



2026 GENERAL RULES FOR OFFSHORE RACING

ALL IHRA GENERAL, COMPETITION, TECHNICAL, SAFETY AND RACING RULES APPLY. IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING, YOU SHOULD ASSUME THAT IT IS ILLEGAL. THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THE TEAM'S DECISION ALONE.

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SECTION 1 -- INTRODUCTION, OVERVIEW & DEFINITIONS

These rules have been developed by the International Hot Rod Association (“IHRA”) to govern offshore racing under its jurisdiction. These rules provide for the orderly conduct of offshore racing events and to set forth minimum acceptable requirements for participation in any event. By participating in these events, all participants and members are deemed to have understood and agreed to comply with these rules. No express or implied warranty of safety shall result from publications of compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, volunteers, or others. These rules are effective as of the date of printing and shall be in full force. It is the responsibility of the race member to be current and up to date with the latest version of the rules. In the case of an amendment to the rules, a new edition will be included in the amended rulebook.

This rulebook and all disputes arising from participation in IHRA-sanctioned events shall be governed by the laws of the State of Ohio, without regard to conflict-of-law principles. Venue for any legal action shall lie exclusively in the state or federal courts located within Ohio.

DEFINITIONS

- Abstention:** A vote to Abstain is neither a “yes” nor “no” vote. Robert's Rules of Order provides the following with regard to abstentions: Abstentions are counted and noted, but not as a "yes" or "no" vote. In a simple majority, an abstention counts towards a quorum and is included in that total number of votes.
- Boat:** As the context may require, any Racing Craft registered or to be registered with IHRA: (A) for the applicable racing year, and/or (B) for the applicable Race. The capitalized term "Boat" by itself does not include any course, patrol, rescue, tow, stake, safety, fire or escort boat, or any race official, course judge or echo boats.
- Conflict:** A conflict of interest arises when a person's interests, "financial or otherwise," vested authority, or close relations unduly influence or are likely to hinder the impartial execution of their responsibilities and obligations.
- Controlled Substance:** An illegal or prescription drug regulated by the Controlled Substances Act (CSA) in the United States and shall include any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time.
- Crew Chief:** The senior member of a team’s pit crew.
- Crew:** Means and includes persons:
1. Having either hot or cold pit access and having signed required IHRA event documentation.
 2. Who (whether paid or volunteer) performs services associated with operating, spotting, positioning, launching, retrieving or in any way

preparing a boat to race or that works on any race team's related equipment (trailer, hauler, etc.) during a IHRA sanctioned Event. It shall also include any operator of any vehicle associated with your team (hauler, etc.), but only if such person operates such vehicle in the hot or cold pit area during such event. The term "crew" does not include persons only accompanying the race team such as sponsors, guests, family members, marketers, caterers, trainers, etc. (provided they do not perform any function(s) described in 2 above) or any persons provided by IHRA or the promoters, such as IHRA Officials, crane operators, forklift drivers, fuel truck operators and the like.

- Director:** Refers to IHRA's Director of Powerboating.
- Driver:** The sole manipulator of the race boat's steering wheel during a race.
- Equivalent:** A thing that is equal to another in value, amount, function, meaning, etc.
- Event:** As set forth in the specific Sanction Agreement between IHRA and the promoter, but typically means the race, time trials and testing and all other activity during the period commencing forty-eight (48) hours prior to the beginning of registration and ending twenty-four (24) hours after the completion of the race.
- Hearing:** An overview of the submitted data and evidence by the IHRA; with witnesses if deemed necessary.
- Participant:** Any person who (i) participates in a racing event (as a driver, throttleman or other participant such as a pit crew or owner, or (ii) attends a racing event as a spectator, fan, visitor, or otherwise.
- Promoter:** Individual, group or groups of individuals, organization or groups of organizations who are members individually or collectively, of the IHRA and who stage, or desire to stage, a IHRA Offshore sanctioned race.
- Quorum:** Unless otherwise designated, a quorum consists of 50% of the body authorized to vote.
- Race Director:** Promoter's senior on-site authority responsible for the conduct of a race (including any Time Trials and testing) and shall be the promoter's primary interface with race officials for Race/Racing (non-business) matters.
- Recusal:** A IHRA official must divulge a possible conflict of interest or decline to participate in a matter because of a potential conflict of interest. Recusal means that you are not participating in discussions, deliberations, or debates, making recommendations, giving advice, considering findings, or in any other way assuming responsibility for or participating in any aspect of the work or decision-making relating to the matter where there are potential conflicts of interest. It does not necessarily mean that the official

must leave the room during a meeting that is open to the public. However, if the IHRA is in an executive session, once the official has recused, he or she may be asked to leave the room.

- Releasee:** IHRA and each of its respective affiliates and employees, officers, directors, direct and indirect owners, sub-contractors, sponsors, business partners and agents, and all other participants, operators, vendors, agencies, sponsors, advertisers, and owners and lessees of premises used in conjunction with or related to any IHRA racing related event or activity.
- Releasor:** Participant or the Participants family, estate, heirs, or assigns.
- Shall:** Shall is an imperative command, indicating that certain actions are mandatory.
- Simple Majority:** When there are only two choices, this equates to 50% plus 1 of those authorized to vote.
- Slingshot Start:** Attempt to hit the start at a faster speed than the rest of the boats in the race or heat.
- Start Line:** Is an imaginary line where each race will start. It shall be perpendicular to a point on a straightaway and designated by (A) two readily identifiable buoys (one on the inside and one on the outside of the course) or (B) a similar buoy (on the inside of the course) and a readily identifiable, fixed point, on land or an anchored boat.
- Super Majority:** 2/3 of the body authorized to vote must vote "yes" to pass the issue.
- Throttleman:** The sole manipulator of the race boat's engine throttle/throttles during a race.

SECTION 2 --- GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS

- 2.1** The following General Racing Rules apply to all IHRA events, including special events such as sanctioned time/speed trials.

SECTION 3--- RACING CLASSES OFFERED

- 3.1** The IHRA shall have sole discretion as to the creation and deletion of all classes offered in IHRA Offshore.
- 3.2** IHRA Offshore Classes shall be identified as National or Bracketed.
- 3.2.1** IHRA Offshore National Classes offered are:
- PRO Class 1
 - Super Cat
 - Super Stock
 - Super Vee
 - Modified V
 - Factory Stock
 - Extreme
- 3.2.2** IHRA Offshore Bracketed Classes offered are:
- Class 200
 - Class 300
 - Class 400
 - Class 500
 - Class 600
 - Class 700
 - CAT 300
- 3.3** Requirements for each class are listed in this IHRA Offshore General Rulebook, and/or the IHRA Offshore Technical Rulebook.
- 3.4** A group of racers can petition the IHRA at any time for the creation of a new class provided that said class can demonstrate a minimum of three (3) competing hulls in the class either existing or under construction. If, for other reasons, the IHRA determines that there is sufficient interest and it fulfills all other requirements of the IHRA, then it may approve the new class
- 3.5** Should any currently offered class fail to field three (3) entries for three races in a racing season (not counting world championship events), the IHRA, at its discretion, can remove the class rules from the association's rulebook and no longer offer that class. Said action may be accomplished by a simple majority of the IHRA board and may be done without prior notice.
- 3.6** Any class that has been removed from the rulebook can petition the IHRA for reinstatement should future interest in the class arise.

SECTION 4--- INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

4.1 Membership in General

- 4.1.1** Membership in IHRA is a privilege that carries benefits, responsibilities, and obligations. Proper conduct is part of those responsibilities at all times, because a member's behavior can affect the sport and reflect on fellow members and the organization as a whole. Accordingly, IHRA takes seriously any conduct that may violate the behavioral rules in this Rule Book.
- 4.1.2** Accordingly, IHRA may, at its sole discretion and in the best interest of the sport or the organization, decline the membership application of an otherwise qualified applicant.
- 4.1.3** IHRA may refuse membership if a person or business entity (including any shareholder, director, officer, employee, partner, or agent of a business) has engaged in conduct detrimental to IHRA or the sport in general—whether during competition or otherwise—regardless of whether the individual or entity was a member or applicant when the conduct occurred.
- 4.1.4** IHRA may suspend a membership at any time and its sole discretion.
- 4.1.4.1** A Member who is suspended is not eligible to participate in any IHRA activity nor enter any restricted areas of a race event, unless otherwise specified by the IHRA.
- 4.1.4.2** Boats owned by a suspended member will not be allowed to participate in any events until the suspension period has ended or legal ownership of the boat is transferred to an unrelated party, whichever occurs first.
- 4.1.4.3** During the period of suspension, the suspended member(s) will still be bound by and subject to rules and obligations of being an IHRA member.
- 4.1.5** IHRA may terminate a membership at any time and its sole discretion. Boats owned by a terminated member will not be allowed to participate in any events until and unless legal ownership of the boat is transferred to an unrelated party.
- 4.1.6** Persons and entities whose memberships are terminated (as well as any affiliated boats, teams, etc. of that person or entity) will be stripped of all previous awards, points, accolades, championships. The awards, points, accolades, championships etc. shall then be awarded in accordance with these rules to the remaining eligible persons.
- 4.1.7** Sponsors of any given boat are subject to the same requirements and obligations insofar as it relates to this section and other sections of these rules. If a sponsor is deemed by the IHRA to have violated any portion of these rules, that conduct will be imputed to the owner of the sponsored boat, and the sponsored boat will not be allowed to run in any event unless all visible association with the sponsor is removed.
- 4.1.8** Threats of legal action against the IHRA (including any shareholder, director, officer, official, employee, partner, or agents of business) will cause the immediate suspension of the threatening member as well as the members of the race team affiliated with the threatened action.
- 4.1.9** In the event of legal action being filed in any manner or venue against the IHRA (including any shareholder, director, officer, official, employee, partner, or agents of business) the member(s) initiating the legal action or affiliated with the member(s)/entity initiating the legal action will have their memberships terminated and awards/championships vacated.

4.2 Requirements Generally

- 4.2.1** To compete in any sanctioned offshore racing event, all riding Participants as well as the owner(s) of the boat must be Racing Members of the IHRA Offshore in good standing. The registration membership fee shall be \$250 per person in this category.

- 4.2.2 All non-riding crew members, must be Non-Racer Members of the IHRA in good standing. The registration membership fees shall be \$100 per person in this category.
- 4.2.3 Any foreign boat crew can enter an event provided all members of the riding crew are members in good standing of their nationally recognized organization and that they and their boat comply with all other requirements set forth in these rules. Additionally, they must be members of IHRA prior to participation in an IHRA event.
- 4.2.4 All Participants in each IHRA event and every member must execute any and all required IHRA documents (including but not limited to waivers) prior to racing.
- 4.2.5 No individual who has been expelled from IHRA or who is currently under suspension by IHRA shall be permitted to officiate, act in any capacity of assistance, participate as a boatowner, driver, or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race.

4.3 Riding Crew Requirements

- 4.3.1 A minimum of two (2) and a maximum of three (3) IHRA racing members must be on the race boat while in competition or during an official test time at an Event. Failure to observe this rule will result in a disqualification of that boat/team for that event.
- 4.3.2 Minimum Age (*subject to Bracket 700 exception below*)— Unless riding with an experienced crewmember, the minimum age for a riding crewmember shall be 18 years. If another crewmember is an experienced offshore racer, the minimum age for a riding crew member shall be 16. For the purpose of interpreting this rule, an experienced offshore racer is defined as a racer who has entered, and completed, three (3) offshore races.
 - 4.3.2.1 Bracket 700 shall have a minimum age of 14 with the following requirements:
 - 4.3.2.1.1 This is for Class 700 ONLY because any faster/larger classes must be reserved for people over the age of 18 (or 16 with Parental Consent).
 - 4.3.2.1.2 This is limited to no more than one 14+ year old in the cockpit, who must be accompanied by either a legal Guardian, or an adult (over 21) racer who has participated in at least 5 prior starts in a sanctioned offshore race.
 - 4.3.2.1.3 The boat and crew which includes the 14+ year old, must start 150 feet behind the field and in the outside lane at their first event.
 - 4.3.2.1.4 Henceforth 14 is the minimum age WITHOUT EXCEPTION.
 - 4.3.2.1.5 At each event, the minor racer (under the age of 18) must provide any and all required IHRA and/or track waivers and any other forms applicable to minors as required by IHRA signed by his or her parent or legal guardian.
 - 4.3.2.1.6 Before his or her first event, the minor racer must provide evidence of completion of a Coast Guard approved Boating Safety Course.
 - 4.3.2.1.7 Before his or her first event, the minor racer and the adult co-driver must be interviewed and approved by the Chief Referee to assure that they understand all the IHRA Safety Requirements and Rules of the Road.
- 4.3.3 Medical and Safety Requirements - All riding crew members must meet the following Medical and Safety Requirements and provide documentation of proof at registration to be certified as eligible to race by the Referee and/or Safety Director. A current and valid FAA Physical or CDL is required.
 - 4.3.3.1 Pre-race physical examination at each event shall be administered by IHRA Medical or Safety Staff prior to all test days, speed runs and race events. Pre-race physicals will include taking blood pressure, submitting to a breathalyzer and coordination assessments.

- 4.3.3.2 ZERO tolerance for Alcohol for all participants. The decision of the referee is final. Breathalyzer tests may be administered to any IHRA participant at any given point from the start of the sanctioning period to the drop of the flag. In particular, breathalyzer tests will be administered on racing day(s) both uniformly and randomly.
- 4.3.3.3 Random Drug testing is allowed. There will be ZERO tolerance for illegal substances.
- 4.3.3.4 Each Participant agrees and consents that in the event of injury or death in the course of or as a result of an event, IHRA may obtain access to and copies of all the Participant's medical records including privileged or protected health information related to such injury or death.

- 4.3.4 **Self-Extrication Training (Dunker) — (SET) Certification**
- 4.3.4.1 IHRA SET Certification is MANDATORY for all riding crewmembers of enclosed cockpit vessels prior to competition in any IHRA Offshore event.
- 4.3.4.2 All IHRA riding crew members must be IHRA SET Certified a minimum of once each Calendar year (January 1 to December 31) by the IHRA Medical and Safety Staff. The maximum elapsed time between SET training shall be no more than 12 months from the previous SET date.
- 4.3.4.3 SET training shall be mandatory for participation in the world championships or other separate multi-day, combined race events, where separate races are conducted over an extended time frame greater than two days.
- 4.3.4.4 Failure to receive SET Certification in accordance with this rule shall disqualify any riding crew member from participation in any current or future IHRA Offshore event until such time as certification is received.

- 4.4 **Race boat Ownership Requirements**
- 4.4.1 Offshore race boats can be leased or owned by an individual, a partnership, or a corporation provided that the individual, partnership, or corporation complies with the IHRA membership requirements.
- 4.4.2 If an offshore race boat is leased or owned by a partnership or corporation, that partnership or corporation must designate an individual who complies with the IHRA membership requirements set forth by these rules as its duly authorized representative. This representative shall assume full responsibility for the boat, the boat equipment and the crew at each race site.
- 4.4.3 The duly authorized representative of a partnership or corporation shall have all voting rights under the rules governing offshore racing.

SECTION 5 — RACE BOAT REQUIREMENTS FOR PARTICIPATION IN AN EVENT (Non-Safety and Nontechnical)

5.1 Identification (Name and Number) & Hull Registration

- 5.1.1** Any race boat can carry a boat name selected by the owner, but such name shall be subject to the approval of the IHRA Director. Lewd, suggestive, or vulgar names, phrases and/or graphics will not be permitted on race boats. Should such approval be withheld, that boat shall be ineligible to compete in any sanctioned IHRA event until cleared by IHRA. The decision of the IHRA Director shall be final on such matters.
- 5.1.2** Registrations and assignments of racing numbers become effective December 1 and are valid until November 30, unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned.
- 5.1.3** Replacement or Substitute Boat
- 5.1.3.1** No owner can use the same racing number on more than one hull. When race boats are sold, they must be re-registered by the new owner and new numbers assigned, except in those cases wherein the former owner shall consent to the transfer of his number to the new owner.
- 5.1.4** Annual Boat Registration Fees — See IHRA membership application.
- 5.1.5** Additionally, all race boats shall meet the requirements of Appendix A.

