 7.3 go directly to the final.

**B-** Positions 8 to 15 as per article 7.3 will take part in the consolation.

**C-**The winner of the consolation will qualify for the final in lane 8.

**D-** If there are less than four (4) boats that take a start, the race will only be two (2) laps.

For the Grand Prix class with 9 or more boats registered, there will be a consolation as per the following rules:

**A-** The five boats with highest total of points as per article 7.3 go directly to the final;

**B-** Positions 6 to 11 as per article 7.3 will take part in the consolation;

**C-**The winner of the consolation will qualify for the final in lane 6;

**D-** If there are less than three (3) boats that take a start, the race will only be two (2) laps.

**7.5-** For the 2.5L, F2500, JSS and H 350 classes with 20 or more boats registered there will be two (2) consolations following these rules:

**A-**The six boats with the most points as per article 7.3 go directly to the final.

**B-** Positions 7 to 22 as per article 7.3 will take part in the two (2) consolations.

**C-**The groups and lanes shall be made up based on accumulated points and by alternation.

**D-**The winner of each consolation will qualify for the final and will be rank as per article 7.3 to determine the two (2) exterior lanes.

**E-** If there are less than four (4) boats that take a start, the race will only be two (2) laps.

**7.6-** There will be only one final per class per event. The Race Director and the Chief Referee can decide to hold a final without having a consolation. The consolation will only be considered official if the final is declared official.



**7.7-** If no official qualification is held during the weekend, there will be no final.

**7.8-** If a final cannot be presented, the final standings for the week end will be determined by the number of points accumulated during the qualifiers and/or the time trials. If there is a tie in the accumulation of points, the best time of the qualifications will determine the ranking/winner.

## **8.0 RACING RULES:**

**8.1-** Testing will be permitted at the discretion of the Race Director and Chief Referee.

**8.2-** It is the owner and /or driver's responsibility to make sure that his or her boat is in the water on time for the race.

**8.3-** For launching, if your boat is not ready, you lose your turn. You will be put in the water last, and you must start your race on the outside lane. No waiting will be tolerated by the Pit Coordinator. No draining will be permitted.

**8.4-** A predetermined committee of three (3) HRL members plus the HRL Race Director and the Chief Referee will decide if the weather conditions are favourable to race.

**8.5-** During a race when the boat in first position has completed more than 50% of the race, it is considered official if it is stopped by the officials.

**8.6-** A race is five (5) laps with the exception of the consolation which is four (4) laps. For the GP class, the races will be four (4) laps. The Chief Referee and/or the Race Director can modified the distance of the race if this is in the best interest of the sport and the drivers.

**8.7-** The Chief Referee and/or the Race Director may delay a race if circumstances demands it.

**8.8-** In the case of a first restart, boats will refuel in the water with the exception of the GP or unless otherwise indicated by the Race Director. Teams are required to have a fire extinguisher in the vicinity of the refueling area. No draining will be permitted unless authorized by the Race Director. If a second restart is necessary the Race Director will decide the procedures to be followed.

**8.9-** In the case of a stoppage in the race the boat (s) that caused the race to stop will be excluded from the restart.



**8.10-** A race will automatically be stopped if a boat goes dead on the water and that the driver fails to do one of the following two (2) signals to indicate to the Referee that he is out of danger:

- 1- By radio confirmation.
- 2- By opening the lid on the cockpit more than twice.

If a driver omits to give his condition by one of the signals he will receive a penalty as per article 11.2.

**8.11-** After leaving the dock (or beach) once a driver gets out of his cockpit his/her race is considered terminated (DNF)

**8.12- FLAGS:**

BLACK and YELLOW X: Return to the pits

RED: Race is stopped – boats are to stop immediately on the water.

\*If a boat doesn't stop, there will be a sanction according to article 11.2

WHITE: One minute before the start of the race – Last lap for the race leader.

GREEN: Between 5 and 1 minute – During the race.

