2026 HRL
INBOARD RACING RULES

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Ligue de Régates d'Hydroplanes (HRL)

395, rue Victoria, Salaberry-de-Valleyfield, QC J6T 1B7, Canada

1 HRL BOARD OF DIRECTORS

1.1 The committee consists of :

○ Didier-Bernard Séguin	Commissionner
○ Emilie Daoust	Director
○ Jonathan Abbott	Director
○ Stephane Brossoit	Director
○ Robert Abbott	Director & Novice Class Representative
○ Mathis Gabriel Chiasson	Formula R/F Class representative
○ Martin Rochon	Hydro 350 Class representative
○ Dominic Maisonneuve	Pro-Hydro Classe representative
○ Mario Blain	Grand Prix Class representative

Note: The class representatives are voted by the drivers and/or owners and have a two (2) year mandate. There is only one (1) vote per HRL registered boat.

1.2 Organisational chart for a race weekend:

2 RACE LOGISTICS

2.1 To present an HRL championship event, promoters of race venues must sign a mutual agreement with HRL.

2.2 HRL reserves the right to create a special event that will count toward the championship. Rules for special event will be specified in sanctions.

2.3 Only certified HRL officials will be on duty during each race weekends.

2.4 During a race weekend it is required to have one (1) fully equipped ambulance boat. Two (2) certified divers on two (2) different watercrafts, and a minimum of one (1) tow boat safely positioned on racecourse.

2.5 The racecourse will consist of the following:

First turn minimum of four (4) buoys, and second turn minimum of four (4) buoys, a yellow mid-course buoy on the back stretch, and checkered start/finish buoy. White outer limits buoys will be positioned at the entrance and exit of each turn and other strategic positions on the racecourse.

2.6 HRL reserves the right to modify a rule for safety reasons and/or any other reason deemed relevant by the officials.

3 BOAT/DRIVERS REGITRATION

3.1 The HRL Directors have the right to refuse or accept any registration request.

3.2 Registration of the boat is mandatory every weekend on Friday from 10:00 to 7:00 pm. Drivers will need to sign-in Saturday ***and*** Sunday morning between 7:30 to 8:00 am. A driver who fails to sign in within the given time will be sanctioned as per article 11.2.

3.2.1 No boat registration will be accepted on Sunday.

3.3 Only boats registered with HRL shall be allowed to participate in the championship points.

3.4 Teams will have until 1:00 pm eastern time on Monday before an upcoming race weekend to notify HRL of their absence by email: administration@hrlhydroplane.com. Failure to do so will result in a sanction as per article 11.2.

3.5 Non-registered HRL boats must submit a written request at: administration@hrlhydroplane.com and must be approved by HRL to participate in a race weekend.

3.5.1 Non registered HRL boats procedures are after being approved to participate in a race weekend:

- Pay the registration fees before 1:00 pm on the Wednesday preceding the race weekend.
- Points will not count towards the HRL championship.
- Points will only be used to rank boats for the qualification heats and the final.
- No "tow-money" shall be paid to non-registered boats unless otherwise decided by the Promotor.
- Non-registered boats are eligible for the weekend prize money as per the predetermined payment model in point 3.5.2.
- Non-member boats will be required to make their first two (2) races on the outside of the boats without restriction on each event in which they participate.

3.5.2

Bourses des finales / Final Prizes							
Pos.		Formule R	Formule F	JSS	H350	ProHydro	Grand Prix
1	50%	150 $	150 $	200 $	250 $	375 $	500 $
2	30%	90 $	90 $	120 $	150 $	225 $	300 $
3	20%	60 $	60 $	80 $	100 $	150 $	200 $
Total	100%	300 $	300 $	400 $	500 $	750 $	1 000 $

3.6 A boat may only register in one (1) class at an HRL championship weekend. The race team can only use one hull during a race weekend.

3.7 A driver registered in the championship may not drive another boat in his class, except for free practice sessions. As a substitute pilot in another class, he could drive only one boat per race day. Rule is not applicable for Grand Prix drivers in Grand Prix Class.

3.7.1 To be eligible as a substitute in the Formula R class, the following criteria must be met:
a) Must not have won an HRL championship
b) Must not have raced in the Grand Prix class or a higher category

3.8 All boats must arrive in the pits on Friday before 7:00 pm. Failure to do so shall result in a sanction as per article 11.2 A. However, for the second (2nd) offence, no tow money will be paid to the offending boat for the weekend and so on.

3.8.1 If a boat is left at the entrance after the pits are closed (7:00 pm). A crew member must be present at 6:30 am the next morning to help set up their boats in the pits. Otherwise, a sanction will be assessed according to article 11.2.

3.9 If a boat is not in the pits by 7:00 am on a race day, he will not be allowed to race on that day unless approved by HRL officials.

3.10 A mandatory drivers meeting will be held at 8:30 am on first day of the race weekend. Attendance will be verified by the Chief Referee and/or the Race Director. An absence will result in a sanction as per article 11.2.

If a driver arrives on the second day of a race weekend, they must meet with the Chief Referee immediately after the mandatory sign-in. Otherwise, they won't be allowed to race.

3.11 During the drivers meeting, all generators and/or engine must be turned off. Failure to do so will result in a sanction as per article 11.2 effective from the immediate warning.

3.12 HRL members must pay their dues before March 1st of each year. If payment is not received by the deadline, a 25% fee will be added. If payment is still not received before April 1st another 25% will be added to the registration fees. Until the full invoice is paid, the boat will not be able to take part in the competitions.