SECTION 6 — GENERAL CRITERIA FOR RACE MANAGEMENT AND IHRA OFFICIALS

- 6.1** The following General Racing Rules apply to all offshore events including special events such as sanctioned time/speed trials.
- 6.2** The following IHRA officials (or their designee for any specific Event(s)) will be present at all Events to assist with the production and conducting of the Event: Director, Chief Referee, Assistant Referee, Chief Inspector, Chief Scorer, Safety Director and Risk Manager.
- 6.3** **Chief Referee**
- 6.3.1** The IHRA Director of Powerboating shall appoint a Chief Referee who shall serve at the discretion of the organization. Among other things, the Chief Referee shall be responsible for the preparation and grading of an annual offshore referee test.
- 6.3.2** Each sanctioned event must have a Chief Referee present. If the officially designated inspector cannot attend any sanctioned racing event, the Director can appoint a qualified alternate to serve at that racing event, at which point that designee becomes the Chief Referee for all purposes including these rules for that racing event.
- 6.3.3** Duties and Responsibilities
- 6.3.3.1** The Chief Referee shall preside over the technical portion of the drivers' meetings. He/she shall see that all questions related to racing rules are properly answered and that the conduct of the race itself is in accordance with all racing rules.
- 6.3.3.2** The Chief Referee shall see that all racing and technical rules are enforced during an Event. It shall be the sole responsibility of the Chief Referee to communicate with any team member or other party who has been charged with violating any rule as well as the proposed action that IHRA shall take as a result of said violation as soon as possible, and make every effort to be prepared to respond within two hours of the end of the events competition period.
- 6.3.3.3** Post-Race Reports
- 6.3.3.3.1** The Chief Referee will notify teams via official IHRA text as soon as possible that their team has been assessed a penalty.
- 6.3.3.3.2** If a race is under review due to a penalty, all participants in that race must be informed, via official IHRA text in a National Race, as soon as possible. If the issue has not been settled by the time of the awards presentation, the awards will be issued as provisional pending review.
- 6.3.3.3.3** The Chief Referee shall file a report in writing to IHRA headquarters detailing any accidents or other incidents such as disciplinary actions, and technical disqualifications.
- 6.3.3.3.4** The Chief Referee shall report ALL accidents, even if no injuries are involved, to the IHRA Headquarters. This does not preempt local authorities from reporting those accidents, as required by State and Federal law, to be reported. Race Officials will assist local authorities in completing their reports where necessary.
- 6.3.4** Unless otherwise approved by the IHRA, the Chief Referee shall not serve in any other official capacity such as Timer, Inspector, etc. nor shall he/she act as a member of any committee charged with the actual management of the racing event, or organization while also serving as the Chief Referee.
- 6.3.5** Should any questions regarding the interpretation of racing rules arise, the Chief Referee shall rule on these. If an official makes an erroneous decision or interpretation, the Chief Referee is authorized to overrule that decision.
- 6.3.6** In those racing events wherein records are claimed, the Referee must ascertain the presence and performance of competent inspectors, timers and timing equipment and

course surveyors. The referee must submit a complete report of his findings to IHRA headquarters within 10 days of the event.

6.3.7 The Chief Referee or Chief Inspector shall have the right to refuse any entry at any time prior to the start that in his/her opinion is not designed, built, and equipped to standards of seaworthiness and safety required for any adverse weather and water conditions during the race. This shall also be extended to equipment that, in his/her opinion, hinders adequate competitor extrication and rescue.

6.3.8 The Chief Referee of a sanctioned event also must ensure that:

6.3.8.1 All proper officials are present and function during the conducting of an event; a safe course is provided.

6.3.8.2 The event Safety Director's Check List has been completed.

6.4 Chief Inspector

6.4.1 Each sanctioned event must have a Chief Inspector present. If the officially designated inspector cannot attend any sanctioned racing event, the Director can appoint a qualified alternate to serve at that racing event, at which point that designee becomes the Chief Inspector for all purposes including these rules for that racing event.

6.4.2 Duties and Responsibilities

6.4.2.1 The Inspector's main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and safety rules and document their findings on each piece of equipment inspected at an event.

6.4.2.2 Inspectors inspect racing equipment for compliance with the technical and safety rules. If they find what they believe to be a violation of any rules, then they shall report the infraction to the Chief Referee.

6.5 Chief Scorer

6.5.1 Each sanctioned event must have a Chief Scorer present. If the officially designated inspector cannot attend any sanctioned racing event, the Director can appoint a qualified alternate to serve at that racing event, at which point that designee becomes the Chief Scorer for all purposes including these rules for that racing event.

6.5.2 Duties and Responsibilities

6.5.2.1 The Chief Scorer shall have full responsibility for timing and scoring the event.

6.5.2.2 The Chief Scorer shall be responsible for posting all results of the event on the IHRA website. or other predetermined location.

6.5.2.3 The Chief Scorer can also work as the Chief Registrar and assist in the Event Registration process including the collection, organization and accounting of all entry forms, boat registration forms and membership forms.

6.6 Safety Director

6.6.1 Each sanctioned event must have a Safety Director present. If the officially designated Safety Director cannot attend any sanctioned racing event, the Director can appoint a qualified alternate to serve at that racing event, at which point that designee becomes the Safety Director for all purposes including these rules for that racing event.

6.6.2 Duties and Responsibilities

6.6.2.1 The Safety Director shall be responsible for assembling all support personnel necessary for the satisfactory execution of his duties and responsibilities.

6.6.2.2 On the morning of each race, the Safety Director or their respective designee shall be responsible for conducting a survey of the course to verify that all check, turn,

medical/rescue and patrol boats are on station. The Chief Referee must be notified immediately regarding the status of the racecourse

6.6.2.3 The Safety Director is responsible for coordinating with and directing the Risk Manager, as well as the local medical, rescue and safety personnel during the event to ensure that all IHRA Offshore safety, medical and rescue requirements are met.

6.6.2.4 The Safety Director must report any and all safety violations immediately to the Chief Referee.

6.6.3 The Safety Director position is subject to requirements stated in Section 15 --- IHRA Offshore Event Safety Rules.

6.7 Risk Manager

6.7.1 Each sanctioned event must have a Risk Manager present. If the officially designated Risk Manager cannot attend any sanctioned racing event, the Director can appoint a qualified alternate to serve at that racing event, at which point that designee becomes the Risk Manager for all purposes including these rules for that racing event.

6.7.2 Duties and Responsibilities

6.7.2.1 The Risk Manager shall be responsible for hazard identification, incident documentation, risk mitigation, and coordination with IHRA headquarters and insurance representatives.

6.7.2.2 The Risk Manager must report any and all safety violations immediately to the Chief Referee.

6.8 Lead Diver

6.8.1 A Lead Diver shall be designated for each Event. The Lead Diver shall be appointed by the Safety Director and approved by the Chief Referee.

6.8.2 Duties and Responsibilities- The Lead Diver shall:

- Have primary operational authority over all underwater and in-water response operations, subject to the overall authority of the Safety Director,
- Participate in safety briefings,
- Review the Emergency Action Plan (EAP),
- Verify readiness of dive and extrication equipment,
- Assign diver positions and response roles,
- Direct all underwater rescue and extrication operations,
- Control diver deployment and accountability,
- Assess underwater hazards,
- Coordinate with the Medical Director and Safety Director,
- Prevent unauthorized underwater operations,
- Establish diver safety zones as necessary, and
- Account for all divers at all times.

6.8.3 During an active emergency involving a submerged, partially submerged, or capsized race boat, the Lead Diver is authorized to take immediate life-saving action without prior approval, provided such actions are promptly reported to the Safety Director.

6.8.4 The Dive Team and Lead Diver shall have no authority over competition rulings, penalties, or results.

6.8.5 The Lead Diver position is subject to requirements stated in Section 15 --- IHRA Offshore Event Safety Rules.

SECTION 7— GENERAL PRE-RACE — REQUIREMENTS FOR CONDUCT OF EVENTS

- 7.1 Unless otherwise specified, the following General Racing Rules apply to all IHRA Offshore events, including special events such as sanctioned time/speed trials.
- 7.2 Drivers' Packets can be downloaded from the IHRA or conducting organization's website. Drivers' Packets are required to be provided 30 days in advance for World Championships.
- 7.3 Following the issuance of a IHRA sanction, IHRA headquarters shall send to all appropriate and duly registered racing members a Race Circular. The Race Circular will be sent upon receipt of the sanction fee at the IHRA headquarters, which must be received no later than 14 days before the event.
- 7.4 Race Entry and Crew Registration**
- 7.4.1 Race entry fee amounts shall be established at the discretion of the conducting organization but will be standardized for National Championship races across any given year or season.
- 7.4.2 Refund of Entry Fees
- 7.4.2.1 Boats voluntarily withdrawing from a race prior to testing shall receive a full refund or have the option of "rolling" the entry fee over to the next race.
- 7.4.2.2 Boats voluntarily withdrawing after testing has begun do not receive a refund of entry fees.
- 7.4.3 In the event that a boat shows up at an event ready to race, all riding crew members are present, and the boat is unable to start the race due to circumstances beyond their control (i.e., mechanical failure, hull damage, safety issues, etc.), the owner shall have the option of receiving last place points in their class OR "rolling" the entry fee over to the next event (not both). If the owner chooses the points, the entry fee is considered spent. This option is available only to currently registered IHRA boats that have competed in a prior IHRA event during the current season and have paid all registration and entry fees for that event. The decision to take last place points or "roll" the entry fee over must be made prior to the start of the race. Receiving last-place points in accordance with this rule does constitute having actively participated in a race and does not count towards qualifying for the IHRA Offshore World Championship event. In the event a decision is not communicated to the Referee before the start of the race, the boat will automatically be awarded last place points. The Chief Referee's decision in this matter shall be final. Note: Boat must remain at the race site until the completion of its class race to be awarded "hardship" points.
- 7.4.4 All entries in a race must be properly registered according to the procedures set forth by the IHRA Offshore officials for that race.
- 7.4.5 Last-minute entries are at the discretion of the Chief Referee and/or Chief Scorer.
- 7.4.6 No boat can be launched for testing or race entry until all insurance waivers have been properly executed by all riding crew members.

7.5 Race Registration (On-Site)

7.5.1 Requirements

7.5.1.1 At all events, each riding crew member must complete all registration requirements by the time set in the IHRA race circular. All required signatures and any other missing information on the entry must be provided by this time.

7.5.1.2 Riding crew members must show proper IHRA membership card, and documentation of all IHRA Medical and Safety requirements. The boat registration card must also be checked.

7.5.1.3 Entrants failing to complete registration requirements prior to the deadline shall receive a fine and/or up to a 3-minute penalty at the discretion of the Chief Referee. Entrants who do not complete all registration requirements prior to entering the racecourse on race day shall be disqualified.

7.5.2 The following on-site registration procedures shall be employed at all events:

7.5.2.1 Per IHRA General Racing Rules the conducting organization shall collect all IHRA fees due and complete proper application forms for boat registration or IHRA racing membership. All IHRA fees and completed registration and membership forms shall be forwarded and postmarked within 15 days to IHRA headquarters upon completion of the event. Failure to provide such fees and documentation shall cancel all remaining sanctions for that promotional group, until such paperwork is received at IHRA Headquarters. Should a promotional group proceed with a race while the sanction is cancelled, NO IHRA National or Regional POINTS will be awarded for that event until such time as previous paperwork is received.

7.5.2.2 The Chief Scorer and/or the registrar for the event shall make sure that all insurance releases/waivers are signed.

7.5.2.3 Late entries at events are at the discretion of the Chief Referee and/or Chief Scorer.

7.6 Pre-Race Safety and Technical Inspections

7.6.1 Requirements

7.6.1.1 All race boats entered in a sanctioned race are subject to a pre-race safety and technical inspection by an approved Inspector.

7.6.1.2 The time and place of such inspection shall be published in the Drivers' Packet.

7.6.1.3 No race boat can be considered a bona fide entrant in a sanctioned race until such time as the Inspector has passed and signed the official pre-race inspection form.

7.6.1.4 It is the responsibility of the owner or riding crew member to submit his team's equipment for his inspection. If, in the judgment of the Inspector or Referee, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the Chief Referee. If the Chief Referee determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the boat from competing.

7.6.1.5 The Inspector(s) shall examine each entry for compliance with all safety requirements and shall visually inspect hull, propulsion, and engine for compliance with class technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.

7.6.1.6 The responsibility for proof of legality of equipment and proper class placement rests with the boatowner. If such proof cannot be provided, the Inspector, with the approval of the Referee, shall have the right to re-determine the entrant's class.

- 7.6.2** Pre-Race Technical Rules Violations
- 7.6.2.1** If a pre-race inspection finds a technical-rule violation, the Chief Referee or Chief Inspector must notify the owner of the subject boat or his representative of the specific nature of the alleged violation as soon as practical but in no instance later than the Final Drivers' Meeting.
- 7.6.2.2** After a race boat owner has been notified of the violation, he/she shall have until the Final Drivers' Meeting for his/her race to correct the violation, unless he/she has been disqualified. Should he/she elect to correct the violation then it shall be his/her responsibility to have the boat re-inspected prior to said meeting and cleared for competition. In the event the violation is not corrected, the boat shall be disqualified for that race event.
- 7.7** **Uniforms**
- 7.7.1** All team members must be in professional team uniforms while attending drivers' briefings, parades, test /practice sessions, awards, and anytime operating the race boat, e.g. the uniform must be worn at all official functions.
- 7.7.2** It is required that the IHRA logo be on all team uniforms/shirts. If a uniform consists of other sanctioned logos it will be permitted as long as the uniform also includes the IHRA logo.
- 7.7.3** All drivers and throttlemen must wear a racing suit that bears the IHRA logo on the chest and one sleeve. The collar of the race suit should visibly bear the wearers blood type.
- 7.7.3.1** For the 2026 racing season, conforming racing suits must be worn by July 1, 2026, and all race events thereafter.
- 7.7.4** Penalties for failure to conform to the above will be at the discretion of the Chief Referee.
- 7.7.5** Attendance at the prize giving/awards ceremony is mandatory for all drivers and throttlemen or their two (2) designees, who must be in their team uniforms.
- 7.8** **Pit Areas**
- 7.8.1** At all Events, the following areas will be clearly defined: Dry Pits, Wet Pits and Hot Pits. In all cases these areas must be set apart from the general public by being roped off, fenced, or some other means except that the public can be admitted to the Dry and Wet Pit Areas during designated times and subject to further requirements and restrictions found elsewhere in this rulebook. Only contestants, crews, officials, approved regatta workers or current members of IHRA shall be admitted to the "hot pit" area. These areas also require the execution of an insurance waiver by all participants (racers, crews, family members, officials, and regatta workers — not spectators) for admission. Intoxication within any of the designated pit areas of any IHRA member or a signee of the Insurance Waiver is strictly prohibited. The IHRA designates three mandatory pit area classifications with the following restrictions.
- 7.8.2** Hot Pit shall be defined as an adequate area around launching cranes, fuel storage, fueling area and launching ramp.
- 7.8.2.1** Entry into the hot pit requires IHRA Membership in addition to other restrictions found in these rules or otherwise put into place by IHRA.
- 7.8.2.2** Fueling of boats shall be allowed only in the approved fueling area(s) and designated by the IHRA. Fueling or de-fueling of race boats in the water is specifically prohibited. (Fueling at commercial marina pumps on the water or commercial land-based filling stations is allowed.)

