



2010
SUPER BOAT
INTERNATIONAL PRODUCTIONS
TECHNICAL RULES

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2010 SBIP TECHNICAL RULES™

INTRODUCTION

SBIP is the only internationally recognized Powerboat Sanctioning Body in the United States for over 103 years. During this time the racing community has seen many changes both inside and outside of the boat racing community. SBIP has continued to showcase the premier racing fleet during the good and bad times due to its World Wide recognition and prestigious stature. SBIP continue to be known as the premier racing organization in the future and its coveted titles will provide worldwide recognition for its members for many generations to come.

The following rulebook contains the results over years to continue the development of Offshore Powerboat Racing. Our membership governed racing organization and tight technical class structure will continue to promote the highest level of competition on the water at our National Races and the World Championship.

Our customers “The Membership, Sponsors, & Fans” will see the further developments in race team cost reduction, better exposure, and more professional tight competition than ever before.

Our National Series race teams and champions will be the best prepared, skilled, & professional racers in the country.

The National Series classes will be powered by Custom and Exotic built Unlimited Horsepower engines & Mercury, Innovation, & SBIP sealed National Series racing engines. The boats are equipped with canopy systems for added safety for speeds well over 100 MPH.

The National Series classes contain “Certified Engines” to provide reliability, affordability, & tight competition for our race teams, sponsors, & fans.

Our first and foremost priority is to insure the safety of our racers, membership, staff, sponsors and fans. Our goal is the continued development of our race teams in professionalism, and good sportsmanship as we attract new race teams into our organization and provide them the support to become one of the nation’s best in the sport of Offshore Racing.

SBIP Racing Association has dedicated itself to providing its members a safe place to race with fair and equitable technical as well as referee calls. We are a dedicated family of racers that compete fiercely on the racecourse and remain a family on the beach. Our race teams congratulate the winners of the events and return back to their race shops to prepare for the next event. We welcome any and all race teams that believe they are the best in the sport and are willing to prove that “only” on the racecourse.

These rules are subject to and must be read in conjunction with the General Racing Rules, the General Event Competition - Safety Rules.

This rulebook including ideas, concepts, and strategies are the exclusive property of SBIP Racing Association, Inc and considered PROPRIETARY PROPERTY OF SBIP. Any modifications, use, publication, interpretation, manipulation, or copying is forbidden without the written consent of the President of SBIP Racing.

1. GENERAL APPLICATION TO ALL REGISTERED RACE BOATS

1.1. **In General** - EXCEPT as otherwise specifically provided herein the following rules apply to all SBIP registered race boats and competitors.

1.2. **Braking Systems** - Braking Systems of any kind to reduce boat speed are not allowed on boats in any class.

1.3. **Bolsters** - Racing bolsters or approved racing seats are required in all classes.

1.4. **Engine Compartment** –

1.4.1. Engine compartments must have ridged covers/hatches.

1.4.2. Engine and fuel compartments must be adequately ventilated.

1.4.3. **Engine hatches** - with or without scoops are allowed

1.4.4. **Post-Race Procedures** - Competitors in National Series or Factory Series Classes may not raise their engine hatches from the time they have completed the race and crossed the finish line until the boat is presented for inspection to an SBIP Inspector. Engine hatches may only be raised during the race to effect emergency repairs. If an SBIP Official observes a boat with the engine hatch raised after the boat has crossed the finish line, the entry shall be disqualified unless the SBIP inspection team can verify a case of extreme emergency.

1.4.5. **Exclusivity** - All boats as well as every part used in connection therewith, including but not limited to engines, outdrives, transmissions, crash boxes and propellers (and all parts and components related thereto) must be both manufactured and intended for sale to the public at commercially reasonable prices. Exclusivity agreements of every type are strictly prohibited. This rule applies to competitors only and shall not be construed in any manner whatsoever to limit or restrict SBIP from entering into exclusivity agreements such as official sponsorships involving single source vendors, suppliers, manufacturers or producers.

1.4.6. **Exhaust** - Except where specifically noted, engine exhausts must be water cooled by water-jacketed manifolds from the engine outlet to the point of exit from the hull or deck. The point of exit from the hull or deck must be located in such a position whereby the exhaust fumes cannot affect the crew.

1.4.7. **Inspection Expense** - Any out of the ordinary expenses incurred by SBIP in the inspection of any equipment or the verification or confirmation of any other technical matters, shall be the responsibility of the subject owner, racer, crew chief, or manufacturer.

1.5. Fuel Requirements for All Classes

1.5.1. **Fuel** – Fuel must be a commercial automotive or racing type as distilled by a petroleum company and currently available for normal automobile or racing purposes. THE USE OF ANY ADDITIVE IS STRICTLY PROHIBITED.

1.5.2. **Electric fuel pump shutoff** - must be controlled by an emergency stop switch.

1.5.3. **Through deck fuel fills** - All fuel must be carried in tanks, which are secured and vented overboard. Boats may not transfer fuel during a race except by means of properly installed fuel lines. Fuel tanks and fills shall be grounded.

1.5.4. **Handrails** - Hand rails (max. height of 6"), or hand holes shall be fitted and extend fore and aft to enable crew to proceed from the cockpit to the towing eye on the bow of the hull. Cables and lifelines are not permitted.

1.6. Homologation of Equipment

1.6.1. **Purpose** – The purpose of this program will be to ensure that safety and competitive balance is maintained throughout the SBIP Racing Fleet by strictly monitoring the use of only approved types and models of boats,

engines and related components and equipment. Unless otherwise provided in these rules, to be eligible for SBIP National Series or Factory Series competition, such equipment must be homologated by SBIP in writing. All Boats, engines, and drives must be submitted for approval 30 days prior to competition for Homologation. All Homologated boats, engines, drives, and equipment must meet the technical requirements of the class. The purpose of the foregoing is to ensure competitive balance between racing teams within any class. SBIP thus reserves the right to take whatever action it deems necessary to enforce these rules, including, but not limited to, impounding any boat and/or parts and components for inspection purposes, and/or prohibiting the use of any boat, engine, drive, part or component which it deems to give a team an unfair competitive advantage, in its sole and absolute discretion. All illegal parts or components become the property of the SBIP. To contact SBIP for homologation information interested parties should first contact the SBIP office in Key West, Florida.

1.6.2. **Written Approval Required** - Any questions about the legality of a change, or of any action, part, or component, must be submitted in writing and answered in writing by the SBIP Board of Governors. The SBIP is empowered to make any technical rule changes it deems necessary to maintain competitive balance and/or safety for the boats competing in this class.

1.6.3. **Custom Hulls and Decks** - One of a kind hulls and decks, custom fabricated, are not allowed

1.6.3.1. **Deck Molds** - A flat table used to produce FRP panels is not defined as a dedicated mold.

1.6.4. **Approved List** - The SBIP shall maintain an up to date list of hulls approved for competition in SBIP. This list shall be known as the “SBIP Homologation List”.

1.6.5. **Request for Changes, Modifications** - Any request for changes to the original mold (including inserts) or to boats produced from the mold must be submitted in writing to SBIP and approved by SBIP in writing prior to the change and at least 30 days prior to competition.

1.6.5.1. **Changes to Molds, Hulls, or Decks** - Hulls and decks homologated must be identical to the mold. The only exception is that the deck may be modified in the immediate cockpit and engine hatch area for the installation of safety canopies and air scoops. Homologated boats produced from the dedicated mold may not be made wider or narrower, longer or shorter, higher or lower, or changed in any way from the original mold configuration as homologated, unless otherwise approved in writing by SBIP.

1.6.5.2. **Add-ons** - No add-ons such as strakes, rails, speed rails, spray rails, etc.

1.6.5.3. **Serial Number** - Each hull shall have a unique and individual engraved serial number.

1.7. Factory 1 Class

1.7.1. **All Factory Class Boats** - must meet the general homologation requirements listed in section as well as the items listed below.

1.7.2. **Pleasure Boat Models Only** - Only boat models that currently are being produced, as pleasure boats are eligible for application. Factory Class I hulls are limited to mono hulls only. Multihull configuration, catamaran, trimaran or any hull or deck shapes specifically designed to create aerodynamic lift are not permitted in Factory I Class.

1.7.3. **Minimum Production Number** - A boat manufacturer must produce a minimum of 5 boats, sell them to boat owners to be eligible for full homologation of a particular model boat.

1.7.4. **Exceptions to Minimum Production Number/Criteria –**

1.7.4.1. **Probationary Boat** -The manufacturer will be able to register one race boat during a probationary period until five boats are produced.

1.7.4.2. **Expiration of Probation** - All probationary race boat approvals expire at the end of the current racing season. Only a manufacturer may register a model boat that is in a probationary period. The owner/racer will be notified at the time of registration that it is only qualified to race during that season and the manufacture must reapply for homologation for the following season if it is not fully homologated prior to the beginning of the next season.

1.7.4.3. **Continuous Registration** - Probationary hulls must maintain continuous registration with SBIP. Failure to maintain hull registration requirements shall void the probationary approval of said hull for competition in SBIP Racing. Probationary hulls may be sold provided that the new owner meets all current SBIP registration requirements within 15 days of the date of said sale or execution of lease agreement.

1.7.4.4. **Final Approval** - When the threshold of 5 boats produced, sold is met, the Board of Governors will then review the manufacture's documentation and issue a certification for a fully homologated boat that can be registered and raced by the general public. At this time the manufacturer will be eligible to participate in "SBIP Factory Offshore Certified" marketing programs and be eligible to apply for the use of the "SBIP Factory Certified" logos. No manufacture may use the "SBIP Factory Offshore Certified" designation prior to the model being fully homologated.

1.7.5. **Modifications**

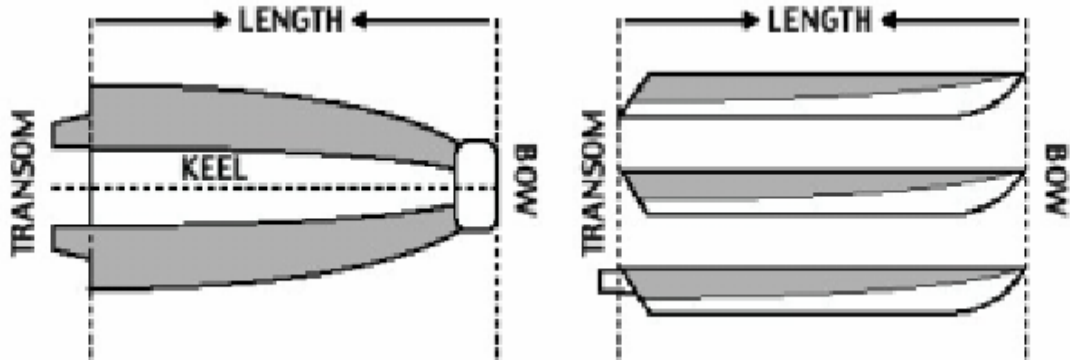
- 1.7.5.1. **Additional bulkheads** - bracing and structural supports may be added to increase the integrity of the hull.
- 1.7.5.2. **Interiors – Production Interiors** - With the exception of the required racing bolster or racing seat as described in and subject to the SBIP General Safety Rules set forth above, all Factory Boats must have production style side panels, rear seats and/or rear stand up bolsters installed. Production cockpit inner hull liners must be retained. SBIP reserves the right to allow cockpit inner hull liner modifications for safety purposes only. Approval for any modifications shall only be given in writing.
- 1.7.5.3. **Production Dash Layouts** - May be revised for ergonomic or safety reasons. Steering (helm) may be moved from the original manufacturers' mounting position however it can only be moved in a horizontal plane. (No lowering or raising is allowed) Steering hub extensions may be used for ergonomic reasons however may not exceed 12”.
- 1.7.5.4. **Production Forward Cabin Inner Hull Liners and Interiors** - may be removed for the installation of additional bulkheads or bracing and/or to facilitate the inspection of the forward hull. Any loose or unsecured interior items must be removed prior to racing
- 1.7.5.5. **Cockpit covers** – are allowed. Cockpit areas must be as built for sale to the general public for pleasure boat use with the exception of the Approved Racing Bolster rules above. Cockpit covers must be easily removed for inspection of area.