3.13 To be entitled to a “tow money”, boats must have completed at least one full lap and pass the official tower within 5 minutes of warm up during the race weekend. Otherwise, the boat will be assigned a DNC and no "tow money" will be paid.

3.14 To be eligible to race, the driver must have a valid CBF or APBA card and must have paid their driver membership fee to the league.

3.15 A driver returning to competition after an injury must present a medical certificate confirming their physical and psychological fitness to race. The form is available upon request.

4 PROCEDURE OF START AND FINISH

4.1 Starting lanes for qualifications shall be applied as per article 6.2. As for the final and the consolation, lanes shall be assigned according to the positions as per article 7.3.

4.2 Before the start of the race, boats must take their assigned lanes at the mid-course buoy on the back stretch and maintain their lane until the exit of turn one (1). If a boat is not in his lane due to a race incident on the course, it shall not be penalized if they do not take advantage of the situation.

4.3 The boats may leave the pits only after the five (5) minute countdown has started 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 five (5) minute countdown, they will receive a (DNS) and their race is considered as incomplete. No boats shall be allowed to leave the pits after one (1) minute to the start is indicated; otherwise, there will be sanction as per article 11.2.

4.4 The boat(s) passing the start buoy between ten (10) and three (3) seconds before the start will automatically be disqualified (DNQ) from the race. (P2). Those who pass the start buoy between three (3) seconds and zero (0) second before the start of the race will be considered as “jumping the gun” (P1).

4.5 The official start is when the countdown clock indicates 0:00 second. At this time, the official timing of the race will begin.

4.6 For any course infractions, HRL Officials will only use the video replay footage taken by the HRL cameras. The viewing of the video must confirm, beyond any doubt, the offence. When in doubt, the referee’s judgment will prevail.

4.7 The first boat to finish the race receives the checkered flag as will all following boats that cross the start/finish line without any external assistance. Once the first boat finishes the race (regardless of whether it has a penalty or not, except a (P2) as it will be disqualified (DNQ)), other participants will have sixty (60) seconds to complete the full distance of the race. If participants cannot complete the remainder of the race, a did not finish (DNF) will be scored.

4.8 When the black flag is given, the race is considered finished for all participants and boats must return to the pits as per instructions of the Chief Referee explained at the drivers meeting. Drivers who do not abide by these instructions will be sanctioned as per article 11.2.

Only for the finals, all the participants can complete an additional lap (Victory lap).

4.9 At any time, the chief referee, may give the checkered flag to end the race.

4.10 When the boat is in the water, the team is not allowed to touch the shaft and/or the propeller.

If the boat remains in the water for a second start, teams will be allowed to change the propeller and refuel only if the driver is out of the cockpit and if the battery is disconnected from its engine. However, it is mandatory to notify the pit manager before any propeller change or refueling is made.

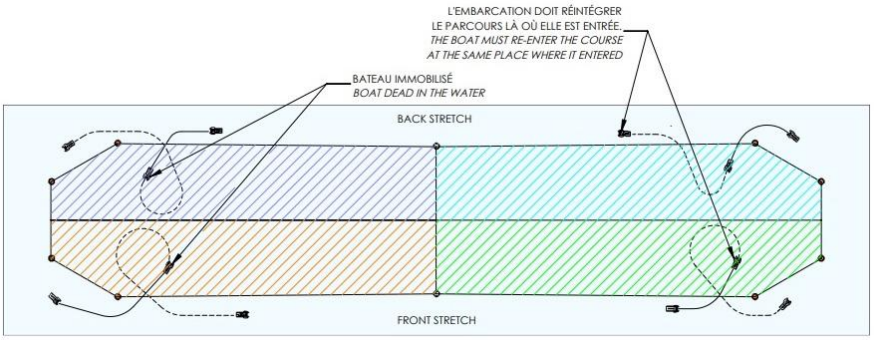
Boats may be launched without a cowling, however, must be put back before the start of the five (5) minutes countdown. If the boat wants to race without a cowling, the team must have the approval of the Pit Manager.

Once the five (5) minute countdown has started, crew members are no longer allowed to remove the cowling from its boat and no access to the engine compartment is permitted. Only the access to the cockpit will be authorised.

Once the boat is pushed from the dock/beach, no crew member shall be allowed to jump into the water or swim out to the boat to assist the driver/boat. Otherwise, there will be sanction as per article 11.2 and a (P11) will be given for the race.

4.11 During the five (5) minute countdown period before the start of the race, drivers may only cut the racecourse on the backstretch between the exit buoy of turn one (1) and mid-course marker buoy. Once inside the racecourse, it is strictly forbidden to cross the center line of the course. The only area a boat may re-enter the racecourse is between the start/finish buoy and the entrance buoy of turn one (1). Boats on the racecourse have priority over boats re-entering the racecourse.

4.11.1 At any time during the five (5) minute countdown before the start of the race, if a boat stops due to mechanical failure in the middle of the course, it must re-enter the course



where it entered. Boats on the racecourse have priority over boats re-entering the racecourse.

4.12 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 POINT SYSTEM

5.1 Point distribution chart:

Positions	Essais Chronométrés Time Trials ***	Qualifications	Consolations	Finale/ Final A	Finale/ Final B
1	25	25	Accès à la finale	25	7
2	25	21	7	21	6
3	21	18	6	18	5
4	21	15	5	15	4
5	18	13	4	13	3
6	18	11	3	11	2
7	15	9	2	9	1
8	15	8	1	8	1
DNS/DNF/DNQ	0	0	0	0	0

- DNS : Did not start.
- DNF : Did not finished.
- DNQ : Did not qualified or Disqualified
- DNC: Did not complete a full round

*** Depending on the number of groups, distribution of points may changing

5.2 Points are given to the boat, not to the driver. A boat cannot have less than zero (0) points for a race. Boats with a DNS, DNF or DNQ will have no time registered to their heat 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 the boat position on the same completed lap.
C. In case of a tie at the 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 Chief Referee and/or Race Director and is declared official according to article 8.5, the final classification will be done as per article 5.3. Only penalties received during completed laps will be applied. In addition, the boat(s) that caused or was involved in the stopping the race will be considered as DNF.

