

# ULHRA Racing Rules – 2011



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## Article 1 - ULHRA ENTRIES

### Ownership

. An Unlimited Light may be owned by an individual, partnership or corporation, provided that such individual is a member of the Unlimited Light Hydroplane Racing Association Racing and APBA.

1. In the event, however, that an Unlimited Light is owned by a partnership or corporation, the partnership or corporation must designate an individual who is a member of the ULHRA as the agent of such partnership or corporation owner.

2. The individual designated as such agent shall exercise the usual power of ownership as the agent of such partnership or corporation.

### Name

It is permissible for an owner to utilize a name on his boat which may be related to the name of the owner, or to some particular product of the owner.

The Unlimited Lights Board of Directors and/or the Vice President- General Manager shall have the power to reject any name which is objectionable, contrary to the best interests of the sport, or in conflict with a name already registered.

### Team configurations

UL# registration and points

- a) Option 1 – one owner, one hull, one registered UL#
- b) Option 2 – one owner, multiple hulls, one registered UL#
  - Backup hull *can* run under any other registered UL#
- c) Option 3 – one owner, multiple hulls, uniquely registered UL#'s
  - Hulls *can* exchange registered UL#'s

Splitting an Option 2 or Option 3 team

- a) If a team (Option 2) has raced two or more hulls, competing under a single registered UL# to accumulate points during the season and leases or sells one or more of those hulls at any time during the season, the points accumulated to the registered UL# will be reduced to those points earned by the hull(s) the team retains under the registered UL#.

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- b) If a team (Option 1 or Option 3) has raced a hull, competing under a registered UL# to accumulate points during the season and leases or sells that hull, those points accumulated under the registered UL# are retained. The lesser or purchaser of the hull must apply for a new UL# registration to score points with.
- c) Any ULHRA Bonus Points accumulated by a team under either scenario to that point in the season remain with the team that originally earned the points.
- d) Any sponsorship points accumulated by a team under either scenario to that point in the season are retained by the sponsor.

## **Registration**

The Unlimited Light boat owner, or their agent, shall show proof of boat registration to the Referee upon demand.

Ltl's shall consist of all inboard APBA classes running under current APBA rules. A specific class or classes may be selected to run at certain events.

***Radio Frequencies will be required with all registration forms by each team. Radio frequencies will be approved or required to be changed on a yearly basis. Any conflict between team frequencies will require the team with the last registration submission to change frequencies.***

## **Entry Fees**

Entry fees for Unlimited Light class boats will be ***\$225.00 per race. \$25.00 of this fee will go to an "Equipment Fund."***

***LTL classes pay no entry fees. A \$25.00 fee will be assessed per race for the "Equipment Fund."***

APBA classes running for APBA points may be charged an entry fee based on race circular information.

All teams must send entry forms ten days prior to Spring Training or their first race. Entries shall be sent to the Chief Registrar. All forms must be complete and a copy of the driver's capsule training and physical attached.

Chief Registrar:

Jan Shaw  
Woodshed Embroidery  
13530 Cascadian Way  
Everett, Washington 98208  
info@woodshedemb.comcastbiz.net

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Only those entries registered as ULHRA members will be eligible for the ULHRA point fund or ULHRA series high point honors or awards.

There shall be no time limit placed on when an owner may purchase and/or lease a hull; however, a hull can only score points as one boat, by one owner, at each event.

An owner shall be allowed one entry per event for each boat number registered with the ULHRA. This shall be referred to as the primary hull.

There shall be no limits placed on the replacement hull(s), also known as the backup hull, for the primary hull used at an event, provided the following rules are followed.

- a. The Owner must declare which hull will be entered into the event. Hull declaration must be in writing and submitted at the drivers meeting prior to the first heat of racing.
- b. The Owner must finish the event with the hull declared in (a.) above.
- c. The backup hull must carry the same numbers as the owner's registered primary hull.
- d. Points earned from replacement hulls (above) shall be awarded to the owner's original registered number on the primary hull.

An owner may have more than one entry in an Unlimited Light event providing that each entry is registered individually and has been given its own boat registration number.

Failure to complete a driver's physical prior to the drivers meeting shall result in a \$50.00 fine.

