

2025 - 2026

YEAR BOOK



2025 Conference, Copthorne Hotel, Palmerston North



Back Row: Andrea Robinson (Boat Registrar), Tony Ward (Executive),
Scott Coker (Executive), Nick Coles (Executive)

Front Row: Ben Ryan (Executive), William Ryan (Executive),
Julian Stilwell (Secretary), Chris Du Feu (President),
Christine Hanning (Treasurer), Bayden Sprozen (Executive),
Dennis Dustin (Patron)

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NEW ZEALAND POWERBOAT ASSOCIATION (INCORPORATED)

www.nzpba.com

2025-2026 SEASON OFFICIALS

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PROTECTIVE COCKPIT / RESTRAINT SYSTEMS EXAMINERS

Malcolm Jamieson, Waikawa Bay, Picton, Ph (03) 573 6449

Grant Rolleson, C/- NZ GP Hydroplane Drivers Club

Nigel Zander, 209 Bowman Road, RD9, Hamilton, Ph (07) 846 2556

Shaun Smith, 106 Rangitoto Rd, Papatoetoe, Auckland. Ph (09) 278 6630

Jeremy Thomas, 4a Lees Grove, Wainuiomata, Ph 021 283 6565

Andrew Morris, Stoke, Nelson, Ph 027 241 5099

Ben Ryan, 3/670 Newtons Road, RD5, Christchurch, Ph 021 222 3314

NZPBA STEWARDS

North Island:	Denise Preece	NZ GP	027 250 3504
	Dennis Dustin	Lakeland	022 322 822
	Kent Dunlop	Manawatu	027 655 9343
	Jamie Knight	Manawatu	021 208 4949
	Bayden Sprozen	Manawatu	027 487 1253
	Brendon Hall	Manawatu	021 065 8911
	Tracy Gapper	Manawatu	021 184 2200
	Ross Leger	Manawatu	027 442 4850
	Sheree Dunlop	Manawatu	027 601 4921
	Bill Gaudin	Wanganui	06 344 5722
	Tony Ward	Wanganui	027 316 3775
	Thom Hesketh	Manakau-Auckland	027 767 3966
	Peter Thomas	Manakau-Auckland	021 787 524
	Andrea Robinson	Wellington	027 269 1223
	Tony Latimer	Cambridge-Waikato	021 582 578
	Nigel Zander	Cambridge-Waikato	022 364 6651
	David Cassidy	Cambridge-Waikato	021 127 6560
	Brendon Cornes	Cambridge-Waikato	021 081 05959
	Ken Marshall	Wairarapa	027 391 3108
	Jeremy Thomas	Wairarapa	021 283 6565
South Island:	Ben Lee	Wairarapa	021 958 402
	John Ryan	New Brighton	03 388 7639
	Rob Knoef	New Brighton	021 438 685
	Craig Stevenson	New Brighton	021 455 462
	Mike Ryan	New Brighton	027 431 8427
	Ben Ryan	New Brighton	021 222 3314
	William Ryan	New Brighton	022 076 9781
	Mark Kelly	Lake Kaniere	027 973 1906
	Rose Marie Willis	Southland	03 206 4454
	Andrew Railton	Southland	021 348 648
	Chris Du Feu	Rotoiti	027 420 0705
	Julian Stilwell	Rotoiti	021 943 481
	Peter Stilwell	Rotoiti	027 314 9965
	Wayne Wells	Rotoiti	027 433 3663

DUNK TESTERS

North Island:	Rob Vette	Manakau-Auckland	027 294 0639
	Andy Laurie	Manakau-Auckland	027 288 8028
	Calvin Hicks	Manakau-Auckland	027 420 6337
	Shane Pennington	Cambridge-Waikato	027 478 4665
	Derek McAdam	Manawatu	027 665 8446
	Brendon Hall	Manawatu	021 065 8911
	Bayden Sprozen	Manawatu	027 487 1253
	Dean Taylor	Manawatu	021 226 2421
	Jeremy Thomas	Wairarapa	021 283 6565
South Island:	Julian Stilwell	Rotoiti	021 943 481
	Philip Stilwell	Rotoiti	027 380 1585
	Wayne Wells	Rotoiti	027 433 3663
	Chris Du Feu	Rotoiti	027 420 0705
	Jason Stewart	Rotoiti	022 403 4157
	Andrew Morris	Rotoiti	027 241 5099

Ben Ryan	New Brighton	021 222 3314
Peter McLoed	New Brighton	027 316 3775
John Ryan	New Brighton	03 388 7639
Mike Harvey	Southland	027 585 2288
Brian Railton	Southland	022 626 4976

STARTERS

North Island:

Dennis Dustin	Lakeland	022 322 822
Steve Hughes	Wellington	021 556 250
Carl Lampe	Wellington	022 560 0680
Stu Bryant	Wellington	027 443 8426
Bill Gaudin	Wanganui	06 344 5722
Mat Gaudin	Wanganui	027 347 8760
Mike Wotton	Wanganui	04 976 5767
Paul Read	Wanganui	027 302 4917
Mark Probyn	Wanganui	021 485 632
Ken Lupton	Wanganui	027 412 0162
Jack Lupton	Wanganui	021 465 849
Kent Dunlop	Manawatu	027 655 9343
Steve Mathieson	Manawatu	027 517 9564
Bayden Sprozen	Manawatu	027 487 1253
Derek McAdam	Manawatu	027 665 8446
Brendon Hall	Manawatu	021 065 8911
Blair Murray	Manawatu	022 400 7511
Sheree Dunlop	Manawatu	027 601 4921
Tracy Gapper	Manawatu	021 184 2200
Craig Newman	Manawatu	021 030 0354
Patt Spriggins	Manawatu	027 541 0788
Tim Fellows	Manawatu	027 449 9814
Tony Latimer	Cambridge-Waikato	021 582 578
Max Latimer	Cambridge-Waikato	021 1025 63518
Nick Coles	Cambridge-Waikato	022 517 0376
Shaun Smith	Cambridge-Waikato	027 333 3968
Max Webb	Cambridge-Waikato	027 699 6566
David Cassidy	Cambridge-Waikato	021 127 6560
Warwick Lupton	NZGP	021 465 297
Steve Preece	NZGP	027 473 4550
Jeff Weake	NZGP	027 228 6453
Mike Dunstall	NZGP	021 751 837
Christy Speedie	Wairarapa	020 094 8521
Luke Dunlop	Wairarapa	022 088 0106
Scott Watson	Wairarapa	027 213 7300
Wade Dunlop	Wairarapa	020 409 7110
Dave Speedie	Wairarapa	027 434 4440
Craig Watson	Wairarapa	027 352 2709
Mason Dunlop	Wairarapa	022 155 1917

South Island:

Ben Ryan	New Brighton	021 222 3314
Ross Buckland	New Brighton	027 347 0391
Shelley McSaveney	New Brighton	027 669 4847
Laurie Brown	New Brighton	027 342 9214
William Ryan	New Brighton	022 076 9781
Steve Burns	Rotoiti	021 289 6006
Dave Delaney	Rotoiti	021 224 4088
Paul Morris	Rotoiti	027 442 1328
Scott Morris	Rotoiti	027 442 1328
Wayne Wells	Rotoiti	027 433 3663
Chris Du Feu	Rotoiti	027 420 0705
Andrew Morris	Rotoiti	027 241 5099
Kane Ketty	Lake Kaniere	022 431 2928
Mark Kelly	Lake Kaniere	027 973 1906

Colin Owen	Lake Kaniere	027 433 8322
Mike Harvey	Southland	027 585 2288

RACE WARRANT OF FITNESS INSPECTORS

North Island:	Mike Burgess	Lakeland	027 468 2011
	Peter McLeod	Lakeland	027 257 5244
	Allan Steiner	Lakeland	027 686 9644
	Jake Burgess	Lakeland	027 2411 092
	Jeff Weake	Lakeland	027 228 6453
	Simon Morrison	Lakeland	021 634 323
	Matt Hodson	Lakeland	022 060 8949
	Corey Bedingfield	Lakeland	027 267 3913
	Warwick Lupton	NZGP	021 465 297
	Rob Vette	Manakau-Auckland	027 294 0639
	Graeme Weller	Manakau-Auckland	027 411 0452
	Andrew Macbeth	Manakau-Auckland	021 0288 9366
	Max Webb	Cambridge-Waikato	027 699 6566
	Nigel Zander	Cambridge-Waikato	022 364 6651
	Garry Denham	Cambridge-Waikato	027 495 9961
	Stu Bryant	Wellington	027 443 8426
	Ben Cawthra	Wellington	04 527 3991
	Adam Parker	Wellington	027 583 3110
	Kent Dunlop	Manawatu	027 655 9343
	Jamie Knight	Manawatu	021 208 4949
	Steve Mathieson	Manawatu	027 517 9564
	Bayden Sprozen	Manawatu	027 487 1253
	Derek McAdam	Manawatu	027 665 8446
	Brendon Hall	Manawatu	021 065 8911
	Blair Murray	Manawatu	022 400 7511
	Ross Leger	Manawatu	027 442 4850
	Tracy Gapper	Manawatu	021 184 2200
	Ben Tacon	Manawatu	027 452 3231
	Mark Probyn	Wanganui	021 485 632
	Richard Smith	Wanganui	027 965 9534
	Bill Gaudin	Wanganui	06 344 5722
	Matt Gaudin	Wanganui	027 347 8760
	Dave Robinson	Wanganui	027 484 9600
	Luke Dunlop	Wairarapa	0204 106 9266
	Mason Dunlop	Wairarapa	022 155 1917
	John Hercock	Wairarapa	021 992 299
South Island:	Ben Ryan	New Brighton	021 222 3314
	John Ryan	New Brighton	03 388 7639
	Rob Knoef	New Brighton	021 438 685
	Mike Ryan	New Brighton	027 431 8427
	Craig Stevenson	New Brighton	021 455 462
	William Ryan	New Brighton	022 076 9781
	Mark Kelly	Lake Kaniere	027 973 1906
	Herb Lane	Lake Kaniere	027 470 9810
	Andrew Railton	Southland	021 348 648
	Reg Railton	Southland	027 360 8889
	Gavin Pope	Southland	027 694 3896
	Brian Railton	Southland	021 348 648
	Mike Harvey	Southland	027 585 2288
	Peter Stilwell	Rotoiti	027 314 9965
	Julian Stilwell	Rotoiti	021 943 481
	Philip Stilwell	Rotoiti	027 380 1585
	Wayne Wells	Rotoiti	027 433 3663
	Chris Du Feu	Rotoiti	027 420 0705
	Karl Griffith	Rotoiti	021 981 624
	Andrew Morris	Rotoiti	027 241 5099

CHAMPIONSHIP AND FEATURE EVENTS

RESTRICTION OF BOAT NUMBERS

FOR OVER 2000cc HYDRO AND OVER 3000cc R.R. AND OVER 1000cc O.B.