YELLOW: Caution, problem on the race course.

CHECKER: End of the race.

**8.13-** It is strictly forbidden to be on the outside of the white out of course markers at any time. The boat(s) outside the out of course markers for no apparent reason will automatically be assessed a penalty (P8), and sanctioned as per article 11.2

**9.0 PENALTIES:**

**9.1-** There will be a one lap penalty and for all infractions. A P2 will result in automatic disqualification. A boat who receives a penalty during a heat will receive a maximum of 8 points. If several boats receive penalties, a number of points corresponding to the number of penalized boats having finished before him will then be deducted from the 8 points maximum. For qualifications 3 and 4, a maximum of 5 points will be deducted,

**P1-** A boat passes in front of the S/F buoy between 3 and 0 sec. left on the clock.

**P2-** A boat passes in front of the S/F buoy between 10 and 3 seconds left on the clock.

**P3-** A boat that changes lanes with less distance than one rooster tail.

**P4-** Did not pass one time in front of the S/F line before the official start of the race.

**P5-** A boat that pushed another in the interior or exterior (2 lanes or more).

**P6-** A boat destroying or dislodging a buoy for no apparent reason.

**P7-** A boat that missed a buoy for no apparent reason.

**P8-** A boat who does not respect articles 4.12 or 8.13

**P9-** At the start a boat that changes lanes as per article 4.2.

**P10-** A boat, who is not in his assigned lane at the start.

**P11-** All situations judged unacceptable by the Chief Referee.



**9.2-** A boat with two (2) penalties and more or has an unsportsmanlike conduct will be automatically disqualified from the race.

## **10.0 RESTRICTIONS:**

The restrictions are under the responsibility of the HRL Chief Referee.

The drivers must pass their restrictions in the presence of a recognized HRL officials on duty, however HRL will recognize APBA officials. If a driver passes 50% of his restrictions in the same year, the driver will have the opportunity to complete his remaining restrictions the following season.

An APBA driver must meet with the HRL Chief Referee, to have their restrictions accredited.

When a restricted driver is in the outside lane he must keep a minimum distance of two (2) boat lanes from the boat to his left. The referee can give him a P11 if he thinks the distance is not reasonable.

**10.1-** New Driver or driver that has been inactive for more than 10 years:

- 1- Three (3) starts on the outside lane and will remain there for the entire race.
- 2- Three (3) starts on the outside lane and will remain there for the first lap.
- 3- Three (3) starts on the outside lane and will remain there through the exit of the first turn.

**10.2-** Qualified driver that has been inactive for more than 3 years and less than 10 years.

- 1- One (1) starts on the outside lane and will remains there for the first lap.
- 2- One (1) starts on the outside lane and will remains there through the first turn.

**10.3-** Qualified Drivers moving up to a superior class:

### **A) F2500 or S to H350**

- 1- Two (2) starts on the outside lane and will remains there for the first lap.
- 2- One (1) start on the outside lane and will remain there through the exit of the first turn.

### **B) F2500 or S to GP**

- 1- Four (4) starts on the outside lane and will remain there for the entire race.
- 2- Two (2) starts on the outside lane and will remains there for the first lap.
- 3- Two (2) starts on the outside lane and will remain there through the exit of the first turn.



**C) H350 to GP**

- 1- Two (2) starts on the outside and will remain there for the entire race.
- 2- Two (2) starts on the outside and will remains there for the first lap.
- 3- Two (2) starts on the outside and will remain there through the exit of the first turn.

**10.4-** An experienced driver who moves to an equal or inferior class with a new boat that he has never driven.

- 1- One (1) start on the outside lane and will remain there for the first lap only.

Note: it is the responsibility of the driver to prove that he/she has driven a boat in the last 5 years.

**10.5-** The Chief Referee reserves the right to impose restrictions or refuse a restriction from being removed if he judges that the security of the other participants is at risk. In addition, he may require a driver to take a start on the outside without being on restriction, only for the purpose of observation.