## Article 2 - TEAM RESPONSIBILITIES

A. Promotional Kits will be provided with team registration to the chief Scorer prior to April 1st of the current racing season. Minimum press kit will be one 8x10 color picture and a one page information sheet about the team, driver, boat and sponsors. The press kit may be submitted in electronic form as either a .doc or .pdf information sheet and .jpg color photo. ***Failure to supply press kit will result in a \$50.00 fine taken from tow fee per race.***

- 1) New entries must provide this information upon registration if after April 1st.

All competing teams are strongly encouraged to participate in event promotions such as parades, autograph sessions, sponsor parties, etc.

B. It is ***required*** that each team has handout pictures, "***Hero Cards***", available at each event.

- 1) ***Any team in violation of this promotional requirement will lose 100 points from season cumulative points, per occurrence.***

- 2) ***New Teams at first event will be given a one race exemption from this rule.***

C. All teams racing for ULHRA points shall wear appropriate attire. ULHRA uniform minimum requirement will consist of a collared shirt with the teams racing identity for all crew. All teams racing for APBA points may reference the current APBA inboard racing rules for uniform requirements.

### **Article 3 - UNLIMITED LIGHT DRIVER QUALIFICATIONS**

An Unlimited Light Driver must be 18 years of age or older. To be considered a qualified driver, he or she must have competed in at least one heat of Unlimited Light racing in the past 24 months.

#### **New Unlimited Light Driver Qualifications**

- A. New applicants must present a brief summary of experience and a statement of intent to apply, with the signatures of four qualified drivers, to the Referee for the weekend.
- B. The applicant's starting position and actions permitted during each heat shall be solely the referee's decision.
- C. Before the applicant's final approval, or restriction, as the case may be, it is ***required*** that the referee discuss the applicant's performance with at least three other drivers of his choice. When informed by the referee of approval, the driver applicant is considered to be qualified.

### **Article 4 - RACE PROCEDURES**

#### **Drivers' Meeting**

- A. The drivers' meeting shall be held at a convenient location on the morning of qualifying heats at a time noted in the race circular. Additional drivers meetings will be announced at this meeting.
- B. The UL Referee or his/her designee shall conduct the drivers' meeting.
- C. The order of business shall be:
  - 1. Roll call. Only those boats shall compete whose drivers and communications/radio crew member have answered roll call, or whose qualified representative have answered roll call after having obtained permission from the Referee to represent the driver at the drivers' meeting.
  - 2. Introduce the Referee Liaison ***and Driver Representative***

***2a. It will be the responsibility of the owners to select and introduce the Drivers Representative at each event to the Referee, prior to the 1<sup>ST</sup> driver meeting of the event. The driver's rep will be required to be a member of the ULHRA, and have driven in the APBA inboard / UL classes within the past five years. Failure to meet this requirement negates use of driver's rep. for the event.***

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3. Introduction of local race committee for necessary remarks.
4. Introduction of safety officers for instructions and information.
5. Information for drivers from the Referee:
  - a. Course rules
  - b. Safety regulations
  - c. Drivers' emergency signals
  - d. Course signals, flags, etc.
  - e. Discussion of local rules, etc.
  - f. Division of competing boats into qualification sections (if required).
  - g. ***Heat draws will be provided at the drivers meeting for the next set of heats to be run. Heat draws will then take place following the completion of prior heat sections. Owners can provide a representative to witness the next set of heat draws at the place and time announced that draw will take place.***

### **Change of Drivers**

- A. Change of drivers shall be permitted between heats provided that the new driver has registered and their name was called and answered at the drivers meeting.
- B. The Referee and Chief Scorer must be notified of a change of driver during the sanctioned event or during qualifying and testing and the new driver must sign the entry form for the boat they are driving.
- C. Any change in driver must be made 30 minutes prior to the start of each heat and must be approved by the Chief Scorer.
- D. If a substitution occurs and the driver is able to drive his/her boat and a second hull during a flight of heats, the driver may only score points in his/her boat. In the event the driver is able to only drive one boat, the driver earns points in that boat. A driver that has the option of driving two boats in the final must notify the Chief Scorer which boat he/she will drive 30 minutes prior to the final.