5.5 If 5.5 A race day may be cancelled by HRL for one or more classes during a weekend. All boats registered in that class will receive 30 championship points for each cancelled day. To receive the points for the cancelled day, the boat must have completed the mandatory registration and be physically present in the pits.

HRL championship standings:

5.5.1 Total Points:

The boat having accumulated the highest number of points will be awarded the first (1St) place and all other boats will follow according to their point's total.

5.5.2 Tie Breaker:

In the case of a tie between two (2) or more boats, 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 qualification heats.
D. The most second places in the qualification heats and so on.

6 QUALIFICATIONS AND TIME TRIALS

6.1 Times trials and practice sessions

For time trials at the first race of the season there will be a random draw to determine the order.

For time trials, the race director will decide how many laps are to be done. Every lap will be timed ***but*** only the fastest lap time of the allotted laps will be the considered as the official time.

The running order shall be the reverse order of the total championship point standings. Boats that have no championship points or in case of a tie, after applying 5.6.2, will be classed by a random draw.

For the practice sessions, the order of the participants will be decided according to the first qualification of the race weekend.

6.2 Qualifications

For the first race event of the season, there will be a random draw to establish the first set qualification heats and assigned lanes. Boats that are not registered in the HRL championship will be placed after the registered boats with a second random 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 a random draw.

6.2.1 Qualification 1 & 2

*Groups and lanes in qualification 1 & 2 will be determined by the championship standings before the start of the race weekend event. See **Annex J** for details. Thereafter the restrictions will be applied if necessary.*

A boat cannot withdraw from his group and/or lane.

6.2.2 Qualification 3 & beyond

Groups and lanes for qualifications 3 & beyond will be determined by the championship standings. See **Annex J** for details.

If there is a tie in total points, the best time of the qualification will determine the rank. Boats with no championship points will be ranked by drawing lots.

For the Grand Prix and Pro-Hydro classes, if there are fewer than five (5) boats, only one group may be formed.

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:

- Formula R/F class: Maximum of eight (8) boats.
- Jersey Speed Skiff class: Maximum of eight (8) boats.
- Hydro 350 class: Maximum of seven (7) boats.
- Pro-Hydro and Grand Prix class: Maximum of six (6) boats.

6.5 There shall be a maximum of two (2) qualifications and/or times trials per class per racing day except for the Grand Prix class where we can have a maximum of three (3) qualifications and/or time trials.

6.6 If a qualification heat is stopped during the five (5) minute warm-up of a group, that group will be rescheduled after the other groups.
Example: If there are 3 groups in a qualification and Group A is stopped, the schedule will continue with Group B, then Group C, and finally Group A.

7 FINAL AND CONSOLATION

7.1 The groups for the final will be announced during the drivers meeting by the race director and/or the chief referee depending on the racecourse and according to the following possibilities:

A maximum of eight (8 or 7-1) boats for Formula R, Formula F and Jersey Speed Skiff class.

A maximum of seven (7 or 6-1) boats in Hydro 350 class

A maximum of six (6 or 5-1) boats for the Pro-Hydro and Grand Prix.

7.1.1 If the maximum number of boats cannot be reached on the course, rules 7.4 and 7.5 will serve as a model configuration and will be revised according to the possible configuration. Adjustments will be announced at the drivers' meeting by the race director and/or chief referee.Boat starting in the second lane (trailer) must start five (5) seconds after the official clock hits the 0:00 and must remain in the outside lane(s) throughout the first turn.

7.2 If a boat qualifies for the final according to article 7.4 and 7.5 and declares a DNS prior the launching, the field will be completed according to the result of the position of the consolation. Only the boats that made the consolation will be used to complete the group for the final. The choice of the boat(s) will be according to article 7.3. If there is no consolation for a class, the group for the final will be completed according to article 7.3.

However, in the case of a restart where two (2) or more boats cannot make the restart, the Race Director and Chief Referee reserve the right to fill the field, and these boats will take the start on the outside lanes.

7.3 Position 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 standing.

- A boat with no penalty will be ranked before a boat with penalty.
- A boat that does not finish, according to article 4.7, will be classified in front of a boat with a DNS/DNF.
- If there is still a tie, a random draw will determine its standing.

In the absence of time for a qualification for one or more groups, the time of this wave cannot be used to decide a tie. If no time could be counted, the positions will be determined according to the championship standings before the race weekend.

If the qualification heats do not have the same number of laps, an average lap time will be calculated.
Example: Qualification 1 = 4 laps and Qualification 2 = 5 laps — the average for Qualification 2 will be calculated as follows: total time of Qualification 2 divided by 5, then multiplied by 4.

7.4 For the Formula R, Formula F and JSS classes, if there are twelve (12) to seventeen (17) registered boats for the weekend, there will be one (1) consolation according to the following rules:

A. The seven (7) boats having accumulated the most points as per article 7.3 go directly to the final.
B. Position eight (8) to fifteen (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 eight (8).
D. If there are less than four (4) boats that take a start, the race will only be two (2) laps.