1.8. Hull and Deck Measurement Procedure

- 1.8.1. All race boats shall be measured to obtain a designated length on the centerline of the hull between the perpendiculars at the extreme bow and stern. All measurements will be taken while the boat is ashore. The keel line

shall be level amidships. The stern shall be defined as the transom, joining the extremities of the hull on which the outboard motor or driveline is attached. Any extending parts, rub-rails, fenders, stabilizing and trim tabs, rudders or attached molded platforms are not to be included. Unless otherwise provided there is no length tolerance allowed in any class.

1.8.2. (Diagram)



1.8.3. **Hull Extensions** - Any boat extensions added to the original structural hull and deck to meet minimum length rule are not allowed.

1.8.4. **Lap belts** - shall not be permitted in any offshore race boat.

1.8.5. **Lifting Harnesses** - A single point lifting harness is mandatory for all offshore class boats that race at Divisional and National-Series race sites. Performance Classes are exempt from lifting harness requirements but must make their own arrangements for launch and retrieval.

1.8.6. **Non-Skid** - It is required that deck surfaces have a non-skid finish to the satisfactory of the Chief Safety Inspector.

1.9. **Propulsion Systems**- Inboard engines (subject to specific class rules) may be used with any type of propulsion unit or drive. Mix matching is permitted.

1.9.1. **Qualifications for Class** - Boats that qualify in more than one offshore class must run the lower of the two classes. There will be absolutely no step-ups allowed for any reason. The Inspector and the Referee shall make

determination of class eligibility.

1.9.2. **Trim Tabs** - Hulls utilizing adjustable planes, such as hydrofoils, shall not be allowed. Trim tabs, either fixed or adjustable, are legal for competition. All designs are subject to final acceptance and approval by the Offshore Racing Board of Governors.

1.9.3. **Steering** - External - Hydraulic steering is required on all National Series and Factory Series Race Boats. The original power steering pump must be utilized on at least one engine.

1.10. **Weight Requirements** -

1.10.1. **Classes Subject To** - All classes, except for Performance and Superboat Unlimited, are subject to minimum weight restrictions and weight verification after each race as set fourth in the individual class rules below.

1.10.2. **Post Race** - All boats required or directed to weigh by the Chief Referee or Inspector must report to the designated crane for post race weighing. No private cranes or scales will be utilized for official weight compliance purposes.

1.10.3. **Penalties** - Any boat not meeting minimum weight requirements during post race inspection shall be penalized 1 minute for each 100 pounds or part thereof that the boat is under weight, and will be awarded last place points. There shall be no scale tolerance. The “Scale of the Day Rule”, meaning, whatever the scale on race day reads is what determines the weight of the boat, shall apply.

1.11. **Air Conditioning**

1.11.1. **Air Conditioning Allowed** - Air Conditioning is allowed in all SBIP Classes utilizing canopies or enclosed cockpits. Subject to all other existing rules

1.11.2. **Cooling Not Allowed** - Fuel, fuel hoses, engine compartments or fuel tanks may not be cooled in any manner.

1.11.3. **Installation Approval** - Final installation of all air conditioning systems must be approved by the Chief Inspector or his designee to determine compliance with all safety and technical rules before any boat may be considered a legal entry into any Offshore Class.

1.12. **ELIGIBILITY – SBIP will have Approved engines for competition the “Certified Race Engine”**

1.12.1. **Certified Race Engine**

1.12.1.1. The Mercury 525 Sealed engine is approved for competition

1.12.1.2. The Mercury 500 EFI Sealed engine with the Innovation upgrade is approved for competition.

1.12.1.3. The SBIP 525 HP Sealed engine is approved for competition.

1.12.2. **Certification and Sealing** - To be eligible for competition in these classes, all individual engines of the approved type listed in paragraph 1.12. above, first must be certified and sealed prior to competition by an SBIP approved source in accordance with the then existing procedures established by SBIP, with the “approved” seals as supplied from SBIP. IT IS THE RACERS' RESPONSIBILITY TO HAVE THEIR ENGINE (S) INSPECTED AND SEALED BY an SBIP approved source. If for any reason a seal is broken or the engine must be “freshened” or repaired, the engine must be examined, repaired, serviced and re-certified by an SBIP approved source. Broken or missing seals will be grounds for disqualification and other penalties. Currently the ONLY Approved Sealing & Servicing Center is:

<p style="text-align: center;"><u>Flagship Marine Engine Co. Inc.</u> 200 E. Ann St. Punta Gorda FL 33950-6006 Phone: 941-639-3738</p> <p style="text-align: center;"><u>Chief Engines</u> 2311 S.W. 31St.Street Ft. Lauderdale FL 33312 Phone: 954-587-3020</p>

1.13. **Conformance to Specifications** - If the engine(s) do not meet the established specifications for the class then the engine owner may authorize an SBIP approved source, to take whatever steps and perform whatever work are necessary to bring the engine(s) into compliance with the rules.

1.13.1. **Documentation** - All racers are required to provide the SBIP Technical Inspectors with any and all documentation related to engine work performed on their boat(s) that result in the replacement of any of the engine seals. This documentation is to include all invoices, repair orders and detailed descriptions of all work performed and/or parts installed in the engine(s) by SBIP.

1.13.2. **Payment for Services** – To protect the rights of SBIP approved sources the SBIP reserves the right to disqualify for competition any boat that has outstanding balance due for certification, maintenance or refreshing services rendered to said vessel or equipment. Enforcement of this position shall require the approved source to notify the SBIP in writing with a copy to the owner. The owner shall have 10 days to either remedy or write a dissenting opinion letter back to the supplier with a copy to the SBIP. The SBIP shall have sole decision power with respect to decisions made under this provision.

1.13.3. **Repairs, Rebuilds, “Freshening”, Maintenance** - All engine repairs, maintenance (except for the routine maintenance items set forth below) rebuilds, “valve jobs” and overhauls must be performed by SBIP and the engine must be re-sealed and re-certified by SBIP prior to being allowed to enter competition after such services are performed. Once affixed to the engine, the SBIP seals may not be removed for any reason or by anyone other than an SBIP representative, without the express written approval of SBIP.

1.13.4. **Illegal Parts** - Use of illegal or unauthorized parts on a race boat will result in the confiscation of the said parts. Failure to surrender the illegal

part(s) will lead to a mandatory suspension for the boat, the boat owner and all riding crewmembers until the illegal part(s) are surrendered to SBIP. **It shall be the responsibility of the owner or his designated representative to take whatever actions are necessary to ensure the correct components are present.**

1.13.5. **Modifications and Changes** - No modifications or changes of any type may be made to an engine, or components thereon, including ,engine blocks, internal components, ignition systems, fuel systems, electrical systems, exhaust systems, valve systems, induction systems, lubrication systems, camshaft, crankshaft, heads, etc. unless performed by an SBIP approved source or approved in writing by SBIP. ECM's may be reprogrammed.

1.13.6. **Dyno Tests** - Only an SBIP approved source may perform a dynamometer test on an SBIP certified engine.

1.13.7. **Penalties** - Any violation of the above rules may result in the immediate disqualification of the subject competitor and a fine in the amount of the cost of a full rebuild as it is SBIP policy to not permit anyone but SBIP to perform any work on an approved engine to maintain the integrity of the certification and sealing process and to maintain competitive balance in the class.

1.14. **Exhaust System Specifications -**

1.14.1. **Exhaust Manifolds and Headers-** must remain as originally produced by the manufacturer and may NOT be modified in any way without the written approval of SBIP.

1.14.2. **HP 500 EFI engines** - Only the Mercury style CMI header for the HP 500 EFI is permitted.

1.14.3. **HP 525 EFI engines** - Only the Mercury style CMI header or the CMI

Straight Back Sweeper Header CMI part number 39335 or Innovation Marine Tractor style, is permitted for the HP 525 EFI.

1.14.4. **Innovation Marine Vortec 8100 HP3 engines** - Only the Innovation Marine style CMI Sweeper or Tractor style header is permitted.

1.14.5. **Tail pipes and Exhaust Tips**- Any tail pipe or exhaust tip is allowed. Tail pipes may be of any length and can exit the boat through the gunnel, deck or transom. The engine exhaust headers and pipes from engine outlet to point of exit from hull or deck must be water-cooled by water jackets. The exhaust outlet/tip may not extend more than 8" beyond the transom of the boat. Dry Tail Pipes are allowed

1.14.6. **Cooling Water** - Neither the method nor volume of cooling water flow to the exhaust system may be altered from the production configuration. All engine cooling water must pass through the exhaust elbow/tail pipe and either into the exhaust, an onboard ballast tank fill or to a thru hull fitting. No water can be diverted for exit elsewhere.

1.14.7. **Non-Conforming** - SBIP reserves the right to approve alternative - additional exhaust installation hardware when required for specific boat builder installations.

1.15. **Engine Installations** –

1.15.1. **Rear engine mounts** – See Class Specs

1.15.2. **Staggered Engine Configurations** – See Class Specs

1.16. **Routine Maintenance** - Allowed routine/owner maintenance is limited to: changing engine oil, changing spark plugs, replacing plug wires, setting engine timing, checking valve lash and replacing valve springs and rockers. These services must be performed using the procedures and the original equipment parts as designated for the engine as outlined in the approved engine service manuals. Updating and backdating are not allowed unless approved by

SBIP. Broken or missing seals and/or parts or maintenance not prescribed above will be grounds for disqualification and other penalties as stated in the General Racing Rules

1.17. **Enforcement of Rules** - The purpose of these rules is to insure a competitive balance between racing teams. SBIP thus reserves the right to take whatever actions it deems necessary to enforce these rules, including but not limited to impounding any boat and/or parts and components thereof for inspection purposes, and/or prohibiting the use of any part or component which it deems gives a team an unfair competitive advantage, in its sole and absolute discretion. All illegal parts or components become the property of SBIP. SBIP Race Officials are authorized to decide if an equipment change is an attempt to beat the rules. They can and will disqualify an entry in violation of the spirit and intent of these rules.

1.18. **Air Scoops** - It is illegal to completely seal the inlet air track running from external openings to the flame arrestor. Fresh air ducting must be no closer than 2" at its nearest points to the flame arrestor. Sealing or pressurizing the engine compartment is not allowed. The SBIP reserves the right during or in post race inspection to install (place) an atmospheric pressure measuring device to certify that a positive pressure engine compartment has not been created. For purposes of enforcement any reading during a race or in post race testing exceeding +1.1 atmospheres of pressure will constitute a violation of this rule with disqualification being the remedy.