## **Article 5 - ULHRA PIT AND FACILITIES:**

### **Pit Radio Official:**

- A. A designated area shall be identified and secured near the pit area, preferably with a view of the racecourse.
- B. Only one representative from each team shall be allowed into this area, and he/she shall have a working two-way radio to communicate with the driver, or a person who is in communication with the driver.
- C. All official information (legality of starts, infractions, disqualification, etc.) shall come from the Pit Radio Official, the Referee Liaison, the Assistant or Chief Referee.
- D. Except for direct verbal communication by the Assistant or Chief Referee, the Pit Radio Official shall be the only official source of information during the heat.
- E. The radio person from each team is required to attend the drivers meeting and answer roll call.
- F. All radio personnel shall be in the corral prior to the five minute gun.

## **Article 6 - PROCEDURES FOR STARTING A RACE**

- A. Any owner may officially withdraw from a Heat of racing by notifying the ULHRA pit official prior to the start of any heat.
- B. A withdrawn boat may not re-enter the Heat they have withdrawn from except with permission from the Referee.
- C. Should an eligible boat for any heat, whether it be a qualification heat or the Final heat, withdraw, then the next boat in order of standings shall have the privilege of entering the heat.
- D. Any driver who enters the racecourse and/or continues to race with any safety equipment, system, or structure improperly installed, attached, or operating shall be black flagged and disqualified from the heat.

*Continued*

- E. Should a race boat break down on the racecourse during competition, it is strongly recommended that the driver remain in the cockpit with seat belts secured and the canopy closed and locked until the completion of the heat. The driver is required to communicate their condition to the teams radio person, failure to do so may result in a penalty or fine.
- F. In the event the driver has not left the pit area when the white flag is shown or the one-minute mark has been reached, the driver shall wait until after the completion of the heat before attempting to start the engine.
- G. No boat shall be allowed to leave the pits prior to the five minute mark or after the one minute mark has been reached. In the case of a flag start, clarification of the use of the white flag will be given at each driver's meeting. (There will be no cannon or gun used as a starting process/notification at ULHRA events.)

#### **Article 7 - VISUAL SIGNS FOR CONDUCTING A RACE**

- A. The following flag signals shall be utilized as needed during the course of the race and shall be displayed from a conspicuous position on top of the Judges' stand:
  - 1) **BLACK** - indicates to leave the course immediately, pull into the infield or return to pits with caution for a race stoppage. Do not leave pits.
  - 2) **RED** - indicates that the race has been stopped or postponed. This flag shall, in the case of race stoppage, be displayed in company with the discharge of red or orange aerial flares, or similar devices from the Judges' stand and from designated course patrol boats. When these signals are displayed, boats shall immediately stop on the racecourse. The boats shall return to the pits with extreme caution only after the black flag has been displayed. Violations of this rule shall result in a **\$500 fine** for the first violation during the season, and disqualification from the restart for subsequent violations.
  - 3) **WHITE** - displayed after the one minute gun prior to the start of the heat or signifies when the leader has started the last lap.
  - 4) **GREEN** - displayed between the five minute gun and the one minute gun and at the legal start of the heat and subsequent laps until the final lap.
  - 5) **Yellow** – *displayed to drivers when there is a hazardous condition on the racecourse that should command their attention and caution.*
  - 6) **CHECKER** - displayed at the finish of the race to indicate to the boat passing the judges' stand that it has completed the race.

## ARTICLE 8

### Article 8A - TESTING AND RACE PROCEDURES

- A. The Referee shall determine the maximum number of boats allowed on the course during the testing period.
  - B. It is recommended that all buoys be in place during the testing period. All outside course markers must be in place prior to the testing period.
  - C. Lap times shall be recorded to be used in the event that the Qualification period is canceled due to weather or water conditions. These times shall then be used to determine qualification order and points.
- 