For the H 350 class, if there are eleven (11) to fourteen (14) registered boats for the weekend, there will be one (1) consolation according to the following rules:

A. The six (6) boats having accumulated the most points as per article 7.3 go directly to the final.
B. Position seven (7) to thirteen (13) as per article 7.3 will take part in the consolation.
C. The winner of the consolation will qualify for the final in lane seven (7).
D. If there are less than four (4) boats that take a start, the race will only be two (2) laps.

For the Pro-Hydro and Grand Prix classes, if there are nine (9) to thirteen (13) registered boats for the weekend, there will be one (1) consolation according to the following rules:

A. The five (5) boats with highest total of points as per article 7.3 go directly to the final.
B. Position six (6) to eleven (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 six (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 Formula R, Formula F and JSS classes, if there are eighteen (18) or more boats registered for the weekend, there will be two (2) consolations as per the following rules:

A. The six (6) boats with the most points as per article 7.3 go directly to the final.
B. Position seven (7) to twenty-two (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.
E. If there are less than four (4) boats that take a start, the race will only be two (2) laps.

For the Hydro 350 class, if there are fifteen (15) or more boats registered for the weekend, there will be two (2) consolations as per the following rules:

A. The five (5) boats with the most points as per article 7.3 go directly to the final.
B. Position six (6) to nineteen (19) 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.
E. If there are less than four (4) boats that take a start, the race will only be two (2) laps.

For the Pro-Hydro and Grand Prix classes, if there are fourteen (14) or more boats registered for the weekend, there will be two (2) consolations as per the following rules:

A. The four (4) boats with the most points as per article 7.3 go directly to the final.
B. Position five (5) to sixteen (16) 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.
E. If there are less than three (3) 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. In that specific case, for the Formula R, Formula F and JSS class the eight (8) boats having accumulated the most point as per article 7.3 goes directly to the final, for the H350, the seven (7) boats having accumulated the most point as per article 7.3 goes directly to the final. For the Pro Hydro and Grand Prix class, the six (6) having accumulated the most point as per article 7.3 goes directly to the final.

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 weekend will be determined by the number of points accumulated during the qualifications and/or the time trials. If there is a tie in the accumulation of points, the best time of the qualifications will determine the standings/winner. If the tiebreaker cannot be broken by the times, the standings will remain as they are and there will be more than one boat in the same position.

8 RACING RULES

8.1 Testing period is a privilege and 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 their boat is in the water on time for the race.

8.3 During launching, no waiting will be tolerated by the Pit Manager. If the boat is not ready when it is their turn to be launched, it will skip its turn. If the boat is still not ready at the return of the crane, the boat will not be launched in the water and will be penalised as per article 11. 2..

When the launching is complete, it is strictly forbidden to lift the boat to drain it.

8.3.1 As soon as the pilot of the last boat launched is ready to start, the five (5) minute countdown will begin.

8.4 A pre-determined committee of three (3) HRL members plus the HRL race director and the chief referee will decide if the weather conditions are favorable to race.

8.5 If a race is stopped by the race director and/or by the chief referee, it is considered official when the boat on the first (1st) position has completed more than fifty percent (50%) of the race. More specifically, for a race of three (3) or four (4) laps, the leader must have completed a minimum of two (2) laps. For a five (5)-laps race, the leader must have completed a minimum of three (3) laps.

8.6 All qualifications and finals will be a maximum of five (5) laps. Consolations will be a maximum of four (4) laps. For the Grand Prix and JSS class, all races will be a maximum of four (4) laps. If the racecourse is more than one (1) mile, the number of laps will be adjusted for each class. The Chief Referee and/or Race Director can modify 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 Race Director may delay a race if circumstances demand it.

8.8 In the case of a first restart, boats will refuel in the water except for the Grand Prix class or unless otherwise indicated by the Race Director.

Teams are required to have a fire extinguisher model **3A40BC** near the refueling area. otherwise, there will be sanction as per article 11.2.

No draining will be permitted unless authorized by the Race Director. For a second restart, if necessary, the race director will decide on the procedures to be followed.

8.9 In the case where race is stopped, the boats that caused and/or are implicated in its stoppage 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 (1) of the following two (2) signals indicating to the Chief Referee that they are out of danger:

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

If a driver fails to do one (1) of these two (2) signals, they will receive a penalty as per article 11.2.

8.11 After leaving the docks/beach, a driver who gets out of his cockpit, his/her race will be considered as finished and will receive a DNF.

8.12 FLAGS

Flag signals are used to designate specific time or to give instructions to contestants. The flag and their purposes are as follows:

BLACK & YELLOW X: Return to the pits.

RED: Race is stopped – Boats are to stop immediately on the water. If a boat does not stop, there will be a sanction as per article 11.2.

WHITE: One (1) minute before the start of the race – Last lap for the race.

GREEN: Between the five-minute and one-minute signal before the start of the race – During the race except for the last lap.

YELLOW: Caution, problem on the racecourse.

CHECKER: End of the race.

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

8.14 During the race day, engine changes are permitted under the following conditions:

- The priority is the launching of boats for races.
- All parts must be removed before lifting the engine.
- Once the engine is ready to be lifted, the team must notify the pit manager who will authorize the change.
- The lifting must take less than five (5) minutes, no delay will be tolerated.
- The replacement engine must be ready to be put in the boat.

9 PENALTIES

9.1 There will be a one (1) lap penalty for all infractions.

A P2 penalty will result in automatic disqualification.

For qualifications, a boat who receives a penalty during a heat will receive a maximum of eight (8) points. If several boats receive penalties during a race, the best penalized will have eight (8) points, the next one will have seven (7) points and so on.