1.19. **Ballast** - External plumbing, water pickups and other devices installed for the purpose of filling and/or emptying ballast tanks are allowed. Ballast tanks are allowed. All onboard ballast tanks must be empty during post race all-up weight check. **(No water/liquid except residual fuel to be used to make weight)** All Ballast tanks must have an access door large enough to provide complete inspection.

1.20. **Canopies –**

1.20.1. All Canopied boats constructed after January 1, 2004, are recommended to comply with the latest SBIP Cockpit Guidelines. Contact the SBIP office at 305-296-6166 if you need information on the cockpit guidelines.

1.20.2. **Non-compliance** – The Chief Referee has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. The Chief Referee also has the authority to allow a non-compliant boat to compete provided that after consultation with the Board of Governors he determines that the intent of the guidelines has been met and that the safety of the riding crew and fellow competitors is not jeopardized.

1.20.3. **Contact Information** - SBIP office at 305-296-6166 if you need information on the cockpit guidelines.

1.21. SBIP CLASSES

<u>Class Name</u>	<u>Class Design.</u>	<u>Min. Length</u>	<u>Engine Type</u>	<u>Engines</u>	<u>Type</u>
National Series™					
Superboat Unlimited™	No.'s Only	38' -50'	Any	Any	Cat
Superboat Vee Extreme	No's Only	40' – 50'	Any	Any	V
Superboat™ Vee Unltd	No's Only	38' – 50'	Any	1020CID	V
Superboat™ (750's)	No.'s Only	36' – 46'	510	Twin	Cat
Superboat™ (850's)	No's Only	36' – 46'	565	Twin	Cat
Super Cat™	No.'s Only	36'- 40'	Race	Twin	Cat
Super V Limited™	No.'s Only	26'-32'	Race	Single	V
Superboat Stock	S	28' – 32'	Outboard	Twin	Cat
Turbine Class	T	38' -50'	Inboard	Twin	Cat

Manufacture / Production Series

Maximum Speed Allowed In Class

P-5 75 MPH (30ft & Under Single engine only)

P-4 85 MPH

P-3 95 MPH

P-2 105 MPH

P-1 117 MPH

*** Maximum Speed – Max allowable speeds listed under the Manufacturer Productions Specifications Fixed mounted GPS required for participation Contact the SBIP office for an approved list.**

2. SUPER CAT™ - (Inboard- Catamaran - Numbers only)

2.1. INTRODUCTION

2.1.1. **In General** – Super Cat™ is one of the Premier Catamaran Class of the SBIP National Series™ this class is an integral part of the SBIP National Series™ including the related television productions, sponsorship, marketing and promotional programs. The SBIP rules which follow are safety and competition based. The formula endeavors to keep competition close and exciting, principally by restricting technology changes and limiting the differences between racing equipment form team to team in order to ensure maximum excitement and enjoyment for racers and fans alike

2.1.2. **International Super Cat Specification** – In 2005 SBIP is introducing an international Super Cat specification in order to re-create a common SBIP International Super Cat Class such as the former Class 2 specification that was common to both the U.S. and International racing communities for many years. The purpose of such a class is to expand the series overseas and attract more international competitors to the United States. The class shall be offered at all SBIP Pro Series events and the boats shall compete with the U.S. Super Cats.

2.1.3. Performance Parameters/Intent of Rules - The spirit and intent of these rules, thus are to limit maximum competition performance to safe and competitive straightaway speeds not exceeding 130mph. This parameter is merely a guideline for SBIP officials in the creation and/or amendment of technical rules to maintain competitive balance, contain costs and most importantly to maximize safety. Accordingly, SBIP reserves the right to take whatever actions are necessary, at any time, to ensure that boats competing in the class perform within this parameter in competition. This does not mean, however, that a boat exceeding this speed during an official speed record competition or an actual race shall be penalized automatically. No pretense is made of having designed a foolproof set of rules and regulations.

2.1.4. Interpretation of Rules – If there is a disagreement or dispute regarding the meaning or application of these rules, the interpretation and application of the SBIP rules compliance process shall prevail.

2.1.5. WARNING TO RACERS – IF THIS RULEBOOK DOES NOT SPECIFICALLY SAY THAT YOU CAN DO OR USE SOMETHING, THEN YOU MUST CONSIDER THAT THE ACTION, CHANGE OR COMPONENT IS ILLEGAL. NO EQUIPMENT OR RACE BOAT IN VIOLATION OF THESE RULES WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH PRE RACE INSPECTION, OR POST RACE INSPECTION AT A PRIOR EVENT, “UNOBSERVED”.

2.1.6. Rules Changes to Maintain Competitive Balance - SBIP RECOGNIZES THAT THERE ARE CONSIDERABLE DIFFERENCES IN BOAT LENGTH, SPONSON DESIGN, TUNNEL WIDTH, ANGLE, SHAPE AND OTHER ASPECTS OF BOAT DESIGN. ACCORDINGLY, SBIP RESERVES THE RIGHT TO MAKE ADJUSTMENTS AT ANY TIME TO BOATS, ENGINES, DRIVES OR PROPELLERS, ETC., INDIVIDUALLY OR CATEGORICALLY, TO MAINTAIN COMPETITIVE BALANCE BASED UPON EXPERIENCE IN RACE CONDITIONS.

2.2. **BOAT SPECIFICATIONS:**

Dimensions -

Hull type:	Catamaran
Length:	36' – 0" minimum to 40' 0" maximum
Beam:	Maximum 12'
Tunnel width:	Maximum 66" measured at keel.
Height:	All new boats homologated for Super Cat

Class must measure 48" from the keel to the deck forward of the canopy (not including the canopy).

Weight Minimums:

Bravo Style Boats	8,000lbs
Mercury SSM Drives	8,350lbs
International Boats	8,500lbs

2.2.1. **Minimum Weight Measurement** - will be determined at the end of the race. The weight will be an all-up weight including engines, residual fuel, drives, propellers, fixed ballast (i.e. that which is used from start through completion of race) all hull drain plugs removed, and safety equipment as stated in the racing rules. The following is not included in the all-up weight: crew, lifejackets, crash helmets and bilge water. A single point lifting harness is mandatory for all boats, and is not part of the weight. If it is part of the over weight, the lifting harness will be weighed and that weight will be deducted from the total weight of the race boat, to give the true weight. It shall be the responsibility of the crew to insure that the single point lifting system harness positions the race boat such as to drain all onboard ballast tanks per the General Application Rule 1.19. – Ballast above.

2.3. Engines:

2.3.1. **Engine Installations** – SBIP Certified Race Engines (Refer to page 12-1.12)

2.3.1.1. **Rear engine mounts** - are permitted.

2.3.1.2. **Staggered Engine Configurations** - are not allowed.

2.3.2. **All engines are Mercury Racing 525 EFI**

2.3.3. **All engines are officially sealed by Mercury Racing**

2.3.4. **Mercury Racing must provide validation of the seal numbers**

2.4. OUTDRIVE SPECIFICATIONS:

2.4.1. Approved Models* –

2.4.2. The Mercruiser Bravo One, Bravo XZ, Bravo XR, Bravo XR Sportmaster and Bravo XR Short Sportmaster & Imco Drives are approved for competition.

2.4.3. The Mercury Racing #6 SSM Sterndrive is approved for competition.

2.4.4. The IMCO Xtreme Advantage Drive and 4x4 Drive is approved for competition provided they comply with all other applicable rules.

2.4.5. Konrad and B-max drives are approved

2.4.6. The International Super Cat specification shall include any type of drive system including those that use a combination fixed sterndrive (i.e. fixed mounted #6SSM) and rudder. The Rules governing International Super Cat boats utilizing rudders shall apply as follows:

2.4.7. **OUTDRIVE SPECIFICATIONS – International Boats**

2.4.8. **Approved Drive Systems** - The International Super Cat specification includes any type of drive system including those that use a combination fixed stern (i.e. fixed mounted #6SSM) and rudder.

2.4.9. **Rudders** – All rudders shall be made of titanium or stainless steel.

2.4.10. Each Rudder must have an individual and unique serial number stamped

or engraved on it for identification purposes.

- 2.4.11. The minimum thickness of any fore-aft chord shall be .350”
- 2.4.12. Edges may be sharpened to any specification.
- 2.4.13. Any shape rudder shall be allowed.
- 2.4.14. All rudders shall extend a minimum of 5.00” below the keel.
- 2.4.15. Rudder depth must be fixed.
- 2.4.16. Trimable or liftable rudders are not allowed.
- 2.4.17. All rudders must be x-rayed for cracks or flaws at least twice per season.
(Prior to the first race and no later than 07/15) Boat owners must make latest x-ray certification papers available for the safety/technical inspectors upon request. Certification must contain the serial number of the rudder (s) being tested, results of the test, the company name that did the testing and their complete address and phone number. Failure to maintain current x-ray certification shall result in the entry not being allowed to start in a race.
- 2.5. **Gear Reduction** – The maximum gear reduction allowed is 1.69:1
- 2.6. **Nosecones** - Approved Nosecones are allowed. Competitors must check with SBIP prior to using a particular nosecone to ensure it is approved for competition.
- 2.7. **Crash Boxes** - are allowed.
- 2.8. **Gear Ratios** – The maximum gear reduction allowed is 1.69:1
- 2.9. **Dry Sumping** - of drives or crash boxes is not allowed. With the exception of the Mercury SSM #6 drive as provided new from the manufacture.
- 2.10. **Shifting** – Engine/Drive packages must be capable of shifting forward, neutral and reverse with the engines running. With the exception of crash box equipped race boats. All engine/drive packages must be capable of shifting forward, neutral and reverse.

- 2.11. **Modifications** – Drive modifications (i.e. one-piece propeller shafts, heavy-duty bearing carriers, heavy duty gimbal rings, etc.) only to increase reliability are allowed. Parts must be available to all racers at reasonable commercial prices. It shall be legal to close (fill in) any or all water intake slots on any gearcase to eliminate excessive water pressure or facilitate the use of a hull mounted remote water pickup. The slots may be filled by any means, but the original shape of the gearcase may NOT be altered except to allow the addition of an approved nosecone. Any other modifications to the outdrive(s) or any related components must first be approved by SBIP in writing prior to being used in competition. No changes to the #6SSM drives are permitted. All drive cases must fit the SBIP inspection templates.
- 2.12. **Transmissions** - Transmissions and Crashboxes are not allowed except in Super Cat Class boats utilizing MerCruiser SSM Sterndrives. Multi speed transmissions are not allowed.
- 2.13. **Standoff boxes** - are permitted. Standoff boxes must be of a design, size and length that have been approved in writing by SBIP. Check with SBIP prior to using a particular standoff box to ensure it is approved for competition. Standoff boxes are limited to a maximum of 15”.
- 2.14. **Jackshafts - are allowed.**
- 2.15. **X-Dimension** - In an effort to create parity between the Bravo and MerCruiser SSM stern drives, the maximum drive height for Super Cat boats utilizing the Bravo or Imco Stern Drive shall be limited to the centerline of the propshaft being a maximum of one inch (1”) above the bottom of the boat as measured with a straight edge off of the aft running surface directly in front of the drive. (notches and strakes excluded) For measurement purposes, the drive must be trimmed so that the propshaft is parallel with the aft running surface. There is no X-Dimension limitation for those boats running the Mercury SSM .
- 2.16. **Casings** - The upper and lower drive case housing must remain in its original production configuration. The drive case housing may not be shortened

or modified. Blue printing is allowed however the case must meet the SBIP Template. An approved spacer - located between the upper and lower drive housing may be utilized - not to exceed 3".