### *Article 8B Time Trials*

- A. Time permitting; this optional qualifying procedure may be used. Each boat will run a time trial as follows:
    - 1. A qualification draw will be held to determine order of time trials.
    - 2. At the designated time the first boat in line will have five minutes to enter the course.
    - 3. Each boat will run two laps. The fastest lap of the qualification period will be the qualification speed for that day.
    - 4. After one complete warm-up lap the boat will be given a green flag to signal the start of the first qualifying lap.
    - 5. At the end of the second qualification lap the boat will receive a checkered flag and return to the pits.
    - 6. The next boat in line shall enter the course as directed by the pit boss after the previous boat receives the checkered flag. If said boat has not entered the course in a timely manner, the next boat in line shall enter and the previous one will go to the end of the qualification ladder.
    - 7. Any boat not entering the course within the allotted five minutes will be placed at the end of the qualification ladder.
-

*Article 8C Race Rules*

- A. There shall be only one (1) start per heat, except:
1. The race shall be halted and restarted in the event of a flip or a driver being thrown from or bailing out of his boat (fire, etc.). The referee shall have the privilege of stopping the race at any time when the safety of a driver is at stake. If the race is stopped after the lead boat has begun its final lap, the position of finish will be scored on the position of the boat completing the previous lap. The boat(s) causing the stoppage of the heat shall not receive points for that heat, nor be allowed to run in a restart should one take place.
  2. As provided for situations created by malfunctions of equipment and/or conditions where in the Referees' judgment of safety, accuracy or fairness of conditions of the start warrants a re-start of the heat. All boats crossing the starting line after the one (1) minute signal but before the last thirty (30) seconds prior to the official start will be disqualified. All boats crossing the starting line during the last thirty (30) seconds before the official start will be assessed a one (1) minute penalty. Should a time not be available each driver will be backed up four positions or to last place. In the event of a re-start, contestants who were assessed a penalty for an early start in the original start will not carry over their penalty.
- Should the start be postponed to a later time, a black flag shall be shown, and the boats shall return to the pits for instructions. Should a restart be required, only those boats which were legal starters at the time the heat was stopped will be eligible to run in the restart of that heat.
- The start shall be final, even if there is only one legal starter. In the event there is no legal starter, the heat shall be canceled.
- B. There will be at least two sets of qualifying heats in which all boats participate, conditions permitting. Heat selection will be by draw for both sets. Should the draw result in uneven alignment, the A heat shall be increased by the uneven boat.
-

**Article 8D**     **Flag Start**

1. Heat 1A, 1B, etc. The fastest qualifier from time trials will have first choice of lanes, second fastest will have second choice, etc.

In the event that time trials are not run, a qualification draw will be held Saturday morning at the Driver's meeting to determine the choice of lanes.

2. It is recommended that no more than six boats participate in each qualifying heat.
3. Heat 2A, 2B etc. Lane choice shall be determined by the reverse of the finish order of the previous heat (i.e. the first place finisher chooses last, second place chooses next to last). The last place finisher shall have first choice of lane. If two boats have identical finishes then the slower boat in the previous heat shall have lane choice before the other.

If time trials are not run by any or all boats, lane selection for the first set shall be by random draw for those boats. Draw will take place after lane choice by qualified boats.

4. Final - The Final field shall consist of the four (4) boats with the highest point accumulation from the qualifying heats plus the winner and second place finisher of the BMain.
  - a. Lane choice order shall be determined by cumulative points for the event. In the event of a tie in points: **SEE Tie breaker schedule Article 16.**
  - b. The number of boats competing in the Final will be six (6) unless otherwise determined by the Chief Referee.
5. BMain - Boats not seeded to the final shall be eligible to run in the BMain. The number of boats competing in the BMain will be six (6) unless otherwise determined by the Chief Referee.
6. The winner of the Final shall be declared the winner of the event
7. Points will be scored for all qualifying heats, and the Final.

**Article 8D**     *Flag Start Firebird*

**A.**     **“Firebird Format”**

1.     The format used in Phoenix provides for safely racing fewer boats on courses that dictate this.
2.     The format provides a simple means for teams and spectators to determine who will be racing during each heat.
3.     Use of this format, when necessary, modifies Article 8, Section J pertaining to Option 6 engines. In the Firebird Format blower boats are not required to run outside aspirated boats for the first lap. In races utilizing this format lane position is determined by draw and prior heat finish order.
- 4)     The final heat shall consist of two flights which combined constitute the “final heat”. Teams will be scored according to their finishing position in each flight (Heat F2: 4<sup>th</sup>-6<sup>th</sup>; flight 2: Heat F1: 1<sup>st</sup>-3<sup>rd</sup>), any non-finishing boat being relegated to a position behind all finishing boats in both flights.