P1 – A boat that passes in front of the start buoy between three (3) and zero (0) second left on the countdown clock.

P2 – A boat that passes in front of the start buoy between ten (10) and three (3) seconds left on the countdown clock.

P3 – A boat that changes lanes with less distance than one (1) roaster tail lead.

P4 – A boat that did not pass at least one (1) time in front of the start buoy before the official start of the race.

P5 – A boat that pushes another boat towards the inside or outside, two (2) lanes or more.

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

P7 – A boat that misses a buoy for no apparent reason.

P8 – A boat who did not respect article 4.11 or 8.12.

P9 – At the start of the race, a boat that changes lane as per article 4.2.

P10 – A boat who is not in is assigned lane at the start of the race.

P11 – All situations judged unacceptable by the Chief Referee.

9.2 A boat who receives two (2) or more infractions or has been given an unsportsmanlike conduct will be automatically disqualified from the race (DSQ).

10 RESTRICTIONS

The restrictions are under the responsibility of the chief referee.

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

It is the responsibility of the driver to prove that they have driven a boat in the last five (5) years.

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

When a restricted driver is in the outside lane, they 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 ten (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 until the exit of the first turn after the start of the race.

10.2 A Qualified driver that has been inactive for more than three (3) years and less than ten (10) years.

1. One (1) start on the outside lane and will remain there for the first lap.
2. One (1) start on the outside lane and will remain there until the exit of the first turn after the start of the race.

10.3 Qualified drivers moving up to a superior class:

10.3.1 Formula R or Formula F to Hydro 350:

1. Two (2) starts on the outside lane and will remain there for the first lap.
2. One (1) start on the outside lane and will remain there until the exit of the first turn after the start of the race.

10.3.2 Formula R or Formula F to Pro Hydro or Grand Prix:

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 remain there for the first lap.

3. Two (2) starts on the outside lane and will remain there until the exit of the first turn after the start of the race.

10.3.3 Hydro 350 to Pro Hydro or Grand Prix:

1. Two (2) starts on the outside lane and will remain there for the entire race.
2. Two (2) starts on the outside lane and will remain there for the first lap.
3. Two (2) starts on the outside lane and will remain there until the exit of the first turn after the start of the race.

10.4 An experienced driver who has never driven a boat of an equal or inferior class

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

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 risks. In addition, he may require a driver to take a start on the outside lane without being on restriction, only for the purpose of observation.

10.6 The Chief Referee must approve completion of each restriction. A DNF, a DNS or any infractions will not count towards a completed restriction. If a race is stopped as per article 4.8 or if seventy-five percent (75%) of the race is completed, the current restriction will be considered completed.

10.7 The required minimum age for drivers and spotters is as follow:

Drivers

Formula R class: Minimum sixteen (16) years old or minimum fifteen (15) years old for a driver who has completed a minimum of fifteen (15) heats of racing.

Formula F and JSS classes: Minimum sixteen (16) years old.

Hydro 350 and Pro-Hydro classes: Minimum twenty-one (21) years old for a driver with no experience or minimum eighteen (18) years old for drivers who has completed a minimum of twenty-five (25) heats of racing.

Grand Prix Class: Minimum twenty-one (21) years old and a minimum of fifty (50) heats of racing or after acceptance of HRL Director following recommendation of the Grand Prix committee.

Spotters

Formula R, Formula F and JSS class: Sixteen (16) years old minimum

Hydro 350, Pro Hydro and Grand Prix class: Eighteen (18) years old minimum.

10.8 The chief referee can give a restriction to a driver who has received the same infraction three (3) or more times during the race season. He can also put a driver on restriction if they are continually causing obstructions on the racecourse.

10.9 A driver on restrictions or driving a boat with restrictions and who as “signed-in” on a specific 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.

10.10 A boat that has suffered structural damage (see Annex G) may be placed under observation for one (1) heat by starting on the outside lane and remaining there for one (1) lap. Upon completion of the heat, the repair will be inspected, and the Official will decide if other restrictions will be imposed or not.

11 INFRACTIONS & SUSPENSIONS

11.1 A sanction will be given to the boat which does not meet all technical regulations regardless of the performance.

A. **First (1st) offence** – Loss of weekend points. If inspected on Sunday before the race begins, he will be only losing the points for Saturday.
B. **Second (2nd) offence** – Loss of weekend points, loss of 50 points in the Championship and $250 fine to be put in the point fund for the class.
C. **Third (3rd) offence** – Indefinite suspension while waiting for the decision from the HRL Board of Director Committee.

** exception Annex D article 14.7, sanction will pe applied as per Annex D article14.7.1

11.2 The following sanctions will be given to a driver and/or crew member for failure to meet certain regulations:

A. **First (1st) offence** – A written warning along with a twelve (12) month probation period effective on the date of the offence.
B. **Second (2nd) offence** - $250 fine to be put in the point fund for the class.
C. **Third (3rd) offence** – Indefinite suspension while waiting for the decision from the HRL Board of Director Committee.

When a driver and/or race team receives three (3) warnings, first (1st) offence of a different nature, the next offence according to 11.2 will go directly to 11.2B.

11.3 During HRL events, boat owners and/or drivers are responsible for the behavior of all their crew members and its team sponsors.

11.3.1 HRL driver/members and or Owners are responsible for his/her crew members and sponsors at all times when making public statements to any type of media including social network. They must treat with respect all persons involved in hydroplane racing. Refrain from attacking officials and other team members and avoid making degrading remarks or statement deemed prejudicial to the interest and reputation of HRL.