**10.6-** A form must be completed and signed by the Chief Referee to approve completion of restrictions. A DNF, a DNS, or any penalty received will result in the heat not counting towards the required restriction. If DNF as per article 4.8 or if 75% of the race is completed he will be able to pass his restriction.

**10.7-**

**10.8-** The required minimum age for drivers and spotters are as follow:

**Drivers**

- 2.5 Liter, Formula 2500 and JSS : 16 years old
- Hydro 350 and must have completed 25 heats of racing : 18 years old
- Hydro 350 without experience : 21 years old
- Grand Prix must have completed 50 heats of racing or after consulting with the GP Committee, the HRL Directors will make a decision: 21 years old

**Spotters**

- 2.5Liter, Formula 2500 and JSS : 16 years old
- Hydro 350 and Grand Prix : 18 years old

**10.9-** The Chief Referee can give restrictions to a driver who 3 or more penalties for the same infraction during the race season. He can put a driver on restriction if he is continually causing obstruction on the race course.

**10.10-** A driver on restrictions or driving a boat with restrictions and who signed in race day must drive that boat all day. If the driver in question decides not to drive this boat for any reason he cannot drive for the weekend.



**10.11-** A boat that has suffered structural damage (see appendix G), may be placed under observation for one (1) heat, by starting on the outside and remaining there for one (1) lap. Upon completion of the heat the repair will be inspected and the race official will decide if other restrictions apply or not.

## **11.0 INFRACTIONS AND SUSPENSIONS:**

**11.1-** A sanction will be given to the boat, failing to meet all technical regulations regardless of the performance.

- A) 1<sup>st</sup> offense - Loss of weekend points. If inspected on Sunday before the races begin he will only loses the points for Saturday.
- B) 2<sup>nd</sup> offense - Loss of weekend points, 50 points in the Championship, and \$250 into the point fund for the class.
- C) 3<sup>rd</sup> offense – Indefinite suspension while waiting for the decision from the HRL Committee.

**11.2-**A sanction will be given to a boat driver/team member for failure to meet certain regulations as follows:

- A) 1<sup>st</sup> offence – will receive a written warning and a probation period.
- B) 2<sup>nd</sup> offense –\$250 into the point fund for the class.
- C) 3<sup>rd</sup> offense – Indefinite suspension while waiting for the decision from the HRL Committee.
- D) 4<sup>th</sup> offense – regardless of its nature the driver/ race team will automatically receive an 11.2B.

A probation period of 12 months will be effective from the date of the offense and a written warning will be sent. When a driver/race team receives 3 warnings (1<sup>st</sup> offense) of a different nature, the next offense according to 11.2 will go directly to the second sanction.

**11.3-** Boat owner/partner are responsible for the behavior of all crew members including all of its sponsors at all times during HRL events.

**11.4-** In the case of a sanction for unsportsmanlike conduct by a crew member or any individual connected to the world of hydroplane races, the HRL Committee will analyze the situation and render its decision as to the consequences based on the available facts. Only the Chief Referee, the Race Director or an HRL board member may issue a sanction for unsportsmanlike conduct and may enforce it on the spot as it sees fit.



## 12.0 Technical Rules and Inspection:

**12.1-** Technical rules will be as per APBA 2019 Rules for all inboard classes, except for the following points. Anything that is not specifically permitted in both the GP rules (Annex A), H-350 rules (Annex B) and 2.5L / Formula 2500 (Annex C) is prohibited and subject to be penalized.

**12.1.1** The Grand Prix Class will use the HRL-GP rules see **Annex A**.

**12.1.2** HRL Hydro 350 will use the motor rules as per **Annex B**.

Note: As of the 2019 season, only hydroplanes with a type 4 capsule with an escape hatch will be allowed in the HRL series.