2.17. **Propeller Rotation** - Inboard or Outboard Rotation of propellers is allowed.

2.18. **Vent Tubes** - MerCruiser SSM Sterndrives may incorporate vent tubes to facilitate planning.

2.19 **Castings** - Propellers must be manufactured from castings.

2.19.1 **Modifications** - Propellers may be modified from the original factory casting with grinding and machining.

2.19.2 **Forged, billet** - or other types of propellers are not allowed.

2.19.3 **Availability** - Propellers must be available to all racers within a reasonable delivery time.

2.19.4 **Approved Propellers** – Cast propellers must be approved by SBIP. Three, four, and five blade cast propellers manufactured by Hering, Hydromotive, Throttle-Up and Mercury are approved. Six blade cast propellers manufactured by Hering & Hydromitve are approved. Other manufacturers of cast propellers may apply to SBIP for approval based on the following criteria:

2.19.4.1 Reasonable prices and available to all racers.

2.19.4.2 Manufacturer maintains national availability through a national dealer network.

2.19.4.3 Units are available to, and generally recognized by, approved boat manufacturers as OEM equipment.

2.19.5 **Limitations/Inspection** –

2.19.5.1 All propellers will be measured and limited to a minimum thickness. The standard blade thickness will be the normal SBIP Lab Finish specification. (See Specs on following page)

2.19.5.2 Super Cat Boats using Bravo or Imco Drives are limited to a minimum of four (4) blades per propeller. SBIP reserves the right to specify and change at any time for parity and/or reliability the number of blades on propellers.

2.19.5.3 Super Cat Boats using MerCruiser SSM Drives are restricted to Mercury, Throttle-Up or Hering propellers only. Propellers may utilize any number of blades.

2.19.5.4 All International Boats are restricted to Mercury, Throttle-Up, Rolla, or Hering propellers only. Propellers may utilize any number of blades.

2.19.5.5 SUPER CAT PROP INSPECTION SPECIFICATION

MERCURY VI SSM DRIVE TYPE PROPELLER DIMENSIONS

Propeller Diameter		Strike Radius at:		
15	Inch	2"	4 1/4"	6 1/2"
15 1/4	Inch	2"	4 5/16"	6 5/8"
15 1/2	Inch	2"	4 3/8"	6 3/4"
15 3/4	Inch	2"	4 7/16"	6 7/8"
16	Inch	2"	4 1/2"	7"
16 1/4	Inch	2"	4 9/16"	7 1/8"
16 1/2	Inch	2"	4 5/8"	7 1/4"
16 3/4	Inch	2"	4 11/16"	7 3/8"
17	Inch	2"	4 3/4"	7 1/2"
17 1/4	Inch	2"	4 13/16"	7 5/8"
17 1/2	Inch	2"	4 7/8"	7 3/4"
17 3/4	Inch	2"	4 15/16"	7 7/8"
18	Inch	2"	5"	8"

Intersect Radius Lines at:

Radius	Distance From Leading Edge	Thickness
2"	1 3/8"	.283"
4 1/4" to 5"	1 1/2"	.182"
6 1/2" to 8"	1 11/16"	.115"

Intersect Radius Lines at:

Radius	Distance From Trailing Edge	Thickness
2"	1 1/2"	.475"
4 1/4" to 5"	1 1/2"	.302"
6 1/2" to 8"	1"	.130"

2.20 OTHER:

2.20.1 Tunnel tabs - are allowed providing that no sealing of the tunnel occurs.

2.21 Water Pickups –

2.21.1 Hull mounted remote water pickups are allowed.

2.21.2 Water pickups on drives may be modified

3. SUPERBOAT UNLIMITED™ (Catamarans & Monohulls NO's Only)

3.1.ENGINE CRITERIA

3.1.1. Technical committee approval of block and heads shall be the basis for competition.

3.1.2. Two (2) and four (4) cycle engines, must be produced with a basic cylinder block and cylinder head (original or manufactured as spare parts) of an automotive, marine or industrial engine. Unit production, per annum, must be verifiable at 500 units and must be sold and obtainable, to the general public, through normal distribution channels. Marine engines are subject to the same technical criteria. Unit production is set at 50 units per annum.

3.1.3. The cylinder block and cylinder heads may be modified provided none of the cylinder volumes exceed the class limit.

3.1.4. Any number of engines may be installed provided the total cylinder volume does not exceed the class limit.

3.1.5. The engine exhausts must be water-cooled or insulated, from the engine outlet to the point of exit, this point must be located in such a position whereby the crew cannot be affected by exhaust fumes. The exhaust must be adequately cooled in such a manner to safely operate the boat without hazard to the crew or structure of the boat.

3.1.6. DIMENSIONS –

3.1.6.1. 38' minimum - 50' maximum length (Multi-Hull)

38' - below 45'

1200 CID engines no other restrictions.

45' - 50'

no engine CID limitation or restrictions.

3.1.6.2. 38' minimum – 50' maximum length (Vee-Hull)

38' - below 45' Super Vee Unlimited

1020 CID petrol engines, no diesel engines.

Any petrol engines exceeding 1020CID are subject to the following limitations and restrictions; No superchargers, turbochargers, or other devices which create forced induction to the motor are allowed. No other restrictions.

40' - 50' Super Vee Extreme

No petrol engine CID limitation or other restrictions.

2000 CID diesel engines limitation no other restrictions.

3.2. All crafts must be capable of maneuvering ahead and astern, while also being able to demonstrate a neutral position on a least one (1) of the main propulsion engine drive lines, operated by controls at the helmsmen's position. Boats with more than one (1) shaft shall be capable of maintaining a straight course in a set direction on any one (1) propeller.

3.3. Fuels are limited to petroleum based fuels. Non-petroleum based fuels or additives such as nitrous oxide or oxygen, designed to increase horsepower are prohibited.

3.4. Any propulsion utilizing the thrust of water is allowed if it meets all the safety requirements.

3.5. Diesel engines shall be allowed (8) pounds of non-petroleum based fuel on board, per engine, which can only be used in the start-up procedure.

3.6.HULL AND DECK

- 3.6.1. All race boats shall have a minimum overall length of thirty-eight (38') feet and a maximum length of fifty (50') feet measured on the centerline of the hull between perpendiculars at the extreme bow and stern. All measurements are taken while the boat is ashore. The keel line shall be level amidships. The stern shall be defined as the transom, joining the extremities of the hull on which the outboard motor or driveline is attached. Any extending parts, rub-rails, fenders, stabilizing and trim tabs, rudders or attached molded platforms are not to be included. Overall hull lengths shall be rounded off within a six (6) inch tolerance.
- 3.6.2. Any underwater hull design shall be eligible if safe and manageable in open sea conditions. Three (3) point "Hydro-Design" is not an offshore design which is to be considered safe and manageable in an open sea condition
- 3.6.3. Through deck fuel fills are mandatory as specified by United States Coast Guard regulations.
- 3.6.4. Hulls utilizing adjustable planes, such as hydrofoils, are not legal for competition. All designs are subject to final approval by the technical committee.
- 3.6.5. Engine compartments must have rigid covers.
- 3.6.6. Engine and fuel compartments must be adequately ventilated and must meet United States Coast Guard regulations.
- 3.6.7. Fuel must be carried in tanks which are suitably secured and vented. Boats may not transfer fuel during the race, except by means of properly installed fuel lines. Manual transfer of fuel from one (1) tank to another, while the engines are shut down, will be permitted in boat installations

where multiple tanks are utilized.

3.6.8. Rails (6" maximum height) or hand holes must be installed fore and aft and should enable the crew to proceed from the cockpit to the entire deck for the purpose of working the craft in adverse sea connections.

3.6.9. Navigational electronics, excluding auto-helm, are permitted.

3.6.10. All Superboat Unlimited constructed after January 1, 2004, must use canopy systems that comply with the SBIP Cockpit Guidelines, Contact the SBIP office at 305-296-6166 if you need information on the cockpit guidelines.

3.6.11. A single point lifting harness is mandatory to race teams utilizing the on-site promoter's crane. Non-conformers must make their own launching arrangements.

3.6.12. Wings: See wing specifications.

4. SUPERBOAT™ 750

(Inboard Catamaran - Numbers only)

4.1. INTRODUCTION:

4.1.1. **In General** - SUPERBOAT™ (the old super cat class) at the request of SBIP members & equipment owners will be listed as one of SBIP National Series classes for the 2010 season. All other rules and requirements listed in the technical and competition rulebooks will govern the class. The SBIP rules which follow are safety and competition based. The formula endeavors to keep competition close and exciting, principally by restricting technology changes and limiting the differences between racing equipment from team to team in order to ensure maximum excitement and enjoyment for racers and fans alike.

4.1.2. **Performance Parameters/Intent of Rules** - The spirit and intent of these rules, thus, are to limit maximum competition performance to safe and competitive straightaway speeds not exceeding 160mph. This parameter is merely a guideline for SBIP officials in the creation and/or amendment of technical rules to maintain competitive balance, contain costs and most importantly to maximize safety. Accordingly, SBIP reserves the right to take whatever actions are necessary, at any time, to ensure that boats competing in the class perform within this parameter in competition. This does not mean, however, that a boat exceeding this speed during an official speed record competition or a race shall be penalized automatically. No pretense is made of having designed a foolproof set of rules and regulations.

4.1.3. **Interpretation of Rules** - If there is a disagreement or dispute regarding the meaning or application of the SUPERBOAT CAT™ Technical Rules, the interpretation and application of the SBIP rules compliance process shall prevail.

4.2. Changes to Existing or Introduction of New Equipment -

4.2.1. WARNING TO RACERS - IF THIS RULEBOOK DOES NOT SPECIFICALLY SAY THAT YOU CAN DO OR USE SOMETHING, THEN YOU MUST CONSIDER THAT THE ACTION, CHANGE OR COMPONENT IS ILLEGAL. NO EQUIPMENT OR RACE BOAT IN VIOLATION OF THESE RULES WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH PRE RACE INSPECTION, OR POST RACE INSPECTION AT A PRIOR EVENT, “UNOBSERVED”.

4.2.2. **Written Approval Required** - Any questions about the legality of any change, or of any action, part, or component, must be submitted in writing and answered in writing by the SBIP Technical Oversight Board prior to the change or use. The SBIP is empowered to make any technical rule changes it deems necessary to maintain competitive balance and/or safety for the

boats competing in the SUPERBOAT™ Class.