Akaroa Harbour	Open	Lake Rotoiti	Rotorua Open
Aviemore	Open	Lake Rotoma	Open
Blue Lake	Open on large course	Lake Waihoa	Open
	Eight on small course	Lake Arapuni	Open
Dargaville		Lake Te Anau	Open
Dilman Dam	Eight no GP	Lake Waitaki	Open
Grey River	Six no GP	Lupton Lake	Four
Lake D	Four no GP	Manawatu	Six
Lake Waitaki	Open	Mangakino	Open
Lake Dunstan	McNulty Inlet Open	Mangere	Open but only eight GP
Lake Forsyth	Six	Marlborough	Four on river
Lake Hood	Open no GP Hydro	Nelson Harbour	Six
Lake Kaniere	Open lake course:	North Taranaki	Four
	10 Starters in any field	Ngkuru	Six
	with a maximum of 6 GP	Oreti River	6, or 4x GN or
	/ U/U hydroplanes within		1x GP Hydroplane
	that 10	Picton	Open
Island circuit:	10 Starters in any field	Queenstown	Frankton Arm Open
	with a maximum of 3 GP	Twizel	Open (10), max 6x GP &
	/ U/U hydroplanes within		Unlimited Hydroplanes
	that 10		within any feild of 10
Tauranga Harbour	Open	Wairarapa	Six
Lake Karapiro	Open	Wanaka	Open
Lake Rotoiti	10 Starters in any field	Wanganui	Eight
	with a maximum of 6 GP	Wanganui	Downtown
	/ U/U hydroplanes within	Wellington	Open
	that 10		

AUSTRALASIAN RECORDS HELD BY NEW NEW ZEALAND DRIVERS

			M.P.H.	K.P.H.
350cc O.B. Hydro	R. Prattley	"Downbeat"	71.46	115.00
500cc O.B. Hydro	J.W. Keig	"Moonshot II"	90.93	146.34
1250cc Hydro	G.C. Smith	"Forty Four"	97.17	156.38
1750cc Hydro	F.T. McLeod	"Miss Wix"	128.93	207.49
1750cc Displacement	F. Parker	"Laser"	80.034	128.798
2750cc Hydro	S. Mathieson	"Midnight"	138.189	222.393
3750cc Hydro	K. Ireland	"Challenger"	129.696	208.725
4500cc Hydro	K. Ireland	"Challenger"	136.23	219.24
6000cc Hydro	P.G. Knight	"The Godfather"	141.77	228.16
7500cc Hydro	P.R. Knight	"Gone Heavy"	169.43	272.68
Unlimited Hydro	P.R. Knight	"The Boss"	177.538	286.396
Grand Prix Hydro	G. Weller	"G Force"	174.148	280.264

WORLD GRAND PRIX INTERNATIONAL RECORD

M. Southward - "Shell True Blue Ladybug" at Karapiro 24.8.91	179.101	288.173
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WOMEN'S WORLD UNLIMITED WATER SPEED RECORD

Miss H.V. Spurdle

"C.R.C. Latimer Lodge" at Lake Ruataniwha 6.5.90	168.76	271.53
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UIM WORLD GRAND PRIX HYDROPLANE RECORD

G. Weller "G Force" at Lake Karapiro 19.11.10	166.890	268.580
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NEW ZEALAND POWERBOAT ASSOCIATION CHAMPIONS 2024-2025

CHAMPIONSHIP	DRIVER	BOAT NAME
NZ UNLIMITED UNRESTRICTED		
NORTH ISLAND	Ken Lupton	Lucas Oil
SOUTH ISLAND	Ken Lupton	Lucas Oil
	Not Contested	
NZ GRAND PRIX		
NORTH ISLAND	Ken Lupton	Lucas Oil
SOUTH ISLAND	Ken Lupton	Lucas Oil
	Ken Lupton	Lucas Oil
NZ FORMULA ONE		
NORTH ISLAND	Simon Morrison	APL Window Solutions
SOUTH ISLAND	Simon Morrison	APL Window Solutions
	Simon Morrison	APL Window Solutions
NZ FORMULA THREE		
NORTH ISLAND	Vicki Hall	Iron Maiden
SOUTH ISLAND	Dan Hall	Iron Maiden
	Lily Weir	Ragged Edge
NZ MOD VP		
NORTH ISLAND	Simon Morrison	Lords Rival
SOUTH ISLAND	Simon Morrison	Lords Rival
	Not Contested	
NZ FORMULA V		
NORTH ISLAND	Mason Dunlop	Kausin Havoc
SOUTH ISLAND	Mason Dunlop	Kausin Havoc
	Not Contested	
NZ PRO COM		
NORTH ISLAND	Karl Weller	Rat Attack
SOUTH ISLAND	Blair Gaudin	Hells Bells
	Mike Ryan	Deliverance
NZ PRO STOCK		
NORTH ISLAND	Matt Gaudin	Blacklisted
SOUTH ISLAND	Matt Gaudin	Blacklisted
	Matt Gaudin	Blacklisted
NZ SERIES 3000		
NORTH ISLAND	Alan Steiner	Misty Blue
SOUTH ISLAND	Alan Steiner	Misty Blue
	Not Contested	
NZ GRAND NATIONAL		
NORTH ISLAND	Mike Harvey	Aquanaut
SOUTH ISLAND	Not Contested	
	Mike Harvey	Aquanaut
NZ MODIFIED HYDROPLANE		
NORTH ISLAND	Phil Lowe	New Obsession
SOUTH ISLAND	Allan Ballantyne	Rage
	Not Contested	
NZ H2000		
NORTH ISLAND	Not Contested	
SOUTH ISLAND	Not Contested	
	Not Contested	
NZ CLUBMANS		
NORTH ISLAND	Andrew Speedie	White Lightning
SOUTH ISLAND	Kendall Tacon	Jenny
	Hannah Harvey	The Greyhound
NZ JUNIOR		
NORTH ISLAND	Angus Hodson	KTM
SOUTH ISLAND	Anthony Elliot	Red Rocket
	Alex Dally	Assassin
NZ BAD (UNLIMITED UNRESTRICTED IBRR)		
NORTH ISLAND	Not Contested	
SOUTH ISLAND	Not Contested	
	Not Contested	

2024-2025 MAJOR ACHIEVEMENTS

MASPORT CUP	Ken Lupton	"Lucas Oil"
CANADIAN TROPHY	Lakeland Power Boat Club	
GLENVALE DRIVER OF THE YEAR	Ken Lupton	"Lucas Oil"
KING OF NATIONALS	Not Contested	
MATT MORRISON MEMORIAL	Zach Weller	"Rat Attack"
CARL AUGUSTIN CHALLENGE	Not Contested	
A E BAKER	Ken Lupton	"Lucas Oil"

200 k.p.h. AWARDS

K. McGregor, Auckland	W.K. Jones, Auckland
F. McLeod, Waikato	J.A. Ryan, New Brighton
P. Knight, New Brighton	L.A. Palmer, Wellington
D. Cameron, Rotoiti	J. Shuttleworth, Rotoiti
P.G. Knight, New Brighton	M. Southward, Wellington
P. Morris, Rotoiti	P.S. Coker, Waikato
R. Seymour, Wellington	G. Weller, Manukau, Auckland
M. Wotton, Bay of Plenty	A. Lewis, Manukau, Auckland
D. Friend, New Brighton	S.J. Hughes, Manakau, Auckland
S.S. Coker, Waikato	K. Ireland, Waikato
S. Mathieson, Manawatu	M. Harvey, Lake Dunstan
L. Sharp, Manukau, Auckland	

LIFE MEMBERS

- * M.H. MORRISON (Palmerston North)
 - * S. DUSTIN (Wanganui)
 - * L.B. SOUTHWARD (Paraparaumu)
 - B.M. ANDREWS (Christchurch)
 - * G.K. COOK (Auckland)
 - * P.R. KNIGHT (Christchurch)
 - * B.J. GRACEY (Christchurch)
 - * B.J. WALSH (Waitara)
 - D. DUSTIN (Rotorua)
 - * Jack. Ryan (Christchurch)
 - M. Wotton (Rotorua)
 - T.Hall (Kapiti Beach)
 - John. Ryan (Christchurch)
 - Shirley Wotton (Rotorua)
 - Raewyn Palmer (Wellington)
 - * Frank McLeod
 - Graeme Zander
- * (Deceased)

INTERNATIONAL AWARDS

Medal of Honour 1972-73

- M.H. MORRISON (Administrator)
- P.R. KNIGHT (Pilot Bel Air)

Medal of Honour 1989 - 1990

- B.J. GRACEY (Administrator)

Medal of Honour 1976-77

- B.M. ANDREWS (Administrator)
- G. HORNE (Sport)

Medal of Honour 1993 - 1994

- B. DERRY (Administrator)
- B. WALSH (Administrator)

NZ Powerboat Federation Awards

Medal of Honor 2013-2014
Dennis Dustin (Administrator)

NEW ZEALAND POWERBOAT ASSOCIATION (INC)

RECORDS AS AT 30th SEPTEMBER, 2025

			M.P.H.	K.P.H.
NEW ZEALAND CLASS RECORDS				
Grand Prix	G.Weller	"G Force" 2010	168.985	280.264
Unlimited Hydroplane by Rule 67	P.R. Knight	"The Boss" 1986	177.53	286.39
Unlimited Racing Runabout	G. Weller	"Rat Attack" 1998	135.41	217.87
Unlimited O/B Hydro Tunnel	L. Sharp	"Prompt Parts" 2012	144.132	231.908
Formula One	L. Sharp	"Prompt Parts" 2012	130.296	210.496
Formula Two	S. Preece	"Demon Energy" 2010	113.119	182.046
Formula Three	K. Funicane	"Automove 2"	102.553	165.043
Formula V	D. Edmonds	"Samurai" 1994	83.00	133.54
Modified Hydroplane	S. Mathieson	"Midnight" 2011	138.189	222.393
H2000	N. Wiblin	"Tammatha" 2022	104.045	167.408
Grand National	S.S. Coker	"Fair Warning" 2006	138.04	222.10
Pro-Com	G. Weller	"Rat Attack" 1997	120.17	193.39
Series 3000	B. Mercer	"Shockwave"	84.70	136.31
Pro-Stock	M. Wotton	"Bowtie Boogie" 2009	101.15	162.785
Mod-VP	A. Morris	"Desert Storm" 2008	103.086	165.90
Clubmans	H. Harvey	"Greyhound" 2025	52.739	84.880
J Class	L. Merrion	"The Huntsman" 2018	51.307	82.55