**12.1.3** HRL 2.5L and Formula 2500 will use the motor rules as per **Annex C**.

**12.1.4** Hydroplanes shall have an air inlet at the front and an air outlet at the rear of the cockpit.

**12.1.5** It is forbidden to use a check valve or other drainage systems during a race. When exiting the water, no flow of hot water draining from the engine will be tolerated when the boat is brought to its trailer with the crane. Otherwise, there will be sanction according to article 11.2 and effective from the warning.

### 12.1.6

**12.1.7** The boats must meet the following maximum dimensions including its projections and minimum weight, with driver:

A- 2.5 Liters and Formula 2500

Length: 18' 2"    Width: 9' 4"    Weight: 1050 lbs.  
Maximum tunnel width: 64 inches

B- Hydro 350:

Length: 20' 5"    Width: 10' 3"    Weight: 1700 lbs.  
Maximum tunnel width: 72 inches

The boat will be weighed empty of its water after its race.

Boats built before 2011 inclusively may exceed these dimensions by a maximum of 3%.

**12.1.8-** Certified slings, approved and **purchased through HRL** with the SURLOCK hook system must be used for launching boats. The slings must be certified every 5 years.



**12.1.9-** Permanent air system activated without human assistance is mandatory for all class where the driver is attached in the cockpit. **See Annex D.** From the 5 minutes gun to the end of the race if an official sees that a driver is not wearing his mask he will be sanctioned as per article 11.2.

**12.1.10-** All team must have:

- 1- A 5 lbs. Fire extinguisher visible on the trailer.
- 2- Wedges or blocks to lock the wheel of the trailer.
- 3- A rope of 8' feet maximum or a pole to direct the boat during launching.

**12.1.11-** Boats must have an adequate towing hook.

**12.1.12-** For the 2.5L, F2500, H 350 and GP classes only 3 blade propellers may be used. Exception JSS Class for the HRL 2019 season only.

**12.2-** All boats must pass a safety inspection before the first weekend of racing to be eligible to race. **See Annex F** concerning the inspection procedure. A sticker will be applied to the boat in an area that is visible at all times (APBA inspection stickers will also be accepted). Boats must be ready for inspection at 8 am every race day. Noncompliance; the driver will receive a penalty as per article 11.2.

**12.3-** A technical inspection procedure will be done randomly each weekend. A boat is subject to inspection upon its arrival in the pits. There will be two types of inspection:

**12.3.1** Phase 1:

- 1) Hull weight and dimensions
- 2) Measure carburator (throttle plate and venturi)
- 3) Measure carburator (spacer and adapter) and/or blower
- 4) Verification of intake, head, block, and the cam shaft
- 5) Measure compression ratio with the Whistler method
- 6) Measure valve lift at the intake and exhaust
- 7) Testing of gas

**12.3.2** Phase 2:

The engine may be completely taken apart and subjected to a number of inspections and analysis. In the event where external inspections and analysis are required HRL must approve the necessary expenses. HRL will assume all costs if the motor is found to be legal. In the case where the motor is found to be illegal the cost becomes the responsibility of the race team.

All expenses associated with the replacement of gaskets are the responsibility of the race team.



The Inspector may proceed with phase 2 of the technical inspection at any time during the season. The Inspector may affix a seal during a weekend and then perform the technical inspection at a specific time and place with the team. Inspections outside the competition sites will be done at HRL discretion.

- 12.4** – The first two positions in each final will not be allowed to open the engine cowling unless authorized by the Technical Inspector, or Chief Referee. Failure to comply will be sanctioned as per article 11.2 and will be disqualified.

### **13.0 Generals Rules:**

**13.1-** The appearance of the racing equipment and the dress code will be enforced on the arrival of the team at a race site.

The dress code is intended for members of participating teams in a competition, Directors and Officials.

**Mandatory dress code for team members on the docks; team shirts**, closed shoes or sandals with ankle support, and pants or Bermuda shorts **are mandatory. Strappy tank top are not permitted on the docks.** Otherwise, there will be sanction according to 11.2.