- 4.3. **Exclusivity Prohibited** - All boats as well as every part used in connection therewith, including but not limited to engines, outdrives, transmissions, crash boxes, and propellers (and all parts and components related thereto) must be both manufactured and intended for sale to the public at commercially reasonable prices. Exclusivity agreements of any type that have not been approved by SBIP are strictly prohibited. This rule applies to competitors only and shall not be construed in any manner whatsoever to limit or restrict SBIP from entering into exclusivity agreements such as official sponsorships involving single source vendors, suppliers, manufacturers or producers.
- 4.4. **Enforcement of Rules** - The purpose of these rules is to ensure competitive balance between SUPERBOAT™ racing teams. SBIP thus reserves the right to take whatever actions it deems necessary to enforce these rules, including but not limited to impounding any boat and/or parts and components thereof for inspection purposes, and/or prohibiting the use of any part or component which it deems gives a team an unfair competitive advantage, in its sole and absolute discretion. All illegal parts or components become the property of the SBIP. SBIP Race Officials are authorized to decide if an equipment change is an attempt to beat the rules. They can and will disqualify an entry in violation of the spirit and intent of these rules or take such other action as they deem necessary to maintain competitive balance in the class.
- 4.5. **Rules Changes to Maintain Competitive Balance** - SBIP RECOGNIZES THAT THERE ARE CONSIDERABLE DIFFERENCES IN BOAT LENGTH, SPONSON DESIGN, TUNNEL WIDTH, ANGLE, SHAPE AND OTHER ASPECTS OF BOAT DESIGN. ACCORDINGLY, SBIP RESERVES THE RIGHT TO MAKE ADJUSTMENTS AT ANY TIME TO BOATS, ENGINES, DRIVES, PROPELLERS, ETC. INDIVIDUALLY OR CATEGORICALLY, TO MAINTAIN COMPETITIVE BALANCE BASED UPON EXPERIENCE IN RACE CONDITIONS.

4.6. BOAT SPECIFICATIONS:

4.6.1. Dimensions -

4.6.1.1. **Hull type:** Catamaran

4.6.1.2. **Length:** 38' - 0" minimum to 44' - 0" maximum.

4.6.1.3. **Beam:** Maximum 12'

4.6.1.4. **Tunnel width:** Maximum 66" measured at keel.

4.6.1.5. **Height:** All new boats homologated for SUPERBOAT™

4.6.1.5.1. Class must measure at least 48" from the keel to the deck forward of the canopy (not including the canopy).

4.6.1.6. **Weight Minimum:** 9500lbs

4.7. Minimum Weight Measurement - will be determined at the end of the race.

The weight will be an all-up weight including engines, residual fuel, drives, propellers, fixed ballast (i.e. that which is used from start through completion of race) all hull drain plugs removed, and safety equipment as stated in the racing rules. The following is not included in the all-up weight: crew, lifejackets, crash helmets and bilge water. A single point lifting harness is mandatory for all boats. It shall be the responsibility of the crew to insure that the single point lifting system harness positions the race boat such as to drain all onboard ballast tanks.

4.8. Non-Conforming (Grandfathered) Boats -

4.8.1. ALL SUPERBOAT™ HULLS REGISTERED DURING THE 2000 RACING SEASON THAT WERE GIVEN SPECIAL EXEMPTIONS FOR COMPLIANCE WITH CERTAIN BOAT REQUIREMENTS, COMMONLY REFERRED TO AS "GRANDFATHERED BOATS" ARE ELIGIBLE FOR COMPETITION DURING 2004 AND FOR AS LONG AS THEY EXIST AND MAINTAIN CONTINUOUS REGISTRATION WITH SBIP, REGARDLESS OF OWNERSHIP. MINIMUM WEIGHT

FOR ALL HULLS (EXCEPT 36' SKATERS WITH TRUE WET SUMP DRIVES), REGARDLESS OF LENGTH, SHALL BE 9500 LBS. THE MINIMUM WEIGHT FOR THE 36' SKATERS WITH TRUE WET SUMP DRIVES SHALL BE 8800 LBS.

4.9. ENGINE SPECIFICATIONS -

4.9.1. **DISPLACEMENT:** Maximum 510 CID, minimum 495 CID per engine, (1020 CID total).

4.9.2. **COMPRESSION RATIO:** The maximum compression ratio allowed is 12:1 measured by whistler device calibrated at race site with master cylinder.

4.9.3. **VALVE SYSTEM:**

4.9.3.1. **Number** - Two valves per cylinder operated via pushrods with one camshaft located in the block at the original General Motors OEM location.

4.9.3.2. **Maximum gross cam lift** - measured at the valve is .720 inch with zero lash.

4.9.3.3. **Variable cam timing** - is not allowed.

4.9.3.4. **Types** - Pneumatic valves, hollow stem valves or ceramic valves are not allowed.

4.9.3.5. **Intake valves:** Stainless steel, or titanium allowed

4.9.3.6. **Exhaust valves:** Stainless steel or Inconel only. (titanium not allowed)

4.9.3.7. **Minimum valve stem diameter** - is 11/32" inch.

4.9.4. **BLOCK:**

4.9.4.1. **Cast iron** - must be approved by SBIP.

- 4.9.4.2. **Chevrolet** - design blocks with 9.8" or 10.2" deck heights are approved.
- 4.9.4.3. **Chevrolet** - design blocks manufactured by General Motors and World Products (Merlin) are approved. The following part numbers are approved.
- 4.9.4.4. **GM part numbers** - 10185049, 10134367, 24502502, 24502500, 12370834, 14044808, 12370833, 10051106, 10237292. World Products (Merlin) part numbers: 080100, 080110, 081100, 081110, 081102, 081112 and 081120. The use of any other block requires the approval of SBIP.
- 4.9.4.5. **Approval** - The use of any other block requires the approval of SBIP.
- 4.9.4.6. **Camshaft** - may not be relocated. The camshaft must remain in the OEM (GM) stock location.
- 4.9.4.7. **Cylinder bore centers** - must remain in the stock OEM (GM) location.
- 4.9.4.8. **Lifter bores** - locations may not be changed from the original OEM (GM) specifications.
- 4.9.4.9. **Sleeves** - or bushings may be used providing the original OEM (GM) lifter bore location is not changed.
- 4.9.4.10. **Pushrods** - must ride in the center of the lifter. (no offset lifters)

4.9.5. **INTERNAL COMPONENTS:**

- 4.9.5.1. **Materials** - Crankshaft, connecting rods, pushrods and wrist pins must be made of steel. Titanium or other materials not allowed.
- 4.9.5.2. **Main and rod journals** - may not deviate more than .040" inch

in diameter from stock OEM (GM) specifications.

4.9.5.3. **Connecting rod** - big end width may not be reduced from stock OEM (GM) specifications. The width of the big end of rod may not be less than .980" inch.

4.9.5.4. **Wrist pins** - must be a minimum of .990" inch in diameter.

4.9.5.5. **Pistons** - must be made of aluminum, cast or forged. Titanium or other materials are not allowed.

4.9.5.6. **Piston Rings** - The 1st and 2nd piston rings must be a minimum of .0625" (1/16" inch) in width and the oil ring assembly must be a minimum of .187" (3/16" inch) in width.

4.9.5.7. **Thermal barrier coatings** - No thermal barrier coatings (ceramic or similar coatings) will be allowed on valves, pistons, heads, exhaust systems or any other engine parts.

4.9.5.8. **Single plane crankshafts** - are not allowed. Crankshaft throws must be timed in accordance with OEM specifications.

4.9.6. **HEADS:**

4.9.6.1. **Approved cylinder head** - is big block Chevrolet Brodix # SP BB – 2 PLUS, SBIP. Only the approved aluminum cylinder heads allowed.

4.9.6.2. **CNC** – All spec heads will be supplied with CNC bowl blend and intake port matching, as well as CNC combustion chambers.

4.9.6.3. Grinding or blending of CNC valve work or CNC chamber work is allowed.

4.9.6.4. **Grinding and Polishing** - No grinding or polishing of any kind allowed anywhere on castings except the combustion chamber and

the areas immediately adjacent to the valve seat. Blending may not extend more than ½” inch into the ports measured from the base of the seat insert. No use of any substance that may change or alter the shape or size of the ports, runners or combustion chambers may be used.

4.9.7. **Valve Work –**

- 4.9.7.1. **Valve seats and guides** - to remain as manufactured and in their cast positions.
- 4.9.7.2. **Valve guides** - may not be cut down or shortened.
- 4.9.7.3. **Valve angle** - to remain as manufactured.
- 4.9.7.4. **Valve Head Diameter** - The maximum valve head diameter is: intake valve 2.300” and exhaust valve 1.900”. The original seat center locations as provided by Brodix may not be altered.
- 4.9.7.5. **Titanium valves** - may be used on the intakes only. Stainless steel or Inconel valves must be used on the exhaust. Absolutely no hollow stem valves or ceramic valves allowed.
- 4.9.7.6. **Tapering or reshaping** - of valve guides is not allowed.
- 4.9.7.7. **Valve spring cooling** - with internal engine oil is allowed.
- 4.9.7.8. **Angle Milling** - The cylinder heads may not be angle-milled. The engine block head surface may not be angle milled to create a similar effect.
- 4.9.7.9. **Intake Manifold** - The 90-degree relationship between the deck surface and the intake manifold surface may not be altered.
- 4.9.7.10. **Spec cylinder head serial numbers** - must remain on the head and may not be defaced or altered.

4.9.8. **Modifications/Repairs –**

4.9.8.1. Using offset head guides or altering the stock mounting location of the head on the cylinder block is not allowed.

4.9.8.2. No welding modifications are allowed to the original head castings. Heads must be returned to Brodix for repair. All repairs will be certified in writing to the SBIP.

4.9.8.3. **Valve Springs and Spring Retainers** - Any material and design spring or retainer and keeper may be used. (no pneumatics)

4.9.8.4. **Rocker Arm** - Any make, stud-mounted, or shaft mounted rocker arm may be used. Any rocker arm ratio may be used, so long as the gross valve lift does not exceed .720”.

4.9.8.5. **Rocker stud girdle or support** – any may be used.

4.9.8.6. **Head bolt** - Additional head bolt systems may be used. Any head bolts or studs may be used for attachment to the engine block.

4.10. **INTAKE MANIFOLD:**

4.10.1. **Approval** - Intake manifolds must be approved by SBIP. The only approved intake manifold is Brodix part numbers HV 2001-A and HV 2005-A.

4.10.2. **Modifications** - The intake manifold must be as originally cast by the manufacturer.

4.10.3. **Welding** - or the use of any substance to alter the shape of the casting is not allowed

4.10.4. **Grinding, porting, matching, polishing** - of ports is allowed only in the

first 1" closest to the cylinder head to match the intake port layout of the spec. cylinder head template.

4.10.5. **Carburetor spacers** - or adapters are allowed, maximum of 2.5" (inches) between the bottom of the carburetor and the top of the manifold is allowed.

4.11. **INDUCTION SYSTEM:**

4.11.1. **Approved Carburetor** –

4.11.1.1. **Number** - Only one carburetor is allowed per engine.

4.11.1.2. **Approval** - The only carburetor approved is the King Demon RS™ removable sleeve carburetor from Demon Carburetors.

4.11.2. **Venturi-**

4.11.2.1. **Approval** - SUPERBOAT™ Class MUST USE the “SBIP” identified 1050 CFM venturi sleeves, purchased from SBIP.

4.11.2.2. **Venturi sleeves** - may not be modified in any way; they must remain as produced.

4.11.2.3. **Venturi booster** - The carburetor must use the stock annular venturi booster supplied with the carburetor.