NORTHERN ZONE CLASS RECORDS				
Grand Prix	G.Weller	"G Force" 2010	174.148	280.264
Unlimited Hydroplane by Rule 67	S. Coker	"G.P.2." 1989	140.596	226.26
Unlimited Racing Runabout	G. Weller	"Rat Attack" 1998	135.41	217.87
Unlimited O/B Hydro Tunnel	L. Sharp	"Prompt Parts" 2012	144.132	231.908
Formula One	L. Sharp	"Prompt Parts" 2012	130.296	210.496
Formula Two	S. Preece	"Demon Energy" 2010	113.119	182.046
Formula Three	K. Funicane	"Automove 2"	102.553	165.043
Formula V				
Grand National	S.S. Coker	"Fair Warning" 2006	138.04	222.10
Pro-Com	G. Weller	"Rat Attack" 1997	120.17	193.39
Series 3000	B. Mercer	"Shockwave"	84.70	136.31
Pro-Stock				
Modified Hydroplane	K. Ireland	"Challenger" 2011	136.232	219.24
Mod-VP	A. Bedford	"On Parole" 2009	83.757	134.793
Clubmans	J. Lowe	"The Judge" 2022	50.044	80.520
J Class	C. Lowe	"The Judge" 2022	50.156	80.701

CENTRAL ZONE CLASS RECORDS

Grand Prix

Unlimited Hydroplane by Rule 67

Unlimited Racing Runabout

Unlimited O/B Hydro Tunnel	R. Seymour	"Mobil Sport 3" 1994	125.39	201.75
Formula One	R. Seymour	"Mobil Sport 3" 1994	125.39	201.75
Formula Two	S. Hughes	"Mobil"	110.479	177.76
Formula Three	J. Hargraves	"Instigator" 2000	82.95	133.47
Formula V	D. Edmonds	"Samurai" 1994	83.00	138.40
Grand National	A. Jacob	"Bang On" 1994	120.80	194.36
Pro Com	M. Wotton	"Bowtie Boogie" 2009	101.15	162.785
Series 3000	G. Cox	"Ambush" 1999	83.235	133.925
Pro-Stock	M. Wotton	"Bowtie Boogie" 2009	101.15	162.785
Modified Hydroplane	S. Mathieson	"Midnight" 2011	138.189	222.393
Mod-VP	S. Guard	"REDHOT Marine"	93.48	150.44
Clubmans	M. Dunlop	"Jenny" 2022	46.219	74.366
J Class	L. Van Krimpen	"Trainwreck" 2022	49.164	79.104

SOUTHERN ZONE CLASS RECORDS

Grand Prix

Unlimited Hydroplane by Rule 67

Unlimited Racing Runabout

Unlimited O/B Hydro Tunnel	P. Morris	"Wizard Of Oz" 1989	124.58	200.50
Formula One	P. Morris	"Wizard Of Oz" 1989	124.58	200.50
Formula Two	J. Scott	"Venom" 1995	102.93	165.61
Formula Three	A. Brown	"Short Circuit" 1996	83.73	134.72
Formula V	J. Weild	"Black Ice" 1997	81.641	131.36
Grand National	M. Harvey	"Aquanaut" 2016	129.006	207.570
Pro-Com	M. Ryan	"Gladiator" 2005	108.418	174.481
Series 3000	R. Kennett	"Interceptor" 2011	70.34	113.88
Pro-Stock	T. McCaa	"Victory" 2016	92.475	148.792
Modified Hydroplane	P. Stilwell	"Quantum" 1997	96.42	155.13
H2000	N. Wiblin	"Tammatha" 2022	104.045	167.408
Mod-VP	A. Morris	"Dsert Storm" 2008	103.086	165.90
Clubmans	H. Harvey	"Greyhound" 2025	52.739	84.880
J Class	L. Merrion	"The Huntsman" 2018	51.307	82.55

GOLD BADGE AWARDS

(Since new rule adoption)

W. Tunnell, Wanganui.....	1976	P. Hartle, Wellington	1993
W. Varcoe, Southland	1976	M. Harvey	1994
I. Gallop, Cambridge.....	1976	G. Cawthra	1994
I. Gray, Gisborne	1977	A. Mallett.....	1994
M. Sheridan, Gisborne.....	1977	S. Rosewarne	1995
W. Jones, Auckland	1977	T. Hall.....	1996
K. Sinclair, Manukau.....	1977	D. Mason	1996
K. Tuck, Waikato.....	1977	A. Dennis.....	1997
G. Wallace, Waikato	1977	G. Weller.....	1997
K.R. Knight, Manawatu.....	1978	B. Whyte.....	1997
F.E. Morris, Waikato	1978	R. Henn	1998
L. Meharry, Bay of Plenty	1979	B. Cawthra.....	1999
K. Eade, Auckland	1979	J. Knight.....	1999
P.G. Knight, New Brighton	1980	R. Smith.....	2000
G. O'Kane, Otago	1980	R. Henderson	2000
B. Oldham, Otago.....	1980	S. Mathieson.....	2000
R.S. Knight, Auckland.....	1981	G. Robinson.....	2000
J. Shuttleworth, Rotoiti.....	1981	A. Lewis.....	2001
G.J. Hawkins, New Brighton.....	1981	S. Hall.....	2001
P. Boylan, Manukau.....	1981	P. Jones.....	2003
J. Jacobson, Whangarei	1983	S. Coker.....	2004
J. Diamante, Marlborough	1983	M. Wotton	2004
P. Lucibella, Wanganui	1984	D. Friend.....	2005
G. Garbery, Manukau, Auckland....	1984	M. Ryan	2005
M. Ireland, North Otago	1984	B. Mathieson.....	2006
T. Wilson, North Otago	1984	A. Robertson.....	2006
G. Radcliffe, Marlborough.....	1984	S. Harvey.....	2007
D. Mergen, Cambridge	1985	P. White	2007
G. Daines, Wairarapa	1985	A. Morris	2008
B. Lewin, Wellington	1985	N. Zander.....	2008
K. Whittaker, Wairarapa.....	1985	B. Mercer	2008
R. Burns, North Otago.....	1985	A. Wells	2008
B. Railton, Southland.....	1986	J. Stilwell.....	2008
L. Wilson (Mrs), Wellington.....	1986	S. Pope.....	2008
R. Fiasander, Wellington	1986	M. Wotton	2009
I. Burns, North Otago.....	1986	D. Pollock	2009
G. Morrison, Manawatu	1988	C. Mathieson	2009
P. Morris, Rotoiti	1988	S. Preece.....	2010
Mrs S. Radcliffe, Marlborough	1989	C. Gapper	2010
R. Seymour, Wellington	1989	T. Gapper	2010
S. Hughes, Wellington	1989	K. Ireland.....	2011
C. Lampe, Wellington	1989	C. Maunder.....	2011
J. Herzog, Wellington	1989	L. Sharp.....	2012
M. Southward, Wellington.....	1989	R. Antony	2012
P. Thomas, Manukau, Auckland	1989	M. Harvey	2016
P.S. Coker, Waikato	1989	H. Lane	2016
G. Sharp, Manawatu.....	1990	J. Haggery	2016
A. Jacob, Manawatu	1991	N. Wiblin	2022
P. Edmond, Wellington	1992	K. Finucane	2023
G. Taylor, Wellington.....	1992	C. Du Feu, Rotoiti	2025
J. Nicholls, Wellington	1992	J.Price, New Brighton	2025
G. Orange, New Brighton	1993		
G. Caird, Southland	1993		

"100 M.P.H. AWARDS" (161 Km.P.H.)

No.	Year	Recipient	Boat	M.P.H.	K.P.H.
1	1963	L.B. Southward	REDHEAD	101.26	162.93
2	1963	F.E. Gatland	MYSTIC MISS	116.80	187.93
3	1963	W.A. Stevenson,Jnr	MYSTIC MISS	124.62	200.51
4	1962	L.R. Appleton	ELRAY	101.44	163.22
5	1963	E. Nunn	WASP TOO	123.24	198.29
6	1963	J.D. McGregor	MANTA	103.32	166.24
7	1964	G.V. Sullivan	MISS HOROTIU	106.01	170.57
8	1964	E.W. Baynton	SLIPRAY II	107.54	173.03
9	1964	L.S. Fussell	GOLDMIST	113.55	182.70
10	1965	Late M. Dunn	ELRAY	116.80	187.93
11	1966	H.W. Rutledge	TRU-JEN	102.14	164.34
12	1966	K. McGregor	MANTA	111.01	178.62
13	1967	H.A. Ruffell	TRU-JEN	110.74	178.18
14	1967	J. Jarvie	ELRAY II	117.73	189.43
15	1967	K. Lamb	GOLDMIST	104.04	167.40
16	1967	P.R. Knight	BEL AIR III	109.65	176.43
17	1967	F.T. McLeod	TEMPTRESS	105.02	168.98
18	1968	R.L. Shuttleworth	FLAK TOO	101.21	162.85
19	1968	J.A. Ryan	MISS CATHIE	100.31	161.40
20	1968	E.A. Mahood	RESTLESS ONE	104.40	167.98
21	1968	I.T. Baynton	SLIPRAY III	103.08	165.86
22	1970	W.L. Stokes	VOODOO IV	101.68	163.60
23	1969	Mrs J. Rutledge	TRU-JEN	105.02	168.98
24	1971	L.A. Palmer	MISS FANTAIL	101.68	163.60
25	1971	K.D. Rogerson	MISS QUEENWOOD	101.68	163.60
26	1972	K.N. Bickerstaff	MISTA DOLLA	102.85	165.49
27	1973	R.E. Hogg	WILCO	102.14	164.34
28	1974	G.D. Cameron	MISS PRINT V	104.04	167.40
29	1975	K. Evans	SNOOPY	104.53	168.29
30	1975	T.E. Taiatini	BEL XII	103.56	166.73
31	1975	G. Cooke	GLASSKRAFT UNIQUE	100.31	161.40
32	1974	S. Black	OLD CROW	101.22	162.83
33	1973	W. McCaa	AJAY	106.01	170.71
34	1975	I.H. Gallop	RON BARBADO	102.14	164.34
35	1976	M. Tunnell	KITTYHAWK	106.28	170.97
36	1976	M.R. Sheridan	NICOLETTE	101.22	162.83
37	1976	A. Gray	JOHN WEST	101.68	163.56
38	1976	K. Driver	MISS RANGER MARINE	103.56	166.63
39	1976	W.G. Varcoe	MISS RANGER MARINE	100.76	162.08
40	1977	G. O'Kane	MISS AUTO TUNING	102.14	164.28
41	1977	W. Jones	KING RAT	103.86	167.08
42	1977	K.R. Sinclair	BEL XIII	107.03	172.18
43	1977	K. Tuck	CONSTRUCTOR	104.77	168.54
44	1977	G. Wallace	AUTOCRAT	100.90	162.35
45	1978	R.E. Henn	ROCHELLE	109.65	176.43
46	1978	J. Diamanti	SOUTHERN MIST	100.76	162.08
47	1978	F.E. Morris	TEMPTRESS	103.56	166.63
48	1978	L. Meharry	MISS ALPHA	107.48	172.92