- 7.8.2.3** Waste oil and fuel must be disposed of in a responsible manner by all race teams.
- 7.8.2.4** Signs shall be posted around all Hot Pit areas designating “No Smoking or Drinking of Alcoholic Beverages.” Violation will subject offenders to disqualification.
- 7.8.2.5** Enclosed footwear is mandatory in the hot pit area.
- 7.8.2.6** The crane area shall be highly restricted and roped or fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorized personnel.
- 7.8.2.7** The presence of persons on a boat that is being lifted by a crane is strictly prohibited. Violation of this rule shall result in disqualification from that event.
- 7.8.3** Wet Pit shall be defined as those docking areas, so secured by the IHRA, as crew working areas and available by controlled admission pass to the general public.
- 7.8.4** Dry Pit shall be defined as those areas where trailered craft are on display prior to launch. This may also be posted with local authority restrictions.
- 7.8.5** Additional limitations and restrictions on the pit areas will be set by IHRA with notice of same provided to racers, monitored by the Pit Boss or his designees, and enforced by IHRA personnel, e.g. Support boats that are not designated official IHRA support boats will not be allowed in the Dry Pits.
- 7.8.6** Display Flags
- 7.8.6.1** It is suggested that each team display the American Flag in their dry pit stall.
- 7.8.6.2** Only the Sanctioned Flag of IHRA Racing may be displayed in their dry pit stall.
- 7.8.6.3** If your origin or citizenship is outside of the United States you may display that flag. You must follow proper flag protocol in which the American Flag is displayed prominent to all other flags. (Nationality is different than origin/citizenship.)
- 7.8.6.4** Banners, Tents, etc. fall under the category of Display Flags. ONLY that of IHRA Racing may be displayed in their dry pit stall or at any other location during the race event. Other Sanctioning logos must be covered. Up to a 10-point penalty may be assessed for any violation.
- 7.9** **Testing**
- 7.9.1** Race boats must pass through pre-race technical and safety inspection and the boat, and all riding crew members must complete all registration requirements prior to any on-water testing. The owner and all riding crew members must sign the Insurance Waiver prior to any on water testing. Anyone testing without signing the Waiver shall be subject to disqualification.
- 7.9.2** Race Teams and race boats shall be subject to all Coast Guard, federal, state and local regulations during testing.
- 7.9.3** Race Teams must comply with all IHRA rules and regulations established for each Event, including obeying manatee zones, speed zones, testing times, and testing only in designated areas, if applicable. The teams shall be solely responsible for checking with the appropriate IHRA Officials at the Event during registration as to the applicable rules and regulations for testing at the event. Violation of this rule can result in fines, time penalties and/or disqualification.
- 7.9.4** Whenever registered equipment bearing IHRA numbers or designation is being operated at or in conjunction with a sanctioned event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active racecourse, the competitors must wear complete personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the checkered flag of the last

event of the day. Failure to comply with this rule may result in penalties being assessed by the Chief Referee.

- 7.9.5** All boats are required to provide their own single-point lifting harness for weighing purposes. Slings may not be provided by the organization other than for emergency boat retrieval or if extenuating circumstances exist. In this situation, the referee has the authority to approve such use. See Sling Safety Requirements in the rules below.
- 7.10 Drivers' Meetings**
- 7.10.1** A Drivers' Meeting shall be held on each race day as well as on testing days.
- 7.10.2 Attendance**
- 7.10.2.1** Attendance at all Drivers Meetings is mandatory for all drivers and throttlemen of each and every team that intends to compete in the event, except that a driver or throttleman may be excused from attending a drivers meeting provided that unavoidable circumstances prevent a driver's attendance and that he provides the Chief Referee sufficient notice, a reasonable excuse and receives the Chief Referee's permission prior to the drivers meeting and is fully briefed to the Chief Referee's satisfaction prior to competing that day.
- 7.10.2.2** The Chief Referee shall call the initial (and subsequent) roll call(s) at the Drivers' meetings and verify the presence of each driver and throttleman.
- 7.10.3** The unexcused failure of a Driver (or his designee to answer roll call at any Drivers' Meeting may result in a \$50 fine and/or up to a 3-minute penalty. Failure to answer the final roll call at the end of the meeting may result in penalties up to and including disqualification.
- 7.10.4** Sale or consumption of alcoholic beverages is strictly prohibited at all drivers' meetings.
- 7.10.5** Additional meetings may be called and/or required for attendance at the Chief Referee's discretion.
- 7.11 Changes to the Event**
- 7.11.1** Any race postponement or substitution of an alternate storm course shall be announced no later than the drivers' meeting to be held one hour prior to the starting time. The organization shall adhere to the schedule set forth in the Race Packet unless some emergency shall dictate otherwise.
- 7.11.2** The Chief Referee will confer with the Race Director and can change the course, announce any IHRA rule changes with proper notification to the teams.
- 7.11.3** Boats are not permitted to participate in testing or racing unless the driver and throttleman of that boat attended the Drivers Meeting held earlier that day.
- 7.11.4** All boats and vessels of any type, whether officially affiliated with IHRA, a race team, or private and unaffiliated are subject to Race Control.

SECTION 8--- GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES

- 8.1** Unless otherwise specified, the following General Racing Rules apply to all competitions including special events like sanctioned poker runs and time/speed trials.
- 8.1.1** The assigned radio channel for the race event shall be utilized by race control, start boat, referee, and competitors only. All other communications must be on a separate channel.
- 8.2** **Racecourse**
- 8.2.1** All check points shall be buoys, boats, or landmarks. If the Coast Guard specifically prohibits the use of fixed buoys, then definite positioning of a checkpoint from that fixed mark may be used. Latitude and longitude coordinates for the positioning of check boats must be utilized for course verification on race morning.
- 8.2.2** All check boats will fly one 3' x 5' orange pennant from the highest point above the water line and one specifically designated flag. IHRA may designate any additional distinctive markings from time to time at their discretion to distinguish check boats readily from surrounding spectator craft or other inhibiting backgrounds. Numbering the orange flags to correspond with the check boat number is mandatory.
- 8.2.3** Slots may be established on the racecourse to aid in scoring or enhance the safety of the racers or spectators.
- 8.2.4** Spectator Boats are not allowed inside the course and may not be closer than 500 feet to the outside race lane.
- 8.2.5** Any turn that is 90 degrees or greater shall be marked with a minimum of 3 buoys.
- 8.2.6** In the event that inclement weather conditions prevent a race from being run, the Referee, in conjunction with the U.S. Coast Guard and any other governing law enforcement agencies, can substitute a storm course. Said course must be in protected waters and afford a greater degree of safety to the race boats as well as patrol, medical and safety boats. Alternatively, storm courses can be shortened versions of the original course or run a reduced number of laps on the original course. In any event, the distance run must be at least 1/2 the distance advertised in the original racer's packet.
- 8.2.7** **Course Markers**
- 8.2.7.1** Any buoy used to designate turns, chutes or slots should be a minimum of five (5) feet tall, either tetrahedron in shape (preferred) or round, and made of vinyl or plastic material capable of withstanding conditions encountered in offshore racing. All other marks of the course will be a minimum of two (2) feet in diameter. All turn marks of the course must be negotiated as designated by these rules, pre-published race instructions or as directed by the Chief Referee or his designee at the Final Drivers' Meeting.
- 8.2.7.2** All designated spectator areas must be at least 300 feet from any check or turn boat.
- 8.2.8** **Starting Chute**
- 8.2.8.1** The minimum starting chute width shall be 100 yards.
- 8.2.8.2** The Starting Chute length to be determined by the Chief Referee pending course dimensions.
- 8.2.8.3** The chute must be maintained in a straight line to avoid "pushing" of the boats during the starting procedure as would happen in a turn. The Start Line, and the Finish Line shall be defined by boats, buoys or fixed points, one on either side of the course to form said line perpendicular to the direction of travel. All competing boats must cross the

starting line between the markers. The finish boat shall fly an orange pennant 3' x 5', or a specifically designated flag. In the event of two such boats, only one side will be designated the "Finish" boat. Timing, scoring and checkered flagging will be done on the official Finish Boat. Race boats must finish close enough to the Finish Boat to be identified, but they shall not pass closer than 50 yards of any stationary vessel. The use of binoculars to confirm passage is permitted. The racecourse must include provisions for the "Safe Area" during starting procedures.

8.2.9 Racecourse Length, Width, and Race Distances

8.2.9.1 Racecourse length, width and distances (number of laps) is at the discretion of IHRA but subject to all applicable regulations.

8.3 Practices and Procedures for Conducting the Race

8.3.1 General

8.3.1.1 The procedure for each race will be announced at the mandatory drivers' meeting(s.) All racers must adhere to this procedure.

8.3.1.2 Classes can be combined in races to achieve spectator appeal in the event of low boat counts, etc. Qualification heats can be used in cases where a particular class fleet is too large.

8.3.1.3 When the heat race format is used, except as noted, any changes/repairs may be made to the boat, engine(s), drive(s), or propeller(s) between heats. Riding crew cannot be changed between heats. Boats must return to and remain at the wet pit docks and cannot be craned out of the water between heats unless they have specific permission from the IHRA inspectors.

8.3.1.4 Races shall not be delayed for a competitor that is not ready when the race is called.

8.3.1.5 End of Race Minimum Weight Measurement: All boats in weight-regulated classes must report to the crane immediately after completion of the race. No private cranes or scales will be utilized for official weighing. The IHRA Offshore scale(s) is/are the only official scale(s) and as such may not be protested.

8.3.1.6 Underweight Penalty: 1 minute for every 100 pounds or part thereof underweight. No scale tolerance.

8.3.1.7 Radio or cell phone communications between aircraft or shore crews are permitted if information received by the race boat does not give an unfair competitive advantage or contain unsportsmanlike comments. See IHRA Technical Rules.

8.3.1.8 All official support boats, pace boats, rescue boats, turn boats must carry at least red and yellow flags.

8.3.1.9 No Media personnel or photographers are allowed on any pace boats or turn boats without the express permission of Race Control and the named boats captain. Any Media/Photo boat wishing to be placed adjacent to the racecourse must have the permission of the Race Control, execute a liability release, and be located within a safe distance & area of the racecourse.

8.3.1.10 No VIP rides on the racecourse can be given without permission from the Chief Referee, Chief Starter and Race Control. Advanced Notification on all the above is required.

8.3.1.11 All private (non-official) Support boats are required to obtain the permission of the Chief Referee and Race Control to be present on the course at any time and are subject to Race Control's directions and authority at all times.

- 8.3.2 Signal Flags**
- 8.3.2.1** All signal flags shall be a minimum of two feet by three feet.
- 8.3.2.2** No flags can be displayed without a direct instruction from race control.
- 8.3.2.3** Flags are used to give specific instructions to contestants and shall be designated as follows:
 - 8.3.2.3.1** RED — Emergency — Stops the race. If used at the start of a race, monitor channel 78A for restart instructions. Any other time return to the milling area at a safe and prudent speed via rules of the road. Red flares or lights may be in conjunction with red flags.
 - 8.3.2.3.2** SINGLE YELLOW — Caution. Also used to bring the fleet from the wet pits to the milling area and during the actual pacing of the start. May be displayed at any checkpoint or flown by rescue/patrol craft during a race to indicate an accident or hazardous situation on the course.
 - 8.3.2.3.3** ORANGE (OPTIONAL — DEPENDS ON STARTING METHOD) — Denotes that there are 3 minutes or less until the start of the race.
 - 8.3.2.3.4** GREEN — Starts the race. When the pace boat displays the green flag, the race has officially started.
 - 8.3.2.3.5** WHITE--- Last racing lap of the race.
 - 8.3.2.3.6** CHECKERED — Finish of race. Return to pits at a safe and prudent speed via rules of the road.

- 8.3.3 Pace Boats**
- 8.3.3.1** Unless circumstances prevent it, one pace boat shall be employed for every start.
- 8.3.3.2** A minimum of two (2) and preferably three (3) pace boats are required at each IHRA Offshore race site.
- 8.3.3.3** The pace boat should be a minimum of 30' and shall be able to attain speeds of 50 to 70 mph.
- 8.3.3.4** Boats shall be equipped with seating arrangements that do not hinder the starter and flagman while starting the race.
- 8.3.3.5** All pace boats shall have at least one video camera recording every start to watch for violations, e.g. racers crowding the pace boat or jumping/slingshotting the start.
- 8.3.3.6** The minimum age of pace boat personnel shall be 18 years.
- 8.3.3.7** Safety takes precedence over racing so pace boat personnel should do nothing to endanger themselves, spectators, or other participants.
- 8.3.3.8** All pace boat crew must wear their PFD at all times while the pace boat is on the racecourse including during starts.
- 8.3.3.9** All persons on the pace boat must sign the insurance waiver.
- 8.3.3.10** Under no circumstances may seats be sold or drawings held to allow spectators on pace boats.
- 8.3.3.11** The decision of the Safety Director is final concerning all persons riding on the pace boats.
- 8.3.3.12** All pace boat operators must submit to IHRA race day pre-race physicals.

- 8.3.4 Starts**
- 8.3.4.1** When the pace boat displays the green flag, the race has officially started.
- 8.3.4.2** The main pace boat and back-up pace boat shall leave the pits together followed by all racing craft. The pace boat shall display the Yellow Flag while leading all the racing craft to the milling area or on a sight lap (if any) around the course as announced by the Chief Referee at the final Driver's Meeting.

- 8.3.4.2** For boats not equipped with shiftable transmissions/gear cases, immediately following the sight lap (if any) the pace boats shall establish a distinct safe area where each starting group can establish the required milling circles. For boats equipped with shiftable transmissions/gear cases, they are not required to mill and will need to stage in the designated area determined and announced by the pace boat. In this area, boats must be off plane (bow down, no wake, 7 MPH) only and must turn in the same direction, counterclockwise. The milling area shall be defined as the actual “circle” created by the boats in a specific starting group.
- 8.3.4.3** Establish a Picket line, which is effectively where the pace boat turns to pick up each class to lead it down the start chute. Each pace boat designated for a particular start will be placed directly in front of the milling circle of the group it is assigned to start, bow facing the circle. The pace boat will remain with its bow pointed away from the direction of the racecourse (towards the fleet) from the time that it arrives at the milling location until the start of the race.
- 8.3.4.4** An orange flag and/or orange smoke will be displayed in view of the milling circles from pace boat #1 to signal that the course has been cleared, and the start procedure will begin in three minutes.
- 8.3.5** **The Start Procedure**
- 8.3.5.1** The official start/pace boats will start all classes individually or grouped as announced at the drivers’ meeting.
- 8.3.5.2** The start/pace boats shall drive a course closest to one side or the other of the chute.
- 8.3.5.3** After the three-minute orange flag/smoke period has expired, the start boat will display a yellow flag, then rotate in position, and slowly idle off plane until the racing fleet comes out of their milling rotation/staging area and is pointed in the direction of the first leg of the course. Only then shall the start boat and pace boat come on plane resulting in the planing of the fleet. The pace boat will not pass in front of the fleet.
- 8.3.5.4** All race boats shall stay on the designated side of the pace boat.
- 8.3.5.5** Subsequent starts shall be made in the identical manner by pace boats 2 and 3, respectively.
- 8.3.5.6** If pace boat 1 is used for subsequent starts, it will return and pick up the fleet without crossing the racecourse. In this case, pace boat 1 would normally return to the inside of the course, make a sharp, slow-speed turn on the same side of the fleet and bring the fleet in line for the start.
- 8.3.5.7** The race boats in the subsequent starts should begin to form a line at idle speed to meet the pace boat for their start. Under no circumstances will the second or third place boat raise its green flag until the pace boat in the preceding start has raised its green flag.
- 8.3.5.8** National classes
- 8.3.5.8.1** The race boat closest to the pace boat — the pole position boat — shall line up and maintain a distance from the transom of the pace boat and not to exceed 1 boat length behind, and one boat length to the side of the pace boat. All other boats shall line up one boat width to the side of the boat assigned to the next lane between them and the next boat towards the pace boat. Failure to properly maintain positions will result in penalties.
- 8.3.5.8.2** All race boats must maintain no more than 1 boat length behind the pace boat, when the starter in the pace boats observes that the fleet is in the proper locations and are maintaining an even pace, then the start of the race shall occur unless the start boat has raised a red flag. At that time the start boat will raise the green flag, unless a red flag condition has occurred. Any boat whose bow charging the pace boat’s transom at

that time will receive a penalty. This will be enforced through IHRA official videos and photos.

8.3.5.9 Bracket classes

8.3.5.9.1 The race boat closest to the pace boat — the pole position boat — shall line up and maintain a distance from the transom of the pace boat and not to exceed 1 boat length behind, and one boat length to the side of the pace boat. All other boats shall line up one boat width to the side of the boat assigned to the next lane between them and the next boat towards the pace boat. Failure to properly maintain positions will result in penalties.

8.3.5.9.2 The pace boat will give the green flag once all boats are lined up.

8.3.5.9.3 The starter, wearing orange gloves and/or using orange batons and an orange vest (if necessary) over his P.F.D., aboard the pace boat will utilize hand signals to control the starting fleet.

8.3.5.10 These procedures may be clarified or changed by the Chief Referee at drivers meetings.

8.3.6 **Miscellaneous**

8.3.6.1 If at any time during the start procedure after the orange flag has been raised, a red flag is raised, the start has been aborted and all boats must return off plane to the milling area (safe area) for restart. All boats should then monitor VHF Channel 78A and follow specific instructions of the pace boat.