11.4 In the case of a sanction for unsportsmanlike conduct by a crew member or any individual associated to the world of Hydroplane Races. The HRL Board of Director Committee will analyze the situation and render its decision as to the consequences based on the available facts up to and including loss of championship points and/or indefinite suspension.

Only the Chief Referee, Race Director or an HRL Director may issue a sanction for unsportsmanlike conduct and may enforce it immediately as it sees fit.

11.5 The following penalties will be imposed on drivers who have an alcohol level greater than 0.00 grams of alcohol per litre of blood during the mandatory ***"sign-in"*** each race day.

A. **First (1st) offence** the driver cannot drive for the day but can be replace on his boat. A written warning along with a twelve (12) month probation period effective on the date of the offence.
B. **Second (2nd) offence during the 12-month probation**- $250 fine to be put in the point fund for the class. The boat cannot return to the water on weekends. A twelve (12) month suspension plus a probationary period of twelve (12) months after the return of the pilot on the circuit.

11.6 The following penalties will be imposed on drivers who have an alcohol level greater than 0.00 grams of alcohol per litre of blood ***during a random breathalyzer test conducted on a race day.***

A. **First (1st) offence** – Loss of the weekend point. The boat cannot return to the water on weekend. A written warning accompanied by a probationary period of twelve (12) months from the date of the offence.

B. **Second (2nd) offence** – Loss of weekend points, and $250 fine to be put into the class points fund. The boat cannot race for the rest of the weekend. Twelve (12)-month suspension for the offending driver. The boat can remain on the circuit being driven by another driver from the next race weekend.

11.7 The following penalties will be imposed on boats whose ***spotter*** has an alcohol level greater than 0.00 grams of alcohol per litre of blood during ***a random breathalyzer test conducted on a race day.***

A. **First (1st) offence** – Immediate suspension for the spotter for the day and the next race day. The boat can remain on the circuit while being observed by another spotter. A written warning accompanied by a probationary period of twelve (12) months from the date of the offence.

B. **Second (2nd) offence** –. Fine of $250 for the boat to be put in the class points fund. 12-month suspension for the offending spotter. The boat can remain on the circuit while being observed by another spotter.

11.8 The following penalties will be imposed to the offending team that one of their team members received a HOT PIT without signing the mandatory code of ethics and the release form.

A. **First (1st) offence** –The team loses access to one of its HOT PIT for the remainder of the season. A written warning accompanied by a probationary period of twelve (12) months from the date of the offence.

B. **Second (2nd) Offense** – The team loses access to a second HOT PIT for the remainder of the season. Loss of twenty-five (25) championship points. Twelve (12) month probation.

C. **Third (3rd) Offence** – Indefinite Suspension of a Minimum of 12 Months for the Race Team to be reviewed by the HRL Committee at the end of the suspension.

12 TECHNICAL RULES, SAFETY, AND INSPECTION

12.1 Technical rules

The most recent technical regulations approved by the APBA will be applied accordingly for all "Inboard" classes, except for the following points.

It is mandatory for all boats built after September 1, 2024, competing in the "Inboard" category to have a Type 4 reinforced capsule which consists of a capsule constructed of composite materials reinforced by a steel or composite tube safety cage mounted with an upper opening and a lower hatch included in the structure and designed to withstand a violent impact.

Boats built on or before August 31, 2024, which would have to make major repairs requiring a capsule change, will be required to comply with this rule.

JSS class boats must be equipped with at least one safety cage made of steel tubes.

Anything that is not expressly permitted by the technical regulation for engines in Grand Prix class (***Annex A & L***), for Hydro 350 class (***Annex B***) and for the Formula R/F classes (***Annex C & Annex D***) for the Pro-Hydro class (***Annex E***) and for the Novice class (***Annex N***) is strictly prohibited and subject to sanctions.

12.1.1 *HRL Grand Prix class will use the HRL rules as per* ***Annex A.& L***

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

12.1.3 *HRL Formula R and Formula F classes will use the HRL rules as per* ***Annex C & Annex D****.*

12.1.4 *HRL Pro-Hydro class will use the HRL rules as per* ***Annex E***

12.1.5 *HRL Novice Class will use the HRL rules as per* ***Annex M***

12.1.6 *Hydroplanes shall have an air inlet at the front and an air outlet at the rear of the cockpit or a mechanical ventilation system.*

12.1.7 *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 as per article 11.2 and effective immediately.*

12.1.8 *Using any power steering system is strictly prohibited. Failure to comply will be sanction as per article 11.2 and will be disqualified (DSQ)*

12.1.9 *The first three (3) 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 sanction as per article 11.2 and will be disqualified (DSQ)*

12.1.10 The boats must meet the following maximum dimensions including its projections and minimum weight with driver and his racing gear.

A. Formula R & Formula F
Length: 18′ 2″ Width: 9′ 4″ Weight: 1050 lbs.
Maximum tunnel width: 59 1/2 inches.
Grand father clause for boats builds before 2024 maximum tunnel width 64 inches.

B. Hydro 350
Length: 20′ 5″ Width: 10′ 4″ Weight: 1700 lbs.
Maximum tunnel width: 68 inches.
Grand father clause for boats builds before 2024 maximum tunnel width 72 inches.