In order to standardize the visual/professional aspect of the race teams and reflect a unified image of the league the HRL logo must be positioned:

- **Team shirt:** HRL logo on the left sleeve or on the front right side
- **Drivers suit:** the HRL logo on the front right side

*Men's team shirt: a shirt with or without sleeves.*

*Ladie's team shirt: a shirt with or without sleeves including a tank top.*

**13.2-** No boat may display an obscene or dubious name that could shock spectators or damage the sport's reputation.

**13.3-** No owner, driver or member may hold any other owner, driver or member responsible for bodily injury or damage as a result of a racing accident at an HRL event.

**13.4-**



**13.5-** A boat must keep the same number for the whole season. The number must be of a contrasting color and it must be visible from the shoreline. The number must be at least 12 inches high by 2 inches wide.

Exceptions:

- For the Grand Prix see Annex A.
- For the 2.5L two (2) stickers with the boat number will be provided by HRL.

Non-compliance will result in a sanction as per 11.2

**13.6-** The number belongs to the owners/partners in all classes and must be unique. When an owner has a boat in different classes, he can keep the same number for each one. HRL must authorize the number for each boat. Boats registered HRL before 2015 can keep their number. Once a boat is no longer in the HRL Championship he loses his acquired right to his number.

No team shall be allowed a number beginning by a 0 or have decimal number. The boat owner keeps his number until his withdrawal from the League or if he makes a request for a new number. HRL has the right of accepting or refusing a number. The number 1 is reserved for the Champion of the previous year and he keeps his old number for a period of one year unless he wins the Championship more than one consecutive year.

**13.7-** Helmets are mandatory and must be in good condition. Helmets must meet the specifications set forth by any of the following agencies: Department of Transportation, American National Standards Institute Inc., Snell, or military specification of helmets designed for military aircraft. Mil-Spec helmets (CGF LA100, LH050, LH150, LH250, and Gentex HGU84P) and Peltor helmets (Rally Pro Helmet EN ECU 04 or 05) are acceptable.

The driver must keep his helmet during the race. When being towed the driver may remove his helmet once the tow rope is attached. Otherwise, there will be sanction according to article 11.2.

**For the HRL 2019 Season the use of a head and neck restraint system is mandatory for the GP Class.**

The use of a head and neck restraint system must be certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 of FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.

Note: For the **2020** season a head and neck restraint system will be mandatory for the Hydro 350 class.



**13.8-** A standard life jacket or flotation vest may be worn by the driver.

**13.9-** The capsule test is mandatory every 2 years. The procedure can be found in **Annex E**. The APBA capsule test is accepted upon the presentation of a valid capsule certification.

**13.10-** Protests will only be accepted following a sanction under Article 11.1. A delay of 48 hours after the decision is granted for the filing of the protest. An amount of \$ 500.00 must be given to the Race Director and will be refunded only if you win your case. No protests will be accepted due to a penalty during a race.

**13.11-** It is the Chief Referee's responsibility to ensure that all rules are respected and in the case of an emergency the Race Director could replace the Referee.

**13.12-** During the racing season, two (2) boat changes **including the return to the original hull** are possible as long as the boat is not registered in the HRL Championship and must comply with HRL regulations.

For the Grand Prix class, the boat change is allowed provided that the engine is as per 2019 APBA option 1 engine rules and that the boat is registered as a GPW hull only.

For all classes, no changes are possible during a race weekend.

**13.13-** A code of ethics form must be signed by all drivers, team members and officials in order to participate or take part in HRL functions and will be valid for 12 months from April 1, 2019. They are subject to the obligation 11.3 and 11.4.

**13.14-** At all times, it is strictly forbidden to smoke in the pits. The consumption of alcoholic beverages is strictly forbidden in the pits during the hours of operation. At the end of the day the Pit Coordinator can lift this ban.