8.3.6.2 A disabled boat, or one that cannot get on plane with its class, must not interfere with the next start in any manner. The disabled craft must go to one side of the chute and wait for a clear lane to commence its start. Should a boat fail to start after its class has started, it may start in a normal fashion any time prior to the checkered flag being displayed. The boat will receive credit for a start and any laps completed before the official end of the race.

8.3.6.3 Unless otherwise stated in the Drivers' Race Packet, or at the daily Drivers' Meeting, the Starting order (Lanes) for the first race of the season and the first race at the World Championships shall be determined by lottery or qualification. The second race and all following race lanes; race lanes will be determined by either qualification (if available) or the order of finish at the previous race. Any boats that did not compete at a prior event will be placed in the outside lanes in the order of their entry dates for that event, unless otherwise instructed per above. Under no circumstances at any point during the race can a raceboat impede the boat or boats to the inside or enter an inner lane without at least a two-boat length overlap. An aerial camera (helicopter or drone) must be in place at the first turn for any race with 5 or more starters to record lane discipline. Any driver violating this rule will receive a penalty as determined by the Event Chief Referee. Secondary buoys may be used for larger fleets to assure separation where needed.

8.3.6.4 Rookie drivers and/or throttlemen must start 150 feet and in the outside lane behind the field at their start. A rookie driver or throttleman is defined as a new driver or throttleman or any driver or throttleman that has not competed in an offshore race sanctioned by a recognized sanctioning body during the last 10 years. If more than raceboat in the same class is piloted by a rookie driver and/or throttleman, those boats shall draw cards to determine the order between them. The Referee shall be the sole determinate as to whether or not the rookie driver or throttleman shall be cleared to start with their class at the next event or start 150 feet and in the outside lane behind the field again.

8.3.7 Accidents during starting procedure

8.3.7.1 In the event an accident should occur during the start or prior to the first turn/check point, or if any safety assets are engaged, the race must be stopped for safety reasons.

8.3.7.2 If the lead boat has completed less than one lap, the race will be stopped by red flags displayed at all turn/check boats and the start/finish line. All boats will return to the milling area immediately via rules of the road for a restart. The restarts will commence in the same order and as soon as possible using the orange three-minute flag to denote the first start. Racers should monitor channel 78A prior to the restart for additional instructions or information.

8.3.7.3 If a race is stopped for safety reasons prior to the completion of the first lap and then restarted, one lap will be deducted from the required number of laps to complete the race to compensate for the distance run during the initial start.

8.3.8 Racing Rules of the Road

8.3.8.1 At all times during the execution of a race, or official test session, the applicable U.S.C.G., State and local RULES OF THE ROAD shall apply.

8.3.8.2 Under no circumstances at any point during the race can a race boat impede the boat or boats to the inside, or enter an inner lane, without at least a two-boat length overlap.

8.3.8.2.1 Overtaking - When two race boats are on the same course or approximately the same course, the overtaking boat shall keep clear of the boat being overtaken, and in passing, shall allow at least one boat width of clear water between the boats. The overtaken boat shall not alter course so as to compel an overtaking boat to pass within this boat width limit.

8.3.8.2.2 Overlap - Overlap establishes right of way at turn buoys and marks of the course. An overlap is established when two boats are on the same course, or approximately the same course, and the bow of the overtaking boat is even with the cockpit of the overtaken boat. The following rules shall apply to an overlap:

- The lead boat has the right of way until an overlap is established.
- Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course markers.
- The overtaking boat cannot force an overlap once the lead boat has altered her helm for the purpose of turning a mark of the course.
- A safe overlap is the responsibility of the overtaking boat.
- Once the overlap condition is established, even for a moment, the boat being overtaken may not pull in front of the overtaking boat until it has achieved two boat lengths between the stern and the bow of the trailing boat.

8.3.8.2.3 Bearing Away - A boat shall not bear out of her course so as to hinder another in passing to starboard or port.

8.3.9 Should any check boat or turn boat or buoy be absent from its proper position or otherwise become non-conforming during the course of a race, the IHRA official shall, if possible, replace it. If this should prove to be impossible, the race boat shall negotiate that fixed mark (i.e., the position where the buoy or boat should be) of the course per race instructions.

8.3.10 Accidents

8.3.10.1 All competitors reporting "out of race" must report on 78A (VHF 156.925) to Race Control directly or relay through Angel helicopters or patrol boats. Final communication

with Race Control must be confirmed on arrival at the crane or pits. Offshore Emergency hand signals shall prevail as published and shall be strictly adhered to. (See pictorial that follows.)

8.3.10.2 In the event of a racing accident that includes any occupant being: (1) ejected from a race boat, (2) involved in more than one incidental contact between boats or (3) involved in a racing accident that in the judgment of the on-site medical personnel qualifies, shall be considered, and treated as a trauma victim. All participants involved in an accident that falls into one or more of the above categories will be properly packaged and/or immobilized and evaluated by on-site ALS personnel or medical doctor.

8.3.10.3 Trauma victims will not be allowed to leave the race site without being released by the ALS personnel or medical doctor. Anyone requiring hospitalization from a racing accident will be required to produce evidence of a complete physical examination prior to entry into any future race.

8.3.10.4 In the event of a capsized race boat, ejection from a race boat or Rescue Personnel being in the water (Wet Driver Rule) on a live racetrack, the race will be immediately stopped and the race boats will return to the milling area at a safe and prudent speed, staying well clear of all medical and support boats tending the accident location. The Chief Referee will decide whether a restart or curtailment will be ordered.

8.3.11 Scoring (Negotiating the Racecourse)

8.3.11.1 All scoring will take place at the finish line. Finishing positions for all boats will be determined at the finish line. The official finish of the race shall be when the last first-place finisher in all classes crosses the finish line. Boats remaining on the course and not having completed the required distance shall be allowed to complete the lap that they are on. Boats not running at race speed at the official finish of the race can receive credit for the lap they are completing. Finishing positions for boats that are not on the course at the official finish time shall be determined at the finish line according to their total number of laps completed and total elapsed time. Those boats not completing a full lap shall receive last place finishing points. Last place finishing points shall be defined as the number of points awarded to the last place finisher as if all entries within that class had completed the full race. (i.e.: 5 boats entered, 5th place = last place) All boats not completing a full lap shall be awarded the same number of points and shall not be awarded an actual place of finish. Their performance shall be recorded as a "START ONLY." In the event that more than one boat recording a "START ONLY" should qualify for any prizes, the prizes shall be distributed equally among those boats.

8.3.11.2 All boats must make a legal start within their class in order to receive finish points, except as detailed otherwise in these rules.

8.3.11.3 All turn marks of the course must be negotiated as designated by the pre-published race instructions or as directed specifically by the Chief Referee or his designee at the Final Drivers' Meeting. To be scored, all race boats must negotiate these checkpoints at a distance not greater than 300 feet or less than 50 feet from the checkpoint boat. A buoy may be placed 300 feet from the check-point boat to aid in identifying the slot. The use of binoculars to confirm passage is permitted. In the event that boats passing properly between turning marks cannot be identified, the score sheet for that checkpoint shall be noted along with the number of boats not identified, their position and any partial identification, such as color. The legal passage of an unidentified race boat may be confirmed through the observation of any Race Official, providing such observation is consistent with the information provided on the score sheets, or by the count of boats on

the score sheet should such count indicate, a boat must have passed through the scoring point.

8.3.11.4 The course must be taken at all times in sequence. Should a checkpoint be missed, the sequence must be picked up at the next mark (no boat shall retake a missed mark), a two minute penalty will be assessed for each mark missed. Should the missed mark result in significantly shortening the course there will be a 1 lap penalty assessed.

8.3.11.5 If a buoy is hit by a boat there will be no penalty unless the buoy is dislodged or damaged. The boat that hit the buoy shall receive a one lap penalty and a maximum fine of \$3,000.00.

8.3.12 Course Infractions

8.3.12.1 Judgments on the proper execution of the prescribed racecourse are to be rendered by the check boat judges, pace boat judge, scorer and the Chief Referee. No penalty for a course infraction can be imposed unless it was witnessed by an IHRA Official. Footage from official IHRA drones/camera can be utilized and reviewed to constitute official "witnessing."

8.3.12.2 All decisions of the Chief Referee are final regarding starting, driving and course rules, and appeals will be allowed only if suspension is involved.

8.3.13 Finish

8.3.13.1 To be scored as an official finisher, a race boat must make a legal start within his class. DRIVER & THROTTLEMAN MUST REMAIN in the boat during the entire race.

8.3.13.2 No Patrol Boat, Check Boat or Turn Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.

8.3.13.3 After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.

8.3.14 Emergency Race Stoppage Procedures

8.3.14.1 If unsafe weather, water, or other conditions either not known or not existing at the time of the start of a race necessitate the stoppage of that racing event, the following procedure shall be used.

8.3.14.2 When such stoppage is to be indicated as race boats pass through a start/finish lane, a checkered flag shall be waved from either the start/finish boat or a patrol boat located in the approximate center of the finish lane. Positions of finish shall be recorded at that point.

8.3.14.3 Should the race need to be stopped at any other point on the racecourse, a red flag shall be waived and/or a red flare fired from the turn/check boat. When the race has been stopped at a given turn/checkpoint, all race boats are to return directly to Race Headquarters at a safe and prudent speed. Finishing positions shall be recorded as they were at the finish line just prior to the stoppage of the race.

8.3.14.4 Emergency race stoppage by pace boat, IHRA official, or Medical and Safety helicopter can occur at the discretion of the Chief Referee.

8.3.14.5 Should an emergency stoppage be necessary, the medical helicopter, turn/check boats and/or pace boat will display a red flag and/or discharge red flares or a thumbs down signal. All boats will then return under safe and prudent Rules of the Road and finish positions shall be recorded as they were at the finish line just prior to the stoppage of the race. The Chief Scorer decision on restart positions is final.

8.3.14.6 Only the Chief Referee or assistant referee has authority to stop an event.

8.3.15 Postponements

8.3.15.1 Any race that cannot be run due to inclement weather or other unforeseen circumstances can be run at such other time and/or in another location at the discretion of IHRA Board of Directors.

8.3.15.2 Hourly postponements will be permitted when weather or other conditions make it unsafe to commence a race at its designated starting time, but where there is a reasonable chance that such conditions will improve. However, in no case shall a race be started after that time that will leave race boats on the course after one half hour before sunset. This decision shall be made by the Chief Referee, using 6' average wave height and a minimum 2-mile visibility throughout the course as a guideline.

SECTION 9 — GENERAL POST-RACE PRACTICES, PROCEDURES AND REQUIREMENTS FOR CONDUCT OF EVENTS

- 9.1** Unless otherwise specified, the following General Racing Rules apply to all offshore events, including special events such as sanctioned poker runs and time/speed trials.
- 9.2** No contestant shall participate in a race, nor shall any official serve in an official capacity, while under the influence of intoxicants. The Chief Referee shall suspend for minimum of six (6) months any competitor or official whom he believes to be under the influence of intoxicants or dangerous drugs as defined above or during the time the competitor arrives at the race site until the competitor has been cleared through post-race inspection and for one hour after the race is over on race day(s). Ceremonial champagne or equivalent usage in the winner's circle or podium shall be permitted provided that only minor consumption occurs.
- 9.3** **Post-Race Technical Inspections**
- 9.3.1** All boats are subject to a post-race technical inspection conducted by an approved Inspector. Unless otherwise announced at either of the drivers' meetings, the 1st, 2nd, and 3rd place boats must report to inspection. Failure to drive directly to the designated crane or ramp or to report directly to inspection shall result in a fine, time penalty or disqualification or any combination of the three penalties.
- 9.3.2** The Chief Inspector has the discretion to develop and implement an Inspection Plan for each event and can vary the items and boats to be inspected. The Chief Referee can direct the Inspectors to conduct an inspection of any competing race boat.
- 9.3.3** No prize money or points shall be awarded until the legality is confirmed by the Chief Inspector(s) to the Chief Referee. To facilitate this and to adhere to awards ceremony schedules, when each race on a schedule is completed, post-race inspection should begin immediately upon return to the pits. As a result, Inspectors shall have no on-course duties.
- 9.3.4** Any IHRA member refusing an inspection after having been notified by a referee or an inspector that equipment within his control must be checked for conformance with safety and/or technical specifications shall be disqualified from that event and suspended for two (2) additional events.
- 9.3.5** In addition to the penalties provided above, the following procedures and penalties shall apply to post race technical inspections and violations.
- 9.3.5.1** A first offense of a technical nature during a post-race inspection shall result in disqualification from the event. Data logger or V-Box failure will result in last place points, no trophy, and no prize money. Subsequent data logger or V-Box failures see "b" and "c" below. Intentional manipulation of data loggers or V-Boxes will result in disqualification.
- 9.3.5.2** A subsequent offense(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory disqualification from the event and suspension for two (2) additional races.
- 9.3.6** The owner shall be responsible for the condition of the engine and hull as raced. Errors on the part of the manufacturer, boatbuilder, engine manufacturer, mechanic or previous owner shall not excuse noncompliance with the rules.

9.4 Protests

9.4.1 Protests Generally

- 9.4.1.1** Racers cannot protest any issue that is not explicitly allowed to be protested under these rules.
- 9.4.1.2** Racers cannot instigate or otherwise initiate the assessment of a penalty by the Chief Referee.
- 9.4.1.3** A racer cannot protest a penalty that an IHRA Official levied against them.
- 9.4.1.4** Protests, once the Chief Referee has made his decision, are not appealable. Any racer who has consumed or is under the influence of alcohol or controlled substances is barred from filing a protest or testifying in a protest. The decision of the Chief Referee is final.
- 9.4.1.5** However, contestants within the same class shall have the right to protest technical violations of these rules by a competitor in the same class. Technical rules shall be interpreted to be those governing the qualifications of the race boat itself, its engines, its structure, and its conformance with descriptive rules established to describe its eligibility to compete in its class.

9.4.2 Protest Form and Procedure for Technical Violations

- 9.4.2.1** A protest for technical violations can be filed at any time between the completion of the pre-race inspection and one hour after the posting of unofficial results for that class, subject to the exclusions below.
- 9.4.2.2** If no protests are filed within the prescribed time frame, the results are considered official and may not be protested or appealed, other than that the IHRA shall have the power to review all decisions or paperwork resulting from IHRA Offshore races and time trials, without a formal appeal or protest, and shall have the power to correct any errors up to ninety (90) days after the event.
- 9.4.2.3** All protests must be in writing, submitted and utilizing the IHRA Offshore protest form which will be available online and on the IHRA app.
- 9.4.2.4** All protests must state which rule has been violated and be accompanied by the correct protest fees
- 9.4.2.5** All protests must be signed by the legal boat owner.
- 9.4.2.6** The Chief Referee shall render a decision as soon as possible but, if necessary, may delay the decision at the race site pending gathering and review of additional information.
- 9.4.2.7** All expenses associated with the protest (tear down, impounding and shipping of parts or any other expenses necessary to adjudicate a protest) shall be paid by the loser. Additionally, the loser will pay for the reassembly of the engine.
- 9.4.2.8** Frivolous protests and/or false accusations will not be tolerated in IHRA Offshore. Such actions shall subject the protestor to unsportsmanlike conduct penalties.
- 9.4.2.9** The fee to file a protest is \$500, must be paid at the time of filing the protest, and is non-refundable. Additional fees are laid out in Appendix C.
- 9.4.2.10** Should the Chief Referee determine that all requirements for a protest have been satisfied, he shall accept the protest and immediately take whatever action is necessary to resolve the protest as soon as possible. Upon acceptance, the written protest or a copy thereof shall be provided to the protested team owner or his representative as soon as practical. The decision of the Chief Referee shall be made as quickly as possible and communicated to all parties concerned.

- 9.4.2.11** If the protest is upheld the protest fee shall be returned to the protesting party. Should the protest be denied, a portion of the protest fee will be paid to the owner of the boat protested to defer the cost of any tear down with the balance to be retained by IHRA.
- 9.4.2.12** In the event of a teardown under these rules an approved inspector must be present during and supervise the teardown process and file a written report detailing the findings with the IHRA.