**B.**     Registered entries having zero (0) points from the qualifying heats shall be eligible for the BMain and Final in the following order:

1.     Those boats making a legal start in at least one qualification heat with the most non-penalty laps completed.
2.     Those boats having zero (0) points and no non-penalty laps completed shall be eligible in the order of qualifying times.

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**Article 8E**     *B Main Format*

1.     2 or 3 sets of qualifying heats will set the BMain and the Final.
2.     The top four boats, or such number as determined by the Referee, will be seeded into the Final: according to the points accumulated in the qualifying heats.
3.     The next six boats, or such number as determined by the Referee, will compete in the BMain. In this race, the top two boats, or such number as determined by the Referee, by position in the BMain will transfer to the Final.

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4. Should any boat withdraw from the Final, that boat will trade finish positions and points with a non-transferring boat who shall then be transferred to the Final. The first non-transferring boat shall have the first option then the rest in succession. If no one elects to be transferred, the race committee can select any other boat that previously ran in a qualifying heat.
  5. The transfer boats and the seeded boats then shall run the Final. The finish order of the Final will be scored as place positions and points. The winner of the Final is the winner of the event.
  6. *Ties: See Article 16.*
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**Article 8F**     ***Race Stoppage***

1. In the event of a race stoppage in the Final prior to the completion of the third lap, and a restart of the Final is not possible, final order of finish shall be determined by the position of all boats running at the lap prior to the stoppage
  2. Should a qualifying heat or BMain be stopped, it shall be considered a complete event if at least half the number of laps required to finish that scheduled event have been completed by the lead boat.
    - a. The position of all boats running at the completion of the lap previous to the stoppage shall be used to determine the order of finish.
    - b. The Referee shall award points to those boats based on the running order at the completion of the last lap previous to the stoppage.
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**Article 8G**     ***Restarts***

1. The boat, or boats, whose actions results in the stoppage of a qualifying heat, BMain or Final shall not be entitled to points in that race and shall not be eligible to enter any re-run of that same race.
  2. Any boat otherwise qualified to enter a re-run of a race may enter the re-run regardless of whether it crossed the starting line in the stopped race.
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**Article 8H OTHER**

1. A minimum of five feet must be maintained between competing boats at all times.

In any race that has a combination of Option 1-5 boats and Option 6 boats, Option 6 boats *less than 2,950 lbs.* will be required to start in the outside lanes. An Option 6 boat *less than 2,950 lbs.* cannot occupy any Option 1-5 boat's *lanes until after the 1<sup>st</sup> Turn, and then must have overlap established as per ULHRA overlap rule,* except when using optional alternate race formats (*firebird*).

2. In order for a boat to be declared a legal finisher of a qualifying heat and awarded points based on his or her finishing position, it must cross the finish line under his own power. (Wind and/or water current is not consider a boat's "own power".) A qualifying heat shall be declared over and no more points awarded one minute after the last running boat crosses the finish line.

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**END ARTICLE 8**  
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## **Article 9 – CLOCKS & CLOCK STARTS**

- A. Clock: sweep hand type  
This starting clock may be manually or electrically operated and must not be less than 6 feet in diameter. It shall be equipped with lights of drop boards to visually inform the drivers of the passage of time of each minute during the five minute period. This clock shall also indicate by seconds, the elapsed time before the start.
- B. Clock: digital type - incandescent  
This starting clock is to be electrically operated and capable of driving a minimum of two digit displays to be not less than 21” x 36” actual digit size each. These digits should be in black or dark face display case. Each digit shall be made using lights of not less than a 75 watt incandescent bulb or lights of an equal brightness. This clock shall also indicate, by seconds, the elapsed time of the last minute before the start.
- C. Clock: digital type - led  
This starting clock is to be electrically operated and capable of driving a minimum of two digit displays to be not less than 18” actual digit size each. These digits should be in black or dark face display case. Each digit shall be made using lights made using LED lamps of an equal brightness. This clock shall also indicate, by seconds, the elapsed time of the last minute before the start.
- D. There will be a clock synchronized with the official start clock in the radio corral, if the start clock is not visible from the corral. It is recommended that each team carry an atomic clock that can be synchronized with the official atomic clock at the drivers meeting.*
- E. In case of emergency, any form of substitution clock or starting method may be used, provided it is visible, accurate, and fair to all competitors