4.11.2.4. **Changes** - SBIP may change the venturi size or venturi booster at any time to control speeds or parity. SBIP reserves the right to confiscate, and/or have any competitor change any sleeves or boosters believed to be tampered with.

4.11.2.5. **Source** - Carburetors may be purchased from any source.

4.11.2.6. **Fuel injection** - is not allowed.

4.11.2.7. **Adjustments** - are limited to linkage adjustments, jet changes, power valve changes, air bleed changes, accelerator pump adjustments and standard adjustments related to float bowl levels,

idle mixture screws, and idle level. Any work intended to increase the carburetor's airflow beyond its designed level is strictly forbidden.

4.11.2.8. **Modifications** -The carburetor, other than the venturi sleeves, may be "blueprinted", however, no changes may be made to the original design configuration or function of the carburetor. "Blueprinting" is defined as work that results in the part matching the original optimum dimensions, design and intent, as produced by the original manufacturer.

4.12. **EXHAUST SYSTEM:**

4.12.1. **Runner Length/Materials** - Exhaust manifolds may be cast or fabricated with no more than 15-1/2" (inches) of individual primary runner length measured at the centerline of any runner from the cylinder head port to the common collector. The overall length includes any gaskets, adapters, or wedges from the exhaust ports to the common exhaust collector. No modifications to the exhaust that increases runner length or give the effect of longer individual runners are allowed. This includes but is not limited to merge collectors, divider plates or turbulence cones.

4.12.2. **Shape** - Any non-divided (common collector), round, square, rectangular or oval, elbow, riser or tail pipe is allowed. The engine exhaust manifolds and pipes from engine outlet to point of exit from hull or deck must be water-cooled by water jackets. The exit from the hull or deck must be located in such a position whereby exhaust fumes cannot affect the crew.

4.12.3. **Grinding, matching, polishing or alterations** - to ports or runners of exhaust system is allowed.

4.12.4. **Permitted types** -"Y" and "H" type exhaust pipes are allowed.

4.12.5. **Thermal barrier coatings** - (ceramic or similar coatings) will not be

allowed on exhaust systems.

4.12.6. **“Cool Collar”**® - or similar engine exhaust manifolds are allowed to incorporate up to a 2” hot section immediately adjacent to the flange.

4.13. TRANSMISSIONS:

4.13.1. **General:** All boats competing in the SUPERBOAT™ class must have propulsion systems capable of turning the propellers in either direction or maintaining a neutral (standstill) state while the engine is running.

4.13.2. **Single speed** – transmissions / crash boxes capable of forward, neutral and reverse are allowed.

4.13.3. **Multi speed** - transmissions are not allowed.

4.13.4. **Power** - All power must be derived from the main engines.

4.13.5. **Dry sump** - transmissions and transmissions with “reverse gear lock out” (zero drag) are allowed.

4.14. LUBRICATION (ENGINE):

4.14.1. **Wet sump** - and internal oil pumps are allowed.

4.14.2. **Dry Sump** - External oil pumps or dry sump systems are allowed, however, a maximum of three scavenging pump sections allowed on dry sump systems.

4.14.3. **Vacuum** – Vacuum pumps are not allowed. Engines must be vented to the atmosphere. No crankcase vacuum is allowed.

4.14.4. **Seals** - Conventional crankshaft main oil seals must be used installed in the standard manner.

4.14.5. **Crankcase Breathers** - A minimum of two (2) crankcase breathers located on the engine must be used with a minimum opening of one and one quarter (1 ¼) square inches each.

4.14.6. **Intake valley** – must remain as cast with NO alterations to prevent oil flow from the valley to the crankcase. No raised sections may be attached or formed with any material around oil drain openings in the intake valley. No “damming” or collecting of oil by any means is allowed in the intake valley. Check valves are not allowed in crankcase breathers or intake valley.

4.14.7. **Filter screens** - are allowed as long as they do not inhibit the return of oil to the crankcase and are mounted flush with the surrounding surface. Method of attachment of filter screens may not form a dam or inhibit the return of oil to the crankcase.

4.15. IGNITION:

4.15.1. **Distributor** - must remain in factory delivered location.

4.15.2. **Electronic ignitions** - are allowed.

4.15.3. **Crank triggered and belt drive ignitions** - are not allowed.

4.15.4. **Coils** - Ignition systems are limited to one (1) ignition coil. Individual ignition coils per cylinder are not allowed.

4.15.5. **Back up ignition systems** - are allowed, provided, however, that said systems must NOT be capable of exceeding the Rev-Limit set forth below.

4.15.6. **Spark** - must be distributed via distributor rotor and cap.

4.15.7. **Rev-Limit** - All SUPERBOAT™ engines are required to use the Mercury/MerCruiser or MSD 7600 RPM limiter. RPM Limiters must be fixed RPM limiters and maintain 7600 RPM +/- 30 RPM while under load. For purposes of this rule, using a rev-limiter “chip” that is rated at greater than 7600 RPM but which does not cause the engine to exceed 7600 rpm while under load, either while in competition, on a dynamometer, or otherwise, shall be nevertheless considered a violation of this rule.

4.16. ENGINE SUPPLIER -

4.16.1. SBIP also will allow multiple engine builders to supply engines that meet the SUPERBOAT™ engine specification.

4.16.2. The goals of the SUPERBOAT™ spec engine program are to:

4.16.2.1. Increase competitive balance throughout the fleet

4.16.2.2. Develop a “5 race engine”

4.16.2.3. Reduce maintenance and operating costs for the majority of the teams during an entire season

4.16.2.4. Increase reliability and durability

4.16.2.5. Increase performance and acceleration so the SUPERBOAT can negotiate the tighter multi-turn SBIP courses more effectively and safely

4.16.2.6. Increase the number of teams that can afford to field competitive SUPERBOAT™ entries

4.16.2.7. “Recession” proof its racing product by decreasing reliance on outside third party suppliers for the propulsion systems used in the race boats

4.16.2.8. Lower the cost to purchase and maintain the engines in order to lower the barrier to entry especially for international race teams wishing to participate in the U.S.

4.17. OUTDRIVE SPECIFICATIONS -

4.17.1. Approved Drive Systems - The SUPERBOAT™ specification includes any type of drive system including those that use a combination fixed sterndrive (i.e. fixed mounted #6SSM) and rudder. The engine crankshaft centerline shall be on the same centerline as the drive input shaft. The use of dropdown boxes is prohibited.

4.17.2. Modifications - No modifications, external or internal.

4.18. Rudders -

- 4.18.1. All rudders shall be made of titanium or stainless steel
- 4.18.2. Each rudder must have an individual and unique serial number
- 4.18.3. Stamped or engraved on it for identification purposes.
- 4.18.4. The minimum thickness of any fore-aft chord shall be .350”
- 4.18.5. Edges may be sharpened to any specification.
- 4.18.6. Any shape rudder shall be allowed
- 4.18.7. All rudders shall extend a minimum of 5.00” below the keel
- 4.18.8. Rudder depth must be fixed.
- 4.18.9. Trimable or liftable rudders are not allowed.
- 4.18.10. All rudders must be x-rayed for cracks or flaws at least twice per season. (prior to the first race and no later than 07/15) Boat owners must make latest x-ray certification papers available for the safety/technical inspectors upon request. Certification must contain the serial number of the rudder(s) being tested, results of the test, the company name that did the testing and their complete address and phone number. Failure to maintain current x-ray certification shall result in the entry not being allowed to start in a race.
- 4.18.11. **Gear Reduction** - The maximum gear reduction measured from the crankshaft to the prop shaft must not exceed 1.61000:1. There is no minimum gear reduction. Gear ratios must be as provided by the OEM manufacturer.

4.19. PROPELLER SPECIFICATIONS –

4.19.1. Approved Propellers –

- 4.19.1.1. Propellers must be approved by SBIP.
- 4.19.1.2. Cast propellers manufactured by Mercury, Throttle-UP, Herring and Rolla are approved.

4.19.1.3. Other manufactures of cast propellers may apply to SBIP for approval.

4.19.2. **Materials** - Propellers must be manufactured from castings. Forged, billet or other types of propellers are not allowed.

4.20. **Modifications** - Propellers may be modified from the original factory casting. Polishing, grinding, bead blasting, media blasting, welding and machining are allowed.

4.21. **Availability** - Propellers must be intended for sale to the public at commercially reasonable prices and available to all racers.

4.22. **Thickness** - All propellers will be measured and limited to a minimum thickness. The standard blade thickness will be the normal SBIP Lab Finish. (See Chart below)

4.23. **SUPERBOAT PROP INSPECTION SPECIFICATION**

MERCURY VI SSM DRIVE TYPE PROPELLER DEMENSIONS

Propeller Diameter			Strike Radius at:	
15	Inch	2"	4 1/4"	6 1/2"
15 1/4	Inch	2"	4 5/16"	6 5/8"
15 1/2	Inch	2"	4 3/8"	6 3/4"
15 3/4	Inch	2"	4 7/16"	6 7/8"
16	Inch	2"	4 1/2"	7"
16 1/4	Inch	2"	4 9/16"	7 1/8"
16 1/2	Inch	2"	4 5/8"	7 1/4"
16 3/4	Inch	2"	4 11/16"	7 3/8"
17	Inch	2"	4 3/4"	7 1/2"
17 1/4	Inch	2"	4 13/16"	7 5/8"
17 1/2	Inch	2"	4 7/8"	7 3/4"
17 3/4	Inch	2"	4 15/16"	7 7/8"
18	Inch	2"	5"	8"

Intersect Radius Lines at:		
Radius	Distance From Leading Edge	Thickness
2"	1 3/8"	.320"
4 1/4" to 5"	1 1/2"	.220"
6 1/2" to 8"	1 11/16"	.135"
Intersect Radius Lines at:		
Radius	Distance From Trailing Edge	Thickness
2"	1 1/2"	.580"
4 1/4" to 5"	1 1/2"	.380"
6 1/2" to 8"	1"	.150"

4.24. **OTHER:**

4.24.1. **Air Scoops** - It is illegal to completely seal the inlet air track running from external openings to the flame arrestor. Fresh air ducting must be no closer than 2" at its nearest points to the engine and/or flame arrestor. Sealing or pressurizing the engine compartment is not allowed. The SBIP reserves the right during or in post race inspection to install (place) an atmospheric pressure measuring device to certify that a positive pressure engine compartment has not been created. For purposes of enforcement any reading during a race or in post race testing exceeding +1.1 atmospheres of pressure will constitute a violation of this rule with disqualification being the remedy.

4.24.2. **Ballast** - External plumbing, water pickups and other devices installed for the purpose of filling and/or emptying ballast tanks are allowed. Ballast tanks are allowed. All onboard ballast tanks must be empty during post race all-up weight check.

4.24.3. **Engine hatches** - with or without scoops are allowed.

4.24.4. **Illegal Parts** - Use of illegal or unauthorized parts on a SUPERBOAT™ Class race boat will result in the confiscation of the said parts. Failure to surrender the illegal part(s) will lead to a mandatory suspension for the boat, the boat owner and all riding crewmembers until the illegal part(s) are surrendered to SBIP. **It shall be the responsibility of the owner or his designated representative to take whatever actions are necessary to ensure the correct components are present.**

5. SUPERBOAT™ 850

5.1. BOAT SPECIFICATIONS:

5.1.1. Dimensions:

5.1.2. Hull Type : Catamaran

5.1.3. Length: 37' Minimum to 46' Maximum.

- 5.1.4. Beam: Maximum 12'
- 5.1.5. Tunnel Width: Maximum 66" measured at keel
- 5.1.6. Height: Minimum 48" from keel to deck
- 5.1.7. Weight Minimum: 10,000 Lbs.