9.5 Additional List of Prohibited Conduct and Penalties

9.5.1 Course Infractions

- 9.5.1.1** Reckless Driving — Recklessly endangering any craft, patrol boat, medical boat, spectator boat, person, or property shall result in disqualification from the event.
- 9.5.1.2** Helmets and Jackets — Any driver, throttleman, or crew member, who participates in a race, test session, or transport of boat while on plane on the water without wearing an approved life jacket shall be disqualified. Helmets must be worn by all occupants when the race boat is within 250' of the racecourse anytime the course is active. Anyone standing on the deck or outside of the designated open or closed cockpit while the boat is on plane will result in immediate disqualification of boat and crew.
- 9.5.1.3** Damaging, Dislodging or Destroying a Turn Buoy — Every boat must go fairly around the course without damaging, dislodging or destroying any turn buoy unless forced to do so by another boat. In that event, only the offending boat will receive a one-lap penalty and up to \$3,000.00 paid to the IHRA.
- 9.5.1.4** Government Regulations — Any owner, driver, assistant or official, whether competing or not, who shall violate a published local Coast Guard, or Harbor Department regulation or in any way interferes with the racing event can receive a time penalty of up to 3 minutes and/or disqualification from the event.
- 9.5.1.5** On plane in spectator area — Should a race boat fail to come off plane and maneuver with caution out of a designated spectator fleet, a penalty of 3 minutes shall be assessed.
- 9.5.1.6** Start Violations
- Jumping start — 2 minutes or disqualification at discretion of the Chief Referee
 - Crowding pace boat — 1 minute, see start procedure rules
 - Milling in the wrong direction in the milling area — 1 minute
 - Interference with starting procedure — 1 minute
 - On plane in the milling area — disqualification for the event
 - Slingshotting — 2 minutes or disqualification at discretion of the Chief Referee
- 9.5.1.6.1** A boat causing a restart will be assessed a two-minute penalty, will start on the outside in the restart, and will start 150 feet behind the fleet in the restart.

9.5.2 Outside Assistance

- 9.5.2.1** Once a race boat has begun the parade lap or taken the green flag to start the race, accepting any outside assistance shall result in the boat not being scored. This includes assistance in taking on fuel, supplies or equipment of any description, effecting repairs, dislodging craft after having run aground, or any assistance that would thus enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power.
- 9.5.2.2** All race boats must report to the starting area under their own power. Acceptance of a tow or any outside assistance between the wet pit and the starting line may result in disqualification from the event at the discretion of the Chief Referee.

- 9.5.2.3** Radio communications from shore crews shall be allowed if the communications are conducive to the best interests of offshore powerboat racing and do not contain unsportsmanlike comments or interfere with Race Control private channel, VHF or aviation frequency radios.
- 9.5.2.4** Any contestant who fails to report to Race Control his/her inability to finish as soon as communication facilities permit shall result in a fine up to \$500. Should electrical failure or radio damage preclude transmission, it is the contestant's responsibility to report to the nearest check boat, patrol boat, or official helicopter that he is withdrawing from the event and confirm it with the Race Control as soon as possible.
- 9.5.3** **Unsportsmanlike Conduct**
- 9.5.3.1** Verbal or physical assault or improper conduct toward a race official or another member— up to \$1,000 fine and disqualification from the event plus suspension from IHRA Offshore for one year. The decision of the Chief Referee shall be final.
- 9.5.3.2** Participation by owner, riding crew member, crew member or IHRA race official in any Calcutta, wager or bet concerning the outcome of an IHRA offshore event shall be suspended from IHRA for a period of one-year subject to review by IHRA officials.
- 9.5.3.3** Any violation of the published IHRA rules and regulations that is considered by the Chief Referee to be of major importance, including, any action determined to be against the best interests of IHRA Offshore, or unsportsmanlike conduct shall subject the offender to probation, loss of points, fines, disqualification from the event, suspension from IHRA or any combination of the aforementioned penalties at the discretion of the Chief Referee.
- 9.5.3.4** Unsportsmanlike conduct shall be defined as but not limited to public intoxication or under the influence of any drug substance that causes impairment of physical or mental functions, fighting, intentional aggressive or reckless driving on the racecourse, verbal abuse, public criticism, INTERNET CRITICISM, malicious or false accusations or improper conduct toward any IHRA member or official and/or public criticism of IHRA.)
- 9.5.3.5** Negative comments, criticism or threats of any kind directed towards IHRA, its employees, officials or members on any public forum (public forums shall be defined as, but not limited to, newspapers, radio, television, public or private internet websites/forums/chat rooms, etc.as well as all forms listed below) at any time, shall be considered unsportsmanlike conduct. All negative public or internet comments against, deriding, or impacting the IHRA and any IHRA partner, will result in immediate suspension for each offense and/or other penalties and obligations contained herein.
- 9.5.3.6** Team owners, team members, and teams in general must ensure that all forms of digital communication and content—regardless of format—are used responsibly, professionally, and in accordance with IHRA code of Conduct. This rule applies to, but is not limited to, the following formats and platforms:
- Social Media Platforms:
 - Facebook, Instagram, X/Twitter, LinkedIn
 - TikTok, YouTube, Vimeo, Snapchat
 - Online forums, community boards, and discussion groups
 - Any personal or professional profile, page, channel, or feed
 - Digital Content Formats
 - Images, graphics, screenshots
 - Videos, motion graphics, reels, stories
 - Audio files, podcasts, voice recordings

- PDFs, slides, infographics, and downloadable content
- Short-form and long-form posts, blogs, comments, and replies
- Communication Channels
 - Email, text messages, messaging apps
 - Collaboration tools (Teams, Slack, etc.)
 - Web content, websites, microsites
 - Marketing materials and digital advertisements

9.5.3.7 All efforts to recruit uninvolved racers, the media, or race promoters, in any protest issue will result in the issuance of a suspension to a recruiting party for each instance, and otherwise subject to the maximum penalties provided for in any section of these rules.

9.5.3.8 These rules apply to all members, and all members can be held responsible for the conduct of any person or entity affiliated to any given member.

9.7 Appeals of Suspensions

9.7.1 An appeal of a suspension must be filed in writing with the Director of Powerboating and accompanied by a \$1,000.00 appeal fee, within five (5) days of the offending party's receiving notice of the penalty. Failure to appeal within this time will constitute a waiver of all appellate rights.

9.7.2 The Board of Directors shall afford the accused a hearing on all charges. At the discretion of the Director, he/she can appoint a committee to investigate the facts surrounding the alleged rules violations and report their findings and/or recommendations back to the Board of Directors prior to any hearing on the matter.

9.7.3 Appeal fees will be returned to the member only if the appeal is upheld. After the stipulations above have been met, the Committee shall have the power to take such action as it deems appropriate under the circumstances.

9.7.4 The decision of the IHRA Board of Directors shall be final. Decisions shall be rendered no later than 30 days after the hearing.

9.7.5 If the resolution of an appeal requires the shipment of a part or parts to a technical committee, then the owner of said part(s) shall be responsible for all shipping and handling charges.

SECTION 10 — AWARDING OF POINTS

10.1 Scoring for National Championship Series

Finishing Position	Points
1st	100
2nd	90
3rd	83
4th	77
5th	72
6th	67
7th	62
8th	58
9th	54
10th	50
11th	46
12th	42
13 th	38
14 th	34
15 th	30
16 th	26
17 th	23
18 th	20

10.1.1 Additional finishing positions may be awarded points in equal decrements as approved by the Race Director or defined in event supplemental regulations.

10.1.2 Bonus points shall be awarded based on the number of competitors a team finishes ahead of in each race.

10.1.2.1 Bonus points shall be calculated as follows:

10.1.2.2 Bonus Points = Number of competitors defeated x 1 point

10.1.2.3 Bonus point multipliers shall be assigned by race.

10.1.2.4 Teams will NOT receive BONUS POINTS for each day of racing; BONUS POINTS will only be added to the accumulative total for the event.

10.1.3 In the event that any class races two days at a regular season event, half-points and half bonus points will be awarded for each boat in each race.

10.1.4 Tiebreakers

10.1.4.1 Tiebreakers for National Classes will be measured in

10.1.4.1.1 1st - Penalty Infraction (i.e.: Boat A received a penalty for hitting a buoy on day one and Boat B finished both days of racing with NO penalties on both days of racing, Boat B places better than Boat A in the tiebreaker

10.1.4.1.2 2nd - laps completed

- 10.1.4.1.3 3rd - combined 2 days of racing time
- 10.1.4.2 Tiebreakers for Bracket Classes will be measured in:
- 10.1.4.2.1 1st - Penalty Infraction (i.e.: Boat A finished both days of racing with NO penalties on both days of racing and Boat B received a penalty for jumping the start on day one, Boat A places better than Boat B in the tiebreaker
- 10.1.4.2.2 2nd - Least amount of total Breakout duration
- 10.1.4.2.3 3rd - laps completed combined 2 days of racing time
- 10.1.5 In the event a Special Event class and/or Exhibition class is ran at an event, no bonus points will be awarded towards the National Points standings.

10.2 Scoring for IHRA World Championship

10.2.1 Event Format

10.2.1.1 A Championship Race Week shall consist of three (3) scored races conducted during the event.

10.2.1.2 All races shall be conducted in accordance with applicable IHRA General Racing Rules, class rules, and event supplemental regulations.

10.2.2 Base Finishing Points – Race 1 and Race 2

10.2.2.1 Base finishing points for races 1 and 2 shall be awarded as follows:

Finishing Position	Points
1st	50
2nd	45
3rd	41
4th	38
5th	36
6th	33
7th	31
8th	29
9th	27
10th	25
11th	23
12th	21
13 th	19
14 th	17
15 th	15
16 th	13
17 th	11
18 th	10

10.2.2.2 Additional finishing positions may be awarded points in equal decrements as approved by the Race Director or defined in event supplemental regulations.

10.2.3 Base Finishing Points – Third and Final Race

10.2.3.1 Base finishing points for the Final Race shall be awarded as follows:

Finishing Position	Points
1st	100
2nd	90
3rd	83
4th	77
5th	72
6th	67
7th	62
8th	58
9th	54
10th	50
11th	46
12th	42
13 th	38
14 th	34
15 th	30
16 th	26
17 th	23
18 th	20

10.2.3.2 Additional finishing positions may be awarded points in equal decrements as approved by the Race Director or defined in event supplemental regulations.

10.2.4 Bonus Points

10.2.4.1 Competitors Defeated

10.2.4.1.1 Bonus points shall be awarded based on the number of competitors a team finishes ahead of in each race.

10.2.4.1.2 Bonus points shall be calculated as: number of competitors defeated multiplied by the applicable multiplier below:

- Race 1: 1 point per competitor defeated
- Race 2: 2 points per competitor defeated
- Race 3: 3 points per competitor defeated

10.2.4.2 Other attended races

10.2.4.2.1 Each team will come into the IHRA World Championships with twenty-five (25) points from each IHRA National Championship race attended and ten (10) points for each IHRA regional race.

10.2.4.3 Bonus points are awarded at full value and shall not be subject to half-point reduction.

10.2.5 Event Scoring

- 10.2.5.1** Event points shall consist of base finishing points plus bonus points earned in each race.
- 10.2.5.2** Points from all three races shall be cumulative.
- 10.2.5.3** The competitor with the highest cumulative point total following the final race shall be declared the Championship Race Week Winner.

10.2.6 Tie-Breaker Hierarchy

- 10.2.6.1** In the event of a tie in total event points, the tie shall be resolved in the following order:
- Highest finishing position in the final race (Race 3)
 - Greatest number of bonus points earned in the final race
 - Greatest number of heat wins during the event
 - Greatest number of second-place finishes, then third-place finishes, and so on
 - Greatest total number of competitors defeated across all races
 - Lowest cumulative finishing position total across all races
 - Decision of the Race Director, whose decision shall be final

10.2.7 DNF, DNS, and DSQ Classification

- 10.2.7.1** DNF (Did Not Finish)- a competitor classified as DNF shall receive:
- 10.2.7.1.1** Base points equal to the last classified finishing position in that race
- 10.2.7.1.2** Bonus points only for competitors officially classified to have finished behind them
- 10.2.7.2** DNS (Did Not Start)- a competitor classified as DNS shall receive:
- 10.2.7.2.1** Zero (0) base points
- 10.2.7.2.2** Zero (0) bonus points
- 10.2.7.3** DSQ (Disqualified)- a competitor disqualified from a race shall receive:
- 10.2.7.3.1** Zero (0) base points
- 10.2.7.3.2** Zero (0) bonus points
- 10.2.7.3.3** A DSQ in one race shall not prohibit participation or scoring in subsequent races unless otherwise determined by IHRA officials.

10.2.8 Authority and Interpretation

- 10.2.8.1** The Race Director, Chief Scorer, and IHRA Sanctioning Authority shall have final authority over scoring, classification, and interpretation of these rules.
- 10.2.8.2** Any situation not expressly covered herein shall be resolved in accordance with the IHRA General Racing Rules.

10.3 Replacement Hull

- 10.3.1** In all classes, a separate record of points shall be maintained for each registered hull as tabulated by IHRA. Each hull registered shall be given a separate racing number to be used for that season. The number will be used in all scoring to maintain records of points earned. All competing hulls must be registered with IHRA prior to being allowed to compete.
- 10.3.2** Should the registered hull become damaged, lost or destroyed, (as certified by three (3) members of IHRA or an approved marine surveyor, in writing, at the expense of the owner), it can be replaced by like kind only for completion of that racing season or, if damaged, until restoration of the original hull, subject to the rules below.
- 10.3.3** If a new boat, ordered and promised for delivery in writing by the builder, is unavoidably delayed in its delivery due to circumstances documented in writing by the builder, a boat

of like kind may be substituted until the new boat is delivered with the substitute hull's points being transferable up to July 1 of the current racing year. The IHRA board of directors shall have the authority to grant extensions beyond the July 1 deadline if a request is made in writing.

10.3.4 If a registered hull is replaced during the racing season, and rules 4 and 5, then the new hull must pay a new hull registration fee and shall start over in points accumulation.

10.3.5 Qualification requirements for championship races transfer to new, substitute or replacement hulls if all requirements of the above rules are met.

10.3.6 For purposes of clarification, where two or more races are held as a series such as the World Championship event, all races in that series must be started with the same hull. No changing, substituting, or replacing of hulls between races in a series is allowed regardless of loss or damage to the registered hull initially entered in that series.

SECTION 11— PRIZE MONEY AND TROPHIES

- 11.1** Unless otherwise specified, the following general racing rules apply to all offshore events, including special events such as sanctioned poker runs, offshore drag racing and time/speed trials.
- 11.2** No trophies or prizes shall be awarded to a team until all outstanding fees have been paid by that team.
- 11.3** All results are unofficial until they are certified.
- 11.4** Trophies can be handed out based upon unofficial results.
- 11.5** Trophies will be awarded to the first three teams in each class.
- 11.6** Attendance at the prize giving/awards ceremony is mandatory for all drivers and throttlmen or their two (2) designees, who must be in their team uniforms.
- 11.7** **Prize Money**
- 11.7.1** Prize money for all races shall be optional at the discretion of IHRA.
- 11.7.2** Prize money shall be the sole responsibility of IHRA.
- 11.7.3** Prize money for any given race will be paid out to the winners of any specific class once the results are made official for that class.

SECTION 12 -- CHAMPIONSHIPS

12.1 IHRA National Championships:

- 12.1.1** IHRA Chief Scorer will determine points pursuant to this rule book.
- 12.1.2** The total of all points attained by each Boat in each of the IHRA national series races will determine each class' National Championship winner, with the exception of each Boat's lowest score from any given IHRA national series race not being incorporated into this calculation.
- 12.1.3** If a tie cannot be broken using the above, the title shall be awarded to the Boat with the highest point average across all of its races where points were received by the relevant boat.
- 12.1.4** National Championships are awarded to IHRA members only.
- 12.1.5** Participants at the IHRA World Championship events and IHRA Regional events will not earn points towards the IHRA National Championship.
- 12.1.6** IHRA National Championships will be recognized by IHRA after all series races have been completed, AND after all race results and registrations are received and tallied at IHRA Headquarters.