49	1978	K.R. Knight	HYDROCAT	105.02	168.98
50	1979	K. Eade	BOSS STEADE	118.98	191.46
51	1980	J. Shuttleworth	CITATION	117.73	189.42
52	1980	B. Oldham	OLD CROW	100.67	161.94
53	1980	P.G. Knight	THE GODFATHER	130.66	210.23
54	1981	P. Boylan	TEAM CRC	101.588	163.455
55	1981	J. Jacobson	JUST ADD WATER	104.588	163.455
56	1981	R.S. Knight	TEMPEST	104.553	168.225
57	1980	D. Shuttleworth	FLAK TWO	106.523	171.395
58	1981	G.J. Hawkins	LEOPARD COACHLINES	117.119	188.214
59	1983	P. Lucibella	BRYVERN MOTOR INN	102.145	164.351
60	1983	M. Ireland	OSPREY	102.75	165.325
61	1984	G. Carbery	BOSS SPIEDEL	108.069	173.883
62	1984	T. Wilson	MISS AVIEMORE	104.88	168.776
63	1984	D. Margen	MISTY BLUE	102.541	164.988
64	1984	G. Radcliffe	RADCLIFFE MARINE	103.564	166.814
65	1985	G. Daines	SOLID GOLD	105.02	168.977
66	1985	B. Lewin	LOOPY	111.84	179.951
67	1985	K. Whittaker	FOLYN	110.30	177.473
68	1985	R. Burns	COMMANDO IV	106.26	171.02
69	1985	M. Derry	GOING PLACES	103.08	165.856
70	1986	B. Railton	COOL CHANGE	112.97	181.769
71	1986	Mrs L. Wilson	WILD CARD	110.196	177.305
72	1986	R. Flasander	BULLET NZ	105.26	169.363
73	1986	I. Burns	COMMANDO IV	112.35	180.771
74	1988	P. Morris	POMMIE MS	117.511	189.236
75	1988	G. Morrison	AVALANCHE III	104.897	168.779
76	1989	Mrs S.M. Radcliffe	RADCLIFFE MARINE	111.12	178.830
77	1989	R. Seymour	SHARK ATTACK	101.24	162.930
78	1989	S.J. Hughes	MASTER BLASTER	114.717	184.619
79	1989	C.F. Lampe	FATAL ATTRACTION	104.532	168.228
80	1989	J. Hertzog	THE LIMIT	102.37	164.75
81	1989	M. Southward	LADYBUG	142.89	229.95
82	1989	P.S. Coker	GP2	140.956	226.26
83	1989	P. Thomas	MR TWISTER	102.873	165.55
84	1990	G. Sharp	RARE EAGLE	100.034	160.98
85	1989	D. Rosewarne	MISS AEROFAST	110.98	178.60
86	1990	M. Ryan	MAINLAND AWA	112.41	180.90
87	1990	A. Haywood	JOHN YOUNG FURNITURE	101.31	163.04
88	1991	A.M. Jacob	BANG ON	121.440	195.43
89	1991	A. Tapper	MISS AEROFAST	108.067	173.879
90	1992	G. Taylor	LAWTON TAYLOR CARS	101.810	163.812
91	1992	P. Edmond	VDO INSTRUMENTS	111.730	179.773
92	1992	J. Nicholls	PRIMO	107.754	173.37
93	1993	G. Orange	ROBBIE BURNS CUT PRICE LIQUOR	108.06	173.86
94	1993	G. Caird	MYWAY	107.54	172.06
95	1993	P. Hartle	HOT ICE	101.42	163.191
96	1994	M. Harvey	LIQUORLAND	106.52	171.39
97	1994	G. Cawthra	MOBIL WAINUI	109.38	176.02
98	1994	A. Mallett	COBRA	102.28	164.60
99	1995	S. Rosewarne	PLUM CRAZY	103.08	165.85

100	1996	T. Hall	VIPER	107.70	173.33
101	1996	D. Mason	LIQUID REVENGE	107.03	172.21
102	1997	J. Knight	VOO DOO	104.04	167.40
103	1997	P. Marshall	MARLBOROUGH SPRAYCOTE	106.523	171.39
104	1997	G. Weller	RAT ATTACK	110.741	178.18
105	1997	G. Jamieson	MARLBOROUGH SPRAYCOTE	106.018	170.58
106	1997	B. Whyte	WHYTE UP FRUNT	110.196	177.30
107	1997	B. Cawthra	MOBIL WAINUI	115.308	185.53
108	1997	A. Brown	MARLBOROUGH SPRAYCOTE	102.145	164.35
109	1997	A. Dennis	CALIFORNIA GIRLS	102.00	165.55
110	1998	S. Martin	SPECIAL EDITION	102.19	164.42
111	2000	S. Mathieson	MIDNIGHT	120.15	193.32
112	2000	R. Smith	EAGLE ROCK	105.181	169.237
113	2000	R. Henderson	HANG ON II	111.04	178.66
114	2000	G. Robinson	SUMMERWINE	114.539	184.293
115	2000	R. Robinson	SUMMERWINE	114.33	183.96
116	2000	T. Mathieson	MIDNIGHT	115.32	185.55
117	2000	P. McLeod	MIDNIGHT	117.935	189.758
118	2001	A. Lewis	LITTLE CRACKER	126.02	202.766
119	2001	S. Hall	ARMAGEDDON	100.412	161.56
120	2002	B. Maunder	HILLBILLY	101.529	163.36
121	2003	P. Jones	CITATION	110.75	178.19
122	2004	S. Coker	HOWZAT	101.08	162.637
123	2004	M. Wotton	RENEGADE	127.49	205.13
124	2005	D. Friend	TERMINATOR	124.413	200.223
125	2006	B. Mathieson	MERIDIAN	104.787	168.602
126	2006	A. Robertson	FLATOUT	118.359	190.439
127	2007	S. Harvey	EAGLE ROCK	105.022	168.98
128	2007	P. White	PREDATOR	109.60	176.383
129	2008	A. Morris	DESERT STORM	103.086	165.900
130	2008	N. Zander	HELTER SKELTER	112.692	181.321
131	2008	B. Mercer	AFTER SHOCK	106.813	171.862
132	2008	A. Wells	ENDORPHIN RUSH	113.564	182.725
133	2008	J. Stilwell	PLACEMAKERS	120.918	194.557
134	2008	S. Pope	THE VATICAN	116.509	187.448
135	2009	M. Wotton	BOWTIE BOOGIE	101.15	162.785
136	2009	D. Pollock	UNDERTAKER	106.457	171.362
137	2009	C. Mathieson	MIDNIGHT	114.921	184.947
138	2010	Steve Preece	Demon Energy	113.119	182.046
139	2010	Colin Gapper	Tempo Too	105.916	170.455
140	2010	Tracy Gapper	Tempo Too	104.529	168.224
141	2011	Kevin Ireland	Challenger	129.696	208.725
142	2011	Colin Maunder	Country Boy	110.602	177.997
143	2012	Luke Sharp	Prompt Parts	130.296	210.496
144	2016	Mike Harvey	Aquanaut	129.006	207.570
145	2016	Herb Lane	Live 'n' the Fast Lane	115.308	185.530
146	2016	Jason Haggery	Miss Aberdeen	114.364	184.011
147	2022	Nigel Wiblin	Tammatha	104.045	167.408
148	2022	Simon Morrison	Anglomoi NZ	117.736	189.457
149	2023	Kyle Finucane	Automove 2	104.045	167.408

150	2025	Chris Du Feu	The Panther	113.112	182.040
151	2025	Jeff Price	Lone Wolf	111.104	178.800

RACING RULES

OF THE NEW ZEALAND POWERBOAT ASSOCIATION INCORPORATED

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RACING RULES INTERPRETATIONS

These conditions, rules and regulations shall be construed and interpreted by the New Zealand Powerboat Association whose these conditions, rules and regulations, the said New Zealand Powerboat Association shall not be bound by the strict legal construction but shall give effect to the intention to Encourage Actual Racing and so place a broad interpretation on these conditions, rules and regulations.

NZPBA STEWARDS

1. (a) A NZPBA Steward shall be considered the Official Representative of the Association at any authorised Regatta or Club Day to which he is appointed for duty. He/she will automatically become a member of the Protest Committee. Stewards to be issued with a current Year Book free of charge by the appointing Club.
- (b) The Steward's duty shall be to ensure that at any Regatta at which he/she is appointed, the rules of the N.Z. Power Boat Association shall be rigidly carried out. The Steward shall ensure that all officials do not consume liquor during the allocated time of all racing, or who in his opinion is under the influence of liquor/and drugs. If so, he will report to the full Race Committee/Control, for that official to be relieved of duty for the day. Officials include every person who is helping to run the day. Should the Steward consider the sponsoring club is infringing a Rule, his decision will override that of the officials. The Steward will immediately in writing advise the Secretary of the Association, of all relevant details of the infringement. The disciplining of any member shall be the responsibility of the Officials of the sponsoring Club.
- (c) The Steward will check that suitable stretchers, First Aid equipment and qualified personnel are in attendance as to Rule 33.
- (d) The Steward will be present and be identified at the Driver's Briefing.
- (e) It is the Steward's duty to record the time of the day that the announcement of boat placing in every allocated National Championship or event are made.
- (f) The NZPBA Steward shall complete an NZPBA Zone Stewards report form in full and a Maritime Safety Authority Report form (MSA) in full (when applicable), for every race day of every Regatta, Club Day and Kilo Trial under his/her jurisdiction.
The sponsoring Club shall ensure they have available a NZPBA Zone Stewards report book.

The sponsoring Club race secretary must forward the following to the NZPBA Secretary within 14 days of the meeting concerned:

- (i) Top copy of the Zone Stewards report form;
- (ii) When applicable second copy of the MSA report form;
- (iii) The correct drivers entry fee levies;
- (iv) All championship winners, 2nd and 3rd placegetters and kilo records along with their times;
- (v) Blank entry form(s) for event.

The sponsoring club must forward the top copy of the MSA report form (when applicable) to the nearest MSA office within 48 hours of the meeting concerned.

Third copies are to be held by the sponsoring club.

Failure to comply with any of these requirements will result in a \$100 fine being imposed on the sponsoring club.

- (g) A NZPBA Steward appointed from an outside Club must be in attendance at a Regatta or Club Day. In the case of an emergency the Officials of the day in the absence of same, may appoint such an Official.
- (h) Sponsoring Club shall make available all the necessary requirements to assist the Steward in his duties.
- (i) If an event is cancelled which the NZPBA have been given prior notice of, the Secretary of the NZPBA must be informed of such cancellation in writing, within 14 days after the advertised date of this Meeting. Failure to comply will result in a \$100 fine being imposed on the sponsoring Club.

RACE CONTROLLERS

The Race Controller is in direct control of the event with regard to actual on-water racing, and is expected to perform the following functions:

- Liaise with the Regatta Secretary on behalf of the Host Club,
- Liaise with the appointed NZPBA Steward on behalf of the Association;
- Liaise with Safety Teams both on-water and on-shore;
- Liaise with drivers or their representatives as and when required.

The race controller can be, but not necessarily, on the event protest committee.

The race controller's main objective is to facilitate actual racing within the rules of the NZPBA in a professional manner. Effectively they should be overseeing everything to keep things flowing in a timely manner for all involved. They must have a clear understanding of the NZPBA Rule Book.