5.2. ENGINE SPECIFICATIONS: Mercury Racing 850

- 5.2.1. **Engine Seals:** All engines must be certified and sealed. Mercury Racing will certify and seal the engines. It is the boat owner's responsibility to have their engines inspected and sealed. Engines that have to be repaired, or refreshed, or seals that are broken, must be re-certified by Mercury Racing. Broken seals, or missing seals, can result in disqualification, and penalties.
- 5.2.2. **General Repairs:** Except for the routine maintenance defined below, all other engine repairs and overhauls must be done by Mercury Racing. Replacement parts in engines must be original OEM parts.
- 5.2.3. **Engine Modifications:** No modifications or changes may be made to an engine or any parts on the engine unless performed by Mercury Racing with the approval of SBIP.
- 5.2.4. **PCM'S:** All PCMs maybe reprogrammed.

5.3 Routine Maintenance:

5.3. All routine owner maintenance is limited to the following:

- Engine Oil Change
- Spark Plug Change
- Spark Plug Cable Change
- Drive Belt Replacement
- Valve lash adjustment
- Replacement of Valve Springs and Rockers.

5.3.1. These services must be performed with the procedures and original parts as outlined in the Mercury Racing 850 SCi engine service manual.

5.3.2. **Fuel** 91/93 Octane Unleaded Pump fuel only with no fuel additives.

Fuel may not be transferred between tanks during a race.

5.4. EXHAUST SYSTEM:

5.4.1. Headers: “CMI Big Elbow Top” – CMI Part Number 13570 (or 13590 for polished version) (Specify 2.25” I.D. Primaries)

5.4.2. Primaries: Primary Tube Diameter to be = 2.25” I.D.

5.4.3. Length: Maximum 15–½” individual primary runner length, measured at centers of any runner, cylinder head port to common collector. Adaptors or wedges from exhaust port to the common collector not allowed

5.4.4. Exhaust Pipes: Exhaust must exit through transom. Y and H pipes allowed.

5.4.5. Modifications: Not allowed.

5.4.6. Cooling : Exhaust system from engine outlet to point of exit from hull or deck must be water-cooled by water jackets. “Cool Collar” design water jacket exhaust cooling is allowed.

5.4.7. Grinding Etc: Of header flanges only, allowed only for port matching.

5.5. TRANSMISSIONS:

5.5.1. **Single Speed:** Allowed : Must be OEM Mercury Racing or SCS

5.5.2. **Multi Speed:** Not Allowed.

5.5.3. **Power:** Must be derived from main engines.

5.6. OUTDRIVE:

5.6.1. **Approved Type:** Mercury Racing VI SSM

5.6.2. **Dropdown box:** Not Allowed.

5.6.3. **Shaft Drives:** Not Allowed.

5.6.4. **Drive Modifications:** No Modifications to skegs or drives. Entire drive must remain as originally manufactured by Mercury Marine. Repairs shall be allowed as long as drive is restored to original Mercury Specifications. Altering the original finish or polishing is not allowed.

5.6.5. **Approved Ratio:** 1.363:1

5.7. SUPERBOAT™ 850 PROPELLERS

Cast propellers manufactured by Mercury, Herring, Throttle Up, Five Axis Industries, and Rolla are approved. Maximum five blades, maximum propeller pitch is 36”. The Superboat 750 propeller inspection specifications and dimensions will be utilized in the Superboat 850 Class.

5.8. **TUNNEL TABS:**

Tunnel tabs may extend aft from the transom 32 inches maximum. Air dams or fences are allowed. The maximum width of the tunnel tab shall not exceed the width of the tunnel measured at the keel. Tunnel tabs shall be measured from the point of intersection of the tunnel tab and the transom to the furthest point aft of the tab. Measurement shall include all hinges or other forms of attachment.

5.9. **MINIMUM POST RACE BOAT WEIGHT** Minimum post race boat

weight is 10,000 pounds total including a maximum of 500 Pounds of movable ballast. Note: At the end of the race, boats reporting to the scales must weigh a minimum of 10,000 pounds. If the 500 lbs of movable ballast is removed from the boat, then the boat must weigh 9500 lbs without movable ballast. The 9500 pound weight shall include engines, drives, propellers, rigging, fixed ballast, and residual fuel left at the end of the race. Movable ballast such as bags of lead shot, is defined as ballast that may be easily moved prior to each race to change the balance of the boat. Fixed ballast is defined as ballast that is bolted, fibreglassed, or permanently affixed to the hull with the location remaining constant and may not be moved to change the balance of the boat

5.10. **BALLAST TANKS:** Water ballast tanks must be fixed and only allowed for filling and dumping of water overboard. Water may not be transferred to another tank during a race.

6. SUPER V LIMITED™

(Inboard Monohulls – Numbers Only)

6.1. INTRODUCTION -

6.1.1. **In General** - SUPER V LIMITED™ is part of the SBIP Super V Series™. This class is an integral part of the SBIP Super Series™ including the related television productions, sponsorship, marketing and promotional programs. The SBIP rules which follow are safety and competition based. The formula endeavors to keep competition close

and exciting, principally by restricting technology changes and limiting the differences between racing equipment from team to team in order to ensure maximum excitement and enjoyment for racers and fans alike.

6.1.2. **Performance Parameters/Intent of Rules** - The spirit and intent of these rules, thus, are to limit maximum competition performance to safe and competitive speeds not exceeding straightaway speeds of 95mph. This parameter is merely a guideline for SBIP Officials in the creation and/or amendment of technical rules to maintain competitive balance, contain costs and most importantly to maximize safety. Accordingly, SBIP reserves the right to take whatever actions are necessary, at any time, to ensure that boats competing in the class perform within this parameter in competition. This does not mean, however, that a boat exceeding this speed during an official speed record competition or an actual race shall be penalized automatically. No pretense is made of having designed a foolproof set of rules and regulations.

6.2. **Interpretation of Rules** - If there is a disagreement or dispute regarding the meaning or application of these rules, the interpretation and application of the SBIP shall prevail.

6.2.1. **Changes to Existing or Introduction of New Equipment** –

6.2.1.1. **WARNING TO RACERS – IF THIS RULEBOOK DOES NOT SPECIFICALLY SAY THAT YOU CAN DO OR USE SOMETHING, THEN YOU MUST CONSIDER THAT THE ACTION, CHANGE OR COMPONENT IS ILLEGAL. NO EQUIPMENT OR RACE BOAT IN VIOLATION OF THESE RULES WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH PRE RACE INSPECTION, OR POST RACE INSPECTION AT A PRIOR EVENT, “UNOBSERVED”.**

6.2.2. Rules Changes to Maintain Competitive Balance - SBIP RECOGNIZES THAT THERE ARE CONSIDERABLE DIFFERENCES IN BOAT DESIGN. ACCORDINGLY, SBIP RESERVES THE RIGHT TO MAKE ADJUSTMENTS TO BOATS, ENGINES, DRIVES OR PROPELLERS, ETC., INDIVIDUALLY OR CATEGORICALLY, TO MAINTAIN COMPETITIVE BALANCE BASED UPON EXPERIENCE IN RACE CONDITIONS.

6.3. BOAT SPECIFICATIONS:

Super V Limited

Hull Type: Monohull (Canopy Recommended)
Length: 26' - 0" minimum to 32' - 0" maximum
Beam Maximum: 8' 6"
Number of Engines: One
Weight Minimum: 4750 lbs.
Engine Type: SBIP Certified Race Engine

6.4. Minimum Weight Measurement - will be determined at the end of the race. The weight will be an all-up weight including engines, residual fuel, drives, propellers, fixed ballast (i.e. that which is used from start through completion of race), all hull drain plugs removed, and safety equipment as stated in the racing rules. The following is not included in the all-up weight: crew, lifejackets, crash helmets and bilge water. A single point lifting harness is mandatory for all boats. It shall be the responsibility of the crew to insure that the single point lifting system harness positions the race boat such as to drain all onboard ballast tanks per the rule G-2 of this section.

6.5. Maximum Beam Measurement - The maximum beam shall be no more than 2' wider than the beam measured at the transom chine to chine.

6.6. Non-conforming Boats ("Grandfathering") – Pre-Existing canopied boats

registered in any year from 1997–2002, 1998, 1999, 2000, or 2001 Super V Limited Classes, may be approved for competition provided that the owner submits a written request for approval and said request is approved by SBIP, in its sole and absolute discretion, at least 30 days prior to competition. Notwithstanding the foregoing, these boats shall not be eligible for competition beyond the 2005 season unless they comply with these rules. Registered equipment ownership changes will be allowed on approved, registered and currently competing non-conforming boats. Hulls and decks racing under this "grandfather rule", which become lost or destroyed, must be replaced by equipment that meets the then current rules for Super V Limited.

6.7. **Other –**

6.7.1. **Hull steps** - are allowed and must be vented to the atmosphere either internally or externally.

6.7.2. **Extensions** - There shall be no additional external functional or flotation components added to the basic hull or mold (i.e.: no flotation tubes, length or width extensions etc. added to the original mold or hull).

6.7.3. **Wings** - No aerodynamic devices are allowed, no wings, no vertical fins, and no air entrapment or air lifting hull designs.

6.7.4. **Bow anti-dive planes** – are not allowed.

6.7.5. **Multi hull configurations** - (catamaran or trimaran) or other hull or deck shapes specifically designed to create aerodynamic lift are not permitted.

6.8. **ENGINE SPECIFICATIONS** -

6.8.1. **Approved Inboard Engines** –

6.8.1.1. **“SBIP Certified Race Engine” (1) One (Refer to Pg 12 #1.12)**

6.8.2. Engine Installations

6.8.3. **Rear engine mounts** - are permitted.

6.9. OUTDRIVE SPECIFICATIONS:

6.9.1. **Approved Models** –

6.9.2. The Mercruiser Bravo One, XZ, XR, XR Sportmaster, BMAX, and XR Short Sportmaster Drives are approved for competition.

6.9.3. The IMCO SC Xtreme Advantage Drives are approved for competition provided they comply with all other applicable rules.

6.9.4. The Volvo DPX Duo Prop is approved for competition.

6.9.5. **Nosecones** - Approved Nosecones are allowed. Check with SBIP prior to using a particular nosecone to ensure it is approved for competition.

6.9.6. **Crash Boxes** - are not allowed.

6.9.7. **Gear Ratios** – The maximum gear reduction allowed is 1.69:1

6.9.8. **Dry sumping** - of drives is not allowed.

6.9.9. **Shifting** - Drives must be capable of shifting forward, neutral and reverse with the engines running.

6.9.10. **Modifications** - Drive modifications (i.e. one-piece propeller shafts, heavy-duty bearing carriers, etc.) only to increase reliability are allowed. Parts must be available to all racers at reasonable commercial prices. It shall be legal to close (fill in) the outside water intake slots (one each side) on the MerCruiser Sportmaster and Sportmaster Short gearcases to eliminate excessive water pressure. The slots may be filled by any means, but the original shape of the gearcase may NOT be altered. Any other modifications to the outdrive (s) or any related components must

first be approved by SBIP in writing prior to being used in competition.