C. Grand Prix
Length: 26′ Width: 12′ 6″ Weight: 3250 lbs.
Maximum tunnel width: 76 inches.

D. Jersey Speed Skiff
Length: 16′ Width: 6′ Weight: 1650 lbs.

E. Pro Hydro Built after January 1, 2025
Minimum length: 20′ Width: 12′ Weight: 2500 lbs
Maximum tunnel width: 72.5 inches

Pro Hydro Built before December 31, 2024
Minimum length: 20′ Width: 12′ Weight: 2650 lbs
Maximum tunnel width: 76 inches

For any major repair of the hull or a replacement of the (2) two sponsons, boats must comply with the maximum tunnel width regulations applicable to their category without exception.

12.1.11 The boat will be weighted empty of its water after its race. Boats built before 2011 inclusively may exceed these dimensions by a maximum of three percent (3%)

Anything that is not specifically permitted in both HRL and APBA technical rules is prohibited and subject to be penalized.

12.2 Safety rules

The HRL safety rules outlined here take priority, unless specified, all APBA inboard safety rules apply.

It is mandatory to follow the safety measures, Failure to comply will result in a penalty imposed in accordance with Article 11.2.C.

*12.2.1 All boats must pass a safety inspection before the first (1st) weekend of racing to be eligible to race. See **Annex H** concerning the hull safety inspection procedure. A sticker will be applied to the boat in an area that is always visible. APBA inspections stickers will also be accepted but some details will double-checked be by an HRL inspector. Boats must be ready for inspection at 8:00 am every race day.*

*12.2.2 Certified slings approved and **purchased through HRL** with the SURLOCK hook system must be used for launching boats. The slings must be certified by manufacturer.*

*12.2.3 Permanent air system activated without human assistance is mandatory for all classes where the driver is attached to the cockpit. See **Annex F**.*

1. *The air tank holder must be in the center section of the boat with solid attachments.*
2. *From the 5-minute countdown until 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.*

12.2.4 All teams must have:

1. A 5 Lbs fire extinguisher **model 3A40BC** visible with easy access in front of the trailer and identified with boat number.
2. Wedges or blocks to lock the wheels of the trailer are mandatory when arriving in the pits.
3. A rope of at least 8 feet, without knots, attached to the boat by a hook, used to guide the boat when launching.

12.2.5 Boats must have an adequate towing hook, positioned at the front on top of the cockpit.

12.2.6 Only three (3) blades propellers may be used by all classes except for the JSS class. In addition, it is always mandatory that the propellers be covered by a protection made of cut-resistant fabric or in a protective case to prevent injury. Towels or rags are not considered adequate protection.

12.2.7 Drivers must quickly and easily board and always disembark from their boat without outside assistance.

12.3 Inspection

A technical inspection procedure could be done randomly each race weekend. A boat is subject to inspection upon its arrival in the pits.

There are two (2) types of inspections:

12.3.1 Phase 1:

1. Hull weight and dimensions.
2. Measure carburetor (throttle plate and venturi).
3. Measure carburetor (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 valves lift at the intake and exhaust.
7. Gas testing.

12.3.2 Phase 2:

The engine may be completely taken apart and subjected to several inspections and analysis. In the event where the 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 costs become the responsibility of the race team.

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

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

12.3.3 Tunnel

Method of measurement:

The width of the tunnel of the boat must respect the dimensions authorized according to article 12.1.8 depending to its class, measuring from the rear "Transom" to the most forward part of the central section. See ***Annex L.*** The width of the tunnel must be the same from the "tunnel roof" to the deepest point of the "waterline" air trap.

13 GENERAL RULES

13.1 The general appearance, cleanliness of the racing equipment and the dress code will be enforced upon the arrival of the team at a race site.

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

Mandatory dress code for crew members with HOT PIT in the pits area: Otherwise, there will be sanctions as per article 11.2.

- Shirt (Team shirt or not)
  - For men's: Shirt with or without sleeves.
  - For ladies: Shirt with or without sleeves including tank top exception for strappy tank top that is not permitted.
- Closed shoes.
- Pants, Bermuda shorts or skorts.

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: on the left sleeve or on the front right side.
- Driver's suit: on the front right side.

No alteration of the HRL logo is permitted.
In addition, the driver must affix the logo of the major sponsor or sponsors of the HRL on the front of his driving suit, anywhere between the neck and the belt and between his 2 shoulders. The crest will be provided by HRL.

13.2 No boat may display an obscene or dubious name that could shock spectators or damage the sport's reputation. All colors schemes must be approved by the running club.

13.3 No owner, driver or crew member may hold any other owner, driver, or crew member responsible for bodily injury or damage because of a racing accident at a CBF event.

13.4 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. If the scorer cannot see the number, the boat will not receive points. The number must be at least twelve (12) inches high by two (2) inches wide.

Exception for the Grand Prix class, see ***Annex A***.

Noncompliance will result in a sanction as per article 11.2.

13.5 The number belongs to the owner/partners in all classes and must be unique. When an owner/partner 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 before 2015 can keep their number. Once a boat is no longer in the HRL Championship, he loses his acquired rights to his number.

No boats shall be allowed a number beginning by a zero (0) or have a decimal number. The boat owner/partner 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 one (1) is reserved for the Champion of the previous season and he keeps his old number for a period of one (1) year unless he wins the Championship more than one (1) consecutive season.

13.6 Helmets are mandatory and must meet the minimum specifications set out in most recent APBA's General Safety rules.

The driver must keep his helmet throughout the race. However, if the boat must be towed, the driver may remove his helmet once the towing cable is attached. Otherwise, there will be sanction according to article 11.2.

The use, during races, of a head and neck restraint system is mandatory except for JSS Class.

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

13.7 A capsule life jacket of flotation vest must be worn by the driver. during APBA sanctioned races according to the minimum specifications set out in most recent APBA's general safety rules.