## **Article 10 - FINES, PENALTIES, AND DISCIPLINE**

- A. *Any driver or team member concerned about the actions of another driver or team shall bring that concern to the Drivers Rep, Referee then through the Director of Competition then the General Manager, and not confront the other driver or team directly. A violation of this rule is grounds for sanctions, disqualification or restrictions as determined by the Referee. If the Drivers rep is involved, then the concern shall be taken to the Referee then director of Competition and then the General Manager.*
- B. Every boat owner, driver or member of a pit crew shall be subject to summary disciplinary action for unbecoming conduct from the date and time of arrival at the race site until 24 hours after a race shall have been completed.

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Unbecoming behavior is defined as any act or series of acts, omissions, series of omissions, appearance, whether on or away from the racecourse or in the pits, committed prior to, during, or 24 hours subsequent to the race which: (1) tends to bring racing in disrepute; (2) endangers the person or property of others; (3) constitutes dangerous, careless or reckless operation of boats or equipment.

- C.** Striking (and thereby dislodging and/or destroying) a Buoy: The offending boat shall pay a fine for the damaged or destroyed buoy.

If an offending boat forces an unoffending boat into a buoy which is struck and thereby becomes dislodged, then the offending boat shall be disqualified from the heat.

- D.** In addition to any penalty provided for in the ULHRA Rule book, the Vice President- General Manager, with approval from the ULHRA Board of Directors, shall have the authority to exclude, suspend, disqualify, fine or otherwise penalize at his discretion, after notice and hearing by a committee appointed by the Vice President- General Manager, any member, participant, official, partner, agent or employee thereof determined by the Vice President- General Manager to be guilty of any of the following conduct:

1. Any statements and/or conduct tending to distract from the integrity, reputation or to discredit the Unlimited Light Hydroplane Racing Association, or any members thereof or the sport of boat racing.
2. Improper language or conduct toward an official.
3. Commission of any assault or any assault and battery upon any official, anyone assisting an official, member of the ULHRA or the public.

Any such ruling or decision *approved* by the ULHRA Board of Directors shall be final, conclusive and cannot be appealed. Any party involved in or affected by any such decision agrees to release and waive any and all claims that such party may now or hereafter have or possess arising out of or connected with such a decision against ULHRA, it's officers, directors, employees and members, whether for damages or for any other remedy or relief.

**E. Penalty and Fine Schedule:**

Prior to the first race of each season, the Chief Referee shall publish and distribute a penalty and fine schedule to all owners and drivers. The schedule shall be used where the Unlimited Light racing rules do not specify a penalty for an infraction, or to supplement the Rule Book penalty.

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***If a situation occurs that is not specifically addressed in the ULHRA/APBA INBOARD Rule Book, or the Penalty and Fine Schedule, or announced as a rule of the day at the drivers meeting, a Yellow card will be given for a first offence if the situation did not affect another boats ability to finish. Each repeating offence thereafter will receive a 1 minute penalty, and or, a monetary penalty as determined in the penalty and fine schedule for the current race season.***