12.2 IHRA World Championships

- 12.2.1** Qualifying for IHRA World Championship:
 - 12.2.1.1** All IHRA classes shall be eligible to participate in the World Championship hosted by an IHRA. However, only classes currently defined in the IHRA Offshore rules shall be eligible to compete for World Championship titles.
 - 12.2.1.2** To qualify for the IHRA Offshore World Championship, driver and/or throttleman must have raced a professionally organized offshore race within the last 3 years. Crew and boats must pass safety and technical requirements.
 - 12.2.1.3** In the 2026 racing season, boats must have participated in 4 out of 7 IHRA National Championship races to participate in the IHRA World Championships. If for any reason less than seven (7) IHRA National Championship races are able to be held, then boats must have participated in more than 50% of the IHRA National Championship races that are held.
- 12.2.2** For World Championship recognition, a minimum of three races is required at the event or series.
- 12.2.3** No event shall be titled a World Championship without IHRA recognition and approval.
- 12.2.4** In the event that weather or any other conditions beyond the control of IHRA Offshore force the cancellation of one of the races, the World Championship will be decided based on the outcome of one race only. If all three races are cancelled, then no World Champions will be declared for that year.
- 12.2.5** Entry fees for all races are established by the conducting IHRA organization.
- 12.2.6** In the event that a boat is declared unsafe or damaged beyond repair (as certified by the Chief Inspector and/or the Chief Medical or Safety Director) at any time during the World Championship event, that boat may request a pro-rated refund (credit) of their entry fee. All refunds shall be made in the form of a credit towards entry fees at a IHRA offshore race prior to (but not including) next year's World Championship Event.
- 12.2.7** Participants at the IHRA World Championship events will not earn points towards the IHRA National Championship for that event.

SECTION 13 — OFFSHORE TIME TRIALS, AND COURSE SPEED RECORDS

- 13.1** The IHRA will conduct time trials and course speed records. Should there be a request for a single class time trial, sanction would be granted provided that all the rules governing time trials are adhered to. A race circular advertising the trial as open to all registered boats in that class must be circulated. The Event Organizer receiving the sanction for a trial shall be responsible for all the expenses of sanction and conduct of the event. Applicable sanctioning fees are listed on the IHRA website.
- 13.2 Eligibility**
- 13.2.1** All record venues will be determined by the IHRA board.
- 13.2.2** All IHRA Offshore classes are eligible to compete for records and course speed records at sanctioned Offshore races and time trials. The board may add a Special Class at its discretion.
- 13.2.3** The race boat must have been registered in accordance with these rules and the qualified driver and/or throttleman must be full annual members.
- 13.2.4** Substitute or replacement hulls, regardless of serial number, are not eligible for records unless it is deemed a Special Class.
- 13.2.5** Class race boats shall undergo a pre-event and post event safety and technical inspection in accordance with the applicable class rules and otherwise comply with all technical and safety specifications as established for any other racing event covered by these rules.
- 13.2.6** Any official record established at a sanctioned Offshore time trial shall belong to the registered owner of the subject race boat but may be entered under the name that said owner shall designate, provided that the designee is the owner, driver or throttleman.
- 13.2.7** Runs shall be made only on officially certified courses.
- 13.3** Course, timing, scoring and other procedures shall be decided IHRA.
- 13.4 Official Records — Requirements**
- 13.4.1** All records must be approved by IHRA Offshore.
- 13.4.2** No official records shall be awarded unless an official referee is present.
- 13.4.3** All time trial officials must file the results on those forms provided for the purpose. These include the certificate of accuracy of timing equipment, certificate of accuracy of scale, contestant's entry form, Scorer's sheet, Timer's sheet, and Inspector's report. The certificate of accuracy of timing equipment must contain the results of the accuracy check performed on the electronic timing equipment by a qualified official. All speed runs shall be computed in statute miles per hour.

SECTION 14 — RULE CHANGES

- 14.1** All rule change requests for the following year must be received by the IHRA prior to October 31 of the year prior.
- 14.2** Subject to any rule freezes, all rule changes must be submitted via a link that will be provided on IHRA's offshore website, and by one of the following:
- 14.2.1** By two or more current registered equipment owners in good standing and with two seasons of offshore powerboat racing, from a specific IHRA Offshore class (rule changes must be for that group's class only). "Current registered equipment owners in good standing" shall be defined as those owners that are current members of IHRA Offshore.
- 14.2.2** By two or more members of the IHRA board of directors,
- 14.2.3** By the Chief Inspector, or
- 14.2.4** By the Chief Referee.
- 14.3** All Class Votes, for rule changes, and other issues must be submitted per the required form stated in this rule. They must be conducted through IHRA HQ to assure that only active-IHRA owner members who are participating in IHRA National races in their respective classes are polled, and that all votes are documented to have followed proper procedures.
- 14.4** Proposed rule changes shall be submitted to IHRA for documentation logging, review, and comment. Upon reviewing the proposed rule changes, those not submitted by qualified parties shall be noted as such, and then all proposed rule changes will be publicly posted shortly after October 31 of any given year.
- 14.5** The IHRA will form rules review committee for that year and will review/discuss all written arguments for and/or against any proposed rule change prior to voting. That committee will approve rule changes based on what is best for IHRA Offshore, the class and the sport of offshore racing.
- 14.6** Rule changes will then be effective on January 1 of the following racing season, and will be effective through December 31 of that same following season, subject to the following exceptions:
- 14.6.1** Rule freezes can only be created by a super majority, (66% minimum), of the current registered equipment owners in good standing proposing the rule freeze, and a super majority of the IHRA board of directors.
- 14.6.2** Rule freezes may be lifted or changed only by a super majority vote of the current registered equipment owners in good standing and a super majority vote of the IHRA board of directors.
- 14.7** Approved rule changes shall be posted on the official IHRA website, and a press release will be issued.
- 14.8** The only rules allowed to be changed during the current racing season are those determined by a majority of the IHRA Director, Chief Referee, and Safety Director to address an extraordinary safety situation or a nonsensical interpretation that is not in keeping with the end goals of parity, transparency, and fairness.
- 14.9** When a rule is not clear the official interpretation shall come from the Chief Referee.

SECTION 15 --- IHRA OFFSHORE EVENT SAFETY RULES

- 15.1** The following Safety Rules apply to all IHRA Offshore events and are in addition to all safety related rules set forth above in the IHRA Offshore General Racing Rules.
- 15.2** **Required Safety Facilities and Personnel**
- 15.2.1** All sponsored or sanctioned IHRA Offshore events shall be in accordance with these rules and/or the Sanction Agreement.
- 15.2.2** An active emergency medical technician (EMT), or local equivalent (or higher), shall serve as the Safety Director. (Note: This is a minimum standard.)
- 15.2.3** A minimum of fifteen (15) rescue divers will be required to staff the rescue boats and/or Helo.
- 15.2.3.1** All Dive Team members, including the Lead Diver, shall have the following certifications and training:
- 15.2.3.1.1** Public Safety Diver or superseding first responder diver certifications,
- 15.2.3.1.2** Active Emergency Medical Technician (EMT) certification (EMT-B minimum), and
- 15.2.3.1.3** Current CPR, First Aid, and AED certifications issued by a nationally recognized provider.
- 15.2.3.2** Failure to procure and maintain any of the aforementioned certifications and trainings shall render the individual ineligible to serve as a Dive Team member and/or Safety Director.
- 15.2.3.3** All Dive Team members must have experience in public safety under emergency conditions and trained in offshore powerboat safety. All diver certifications and trainings must be vetted by the Safety Director to be considered for safety staffing.
- 15.2.3.4** The Safety Director will be responsible for appointing the Lead Diver. The Lead Diver shall staff the dive team after being vetted by IHRA Safety Director.
- 15.2.2.3** A minimum of one (1) properly staffed and equipped State Licensed Advanced Life Support (A.L.S.) ambulances for transporting injured IHRA racers/crew to a designated hospital/trauma center. The exact number of ALS ambulances to be determined by the Safety Director in concert with the IHRA Medical Director and local EMS.
- 15.2.2.4** A minimum of six (6) Medical/Rescue boats will be on the racecourse at all times, or more if conditions warrant as determined by the Safety Director, 1 of which must be A.L.S. equipped and staffed. (These can be a combination of the local Fire Department (FD) and on water assets). The course configuration must be submitted to the Safety Director and Chief Referee when the event application has been submitted to the USCG and/or sanctioning authority.
- 15.2.2.5** A minimum of ten (10) patrol boats shall always be on the racecourse. A minimum of two (2) Tow boats are required on the racecourse.
- 15.2.2.6** An assigned trauma receiving hospital duly notified and equipped in coordination with the IHRA Medical Director.
- 15.2.2.7** During all official times, all assistance/safety/rescue boat teams and all teams in support boats must wear personal flotation devices appropriate for their position.
- 15.3** **IHRA Aircraft for Diver Deployment**
- 15.3.1** The use of helicopters for diver deployment can be a hazardous but necessary part of a race event. It is important to place the safety of the crew and passengers at the forefront with great consideration made for the proper platform to perform these duties. The following bullet points outline the requirements to ensure the highest standard of safety.
- 15.3.2** All aircraft must comply all Federal Aviation Regulations

- 15.3.3 All aircraft must be certified in the Normal/Utility category (No experimental or public service)
- 15.3.4 All aircraft must have an airworthiness certificate and current registration available for inspection.
- 15.3.5 Aircraft shall be in compliance with mandatory maintenance schedules such as 100-hour, annual inspections, and airworthiness directives.
- 15.3.6 All aircraft may be subject to inspection to include maintenance logbooks.
- 15.3.7 Aircraft will be flown in day, Visual Flight Rule (VFR) conditions.
- 15.3.8 All aircraft must be able to operate within the scope and boundaries of its Rotorcraft Flight Manual (RFM) to include but not limited to Aircraft Limitations, Weight and Balance, Safety Notices and Tips and any limitation that may prevent the safe and prudent operation. Any exclusions per the RFM will negate the use of such aircraft.
- 15.3.9 Aircraft must be capable of deploying a single or dual diver(s) while remaining within the center of gravity requirements of the flight manual.
- 15.3.10 Aircraft for diver deployment will have a minimum of a single turbine engine.
- 15.4 **Pilots for Diver Deployment aircraft**
- 15.4.1 Require a minimum of a FAA Commercial Pilot Certificate
- 15.4.2 Rated in the make, model class and type of aircraft being flown.
- 15.4.3 A minimum of a 2nd class medical certificate
- 15.4.4 14 CFR 61.57 Recency of flight, current for the carriage of passengers shall be maintained.
- 15.4.5 Pilots will adhere to all Federal Aviation Regulations.
- 15.4.6 The Safety Director or his assignee may disallow any aircraft or pilot at their discretion in the interest of safety.

SECTION 16 — BOAT, TRAILER, PERSONAL & RELATED EQUIPMENT SAFETY RULES

- 17.1** EXCEPT as otherwise specifically provided herein the following cockpit related safety rules apply to all IHRA Offshore registered race boats and competitors.
- 17.2** Removable ballast (sandbags, lead shot, etc.) must be placed in a permanently mounted box capable of withstanding the rigors of offshore racing. All other ballast must be bolted or permanently attached to the hull.
- 17.3** **Personal Safety Equipment**
- 17.3.1** At all IHRA races sites, while operating any race boat, riding crew members must wear all inspected and approved required personal safety equipment anytime the boat is on plane before or after a race, while testing or during an actual race. During an actual race, if a boat breaks down, the riding crew members must continue to wear all required safety equipment until they are off-plane and safely inside the course or more than 250' from the outside course line. This rule shall be effective from the time a boat arrives at a race site until one (1) hour after the conclusion of the last race of the event. If a IHRA registered boat is testing at times other than scheduled test times at a race site, riding crew members are required to wear all required and approved safety equipment while the boat is on plane and operate said craft in a safe and prudent manner. Race boats testing on public waterways at times other than sanctioned test times must operate under normal rules of the road and are subject to all U.S. Coast Guard, State, and local regulations. Violation of this rule shall subject the riding crew members and that entry to warnings, fines, and/or disqualification from that event or a future event.
- 17.3.2** "Cool Suits" may contain any proven safe fluid or gas cooling agent other than Freon.
- 17.3.3** Cervical support devices may be worn in RRC's and ERC's subject to approval of the IHRA Offshore Safety Director.
- 17.3.4** All participants and crew members must wear closed footwear when working in the hot pit area or riding in boats.
- 17.3.5** Eye protection is recommended for all races and be constructed of shatterproof material.
- 17.3.6** Referees or Inspectors may prohibit use of any equipment he deems unfit for service.
- 17.3.7** Violation of safety rules will result in disqualification.
- 17.3.8** Helmets
- 17.3.8.1** Anytime an IHRA registered race boat is being operated on plane or within 250' of an active racecourse at from a sanctioned event, all riding crew members must wear an approved helmet.
- 17.3.8.2** Helmets shall meet minimum rating specifications (SNELL 2015, SFI, FIA or newer). Ratings must be no greater than 12 years from rated date code (i.e., SNELL2015 rating good through the beginning of the 2027 season).
- 17.3.8.3** Race Competitors: a) The upper fifty percent (50%) of the helmet must be a color of the following: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Competitors may put writing or artwork in an area across the front to the helmet directly above the opening. This area is not to exceed 8" wide x 2" high.
- 17.3.8.4** Additional artwork or lettering is acceptable as long as the majority color(s) are maintained.
- 17.3.8.5** No image recording devices may be attached to helmets for unrestrained drivers. Not to be attached to the top of the helmet. Must be attached to the visor, chin or inside

helmet. No holes are permitted to be drilled in the helmet shell for camera attachment. Empirical data is showing that when the camera does not disengage immediately upon water impact it can lead to a neck injury. The camera acts as a keel and creates drag using the neck as the fulcrum.

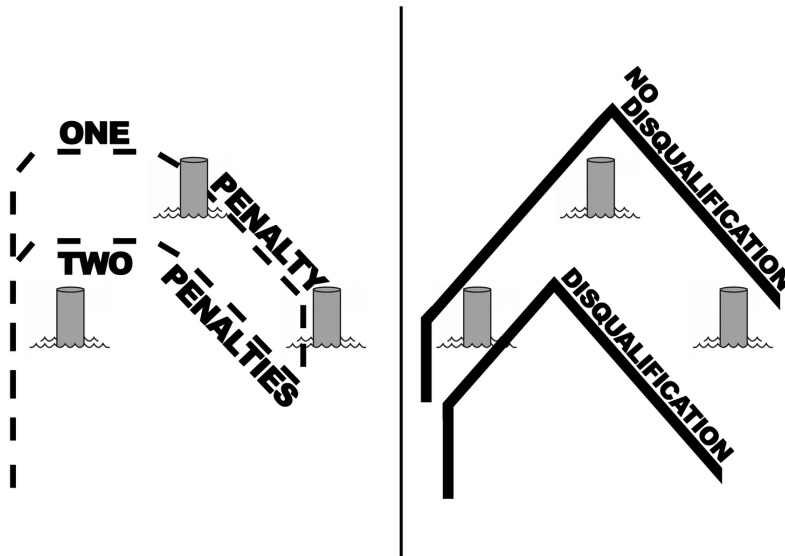
- 17.3.8.6** The Chief Referee and/or Safety Director shall disallow any helmet that he deems unfit for the rigors of offshore racing.
- 17.3.8.7** The Chief Referee / Safety Director has the authority to require any riding crew member to demonstrate that his/her helmet will function properly in the water. (Safety test)
- 17.3.8.8** No fixed boom mic helmets.
- 17.3.9** Life jackets/ personal flotation devices
- 17.3.9.1** Anytime an IHRA registered race boat is being operated on plane or within 250' of an active racecourse at a sanctioned event, all riding crew members must wear an approved life jacket.
- 17.3.9.2** The Chief Referee/Safety Director shall disallow any life jacket that he deems unfit for the rigors of offshore racing.
- 17.3.9.3** The Chief Referee/Safety Director has the authority to require any riding crew member to demonstrate that his/her life jacket will function properly in the water. (Flotation test)
- 17.3.10** Head and Neck restraints
- 17.3.10.1** Race competitors are required to disclose head and/or neck restraints during the safety inspection.
- 17.3.10.2** Our safety and rescue team will conduct testing with the dunker and create a program for extraction based on those tests, while simultaneously looking for any issues that need to be addressed for driver and throttleman safety.
- 17.4** For the Restrained Cockpit (additional and specific rules)
- 17.4.1** Capsule suit type jackets are required. Any custom application or modification must be approved by the manufacturer and provided to IHRA safety officials.
- 17.4.2** All straps and components of the life jacket must be present on the life jacket as manufactured.
- 17.4.3** No auto inflating, positive buoyancy or inflatable pouch type vests are allowed.
- 17.4.4** All restrained cockpit capsule suits must be worn during the dunk test to show proficiency in its use
- 17.5** For the Unrestrained Cockpit (additional and specific rules)
- 17.5.1** Category Type A -100 Life is required for all open cockpits with three-year certifications.
- 17.5.2** Lifejackets must be designed for racing, including leg straps or thigh skirts securely attached to the jacket.
- 17.6** All safety equipment (helmets, jackets, seat restraints, etc.) must be inspected annually to ensure no degradation in manufactured specs over time. It is to be expressly understood and as a condition of entry into a IHRA Offshore event that IHRA, IHRA Offshore or officials assume NO liability in the selection or for the performance of any required safety equipment. Offshore racing is an inherently dangerous sport, and no specific life jacket or helmet can eliminate all risk. Members are ultimately responsible for the selection of appropriate helmets and life jackets. The Referee/Safety Director has the right to disallow the usage of any safety equipment he believes is unsafe or may inhibit rescue or extrication from a race craft.
- 17.7** Refusal of Entry — The Chief Referee has the right to refuse entry of any boat at a IHRA Offshore event if he believes that said craft is unsafe, unmanageable, or improperly designed or constructed so as to meet the demands of an offshore race.