- 2. Any boat owner or driver who is a member of a Powerboat Club in his/her country and is affiliated through their own association to the U.I.M. shall be eligible to compete in all racing and record attempts in New Zealand.
- 3.(a) Races may be run in one heat in which case the ten fastest boats shall be selected from time trials.
- (b) Alternatively the committee reserves the right to run any race in two heats provided there are not less than six boats qualified. The overall winner to be decided by the application of the International Points System over the heats.
- (c) The total distance of the heats to be not less than minimum prescribed distance for the race.

Refer Appendix Page 59

- (d) Clubmans shall be allowed to start as many entrants as the venue size allows.
- 4. The Club Committee reserve the right to postpone the starting time of any race.
- 5. No boat other than official and competing boats shall be allowed on or within the vicinity of the course while any race is in progress. All races shall be deemed to be in progress until the last competitor has left the course, except that in the event of a break-down a competitor may be held in the inner area of the course by rescue boat until such time that it can be safely towed to shore.
- 6. At all Regattas and Club Days judges and stewards shall rigidly enforce rules covering driving, and in particular, it should not be a practice to await a protest before holding an inquiry into a breach of rules or dangerous driving, and some penalty should be imposed where considered necessary. Spin turn or end for ending is considered dangerous driving and brings immediate disqualification. Breaches of Rules 14, 18, 19, 20 and 22 by drivers shall be considered dangerous driving and may carry a minimum penalty of suspension to driver or drivers concerned of disqualification immediately after the race.
- 7. **Discipline:** Officials have disciplinary powers under the following clauses:
 - (a) Clubs shall have power to discipline any member of any Club guilty of dangerous driving or action considered injurious to the welfare of the sport, within 24 hours of the incident and that the normal appeal process to remain.
 - (b) All Member Clubs shall immediately, and in writing, advise the Association of the suspension or other disciplining of any member and of the true and complete nature and all known details or reasons of the offence which caused same.
 - (c) Any member Club and any member of any Member Club shall have a right of appeal

to the Association on any matter. The accused or their representative shall have the right to speak on their own behalf and such appeal shall be dealt with only by the Association.

- (d) No person who has been suspended by any Member Club shall be permitted by any other Member Club or by the Association to take part in any of the activities of any such Member Club or the Association during the period of the suspension.
 - (e) The Association will advise, in writing, all Member Clubs of the disqualification or of the disciplining of any Club or any person.
- 8.(a) Handicap racing to be optional at Official Regattas.
- (b) All Clubs wishing to stage a Feature Regatta must advise at National Conference when dates are allocated, and the event to be shown in the National Calendar as a "Feature Regatta".
- 9.(a) The finish line to be between a marker buoy and the Judge's flag, which is to be in or at the Judge's stand at all times.
- (b) A distinctly marked buoy (black and white chequer) must be used as a start and finish buoy and must be a minimum distance of forty-five (45) metres from a turning buoy.
 - (c) At all sanctioned regattas, two buoy courses shall be abolished and a minimum number of two buoys to be positioned at each end of the course.
"Single Buoy courses can be laid where fields of only Formula One, Formula Two or Formula Three Tunnel boats are racing, but only if a suitable and safe course can be laid".
 - (d) Where a rectangular course is laid there shall be a minimum lateral distance of 2m between the turning buoys.
 - (e) When a long course is laid and as a result the sighting of buoys becomes difficult for the drivers, then adequate background sighting to buoys or intermediate buoys must be provided to line up those buoys.
10. No unprotected metal buoys can be used as course or turning buoys.
11. No tuning up of boats or motors will be allowed on the course proper unless it has been expressly permitted.
12. Tuning or starting of boat motors out of the water will only be allowed if the propeller has been removed, clutch in shaft line disengaged or a guard shield behind propeller except in the case of a warm-up on the ramp or shoreline immediately before a race, then the motor may be started with propeller revolving providing it is in the water.
The minimum penalty for failure of driver or crew to comply with this Rule may be the suspension of that boat and driver for the remainder of the day.
Finally the Committee considers Regatta Officials must rigidly enforce the Rules of the Association and must be seen to be doing so. It should not be the practice to await a protest.
The Committee are most emphatic that any competitor having a genuine grievance be encouraged to protest and that such protests should have no stigma attached.
13. Clubs may classify boats into divisions as may be deemed necessary according to their lap time on the day. The fastest boats to be Class 1.
14. Each boat, after receiving the Chequered Flag proceed around the next buoy on course and reduce speed before dispersal. In all circumstances it is the responsibility of the driver who has completed racing to keep out of the way of boats that are still actively racing. No boat is to cross the course until the Yellow Flag is flown, unless unable to proceed unaided.
15. All competitors and pit crews are to follow the NZPBA Code of Conduct in Appendix G.
16. The instructions from the officials in launch or launches or Club headquarters must be implicitly obeyed by all craft on the water. Any competitor failing to do so will be liable to a fine not exceeding Twenty Dollars (\$20) or disqualification for the remainder of the meeting.
17. Stopped Races: A race shall be considered stopped when it is interrupted by the Racing Controllers after the start. The stoppage of a race will be indicated by the display of the Day glow red flag from race control and/or course boats. Stopping the race is decided by the Race Controllers for reasons as follows:

- (a) In the event of a capsizing or accident which could endanger safety of driver or boat.
- (b) In the event of a breach of rules being observed such that if the offender were permitted to continue in a race a repetition of this breach could jeopardise the safety of other competitors.
- (c) In the event of a buoy sinking or drifting out of position.
- (d) Force majeure. In this case the Race Committee may at their discretion (1) Order the race to be re-run; or if this is not possible (2) For championship or scratch races only classify the placings according to their positions at the conclusion of the preceding lap.
- (e) Where qualifying has been completed but competition not contested, those qualifying competitors to get precedence in a rerun at any later day. Any new entrants may be added to complete field numbers with qualifying if required.
A boat or part of a boat which has caused a race to be stopped is not permitted to compete in the re-run. Only those boats which entered and were accepted in the stopped race and were still racing when the race was stopped will be permitted to compete in the re-run. In the event of the stopping of a handicap race, the re-run for the stopped race must take place before any further handicap races for that particular class, handicaps to remain the same.
- (f) All boats eligible to start in a rerun race must be allowed sufficient time from the stoppage of the original race to the start of the rerun race to refuel and check the safety of the boats.
- 18. Contestants who have failed to turn a buoy must return immediately and circle to the left inside the course and pass the missed buoy on the proper side keeping clear of the balance of the field in so doing.
- 19. All boats when on the course proper must turn anticlockwise, that is, left hand turns. Any right hand turn on the course proper can result on disqualification. Right hand turns may be made when exiting or returning to the launching area if it is safe to do so. The onus is on the driver of the turning craft to ensure it is safe to do so.
- 19a. Right hand turns for F1 class will be allowed when a suitable course allows. Use a yellow or striped or different coloured buoy to differentiate between the standard orange turn markers we currently use.
- 20. Overtaking boats shall pass on the outside of the overtaken boat, unless adequate room exists on the inside, but at all times overtakers are liable for disqualification in the event of a foul except where the leading boat is the offender.
- 21. Any boat contacting a buoy is disqualified. In the event of a buoy being contacted or sunk, the offending boat will be disqualified from the re-run. If the race being only a heat, the boat will be disqualified from that heat only. The evidence of one competing driver alone will not be sufficient to uphold a protest or disqualification.
- 22. In the interests of safety all drivers must survey the area in their immediate vicinity before changing direction either on the course proper or at a turning buoy. Failure to take this precaution and for the deliberate manoeuvring of his boat in any way to interfere with other boats will be regarded as a foul and will make the offender liable to immediate disqualification.
- 23(a) The consumption of liquor by officials, drivers, crews or rescue boat personnel will be strictly prohibited during the allocated time of racing. Any driver observed consuming liquor during the allocated time of racing or who in the opinion of the officials, is under the influence of liquor, will be suspended for the day and have his or her licence endorsed accordingly.
- (b) Testing may be done at an event by using an approved alcoholmeter. Any competitor or Official found to have more than 0.00 on the breath analysing machine 1 hour before or during testing or racing shall be immediately suspended and disqualified from the whole event, except if the event is over more than one day in which case the Race Controller may order another test.
- (c) Officials, drivers, crews, or rescue boat personnel are also subject to the control, procedures and penalties in the appendix D on anti doping of this rulebook.
- 24. A briefing of all drivers prior to any competitor entering the water is compulsory. Where the event is a two day event briefing must take place on the first day, all drivers must sign in on the second day, briefing on the second day is optional. Clubs are authorised to disqualify or penalise any driver not presenting himself for briefing when requested to do so.
- 25. At a regatta if an accident occurs, the holding Club Officials of the day will sit and

review said accident and a written report to be handed to the NZPBA Steward of the day to be filed with his or her report.

26. If in the opinion of three drivers in their particular class that the number of starters should be reduced, then it is incumbent on the club concerned to call a meeting of the drivers concerned, such a meeting to decide the number of starters.
27. In order to silence boats adequately they shall be equipped with an exhaust system in which all exhausts in each bank be led into a common pipe extending a minimum of 60cm from the rear exhaust port or otherwise adequately silenced, but this need not apply in unrestricted areas or where special exemption has been granted.
 - (a) Where clubs are racing in restricted areas, competing boats must be restricted to a noise decibel level of not more than 95 at a distance of 100m. Such clubs to have such restriction shown on National Calendars.
28. Any boat removed from the water for repairs affecting its safety shall be re-examined by the boat examiner before re-entering the water.

HANDICAP RACING

29. Except where a race for each class is used to determine lap times all boats must be timed over the whole course for one lap prior to racing to establish a time trial, times must be posted on a blackboard outside control office. All boats must be timed in every lap in every race, total time only will not be accepted, copies of time sheets for all handicap races must be made available to the Liaison Steward if requested by the Steward or Driver. Time sheets to be retained by the Club for 30 days after race. An allowance of one second per lap will be made in all handicap races and may be used during the race, but the driver must not exceed his/her time trial by more than 2 seconds in any one lap in any race.

In the event of a boat being disqualified on total time or exceeding 2 seconds on any one lap the driver must be furnished with details if he/she desires to.

If a boat is disqualified, it shall be rehandicapped on the basis of lap times recorded during the race. The faster lap time shall then replace the original lap time.

Late arrivals must nominate a time trial time which can then only be altered under the conditions of this rule.

- (a) Where racing is conducted over a course which includes an incomplete lap additional provision shall be made to time each boat over such lap within time trials and during racing.
 - (b) A maximum of fifteen (15) boats shall compete in any handicap race. If necessary the field will be divided preferably by class, or if this is impracticable then by handicap time.
30. All handicaps shall be given in minutes and seconds.
31. It will be incumbent on all drivers to obtain their handicaps from the call steward prior to the start of all handicap races.
 - (a) Except in the event of a protest the official placings of each class shall be made known prior to the start of the next event for that class.