13.8 The capsule test is mandatory every two (2) years. The procedure can be found in ***Annex G.*** The APBA capsule test is accepted upon the presentation of a valid capsule certification.

13.9 Protests will **only** be accepted following a sanction under article 11.1. Claimants have forty-eight (48) hours after the decision is granted to fill a protest (**Annex M)** and pay the mandatory $500 fees. The fees will be refunded only if the claimant win its case.

13.10 In the case of an emergency, the Race Director could replace the Chief Referee.

13.11 During the race season, two (2) boat changes <u>including the return to the original hull</u> are permitted if the boat is not registered in the HRL championship and must comply with HRL regulations.

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

13.12 A code of ethics form must be signed by all drivers, owners/partners, crew members and officials to participate or take part in HRL activities and will be valid for twelve (12) months from April 1, of each year.

Drivers, owners/partners, crew members and Officials are subject to the obligations as per article 11.3 and 11.4.

13.13 At all times, it is strictly forbidden to consume drugs and smoke in the pits.

The consumption of alcoholic beverages is strictly prohibited in the pits during the operating hours. At the end of the day, the Pit Manager can lift his ban.

13.14 Each race team will be entitled to a specific number of Hot Pits according to each class, valid for fourteen (14) years old and over, which gives access to the race sites. It is the owner's/partner responsibility to ensure that all waivers have been signed by each Hot Pit holder on his team. Otherwise, there will be sanction according to article 11.8.

Independent drivers are entitled to only one (1) HOT PIT pass per race site.

13.15 All participants in the HRL championship must have only the HRL Logo on the inside front left sponson of the boat. Exception for the JSS class, the Official HRL Logo must be on the right side, high towards the front. Noncompliance will result in a sanction as per article 11.2.

Teams in the championship must also affix the CBF Logo in the right side of the cowling.

The officials HRL and CBF Logo decal will be provided by HRL.

In addition, the teams will also have to affix the HRL different sponsor's logos. The logos decal will be provided by HRL as well as the location.

13.16 Breathalyzer tests and/or drug testing are the responsibility of the Chief Referee. Breathalyzer tests are mandatory for drivers and will be done every morning during the sign-in. A driver cannot refuse to be tested. If a driver blood alcohol level is over 0.00 gram of alcohol by blood liter and/or tests positive to drugs, he will not be permitted to race on that day of competition and he will receive a sanction as per article 11.2. *If a driver fails, he won't be allowed to retake the test (no replay) during registration hours.*

13.16.1 *Random testing could be conducted at any time of the day for pilots and spotters. Failure to do so will result in a penalty imposed in accordance with Article 11.6 for the pilot or 11.7 for the offending spotter.*

If a driver receives a (P6) infraction the following fines will be charged, $200 fine for destroying a buoy during a race or $100 for dislodging.

13.17 A maximum of four (4) crew members with a Hot Pit pass per team, including the driver, will be allowed on the docks. Exception for the Grand Prix class which can have five (5) crew members with a Hot Pit pass per team, including the driver, on the docks. Otherwise, there will be sanction as per article 11.2.

13.18 Communication radios for the boats are mandatory and must be functional. The designated radio person (spotter) for the boat must be in the area that the Chief Referee has specified. The radio person and all drivers must have successfully completed the HRL exam valid for one (1) year. Exams must be received by Tuesday 8:00 pm before a race weekend. Otherwise, there will be a sanction as per article 11.2.

13.19 At each competition site, drums are available to empty engine oil. It is strictly forbidden to leave or empty used oil elsewhere than in these drums. Respect for the environment is especially important for HRL. Anyone who does not respect this rule will be heavily sanctioned as per article 11.2A, 11.2B and 11.2C.

13.20 No boats in the pits may be tilted before the end of the race day. Noncompliance will result in sanction as per article 11.2.

13.21 If a team wants to remove its boat from the pits once inside. They must obtain permission from the Pit Manager. Noncompliance will result in sanction as per article 11.2A, 11.2B and 11.2C.

13.22 The spot of a boat, in its registered class, will not be guaranteed for the next season if one (1) of the following criteria is not respected:

1. The final payment for the registration of the boat is not received before March 1st of the current race season.
2. If the boat did not participate to more than seventy-five percent (75%) of the current race season.
3. If the boat finishes in the last two (2) 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 it participates at another race not sanctioned by HRL.
6. If a race team does not meet the HRL criteria.

13.23 The Chief Referee will be available for thirty (30) minutes after the last race of the day at the place specified during the drivers meeting. If an HRL member has been summoned by the Chief Referee to meet, they must be present. Failure to appear will result in sanction as per article 11.2.

13.24 The Crane Operators will be available for a maximum of sixty (60) minutes after the end of the last race on Saturday.

13.25 The HRL Board of Directors will determine the boat count in each category for the Formula R and Formula F classes. Any non-HRL member boat will automatically be classified in the Formula F category

Classification procedures are based on the following criteria:

1. In Formula F, as soon as a driver wins a Finale, his spot is automatically granted for the next season.
2. A driver will be automatically promoted to Formula F the following season if: the driver has won one championship AND has three (3) years of experience as a driver, OR the driver has won two (2) Formula R championships.
3. All other participants will be classified by the Board of Directors into one or the other category based on the participants and their experience.

13.26 All rules will be interpreted by the Officials, not by the drivers and/or owners/partners. If there is a disparity, the French version will take precedence over the English version.

13.27 All situations not outlined in the rules will be discussed by the HRL Directors and a decision will be taken based on the available facts.

13.28 The HRL Committee reserves the right to accept or refuse any members, teams, or individual from taking part in all HRL activities.