- 17.8 Pit Areas** — (See 7.8).
- 17.9 Fueling**
- 17.9.1** Race boats may be fueled/defueled in the hot pits under the direction of the local fire department or in the dry pits as long as local fire department regulations allow and the following requirements are met:
- 17.9.2** Spectators must be kept back a minimum of 50' from any boat being fueled/defueled in the dry pits.
- 17.9.3** Absolutely no smoking within 50' of the boat during the fuel transfer process.
- 17.9.4** Permanent fuel tanks in the boats and temporary tanks used to fill the boat must be grounded during the fuel transfer process.
- 17.9.5** All transfer pumps, hoses, nozzles and temporary storage tanks must be UL or CG approved for use with gasoline, diesel, or jet fuels. Absolutely no glass containers shall be allowed to contain fuel of any kind. There must be at least one designated person standing by with a 5-pound dry chemical fire extinguisher at the point of transfer. The designated person may not have any other function. Fire extinguishers must have a minimum rating of 3A30BC and a functional gauge to indicate the condition of charge.
- 17.9.6** Fire extinguishers must be recertified and dated each year.
- 17.9.7** Fire extinguishers may not be more than 5 years old.
- 17.9.8** Team equipment (scooters, generators, etc.), priming fuel filters or anything else generally requiring less than 2 gallons of fuel are exempt from the above requirements.
- 17.9.9** Fuel cannot be added or removed from race boats in the wet pits or on the racecourse for any reason. However, race boats may fuel at commercial marina pumps or land-based filling stations at any time prior to the start of the race subject to the mandatory minimum fuel purchases that will be mandated IHRA. Violation of any portion of this rule shall subject the offender to fines from \$100.00 to \$1,000.00 and/or disqualification from the event. Competitors can report violations in progress to IHRA Offshore Officials but cannot file a protest against the violator. Fuel transfer violations must be observed by an IHRA Offshore Official for a violator to be penalized.
- 17.9.10** Fuel Cells — are highly recommended for the storage of fuel in all race boats.
- 17.9.11** Mandatory minimum fuel purchases and brand/type may be put in place at any given race by IHRA.

17.12 Course, Pits, Boat Safety

17.10.1 All racing shall be limited to the time period between official sunrise and 30 minutes prior to official sundown as forecast by NOAA.

17.10.2 Marks of the Course



17.10.2.1 All turns shall be made around turn buoys. All buoys shall be constructed so they won't damage a race craft accidentally striking said buoy. Boats alone cannot serve as a mark of the course.

17.10.2.2 Any boat that goes outside of official outside course markers must drop off plane and remain off plane until the boat returns to a point inside the outside course markers. Any boat that is outside of the outside course markers that does not drop off plane will be disqualified.

17.10.3 Race boats utilizing the crane for launching must furnish their own single point lifting harness. Lifting harnesses shall be constructed or modified to lift the boat with a "bow up" attitude of 5-10 degrees for weighing purposes. Extensions to the front lifting straps may then be used to place the boat in a "bow down" attitude to facilitate loading onto a trailer if said extensions meet all lifting harness criteria. Lifting harnesses must be safety inspected at least once every three (3) years and a certification tag attached by a certified testing company. Lifting harnesses must be labeled with the team's name, boat number and "front" and "rear" straps. All persons are prohibited from riding on boats being craned into or out of the water. Fines up to \$1,000.00 per incident may be levied.

17.10.4 All boats running twin outdrives and outboards must have an external tie bar constructed and attached to withstand stresses created in offshore racing.

17.10.5 All boats must have a minimum of two (2) bilge pumps. One of the bilge pumps shall be manually operated in case of electrical failure. Manual bilge pumps must be mounted and easily accessible in the engine compartment. Battery operated bilge pumps shall be automatic and wired independently of battery switches to allow operation even if battery switches are off.

17.10.6 All boats must meet current U.S. Coast Guard regulations for fire protection. It is strongly recommended that race boats be equipped with automatic on-board fire extinguisher systems for each engine. Auto-activated fire suppression systems are not allowed in the cockpit. Auto-activated fire suppression systems are confined to the engine compartment only. This system can be a single or multiple unit system, which must operate either automatically and/or manually. Manual overrides are highly

recommended. For auto-activated systems, an early warning signal should be recognizable from the dashboard.

- 17.10.7** All boats are required to have a permanently mounted 25-watt VHF radio capable of transmitting and receiving on channels 6 and 78A or such channels as designated by race control and announced no later than the final drivers' meeting. All boats shall monitor the designated communications channel for race control at all times while on the water. Portable handheld VHF radios are specifically prohibited in open or enclosed cockpit race hulls unless secured in either the lifejacket or cockpit surface in a manner acceptable to the race inspector at the event. All communication must be via radio. No cellular communication is allowed.
- 17.10.8** Interlocking connections pertaining to helmets and their respective intercom systems must be able to disconnect easily. Rigid or locking connections of any type are prohibited. All installations are subject to approval by IHRA Offshore inspectors.
- 17.10.9** All boats must be equipped with a permanently installed bow eye suitable for towing said craft.
- 17.10.10** All boats utilizing exposed input drive lines must have a protective shield covering each drive line. Protective shields must be constructed from 1/8" steel, aluminum, or composite material (such as, but not limited to Kevlar, Carbon Fiber, etc.) of equivalent strength, adequately secured and cover the entire length and circumference (360 degrees) of the driveline plus all exposed universal joints.
- 17.10.11** Kill switches must conform to Lavin Foundation Guidelines for restrained cockpits. All fuel and electrical kill switches as well as any manual fire suppression system switches must be marked by neon or fluorescent orange paint or decals over or around the switch. In non-restrained (open) cockpits, individual ignitions kill switches for connection to each riding crew member are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to an individual kill switch while the boat is on plane.
- 17.10.12** All canopied race boats must be equipped with a minimum of two (2) rear view mirrors. One mirror must be mounted on each side of the canopy to allow the driver and/or throttleman to have an unobstructed view behind the boat during competition. Rear facing CCTV shall not be considered a substitute for mirrors since electrical failure or equipment malfunction would leave a boat effectively blind behind the boat during competition.
- 17.10.13** All cleats and deck hardware shall be recessed, padded, or constructed so as not to inflict injury to riding crew members or rescue personnel walking on the deck.
- 17.10.14** No holes shall be cut in firewalls between cockpit and engine compartment. In open-cockpit boats, holes in the deck must have a flame trap if the hole is one (1) foot or less from the crew.
- 17.10.15** All boats parked in the dry pits must have propellers removed or covered with prop covers to prevent injury to any persons. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.
- 17.10.16** All boats can be equipped with closed end grab handles on the transom to facilitate rescue personnel or riding crew members boarding from the water.
- 17.10.17** All boats, as required by class, must be equipped with non-skid material on the deck from the transom up to and around the canopy or cockpit. It is highly recommended that all catamarans equipped with emergency escape hatches have non-skid in the tunnel from the transom to the escape hatch.

- 17.10.18** All race boat trailers shall be permanently marked with the boat number on the forward half of the trailer. Markings shall be strongly contrasting in color and appear on both sides of the trailer.
- 17.10.19** All participants must wear enclosed footwear in the hot pit areas or while competing in a race. Additionally, it is strongly recommended that any race participant wear enclosed footwear in all pit areas.
- 17.10.20** Riding crew members are prohibited from competing in a IHRA Offshore event with any type of artificial limb, pacemaker, pump, bag, cast, brace, or splint unless written permission from the attending medical doctor is obtained and presented to the Safety Director prior to the event.
- 17.10.21** No competitor, crewmember, official or volunteer may participate in any IHRA Offshore event while intoxicated or after consuming an alcoholic beverage, controlled or illegal substance. On non-race days, this rule shall be effective during “normal” hours of registration, race control and pit operation. On race days from 12:01 am until one hour after the last race is completed or (if required) the entry has completed post- race technical inspection. Any owner, driver, throttleman, crew member, official or volunteer that has consumed any alcoholic beverage, controlled or illegal substance is ineligible to file, testify or participate in a post-race protest of any kind. However, minor consumption of ceremonial champagne is allowed only at the awards ceremony.
- 17.10.22** Intoxicated is defined as “under the influence of” alcohol, controlled or illegal intoxicants, and/or any substance, drug, or combination of the above causes impairment of an individual’s cognitive or physical functions so as to cause a danger to themselves or others.
- 17.10.23** Intoxication or drinking of any alcoholic beverage within any of the IHRA Offshore defined pit areas, prior to one hour after the final race of the day, by any participant (signee of the insurance waiver) will not be tolerated and will subject the entry with whom the offending person is associated with to a penalty of a \$1,000.00 fine and disqualification from the event.
- 17.10.24** Canopy and escape hatch handles, inside and out, must be painted fluorescent orange or be painted a contrasting yellow and have a fluorescent orange background panel to identify them. Directional arrows must indicate the method and direction to open as recommended by the Lavin Foundation
- 17.10.25** Hatch covers should be opened at all times when subject to search and rescue. Engine hatch covers should support at least 300 pounds. In open-cockpit boats, when covered, the surface deck area, immediately behind the cockpit toward the transom, shall be covered by solid structure able to support 300 pounds of weight.
- 17.10.26** It is required that there be no loose items within the cockpit of the boat during on- water operation. All items (dock lines, tools, water bottles, etc.) must be secured in such a way that they will not become dislodged during any violent actions by the boat.
- 17.10.27** In open-cockpit boats, fitted windscreens or windshields shall be well supported, and all exposed edges must be adequately padded. The use of glass and acrylic is prohibited. Wind deflectors of any type must be shatterproof.
- 17.10.28** All classes require mandatory racing bolsters or racing seats; standard marine production seats are prohibited. Decisions shall be based on lateral support and structure not padding.
- 17.10.29** All Performance boats must have rev limiters.
- 17.10.30** All canopied race boats participating in a IHRA Offshore event must be equipped with an on-board self-contained emergency air (SCUBA) system. No pure oxygen systems may be used. There shall be a minimum of one complete on-board emergency air

system for each riding crew member. The system may consist of an individual, or a multiple air source, capable of supplying the minimum emergency air requirements for each riding crew member. As a minimum, the system shall consist of a SCUBA tank, mounting bracket, pressure gauge, air supply/escape supply hose, and a first and second stage regulator with a mouthpiece and holder. An alternate full-time air system, or a nitrox system, with a facepiece mask, or a unified helmet and face piece mask, meeting the minimum standards as prescribed herein is also acceptable. All systems shall be fully functional and turned on before starting a race or taking part in practice or testing. Spare air systems are not acceptable as substitutes for a cockpit emergency air system.

- 17.10.30.1** Tank — The tank shall meet U.S. Department of Transportation (DOT) 3ALM or Transport Canada (TC) 3ALM SCUBA tank requirements to be approved*. Each tank shall be of sufficient size, with a minimum of 19.0 cu. ft cylinder equivalency or more, for each member of the riding crew. Every cylinder must have been inspected and tested by either DOT or TC and meet DOT, TC, CGA (Compressed Gas Association), NIOSH and OSHA safety standards. The tank(s) capacity shall be large enough to supply each riding crew member with a minimum of 15 minutes of supplied breathing air. These supply tank(s) can be in single or multiple configurations. The tank(s) shall be securely mounted in an easily accessible area, in such a way that the hydrostatic test date and visual inspection sticker can be checked during the cockpit safety inspection. Tanks should be filled with the maximum allowable pressure as located on the tank/tanks. Current visual (VIP) documentation and hydrostatic marking(s) shall be clearly visible at the time of inspection. The tank markings and VIP documentation shall be within current DOT or TC hydrostatic pressure testing standards to pass.
- 17.10.30.2** The tank(s) shall be equipped with DIN type screw-in valves.
- 17.10.30.3** DIN to yoke conversion adapters are not acceptable.
- 17.10.30.4** The tank mounting bracket shall conform to the specific size of the cylinder and be manufactured specifically for SCUBA cylinder mounting. The bracket shall be securely mounted and capable of retaining the SCUBA cylinder in the event of heavy sea conditions, sudden accidents, or accidental inversion. The tank-mounting bracket shall be secured with stainless steel marine quality anti-vibration hardware, such as 18-8 or 316 stainless steels, with a minimum size of 3/8 inch. The hardware shall pass completely through the mounting surface or interior wall that the mounting bracket is bolted onto. Large area washers shall be added on the reverse side for support, or a backing plate shall be used when the mounting walls center is made of a soft-core material, (as opposed to a solid carbon fiber, resin and multi-layered wood, or multiple composite material, etc.)
- 17.10.30.5** The air supply hose(s) utilized for all on-board emergency air supply systems, shall meet, or exceed the minimum requirements for high- and low-pressure scuba hoses as prescribed by the DOT or TC. All air systems, regardless of the type, shall have an “emergency escape hose(s)” meeting the standard as described herein.
- 17.10.30.6** Emergency escape hose(s) shall be of sufficient length to reach from the occupant's seat to a point above the chine (water's surface) on the opposite side of the boat. This can be measured by extending the hose and second stage regulator or mask outside of the canopy to a position equal to the bottom of the opposite side sponson or vee bottom.
- 17.10.30.7** The emergency escape supply hose shall be stowed or secured in the cockpit in such a way that it can be completely deployed without resistance or restriction when inverted during an escape. The hose must also be stowed to not entangle the crew members

and cause a hazard in the cockpit. This storage can be accomplished through the use of Velcro straps or a Velcro closure bag, attached to a mounting point with Velcro which will release when pulled on after an accidental inversion. Metal snaps are not recommended.

- 17.10.30.8** The first-stage regulator shall have a DIN screw-in type connector to mate with the tank. All regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, has been submerged, or has rolled over, or as directed by the Safety Director following an inspection where the proper function has come into question. Documentation of servicing shall be available at the time of the cockpit safety inspection.
- 17.10.30.9** It is required that the second-stage regulator be a balance model capable of equal functioning in the inverted position. System delivery mouthpieces that are part of the second stage regulator must be easily accessible to each competitor. The second stage regulator shall be secured in such a way that it will not become a flying object in the event of a sudden violent action by the boat. All second-stage regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, or submerged, or rolled over, or as directed by the Safety Director following an inspection where the proper function has come into question. All current documentation on servicing shall be made available at the time of the cockpit safety inspection.
- 17.10.30.10** There shall be a pressure gauge attached to the system to give an accurate pressure reading for the air supply tank(s). It is mandatory that the pressure gauge, or gauges for each independent system, must be visible at all times where at least one member of the riding crew can monitor the air pressure while the boat is underway. This will allow crew members to be aware of air leaks/loss of pressure in the emergency air system.
- 17.10.30.11** The final decision of any disputes involving the design, function, installation or reliability of an emergency air system, or the emergency air system components, shall be at the discretion of the Safety Director and Chief Referee.
*Cylinder manufacturer specifications are available on request, or by viewing on the internet at Luxfer Scuba Products: <http://www.luxfercylinders.com/products/scuba/> or at Catalina Cylinders: <http://www.catalinacylinders.com/tsd.html> or Worthington Steel Cylinders at: http://www.worthingtoncylinders.com/high_pressure.html
- 17.10.31** Carbon Monoxide (CO) Detectors — For Inboard or I/O powered boats, due to the possibility of a Carbon Monoxide (CO) leak into the enclosed cockpit area of the boat, it is mandatory that all competing boats be equipped with a CO detector mounted securely in the cockpit.
- 17.10.32** Safety Compliance — In the interest of personal and life safety, and the promotion of good safety practices, the following guidelines for the enforcement of compliance with published IHRA Offshore safety standards and practices are hereby incorporated.
- 17.10.32.1** Non-Life Threatening — For non-life-threatening safety issues (i.e., no non-skid, safety decals etc.)
- 17.10.32.2** Life Threatening — For life-threatening safety issues the Chief Referee, Chief Inspector, and Safety Director shall determine whether or not the boat will test and/or race at that event. There shall be no appeal in their decision.