INDEMNITY

32. All boat owners and/or passengers shall, including rescue boat crews, drivers and co-drivers and official starter for pole boat starts who must be nominated prior to racing, sign the Indemnity Form at every regatta or Club day, or in any organised aquatic event at which speedboats are competing. Such form shall be worded:

In consideration of the acceptance of my entry I DO HEREBY AGREE for myself, my executors and assigns not to make any claim against the New Zealand Powerboat Association Inc. and/or any club affiliated thereto and/or any member of the said Club or Association in respect of any accident or damage occurring at any time when the regatta or competition is under the control of the New Zealand Powerboat Association Inc., and or any Club whether caused by other competitors, their representatives, their boats or otherwise howsoever AND I DO HEREBY FURTHER AGREE to indemnify the New Zealand Powerboat Association Inc. and/or clubs affiliated thereto and or

all members of the said clubs against any loss, claims, actions, costs or demands arising out of my participation in the regatta.

SAFETY

33. At sanctioned meetings, all Clubs shall be responsible for having First Aid equipment and a St John Ambulance Senior Division Member or qualified person present plus a stretcher suitable for sliding under an injured driver in the water. This stretcher must be used to transport the driver in the water. Additionally, an Ambulance or suitable vehicle must be in attendance. Stretcher be carried on board rescue boat at all times. An extra stretcher be available at all times in the event of one being used to take a casualty to hospital.
- 34.(a) No boat shall be permitted to start any race at a Club day, Special Event or any Organised Aquatic Event at which boats are competing until it has been issued with an NZPBA annual race warrant of fitness (RWOFF).
- (i) The RWOFF sticker to be issued by NZPBA. It shall be the duty of these examiners to ensure that the boats are in a race worthy condition (as per the boat examiners report). Any defects that are noted must be corrected before examination and subsequent issue of the RWOFF certificate.
 - (ii) These examiners to be appointed by their respective aone. The NZPBA will sanction these appointees and a list of appointees will be forwarded by the Club Secretary to the NZPBA Secretary to be published in the Year Book as a register
 - (iii) It shall be the sole responsibility of the owner of the boat to keep it up to the required standard throughout the RWOFF period. Failure to do so will result in immediate suspension from all events until the boat is re-examined and declared raceworthy. The requirement to have this re-examination performed includes structural hull repairs and alterations made during the season/RWOFF period. Serious damage to a boat must be noted in owner's rulebook, inside front cover, by the officials of the day and the RWOFF sticker is to be removed by the said officials. The new RWOFF sticker will be issued after a reinspection prior to further racing by that boat. The RWOFF sticker is to be attached to the craft in such a position so as to be sighted with minimum difficulty.
 - (iv) The cost of this proposed system to be part of the annual registration fees.
 - (v) No boat shall be permitted to start any race until it has received the inspector of the day's certificate which must be the advertised date of the regatta, club day special event, or any aquatic event at which boats are competing certifying as follows.
 - (vi) The inspectors of the day must conduct scrutineering on every boat in attendance of the event as to the matters set out in the scrutineering form and record the inspection in the boat/owners rule book. No boat shall be permitted to start in any race if it has failed inspection by an Inspector of the day, provided that the boat may be re-examined prior to racing and the failed examination notice removed if the failed areas pass re-examination.
 - (vii) No Race warrant of fitness to be done on race day
34. (b) Lifting of Boats: All boats which are to be lifted in or out of the water must be equipped with suitable and adequate lifting rings and gear. All slings and hooks must be manufactured to industry standards and have attached a current certification (dated not more than 5 years prior). The certification rating must be a minimum of twice the dry weight of the boat. All lifting hardware on the boat must be of sufficient strength, attached securely to the hull and must be visible for safety inspection. Slings and lifting hardware must be approved by the boat examiner at scrutineering, without such approval the boat will not be lifted by any crane or other device provided at the event. Any official has the right to deem any sling or lifting hardware unsafe. No boat shall be lifted over people. Lifting a boat while a person is on board is not permitted other than for weighing purpose. No boat can be lifted higher than 0.5 metres from the boat trailer, ground or water with a person on board. A briefing shall be conducted by the event officials, crane operator and competitors (or nominated crew) prior to any lifting.

SCRUTINEERING FORM

Date20

NATURE OF MEETING.....

CONDUCTED BY CLUB

Name of Boat.....

Registered No..... Drivers No.....

Engine measurement No..... CC Rating

Owner's Name and Address

Driver's Name if different from owner

Class of Boat/Powered by

Engine measurement certificate sighted

E.M. Seal No.

Drivers Licence sighted

*** Approved Safety Cell and 6 Point Harness.**

SCRUTINEERING FORM

First Box to be used with tick. Second Box for re-examination if required.

FUEL LINES, PETROL TANKS and all connections leak-proof and safe outlets from tank	☐	☐
OIL CONTAINMENT TANK - all vented oil must be vented to a containment tank with sufficient capacity to hold all vented oil.	☐	☐
STEERING: Adequately complies with requirements and in safe working order	☐	☐
ALL SHACKLES AND PULLEYS to be lockwired or lock-nutted. No plastic coated or synthetic steering cable to be allowed.	☐	☐
PROPELLER AND DRIVE SHAFTS, COUPLINGS, UNIVERSAL JOINTS: All adequately covered. DRIVE SHAFTS to be covered by at least one arrestor capable of containing the drive shaft in the event of breakage...	☐	☐
FINS: Securely bolted	☐	☐
BUOYANCY REQUIREMENTS: Adequate as per rules.....	☐	☐
BATTERY: Securely fastened on platform clear of bottom.....	☐	☐
FIRE EXTINGUISHER: As per specification in Rule 43. As per Rule Book page 39.....	☐	☐
LIFEJACKETS: As per N.Z.P.B.A. Rule 35. (Boats with protective cockpit/restraint systems see special rules)	☐	☐
HELMET: Refer to Rule 36A	☐	☐
OVERALLS AND SOCKS FOR DRIVERS: To be of cotton manufacture or fireproof material only. NYLON OR PLASTIC BANNED. (Wet suits may be worn under racing overalls.)	☐	☐
YELLOW PADDLE IN BOAT 500 sq.cm. minimum blade area, overall length 75cm minimum. (Boats with protective cockpit/restraint systems, see special rules)	☐	☐
IGNITION SWITCH. All boats to be fitted with a dead man switch activated by a cord attached to the driver	☐	☐
POSITIVE THROTTLE SHUT OFF. Must be adequate to shut throttle butterflies in the case of cable or rod breakage	☐	☐
TOW ROPE: To be 8mm diameter with 8cm eye spliced in extreme end and securely attached to hull or a tow eye minimum 20cm dia or bollard	☐	☐
COWLS: Adequately secured	☐	☐
INDEMNITY FORM: At bottom signed.....	☐	☐
CURRENT BOAT REGISTRATION STICKER: Affixed to hull	☐	☐
CURRENT RWOV STICKER : Affixed to hull.....	☐	☐
NAME of Boat on Trailer	☐	☐
HULL CONDITION	☐	☐
REGISTERED BOAT NUMBER, CLASS AND CLUB NAME shown on hull	☐	☐
YEAR BOOK SIGHTED AND ENDORSED if required	☐	☐
THIS SECTION TO BE USED FOR BOATS WITH PROTECTIVE COCKPIT/RESTRAINT SYSTEMS		
N.Z.P.B.A. Approval Sighted Cell no	☐	☐
SAFETY HARNESS as per Rule 34(a)	☐	☐
ADEQUATE FLOTATION ATTACHED TO BREAK AWAY TYPE COCKPIT	☐	☐
NO SHARP EDGES OR PROTRUCTIONS INSIDE OR AROUND THE ENTRY WAY	☐	☐
FOAM PADDING INSIDE THE COCKPIT IN LIKELY IMPACT AREAS	☐	☐
REMOVABLE SPRING LOADED STEERING WHEEL	☐	☐
FLASHING ORANGE/RED LIGHTS, OR YELLOW OR ORANGE FLAG OR PADDLE	☐	☐
LEFT AND RIGHT HAND REAR VISION MIRRORS FITTED	☐	☐
TRIANGULAR RESCUE ORANG MARKING UNDER DRIVER'S SEATING POSITION	☐	☐
APPROVED SKI TYPE JACKET OR BUOYANCY VEST AS PER RULE 34 vii (9).....	☐	☐
BOATS WITH FULL COVERAGE CANOPIES MUST ALSO HAVE		
POSITIVE AIR FLOW VENTILATION	☐	☐
INTERNAL AND EXTERNAL RELEASE CAPABILITY	☐	☐
ESCAPE HATCH ON BOTTOM OF COCKPIT WITH CLEAR SECTION FOR VISION AND LIGHT EXTERNAL RELEASE CAPABILITY, AND BRIGHT ORANGE IN COLOUR	☐	☐
COMPLIES WITH GENERAL PROTECTIVE COCKPIT/RESTRAINT RULES AS PER RULE 34 (a)	☐	☐

I _____ as the owner/driver of the craft _____

hereby declare that all the requirements of the above scrutineering form have been checked and tested and accept all responsibility for the safe operation of this craft.

Signed _____ Date _____

Inspection failed _____ Date _____

Examiners Signature _____ Examiners Name _____

INDEMNITY FORM

In consideration of the acceptance of my entry I DO HEREBY AGREE for myself, my executors and assigns not to make any claim against the New Zealand Powerboat Association Inc. and/or any club affiliated thereto and/or any member of the said club or Association in respect of any accident or damage occurring at any time when the regatta or competition is under the control of the New Zealand Powerboat Association Inc. and/or any club whether caused by other competitors, their representatives, their boats or otherwise howsoever AND I DO HEREBY FURTHER AGREE to indemnify the New Zealand Powerboat Association Inc. and/or club affiliated thereto and or all members of the said clubs against any loss, claims, actions, costs or demands arising out of my participation in the regatta.

DATED at..... this..... day
of..... 20.....

Signed by the said.....

In the presence of.....

INDEMNITY FOR SIGNATURE BY PARENT/GUARDIAN OF MINORS UNDER 18 YEARS OF AGE

I, being
the parent or guardian of
hereby consent to

being permitted to take part in speedboat racing and in consideration of such permission I waive all rights of action against the New Zealand Powerboat Association or any affiliated Club thereto and or any member of the said Club or Association in respect of any accident or damage caused by competitors, their representatives or their boats or from any other cause whatsoever.

I acknowledge and accept all clauses contained in the Indemnity Form signed by my charge.

.....
Parent/Guardian

.....
Countersigned by Competitor

Refer Rule 44.

PROTECTIVE COCKPIT/RESTRAINT SYSTEM REQUIREMENTS

- i. The maker of any reinforce cockpit/restraint system will submit their name, design drafts and explanation of the protection being introduced to the NZPBA, before the cockpit/restraint system will be allowed in NZPBA sanctioned events.

The manufacturer of the above systems and the competitor will receive an acknowledgement from the NZPBA as authority to use the system in competition once approved by the NZPBA. ***A permanent tag will be affixed to the cockpit indicating the NZPBA cell registration number and year of issue. Cell tag to be located so that it is clearly visible to any boat examiner or official.*** All boats involved in mishaps during the season and it is found that the cockpit is damaged, this is to be duly noted in the front of the owner's rule book. The said cockpit is to be checked out by a protective cockpit/restraint system examiner prior to repair and again prior to filling and painting.