1. The Schedule shall be progressive (i.e. multiple occurrences of the same identical infraction shall result in a penalty that progresses at least one level higher than the previous occurrence). Discipline imposed will be based on three levels according to the severity of the rules infraction. Three level system: second infraction during that race or the next two events will elevate the penalty one level higher.
    - a. Level One: any infraction which impedes the progress of the race will result in a fine or a one lap penalty or both.
    - b. Level Two: any infraction which could affect the outcome of the race or result in an unnecessary stoppage of the race will result in a fine or disqualification from the heat or both.
    - c. Level Three: any infraction which compromises the safety of other participants or is considered unsportsmanlike conduct by the referee will result in a fine or disqualification from the event or both.
  2. Colliding Boats – all infractions noted by the Referee, Turn Judge or Pit Boss shall carry a 50 point penalty plus a one minute penalty or disqualification from the heat for the offending boat or boats.
  3. Any driver receiving three or more driving infractions in any one heat of racing shall be disqualified for that heat. Any further infractions shall carry an additional 50 point penalty per incident.
  4. The driver and owner shall be notified in of any penalties and/or changes of status regarding the schedule.
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## Article 11 - PROTEST AND APPEALS

1. The referee shall have sole responsibility for the proper conduct of the event, and shall render all decisions within the edicts of the ULHRA Racing Rules.
2. There shall be no protest from a decision based on the judgment of the Referee. All decisions of the Referee regarding violations of the starting, driving, **SAFETY** and/or course rules shall be final. Appeals will be allowed only in those instances where suspension is involved.
3. After the final heat of racing at an event, prior to the awards ceremony, the Chief Referee (*may*) conduct a Race Review meeting with the Drivers and/or Referee Liaison, and a Protest Review Committee. This committee shall be appointed by the *D.O.C.* ***The review committee shall consist of 3 ULHRA members not involved in the incident.*** A protest can be filed at this Race Review in cases where the decision of the Referee is based on the interpretation of a rule, or the actual content of a rule. All protests will be ruled on at this meeting by the Protest Review Committee.
4. If the Referee or the Protest Review Committee consults with any owner or driver involved in a heat in question, the driver or a representative from each team involved shall be present.
5. Any appeal of the protest decision made during the Race Review must be made in writing to the ULHRA Board within 48 hours of the Race Review meeting of that event. The appeal, and the Chief Referee's response, will be voted on by the ULHRA Board in writing prior to the next event.
6. The vote of the Board will be final.
7. All decisions will be based on the ULHRA Rules for that event.
8. Drivers shall have the right to protest any violation of the rules from sanctioned regattas affecting their particular class.
9. When the alleged violation concerns the sanction or method with which the regatta is being conducted, said protest shall be filed within sufficient time to allow the appropriate persons to correct their error.

*Continued*

10. If the protest concerns the eligibility or legality of an entry, the protest must be filed in writing with the Referee not later than one hour after the finish of the inspection in question or not later than one hour after the finish of the last heat of racing on that day, whichever comes later. If the protest concerns the eligibility or legality of an entry, the complainant must post a fee of \$200, with the fee being refunded if the boat inspected is illegal or out of compliance with the rules.

## **Article 12 - ULHRA RACE REPORTS**

- A. Unlimited Light points will be recorded and maintained by ULHRA race officials with copies of race results and current point standings kept on file at the ULHRA office. These reports will include:

Name of each boat entry, driver and owner; total time for each finishing boat; position of finish for each boat in the heat; and total points accumulated.

- B. The official ULHRA race reports will be maintained by ULHRA officials and will also include all regatta records, entry forms, summary sheets and applications for memberships.

## **Article 13 - METHOD FOR SCORING POINTS**

- A. The Unlimited Light Racing Series may be eligible for APBA National Points.
- B. ULHRA Competition Points
  - a) Time Trials: Points shall be awarded for qualifying as follows: First Place = 40, Second = 30, Third = 23, Fourth = 17, Fifth = 13, Sixth = 10, Seventh = 7, Eighth = 5, Ninth = 4, Tenth = 3, Eleventh = 2, Twelfth = 1.
  - b) Qualifying heats, and Final: Points shall be awarded as follows: First place = 400, Second = 300, Third = 225, Fourth = 169, Fifth = 127, Sixth = 95, Seventh = 71, Eighth = 53, Ninth = 40, Tenth = 30, Eleventh = 23, Twelfth = 17. A boat must finish in qualifying heats to be scored.
- C. The system of scoring points shall be used in all qualifying heats, and Final. All points scored shall be cumulative.
- D. The winner of the *event* shall be established by the order of finish of the Final. ***In the event a Final heat cannot be run, the final position for the event shall be based on tie breaking rules in article 16.***