SECTION 18 — SLING SAFETY REQUIREMENTS

- 18.1** All slings used for lifting boats at offshore events must meet the following requirements. Slings not meeting these requirements shall not be used to lift boats at any IHRA Offshore events.
- 18.2** Best practice is to use a minimum of four slings.
- 18.3** Homemade slings shall be proof tested annually to two (2) times the rated load of the sling by a commercial testing lab, sling certification center or sling manufacturer. The tester shall provide a certified copy of the test data sheet including the tester's company name, complete address, and phone number.
- 18.4** **Synthetic Webbing Slings**
- 18.4.1** Selection, Use, and Maintenance (ASME B30.9c-2000) Scope: This Section applies to slings fabricated by sewing woven synthetic webbing of nylon or polyester type yarns, for the purpose of hoisting, lifting operations.
- 18.4.2** Sling Identification: Each sling shall be marked to show:
- name or trademark of manufacturer,
 - manufacturer's code or stock number,
 - rated load for the types of hitch(s), and the angle upon which it is base,
 - type of synthetic web material, and
 - sling identification shall be done by the sling manufacturer.
- 18.4.3** Maintenance of Sling Identification: Sling identification should be maintained by the user to be legible during the life of the sling.
- 18.5** **Sling Inspections:**
- 18.5.1** Initial Inspection: Before using any new, repaired, or modified sling, it shall be inspected to ensure that the correct sling is being used as well as to determine that the sling meets the requirements of this Standard.
- 18.5.2** Frequent Inspection: This inspection should be made by the person handling the sling each day the sling is used.
- 18.5.3** Periodic Inspection: This inspection should be conducted by designated personnel. Frequency of inspection should be based on frequency of sling use, severity of service conditions, and experience gained on the service life of slings used in similar applications.
- 18.5.4** Written inspection records, using the identification for each sling as established by the user, should be kept for all slings. These records should show a description of the new sling and its condition on each periodic inspection.
- 18.6** **Repairs:**
- 18.6.1** Slings shall be repaired only by a sling manufacturer or a qualified person. When repaired, a sling shall be marked to identify the repair agent.
- 18.6.2** Temporary repairs of either webbing, fittings, or stitching shall not be permitted.
- 18.6.3** Repaired sling shall be proof tested to two times its assigned rated load before being put back into service.
- 18.6** Removal Criteria: A sling shall be removed from service if damage such as the following is visible and shall only be returned to service when approved by a designated person:
- missing or illegible sling identification,
 - acid or caustic burns,
 - melting or charring of any part of the sling,

- holes, tears, cuts or snags,
- broken or worn stitching in load bearing splices,
- excessive abrasive wear,
- knots in any part of the sling,
- excessive pitting or corrosion,
- cracked, distorted or broken fittings, and/or
- other visible damage that causes doubt about the strength of the sling.

18.7 Synthetic Round Slings — Selection, Use, and Maintenance (ASME B30.9c-2000)

18.7.1 This Chapter applies to endless slings made up of load-bearing core(s) made of multifilament synthetic yarn(s), enclosed in a protective cover(s), for lifting purposes.

18.7.2 A round sling shall be removed from service if damage such as the following is visible:

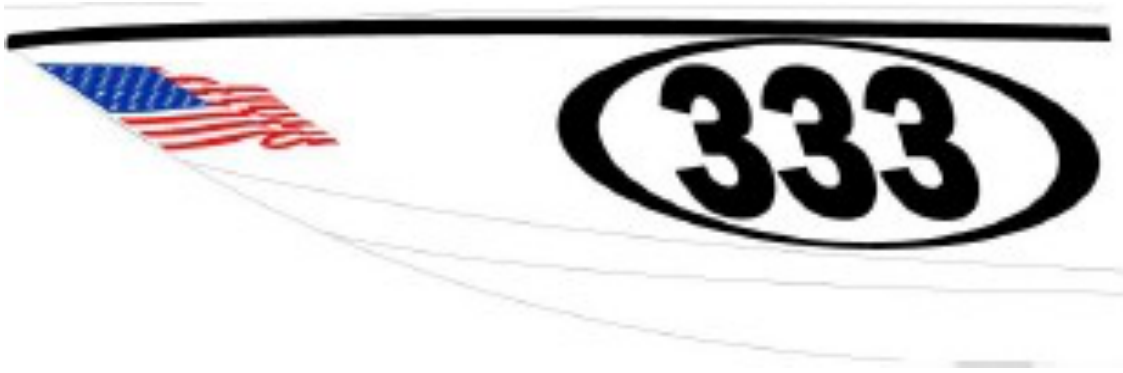
- missing or illegible round sling identification,
- melting or charring of any part of the round sling or fittings including damage from weld spatter,
- holes, tears, cuts, abrasive wear or snags that expose the core yarns of the round sling,
- broken or worn stitching in the cover that exposes the core yarns,
- fittings when damaged, stretched, cracked, worn, pitted, or distorted in any way,
- round slings that are knotted, and/or
- other conditions including visible damage that cause doubt.

Appendix A, EQUIPMENT IDENTIFICATION & REGISTRATION

1. Failure to comply with the following rules may result in purse monies not being paid to the offending entrant, a deduction of up to 10 points, a penalty of up to 2 minutes and/or fined up to \$1000.00.
2. All race boats entered in an IHRA event must be registered annually with IHRA headquarters. Registered boats must display the number assigned to them by the IHRA registrar.
3. All boats must have the official IHRA logo displayed near cockpit on both sides of the hull.
4. Boats are not permitted display logos of other sanctioning race bodies during race events. The only sanctioned logo permitted on the race boat is that of IHRA.
5. If a race boat is sold or transferred to an individual who is not a racing member of IHRA it is the responsibility of the original owner to remove the racing number and any IHRA affiliation from the hull.
6. The assignment of a racing number in no way guarantees that the boat is qualified in any specific class, technical specifications determine the class as set forth in these rules.
7. For numbers in use:
 - a. A number belongs to the owner of a boat and the owner may retain the right to that number if he/she keeps their boat registration and IHRA Offshore membership current. (Does NOT have to campaign a boat with that number in order to keep the number.)
 - b. Should a boat owner fail to register the hull and continue membership in IHRA Offshore by the end of the first race of a new year, the number held by that owner shall become available immediately.
8. When choosing a boat number, the owner MUST contact the Chief Referee of IHRA to determine if the number is available. Make NO assumptions that a number is available. The numbers on the boat MUST be a contrasting color to that of the hull.
9. American Flags are required on hulls. The flags must be painted or in decal form. American Flag must be a minimum size of 9"x12". Recommended placement of the American Flags is bow forward and displayed on each hull side. (See below diagram).

BOAT NUMBER & FLAG DECALS





9. CLASS NUMBER ASSIGNMENT

<u>DESIGNATION</u>	<u>SPEED</u>	<u>NUMBER</u>
PRO Class 1	Unlimited	00 - 999
Super Cat	Unlimited	00 – 99
Super Stock	Unlimited	S-2 - S-99
Factory Stock	Unlimited	00 - 99
Extreme	Unlimited	00 - 99
Stock Vee	Unlimited	00 - 99
Modified Vee	Unlimited	00-99
Class 100	Up to 115 MPH	100 - 199
Class 200	Up to 95 MPH	200 - 299
Class 300	Up to 90 MPH	300 - 399
Class 400	Up to 85 MPH	400 - 499
Class 500	Up to 75 MPH	500 - 599
Class 600	Up to 70 MPH	600-699
Class 700	Up to 60 MPH	700-799
CAT 300	Up to 70 MPH	C-00 – C-99

10. The IHRA National Championship in each class will be the only boat allowed to carry the number ONE (#1) for the following season. If the #1 is NOT chosen to be used by the National Champion in the class, NO boat will be permitted to use #1 as their number. (Example: If Team A is the 2019 National Champion but chooses to use their registered # of 111 in the 2020 season, and Team B who was the National Champion in 2018 and used #101 for the 2019 season, Team B will NOT be permitted to use #101 again for the 2020 season. They must use their previously registered number.)
- Production Class boats must follow the boat number rule of a 3-digit number in which the first number represents the class in which the boat runs in. Ex. #101, #201 etc..
 - Super Stock must follow the boat number rule of the Alpha-Numeric numbering: i.e. S-11, S-22
 - Other Classes must follow their class numerical system
 - ONLY an IHRA National Champion is permitted to race with the designated National Champion Alpha-Number combination. If you are a National Champion in an organization other than IHRA, the boat will need to follow the standard Alpha-Number Class Number assignment
 - National Championship alpha-numeric status:
 - PRO Class 1 – USA-1
 - Super Cat – US-1
 - Super Vee – V-1
 - Super Stock – S-1
 - Factory Stock – FS-1
 - Modified Vee – MV-1
 - Class 100 – 101
 - Class 200 – 201
 - Class 300 – 301
 - Class 400– 401
 - Class 500– 501
 - Class 600 – 601
 - Class 700 – 701
 - CAT 300- C-1

11. No boat will be allowed to run in the same class with an identical number. A letter may not be added at the end of the number in the attempt to differentiate the boat number (It must be that of a numerical digit and of the same size as the other numbers).
12. No boat will be allowed to run the course at the same time on the racecourse with an identical number. A letter may not be added at the end of the number in the attempt to differentiate the boat number.
13. All boat numbers shall contain no more than three (3) numerical digits. Numbers shall be vinyl or paint in black vertical block lettering over a white background. If applied to a white hull, a black border must surround them. Numbering must be in direct contrast to the color of the hull. The minimum height of each number shall be eighteen (18) inches, minimum width shall be thirteen (13) inches, and minimum stroke shall be three (3) inches. Minimum spacing between each number shall be four (4) inches. The racing numbers shall be clearly visible on either beam and from above. The numbers shall be displayed on the foredeck and shall read correctly from the driver's position and shall be underlined by a black bar. Side numbers shall be on the front portion of the hull, on the port and starboard sides, including the upper deck. Bottom number shall be clearly visible near the escape hatch on all catamaran boats. If the number and background is NOT a direct contrast, the boat will NOT be scored. Any number that becomes unreadable during an event will be scored at the discretion of the chief scorer. (For smaller boats contact IHRA offices for dimensions)

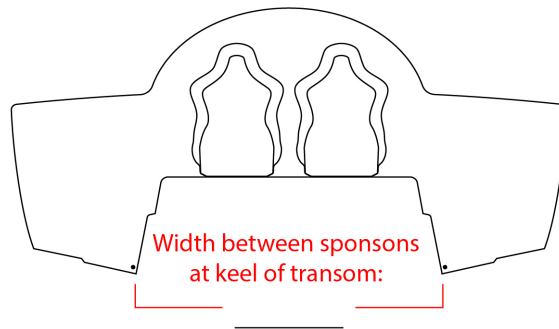
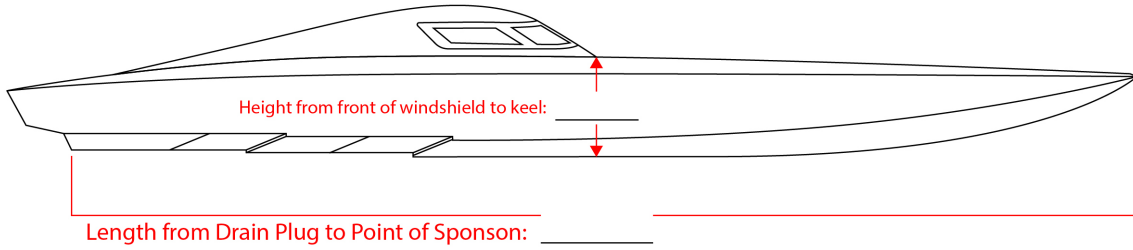


14. Numbers/background MUST be Black on White or White on Black, whichever is to the best contrast of the boat.

Appendix B, MEASUREMENT OF BOATS

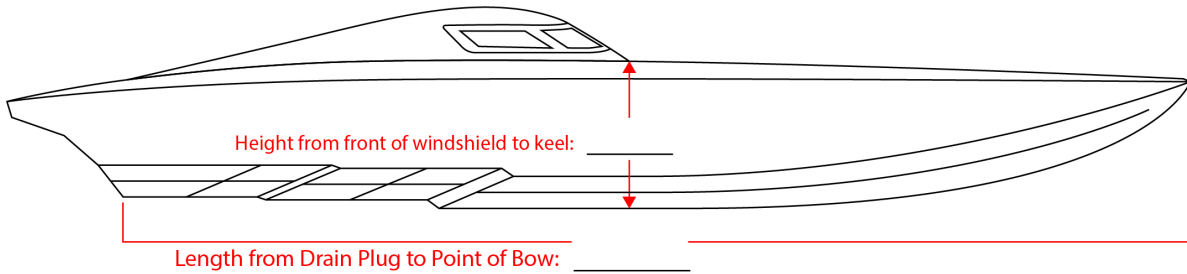
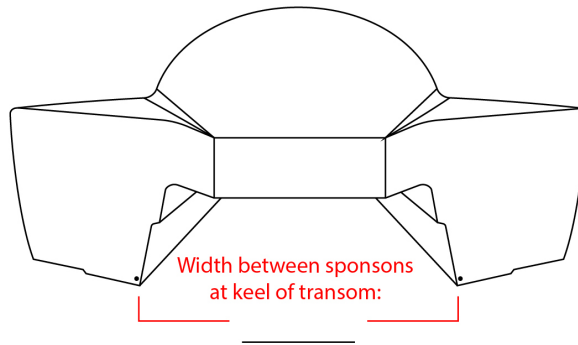
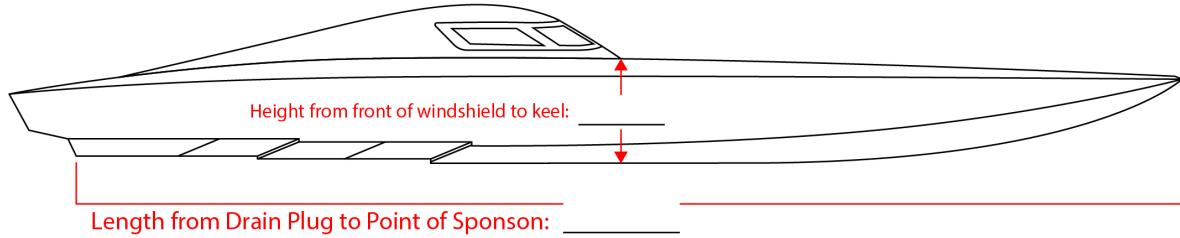


MEASUREMENT DIAGRAM





MEASUREMENT DIAGRAM



Appendix C, TECHNICAL PROTEST FEES & TEAR DOWN PROCEDURES

FOUR CYCLE ENGINES

1. Stage I - \$1000.00
 - a. The owner or his crew shall prepare engine for P & G and remove the intake manifold and/or exhaust manifold(s) as instructed by the inspector.
 - b. The inspector may check any part of the engine for compliance with technical rules limited only by the extent of tear down indicated by paragraph 1 above.
2. Stage II -\$2500.00
 - a. The owner or his crew shall prepare the engine for Stage I inspection as well as remove one or both cylinder heads as instructed by the inspector.
 - b. The inspector may check any part of the engine for compliance with the technical rules limited only by the extent of tear down as indicated by paragraph (a) above.
3. Stage III -\$5000.00
 - a. The owner or his crew shall remove the engine from the boat and disassemble the engine completely as instructed by the inspector.
 - b. The inspector may check any part of the engine for compliance with technical rules.

TWO CYCLE ENGINES

1. Stage I -\$1000.00
 - a. The owner or his crew shall remove an intake manifold and a cylinder head as instructed by the inspector.
 - b. The inspector shall measure port sizes, displacement, compression, venturi sizes, and check for compliance with all or any technical rules and/or specifications at his discretion, limited only by the extent of tear down indicated by paragraph 1 above.
2. Stage II -\$2500.00
 - a. The owner or his crew shall remove the powerhead, exhaust plate, and lower unit from the center section, and also remove the intake manifold, both cylinder heads, and all pistons from the powerhead.
 - b. The inspector shall measure or otherwise check any or all parts of the motor to determine compliance with all or any technical rules and/or specifications at his discretion, limited only by the extent of tear down indicated by paragraph 1 above.