- ii. Any competitor using a reinforced cockpit/restraint system will use a NZPBA approved restraint harness consisting of a minimum 5 strap/4 point mounting design. Straps shall all hook together in a central quick release system. All harness attachment points must be secured such as would be expected in an aircraft.

All new inboard hydroplanes must be fitted with protective cockpit as per NZPBA rules.

- iii. All boats must have enough buoyancy, either natural or from use of flotation gear to float the combined hull motor(s) and driver in a swamped state.
- iv. Boats designed with "break-away" cockpit structures must include permanently attached flotation capable of floating the cockpit, driver and any attached structure.
- v. Reinforced cockpit/restraint systems as an integral part of the construction in the area behind the drivers shoulder, heck and helmet, be a minimum of 2 inches (5cm) above the normal position with 4 inches (10cm) being recommended.
- vi. All reinforced cockpit/restraint systems will have:
 - (a) No sharp edges or protrusions anywhere inside or around the entryway of the cockpit.
 - (b) Energy absorbing foam padding strategically placed inside the cockpit areas where the knees, arms, helmet etc. might impact.
 - (c) A removable steering wheel "spring loaded". The steering wheel must be easily removed without the use of tools.
 - (d) The top front of the cockpit will be a maximum of 4 inches (10cm) below eye level, and so constructed as to deflect water away from the driver.
 - (e) As a means of attracting officials and rescue boats be fitted with flashing orange/red light(s) or carry a yellow or orange flag/paddle to be waved by the driver.
 - (f) Left and right hand rear vision mirrors installed.
- vii. The driver using a reinforced cockpit/restraint system will:
 - (a) Wear a NZPBA approved ski type jacket, orange in colour with ballistic coving and have approximately 10lbs (4.5kg) of flotation and equipped with epaulet type extraction loops on the shoulders and properly fitted crutch straps to prevent it being accidentally pulled off over the head during lifting. The driver has the option not to wear a 'Ski Type Life Jacket' or 'Self Inflating Buoyancy Vest'. Overalls must have epaulet type lifting loops on the shoulders.
 - or A NZPBA approved self-inflating buoyancy vest, provided the overalls being worn by the driver have epaulet type lifting loops on the shoulders.
 - (b) Wear a NZPBA approved helmet, as per Rule 36A in the NZPBA Rule Book.
- viii. Boats with reinforced cockpits using full coverage canopies must have:
 - (a) Positive air flow ventilation.
 - (b) Canopy must have both internal and external release capability.
 - (c) Must have escape hatch on the bottom of the cockpit. Hatch to have a clear section for vision and light, external release capability to bright orange in colour.
 - (d) Must comply with general protective cockpit/restraint system rules including Rules 2 and 7.
 - (e) Driver has option to wear flotation device as per rule 34a viii or overall flotation device. The driver has the option not to wear a 'Ski Type Life Jacket' or 'Self Inflating Buoyancy Vest'. Overalls must have epaulet type lifting loops on the shoulders.
- ix. The above rules shall have precedence over general rules when applied to boats with protective cockpit/restraint systems, with anything NOT specifically mentioned, then the general rules shall apply as per the NZPBA Rule Book.
- x. Name of Boat _____
 Registered No: _____
 Racing Class: _____
 Driver/Owner's Club: _____
 Owner's name: _____
 Phone Number: _____
 Address: _____
 City: _____
 I declare the above details to be correct and that the boat conforms to the Rules of the NZPBA.

Signature _____ Date _____

RETURN COMPLETED, TO ADDRESS SHOWN ON THE LETTERHEAD.

34 (c) Reinforced Cockpit Construction Requirements

- (a) Outboard Powered Craft - Minimum Material Lay-up
2mm skin carbonfibre/kevlar/fibreglass
12mm core. 100kg polyurethane foam or end grain balsa
2mm skin carbon fibre/kevlar/fibreglass
All resin to be of Epoxy base
Cockpit roof to be optional, but if fitted, must have a minimum 3mm polycarbonate windscreen and a hinge release pin.
- (b) Inboard Hydroplane up to 3 litre open - Minimum Material Lay-up
Construction to be same as Outboard Craft but may utilize vynilester resin during lay-up.
- (c) Inboard Hydroplane over 3 litre engine capacity - Minimum Material Lay-up starting at outside/exterior surface of cockpit.
300g fibreglass wovenroving
300g kevlar@45 angle
305g carbonfibre unidirectional at back of cockpit (x2)
305g carbonfibre unidirectional at front of cockpit (x2)
250g carbonfibre/kevlar
250g carbonfibre/kevlar - 100mm around cockpit opening only
20mm core 100kg polyurethane foam or end grain balsa
300g kevlar
250g carbonfibre/kevlar @45 angle
305g carbonfibre unidirectional at back of cockpit (x2)
305g carbonfibre unidirectional at front of cockpit (x2)
250g carbonfibre/kevlar - 100mm around cockpit opening only
All resin to be of Epoxy bae Cockpit roofs are optional but, if fitted, windscreens/
windows are to be a minimum thickness of 10mm polycarbonate.
- (d) General (all given measurements are minimum)
Cockpits must be of full bottom style with a spray deflector.
Seat belts must be 5-point harness secured with 3/8in bolts with 100mm dia. or square washers of 1/8in steel or 3/16in alloy.
Seat belt bolt spacers to be either hardcore eg. plywood, or tube type inserts.
Structural damage will null and void cockpit registration and certification. This to be thoroughly re-accessed by constructor or inspector prior to being re-certified for use.
- (e) Steel run-over bards or rollcages will be optional for the purpose of protection during a run-over incident. Minimum steel section to be 40mm o.d. pipe with 3.25mm wall thickness.
Construction materials to be high tensile steel.
Cockpit bars, if fitted, to be securely mounted to hull of boat with 3/8in bolts in at least four anchor points using mounting plates of 100 x 100 x 3mm steel plate.
All given sizes are minimum requirements.
- (f) No Hydroplane can change up a class by fitting a bigger engine unless the cell design construction of the boat meets the class minimum they intend to change.

LIFEJACKETS

35. The wearing of a life jacket is compulsory for all drivers, co-drivers and starting boat personnel. That the approved types of life jackets be compulsory for drivers and co-pilots of the boats with speeds in excess of 100k.p.h Association approved types are the DTG, Hutchwilco Racing Jacket, Lifeline, Record, Simpson, Tiger Racing life jackets, SOS Safety Cell Suit, SRP (Security Race Products) Torso Suit. All jackets used by NZDPBA drivers and co-drivers must have the leg/crutch straps or ballistic/skid type pants fitted.

The driver and passenger must wear the following items while engaged in racing activities, footwear that must be fully enclosed (Lace up, Zip or Velcro closure type only), and with socks and full length overalls of cotton manufacture or fireproof material only.

- (a) That the wearing of lifejackets in boats with fully enclosed approved safety cell is optional.
- (b) No persons shall restrain or use a personal restraint system within the boat unless the restraint system has a NZPBA approval. Persons who use a NZPBA approved personal restraint system should wear a certified neck collar.
- (c) All restrained drivers in cockpits must pass a dunk test prior to start of race season.
- (d) Annual dunk test will expire on the 31st October each year.

N.Z.P.B.A. APPROVED CAPSULE TRAINING CRITERIA

- 35 (e) All procedures discussed in detail with the driver before they are carried out. Drivers must indicate that they understand the procedure to be carried out & are comfortable with it prior to the execution of each exercise. All procedures are done with at least two safety officials including 1 driver, ready at all times.
- (i) Orient driver with procedures and drill.
 - (ii) Orient driver on procedures. to exit himself from the test unit.
 - Review exit procedures. (1) canopy (if lifted) (2) wheel (if lifted) (3) safety harness (4) roll forward & out.
 - Explain proper method for exiting capsule (driver rolls forward into a C coming up in front of boat).
 - Explain signals to be used.
 - (1) Driver ready (thumbs up)
 - (2) Driver needs help (a clenched fist held out) safety diver will extricate.
 - Go over procedure to be followed; when signals are to be given & safety procedures, how drill will be conducted.
 - Driver is strapped into capsule.
 - Driver is asked if he is ready & signals he is ready.
 - (iii) Driver is flipped and allowed to extricate himself.
 - (iv) **OPTIONAL** : Driver is strapped into capsule, with visor blacked out.
 - (1) Driver is asked if he is ready & signals he is ready.
 - (2) Driver is flipped & allowed to extricate himself.
 - (v) Driver may choose to wear his floating device (if used) & helmet. The driver may choose to wear his driving suit.

NOTE:

- (1) This is a test & you must pass.
- (2) This training in no way is designed to simulate a wreck, in fact that is not approved.
- (3) The goal is to teach a simple procedure that will assist a driver in self extrication if followed.
- (4) Even with this training there is no guarantee that you will be able to release yourself from a capsule at any time, especially following a wreck.
- (5) List of drivers completing this course must be forwarded onto the Boat Registrar.

All Drivers including Rescue and Pole Boat Personnel must fill out a Next of Kin and Medical Form.

BOAT DRIVERS

ENTRY _____

BOAT NAME: RACEBOAT _____

RESCUE BOAT _____

BOAT No: _____

NAME: _____

BIRTHDATE: _____

HOME ADDRESS: _____

PHONE NUMBER: _____

CONTACT 1: _____

CONTACT 2: _____

MEDICAL INFO

BLOOD GROUP: _____

ALLERGIES: _____

ARE YOU ON ANY MEDICATION: YES/NO

IF SO, WHAT? _____

CONCUSSION PROTOCOL

35(f) Mandatory Stand-Down: A driver or co-driver who, after a racing or race meeting related incident has a suspected concussion, be asked/required to stand down from racing for the remainder of the day/weekend, to allow concussion screening, diagnosis or clearance to take place. In the case of a positive concussion test, the member will stand down from racing until medical clearance is obtained or until 21 days after the incident, whichever is the shortest.

HELMETS

36.(a) All helmets to be a majority percentage of a bright or fluorescent red, orange or yellow colour. All helmets must meet the specification approved by the Standards Association of New Zealand (S.A.N.Z). Helmets to be road motorcycle type only, no motocross, sports car or half shell types will be permitted. Open or full face helmets to be of driver's choice.

(b) Drivers and riding crew are required to wear helmets at all times while on the water for the purpose of racing or testing. The helmets may only be removed while being towed, or waiting for a tow, if no racing craft is underway anywhere on the course. Violators will be disqualified and suspended for thirty (30) days. Exceptions may be granted by the Race Controller for unusual situations. All suspensions and exceptions granted must be reported, in writing, to the National Secretary immediately following each incident.

(c) No cameras or other such devices are to be attached to helmets.