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**E. Filling the field:**

*If there are not enough boats to run the final heat, the field will be filled from a selection of the boats capable of running based on tiebreaking rules in article 16.*

**F. ULHRA Bonus Points (UBP)**

- a) ULHRA Bonus Points may be made available at certain ULHRA race or exhibition events, in order to develop and enhance new race sites, as determined by the Board and voted on prior to the first ULHRA race of the season.
- b) ULHRA Bonus Points are available to all teams that race at a ULHRA sanctioned event which are awarded bonus points.
- c) ULHRA Bonus Points are added to ULHRA Points.
- d) The General Manager may petition the Board to provide ULHRA Bonus Points for specific races or exhibitions added to the ULHRA schedule after the start of the season.

**G.** The team which accumulates the highest number of points, the sum of all Competition Points + Bonus Points, at the end of a completed racing season shall be declared Unlimited Light Points Champion and awarded the right to bear the UL-1 designation the following season. The owner of that boat may request the No. 1 boat registration for the following year and may paint the UL-1 shield on the hull of their boat for that year.

**H.** Driver's Championship: Only Competition Points will be scored for drivers on the same basis as points for boats. A driver may score points in only one boat during any one sanctioned event. A driver shall declare in which boat he will be scored driver's points 30 minutes prior to the Final heat.

The driver accumulating the highest number of ULHRA Competition Points at the end of the racing season shall be declared UL Champion Driver and shall be presented with a suitable award.

**I.** Race Boat Sponsor of the year will be determined by the sum of the accumulated ULHRA Bonus Points + ULHRA Competition Points earned by all boats that a primary sponsor is registered as a primary sponsor with at ULHRA events during the season.

**J.** Boat high points may be transferred to a team backup boat. The backup boat must have the same name and be run under the same number as the primary hull. Only one boat may be used to accumulate points under a registration number at an event.

## **Article 14 - TROPHIES**

The Race Producer shall provide take home trophies for the first, second and third place finisher in an Unlimited Light event sanctioned by the Unlimited Light Hydroplane Racing Association.

## **Article 15 - POINTS FUNDS, PRIZE AND TOW MONEY**

A. Collection and Distribution of Prize Money. Prize money will be split 85% (tow) and 15% (Prize) for all Unlimited Light events.

1. *Tow money will be paid to every registered Unlimited Light that makes a "legal start."*

*(A legal start is defined as: Any boat that leaves the dock for the intent of competing in a heat and crosses the start line, after scoring up, for said heat, under its own power. (Jumping the gun or DSQ for driving infractions will not negate the "legal start".)*

2. The Prize money will be paid equally to the top six finishers in the Final Heat.
3. Any fines, late fees, boat registration or entry fees due will be deducted from prize and/or tow money.
4. *Prize, Cap and Tow payments will be made no later than two weeks after each event if funds are available.*

*(Note: Due to non-payment by race event, sponsors etc. It is not always possible to cover these expenses until funds are received.)*

5. \$1,000 in Appearance Awards per ULHRA sanctioned event will be distributed equally among all Ltl's which make a legal start at that ULHRA sanctioned event. For each Ltl race, a maximum of \$100 Appearance Award per entry will be paid, with any remaining funds being banked for the final race of the season. All appearance money remaining in the LTL bank at season end will be distributed equally among all boats which make a legal start at the season-end championship race with no cap on the maximum payout.

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- B. 30% of the total purse at each race will be deducted and used for promotional materials and administration overhead with a points fund to be paid out at the end of the season at the discretion of the Board of Directors, *provided*, the Board of Directors reserves the right to reduce and/or eliminate this deduction without a formal amendment to the by-laws upon the signing of National and regional sponsors for the Association.
1. To be eligible for the points fund, competitors must attend 75% of the races held during the season.
  2. Payouts as follows: first place 20%, second 18%, third 15%, fourth 11%, fifth 10%, sixth 10%, seventh 8%, eighth 8%.

***Article 16 – Tie Breaker Rules***

***Ties shall be broken by the following process:***

- 1. Total points for the event earned, Excluding B Main.***
- 2. Fastest qualifying / testing time for the event.***
- 3. Coin Toss***