**13.15-** Each race team will be entitled to a number of Hot Pits according to each class, (valid for 14yrs.old and over) which gives access to the race sites. It is the owner's responsibility to insure that all waivers have been signed by each Hot Pit holder on his team.

**13.16-**All participants in the HRL points championship must have only the Official HRL logo on the inside front left sponson of the boat.

Exception; for the JSS, the Official HRL logo must be on the right side, high towards the front.

The Official HRL logo will be provided by HRL. Failure to do so will result in a penalty as per article 11.2.



**13.17-**Breathalisor tests and/or drug testing are the responsibility of the Chief Referee. During the sign in, random tests will be done every morning until 8:30 am. A driver cannot refuse the test. If a driver tests positive over 0.00 he will not be permitted to drive during the day of competition and the driver will receive a penalty as per article 11.2.

**13.18-** A driver will have to pay a fine to HRL of \$ 200 if he destroys or \$ 100 if he dislodges or unhook a buoy during a race (P6). For the first offense of the season he will be charged at 50%, thereafter it will be the full amount.

**13.19-** A maximum of 4 crew members with a Hot Pit pass (including the driver) per team will be allowed on the docks and a maximum of 5 crew members for the GP. Otherwise, there will be sanction as per article 11.2.

**13.20-** Communication radios for the boat are mandatory and must be functional. The designated radio person for the boat must be in the area that the Chief Referee has specified for the race. The radio person must have successfully completed the HRL exam valid for 2 years. An exam must be received before Tuesday 8 pm of a race weekend. Otherwise, there will be sanction under article 11.2.

**13.21-** At each competition site drums are available to empty your engine oil. It is strictly forbidden to leave or empty your used oil elsewhere than in these drums. Respect for the environment is very important for the League. Anyone who does not respect this rule will be heavily sanctioned. Article 11.2 A, 11.2 B and 11.2 C.

**13.22 –** No boat in the pits may be tilted before the end of the race day. Noncompliance will result in sanction as per article 11.2.

**13.23 –** If a team wants to remove their boat from the pits once inside, they must obtain permission from the Pit Coordinator. Noncompliance will result in sanctions as per article 11.2 A, 11.2 B and 11.2 C.

**13.24-** The spot of a boat in its registered class, will not be guaranteed for the next season if one of the following criteria is not respected:

- 1-**The final payment is not received before April 1<sup>st</sup> of the current race season.
- 2-**The boat did not participate to more than 75% of the current race season.
- 3-**The boat finishes in the last two positions of the classification by point average/weekend. Non applicable for rookie driver.
- 4-**If the boat is sanctioned as per article 11.1 during the current race season.
- 5-** If the boat is not present at a sanctioned HRL race because they are participating at another race not sanctioned by HRL.
- 6-** A race team that does not meet the criteria of the HRL.



**13.25-** The Chief Referee will be available during 30 minutes after the last races of the day at the place specified during the drivers meeting.

If an HRL member has been summons by the Chief Referee to meet, the member must be present, failure to appear will result in sanctions as per article 11.2.

**13.26-** The crane operators will be available for a maximum of 60 minutes after the end of the last race on Saturday.

**13.27-** 2.5L and Formula 2500 classification procedure:

- A.** In Formula 2500, as soon as a driver wins a Finale, his spot is automatically granted for the next season.
- B.** The first 3 position in 2.5L class at the HRL Championship move automatically in the Formula 2500 the next season.
- C.** HRL Board of Directors will determinate the boat count in each class.
- D.** A non registered HRL boat will automatically participate in F2500.

**13.28-** All rules will be interpreted by the officials, not by the drivers and/or owners. If there is a disparity, the French version will take precedence over the English version.

**13.29-** Any and all situations not outlined in the rules will be discussed by the HRL committee and a decision will be taken based on the available facts.

**13.30-** The HRL committee reserves the right to accept or refuse any members, teams or individual from taking part in all HRL activities.