6.9.11. **Transmissions** - Transmissions are not permitted in the Super V Limited classes.

6.9.12. **Standoff boxes** - are permitted. Standoff boxes must be of a design, size and length that have been approved in writing by SBIP. Check with SBIP prior to using a particular standoff box to ensure it is approved for competition. Standoff boxes are limited to a maximum of 15”.

6.9.13. **Jackshafts** - are allowed.

6.9.14. **X-Dimension** - There is no X-Dimension limitation.

6.9.15. **Casings** - The upper and lower drive case housing must remain in its original production configuration. The drive case housing may not be shortened or modified. Blue printing is allowed however the casings must meet the specifications of the SBIP Template.

6.9.16. **Propeller Rotation** - Inboard or Outboard Rotation of propellers is allowed.

6.10. PROPELLER SPECIFICATIONS:

6.10.1. **Castings** - Propellers must be manufactured from castings.

6.10.2. **Modifications** - Propellers may be modified from the original factory casting with grinding and machining.

6.10.3. **Forged, billet** - or other types of propellers are not allowed.

6.10.4. **Availability** - Propellers must be available to all racers within a reasonable delivery time.

6.10.5. **Approved Propellers** – Cast propellers must be approved by SBIP. Three, four, and five blade cast propellers manufactured by Hering,

Hydromotive, Throttle-Up, and Mercury are approved. Six blade cast propellers manufactured by Hering, Throttle-Up, and Hydromotive are approved. Other manufacturers of cast propellers may apply to SBIP for approval based on the following criteria:

6.10.5.1.1. Reasonable prices and available to all racers.

6.10.5.1.2. Manufacturer maintains national availability through a national dealer network.

6.10.5.1.3. Units are available to, and generally recognized by, approved boat manufacturers as OEM equipment.

6.10.6. **Limitations/Inspection –**

6.10.6.1. All propellers will be measured and limited to a minimum thickness. The standard blade thickness will be the normal SBIP Lab Finish specification. (See Chart on page 26)

7. **SUPERBOAT STOCK™**

7.1. ENGINE CRITERIA

7.1.1. **Super Stock Class is based on the specifications of the use of the 1998 and up Mercury (2.5 liter) 280 HP, 153 C.I.D. offshore race engine. Alternate engine manufactures or older Mercury motors must submit engine data to the SBIP technical committee for approval.**

7.1.2. Canopies are not required however strongly emphasized. Those with canopies must comply with the SBIP Cockpit Guidelines. Contact the SBIP office at 305-296-6166 if you need information on the cockpit guidelines.

7.1.3. All outboard motor power heads must comply fully with all specifications, as provided by the manufacturer (i.e., stock as produced).

30' ... 4,050lb

31' ... 4,175lb

32' ... 4,300lb

7.2.1. Minimum weight will be determined at the end of the race. Included in the weight, engines, residual fuel, drives propellers, fixed ballast, all hull drain plugs removed, and safety equipment as stated in the racing rules. What is not included in the weight, crew, life jackets, helmets, bilge water, and ballast water.

7.2.2. A race team is not permitted to change a boat during the racing season, except if it is damaged, sold, stolen, or physically unable to race. Boat must meet class rule specification.

7.2.3. All propellers must be approved by Superboat prior to and after the use during and official race. The criteria for propeller approval is that a lab finished propeller must be inspected with the receipt of the amount paid. Showing the manufacturers suggested retail price. Each lab finished propeller may not exceed \$2,000.00 dollars and must be made available to any racer within a 30 day time frame. If at anytime the availability goes behind the 30 day time frame any existing propeller will be disallowed for the rest of the season or until such time as the manufacturer can meet the 30 day time frame.

7.2.4. Current list of approved propellers, all other propellers must be approved by the SBI Official prior to use.

MERCURY, HYDROMOTIVE, THROTTLE – UP, AND MAZCO

8. MANUFACTURE PRODUCTION SERIES™

PREFACE TO THE RULES

8.1. The Manufacture Series serves as a showcase for some of the most exotic equipment available in the sport boat industry today. The purpose of the series among other things is to provide boat, engine and accessory manufacturers an

opportunity to test, display and sell their products in the most demanding environment possible while at the same time giving experienced professional racers and entry level racers a place to compete.

Manufacture Production

8.2.INTRODUCTION -

8.2.1.The Manufacture Classes shall serve as a place where racers can begin their racing career, work on racing skills, or a place and where a boat can race that does not fit into any other class that SBIP currently offers Manufacture classes also give the racers and manufacturers with high performance boats and parts a place to compete and an alternative to the Poker Run circuit. There are so many boat configurations that SBIP cannot cater to each and every boat by creating a separate class. Naturally there is not one boat that does it all and different water conditions will cater to different boat configurations and boat size. A boat that competes in the Manufacture Classes will be assigned a class by SBIP based on the top speed of that boat in perfect water conditions by an SBIP inspector. If a Manufacture Class boat is found to be in the wrong class during pre-race inspection, an SBIP inspector or the Director of Manufacture Classes will move the boat into the correct class. SBIP inspectors will use a mathematical formula to determine a boat's top speed based on perfect water conditions. Also the SBIP inspectors and Director of Manufacture Classes vast knowledge of race boats and how to determine top speed will be considered in class placement. If there is a disagreement of a boats top speed or the meaning of application of the Performance class rules the interpretation of the officials at the race site will prevail. The idea in Manufacture Class racing is to race and get the most out of you and your boat. Remember Manufacture Class is a place to race almost any boat, test your skill, start your racing career and test your products and equipment. Welcome to the SBIP racing family.

8.3. **Manufacture Production CLASSES** –

8.4. Speeds will be Governed and controlled by onboard GPS systems on each boat.

8.5. All Manufacturer Production classes will be required to have an on board, fixed mounted Garmin GPS that has trip and data card downloading capabilities. Contact the SBIP office for a specific approved list of Garmin GPS Units. (Currently the 172, 178, 182, 188, 192, 198, 398, and 498 models)

8.6. Maximum Speed in Your Class

P-5	75 MPH
P-4	85 MPH
P-3	95 MPH
P-2	105 MPH
P-1	117 MPH

8.6.1. Any boat competing in the Manufacture Production classes that exceed the above listed Max. Speeds “Will Be” awarded last place points and will not be eligible for trophies, flags or prize money. **NO ALLOWANCE FOR ANY OVER SPEEDS”**

8.6.2. For multiple boats in a class exceeding the MAX Allowable speed the Boat that exceeds the speed by the greatest amount will receive last place points, the second greatest amount will receive 2nd to last place points and so on.

8.6.3. **It is the responsibility of the Racer to Maintain and provide a working GPS with downloading capabilities to the Chief Inspector.** The Inspector must be able to download the entire race with all points recorded to include the total distance, time and speed of each leg. A secondary / back up fixed mounted GPS is approved and encouraged.

8.7. In order to qualify for a Manufacture Production Class National Championship

an owner's boat must start in at least three Manufacture races in any given division.

- 8.8. A boat may compete in and become Manufacture Champion in more than one division and is capable of being an SBIP National champion as well.
- 8.9. Except as noted, all rules for Manufacture racing shall be the same as for SBIP National races. .
- 8.10. Race mileage for Manufacture Classes races shall be no less than 40 miles, no more than 80 miles.
- 8.11. Boat shall be a minimum length 24', maximum length 45' P5 Class 30ft. and under (Single Engine)
- 8.12. Manufacture class race boats will be identified with the prefix letter (P) in front of their assigned number.
- 8.13. The Manufacture Class that you will be racing in will be determined by calculating the estimated speed of your boat. The Chief Referee or Chief Inspector of SBIP will be using the inspection of your equipment, experience, and the following formula as tools to determine your class, Pitch X RPM X .01 divided by Gear Ratio divided by 12. Only natural aspirated engine in class P-2, P-3, P-4, and P-5 are allowed.
- 8.14. Once a Manufacture Production boat enters a race site during a scheduled race event, it becomes a "Race Boat", and is no longer a "pleasure Boat". Therefore it must conform to ALL the rules in the official SBIP Rule Book.
- 8.15. The minimum requirement for the Manufacture Production Class P-4 and P-5 Life Vest is nylon over closed-cell foam. A competition 4-buckle vest, USCG approved type III. Top of vest must be 80% yellow or red, all others. See General Racing Rules.
- 8.16. There is a \$10,000 prize purse for the "Manufacture" class for each event.

Payout listed under 10.16, will be the same for the 2010 World Championship race.

8.17. PRIZE MONEY DISTRIBUTION

CLASS:	Total	1ST PLACE	2ND PLACE	3RD PLACE
P 1	\$ 2,000.00	\$1,000.00	\$600.00	\$400.00
P 2	\$ 2,000.00	\$1,000.00	\$600.00	\$400.00
P 3	\$ 2,000.00	\$1,000.00	\$600.00	\$400.00
P 4	\$ 2,000.00	\$1,000.00	\$600.00	\$400.00
P 5	\$ 2,000.00	\$1,000.00	\$600.00	\$400.00
TOTAL	\$10,000.00			

P 1, 2, 3, 4, 5 Class – Prize Money distribution will be 50% for 1st place, 30% for 2nd place, and 20% for 3rd place.

Trophies & Checkered Flag will also be given.

Pay out will be based on the number of boats starting the Race in their class:

- Three (3) boats in a class will receive prize money for 1st place, 2nd place and 3rd place
- Two (2) boats in a class will receive prize money for 2nd place and 3rd place.
- One (1) boat in a class will receive prize money for 3rd place.
- All (Awards and Prize Money) rules of the SBIP rulebook will apply.

9. TURBINE CLASS

9.1 Turbines Class Boats **CAN NOT EXCEED 155 MPH** any time during the event. If any Turbine class boat exceeds the above stated speed during the event the Boat will be disqualified from the event and fined \$500.00 for the first offence. A second offence during the season the boat and crew will be suspended for 2 additional events, and a third infraction the boat and crew could be a suspended for the balance of the season or 12 months.

9.2 Technical Committee approval of Turbine Engines shall be the base for competition.

9.3 Turbine engines allowed are as follows:

Lycoming T-53 Series engines, Lycoming T-55 Series engines, Pratt & Whitney PT Series engines, GE t-58 Series engines

9.4 Turbines CAN be modified from their original manufactured configuration to better suit the Marine environment and racing conditions.

9.5 Entire exhaust systems must be water cooled, insulated or coated.

9.6 No flame show or after burners allowed.

9.7 An electric or manual emergency fuel shut off, or bypass, must be in place on each engine.

9.8 A minimum of one Coast Guard certified fire extinguisher per engine compartment. Extinguisher must be sized according to Coast Guard regulations.

9.9 Only Jet A, Kerosene and /or diesel is permitted as fuel. Gasoline is NOT permitted.

9.10 A Kevlar containment blanket must be used on hot end of every engine to contain any GP or PT rotor failure.

9.11 Any number of engines may be installed as long as safety requirements per engine are met.

9.12 All drive or propulsion configuration utilizing the thrust of water. Any drive ratio may be used.