37. All boats to be fitted with an engine kill switch to be of outboard marine type i.e. Yamaha, Suzuki, Mariner, Mercury or equivalent activated by a cord permanently attached to the driver's lifejacket which will automatically turn off the ignition if the driver leaves the driving position. On motors that are not suitable for this a fuel shut off device must be fitted. In boats fitted with an approved protective cockpit/restraint system this shall be optional. Jet boats in river races exempt.

38. Boats must carry a paddle painted yellow or comply with protective cockpit/restraint system rules and a tow rope having a minimum diameter of 8mm with an 8cm eye spliced on the extreme end.
The use of a tow rope is optional. All race boats must be fitted with tow eye with a minimum diameter of 20mm or a bollard strong enough to take the weight of the boat.
39. Driver in urgent need of assistance will wave a yellow paddle or activate method being used with protective cockpit/restraint system.
40. The wearing of the approved types of life jackets and crash helmets is compulsory and must be worn at all times racing is in progress by all competitors and start boat personnel on the water. Pole or starting boat personnel need not wear crash helmets. Crash helmets must be Dayglow red, Aircraft Recognition red, or similar colour or tone.
41. Minimum buoyancy requirements for all craft competing in Regattas and Club Days will be .03 cubicmetres displacement to each 45 kilos weight of engine. (Note: This is not designed to keep the boat up indefinitely, but only as a standard for the Boat Inspector to work to).
- (a) Sealed compartments shall not be the sole means of buoyancy.
42. That all owners should have the boat trailer bear the boat's name in the conspicuous position. The height of the lettering must be at least 50mm high and written on a vertical flat surface facing forward at front of trailer.
43. Fire extinguisher, one per boat immediately available in pit area or on service vehicle/trailer in pits area. Specifications: A minimum of one extinguisher, size no less than 2.5kg and a minimum B class rating of 40(40B) for Dry Powder or size 4.5L and a minimum B class of 20(20B) Foam type. May consist of multiple fire extinguisher to meet minimum required rating. (i.e. 3 x 1kg ABE). Extinguisher characteristics to be one of the following:- ABE (multipurpose) stored pressure dry powder type. Alcohol resistant control or Ecofoam Foam solution. AFFF foam, Halon and CO2 type is not acceptable. Extinguishers must be tested and maintained by a competent person in accordance with the five-year schedule of **New Zealand standard 4503:2005 Hand Operated Fire-Fighting Equipment.**

DRIVER'S LICENCES

44. All drivers taking part in racing must be in possession of a current drivers licence issued by the Association with the indemnity form signed. All licence applications must be applied for 14 days prior to any event. The licence will be issued by the Registrar and returned to the applicant club's Secretary. This licence, indemnity form to be renewed annually, medical certificate to be renewed every year. The fee for a licence shall be set at Annual Conference each year. Minimum age for drivers licence shall be 15 years except J class. Any J Class licences issued to be at a nominal fee of \$50.00 + GST and excluded from Rule 46 owing to need to apply to M.S.A. for sanctioning. And provided there is a successful application to the Secretary of Transport for special dispensation. Any competitor being a minor must attend a training day as described in Appendix F (page 68) and complete an entry form, which will include an indemnity form signed annually and to be counter signed by parent or guardian.
- (a) That the minimum age of passengers in racing boats and rescue boats participating in all sanctioned races be limited to the age of 15 years.
- (b) It is the responsibility of the driver to ensure that a passenger in a racing boat must have a signed indemnity form, in the case of a minor the form must have been countersigned by parent or guardian.
- (c) Drivers Licence and boat registration to be valid 1st October to 30th September each year.
- (d) When a junior driver is of age to move up to a senior class they may do so. The Junior Classification License will be cancelled and replaced with the Senior license. Payment of the difference between junior and full license will be payable 14 days prior to the event they intend to compete at. Once a junior moves up, they cannot return to the junior class to compete again in a Junior championship title.
- (e) In a field of Clubmans boats only, Senior and Junior Clubmans may compete together in non-championship races.
45. New drivers licence applications must:-
 - (i) Be a financial member of the club.

- (ii) Have the medical form of licence completed and signed by a Medical Practitioner.
- (iii) Tested on Rules by appointed examiner:-
Rule 17, Rule 18, Rule 19, Rule 20, Rule 22,
Rule 39 and Rules 50, 53 53a, 55, 56 and 57.
- (iv) Observed handling a boat.
- (v) Issued with a provisional Licence as per Rule 46a, b and c.
Rule 17 relating to stopping of a race while in progress.
Rule 18 relating to turning a buoy.
Rule 19 relating to left hand turns only.
Rule 20 relating to overtaking.
Rule 22 relating to changing direction.
Rule 23 relating to waving a yellow paddle to assistance.
Rules 50, 53, 53a, 55, 56 and 57 relating to the starting procedure and flags used during racing. After the applicant has satisfied the examiner of his or her knowledge of the above rules the applicant must then be observed driving a speedboat around a properly laid course, and then issued a provisional licence.
- 46. Holders of a provisional licence shall be eligible to compete at Regatta's in handicap and non-championship scratch races only. When competing in a non-championship scratch race provisional licence holders must start on the outside.
- (a) Application to be made on official form by owner/driver accompanied by proof of current membership of an affiliated club for the ensuring year and a licence **fee**, which will be fixed by annual Conference, to the Association's Boat Registrar for issuing a new officially numbered Licence stating class required which will be returned by the Registrar to the Owner/Drivers Club Secretary.
- (b) The Licence can then be issued by the Club Secretary to the new applicant, to be used as a Provisional Drivers Licence until countersigned by Club Secretary to indicate a full Licence after applicant has been observed driving for five races. It is essential that the Minor Indemnity Form is duly signed by parent or guardian where applicable.
- (c) After being observed for five races and the applicant has satisfied the Examiners of his or her proper control of the craft, the Club Secretary will then countersign the Licence (indicating full licence).
- (d) New intending members (who have not held a race license previously) are permitted to attend two meetings in one season only and race as long as their boat can pass the safety requirements of the NZPBA scrutineering form and they can show understanding of the rules listed in rule 45(iii) to the club secretary. A fee of \$50 per meeting will apply. The scrutineering form is to be endorsed by the boat examiner as a prospective member and the indemnity form is signed. Drivers will not be permitted to enter Trophy races or National and Island Titles.
- (e) All competition NZPBF licences issued by Federation members other than the NZPBA are valid for non-championship events. Competitors must meet NZPBA circuit racing scrutineering requirements and be levied the \$20 NZPBA drivers entry fee levy. To compete in Championship events, the boat must be registered with the NZPBA and be subject to a RWOFF.
- 47. In the event of a driver having his licence cancelled such driver shall have the right of appeal to the Select Committee of the Association under the same conditions as laid down in the Racing Rules.
In one season the issue of three endorsements of a driver's licence will lead to a three month automatic disqualification from any competition at a race day, whether club, picnic, kilo, or regatta run by a NZPBA affiliated club. Refer appendix page 75.

STARTING

- 48. Except where a field of only Formula One, Formula Two or Formula three Tunnel boats are competing, shall be clock or pole boat starts. Pole Boats starts shall be rolling and under the control of the Official starter in the pilot boat. Any boat crossing the start line after the start of the Dummy Minute or before its time is disqualified. A race of only Formula One, Formula Two or Formula Three Tunnel boats or Local Championships may use Le Mans or modified Le Mans start where conditions are suitable.
- (a) That all start finish lines be defined by a marker on the judges box and a second marker situated at the greatest practicable distance either in front or behind at right

- angles to the course and clearly visible to competitors when travelling at speed.
- (b) Where a clock is being used for championship races, a video camera suitable for instant replay shall be used to photograph the vicinity of the starting line at the end of the dummy minute. In the event of a malfunction of the camera one judge positioned on the start/finish line shall rule on any disqualification.
 - (c) In pole boat starts charging through the start line by any boat will be prohibited.
 - (d) Where pole positions are announced by loudspeaker, pole positions shall be announced in ascending numerical order from pole position one.
 - (e) With the exception of river courses the lead in buoy at each end of a rectangular course must be a minimum size of 1.2 metres in height and 1.0 metre wide.
 - (f) If a boat causes a stoppage of a race from starting.
It is at the discretion of the Race Controller to let the offending boat in the restart.
49. All drivers or their representatives in Championship starts shall draw for positions prior to starting of races. No championship race, no pole boat scratch race. National or Local, shall be started unless there is a straight of no less than 400 metres before the turning buoy.
At the race committee's discretion, Pole Positions may be determined by competitor's timed laps, no earlier than one day prior to the event. The boat recording the fastest lap time shall take pole position one, with the boats recording slower lap times to take appropriate pole positions in ascending order from 2-10.
- (a) In a mixed field, Grand Prix and Unlimited Hydroplanes shall be started in the outside lanes. Offenders will incur an immediate disqualification.
50. That in all races where a clock is used for starting, the clock shall be a minimum of 1 1/2m in diameter and that approximately 90m from the starting line there will be a preliminary buoy from which all boats must keep a straight line.
51. In handicap racing the number of minutes elapsed in the handicap time at the start of a race be displayed in conjunction with the starting clock to assist drivers with their handicap times; the size of the figures to be approximately 38cm high EXCEPT where lights are operated. Where lights are operated, the minimum standard be set down as detailed in the Appendix at the end of the rules section (page 74).
- (a) Where start times are announced by loudspeaker, times shall be given out in progressive chronological order.
52. Three starters or no race, four starters or no second prize, five starters or no third prize, except in Championship Races allocated by the Association.

FLAGS

53. Prior to the start of a race the competitors will be notified preferably by loudspeaker, when they must immediately take the water. On this announcement the "Blue Peter" shall be (hoisted). A period of three minutes shall then elapse before the clock is started for one "dummy" minute and the White Flag flown at which time no boat to leave shore to participate in a handicap race or a lock start event. At the completion of the "dummy" minute the White Flag is dropped, the race is one, and a gun can be fired.
- (a) BLUE FLAG (Blue Peter). Lowering of the Blue Flag after a period of three minutes signifies the start of the "dummy" minute.
54. DAYGLOW RED FLAG. Must be observed at ALL times. The display of a Dayglow Red Flag denotes the closing of the water, competitors must come to a complete stop on the course and remain stopped until receiving further instructions. Failure to observe this procedure will incur a period of licence suspension. A dayglow red flag displayed by the official starter when in control of a championship start indicates a "false start". Competitors must cease racing immediately and line up again with the pilot boat in their respective positions.
55. WHITE FLAG.
- (a) The White Flag when flown from Race Control will denote the clock has started and Dummy minute is under way.
 - (b) The dropping of this flag signifies the start of a race.
 - (c) The waving of the White Flag indicates that boats are entering the last lap.
 - (d) The display of the White Flag by the official starter when in control of a Pilot Boat start will indicate to competitors that they are required to line up with the Pilot Boat in the positions drawn as per Rule 3, number 1 being next to the Pilot Boat on its

- starboard side. The dropping of the White Flag will signal that the race is started.
56. **CHEQUERED FLAG.** The waving of a chequered flag will denote the finish of a race. In championship or any scratch races, flag to remain waved after first boat crosses line to denote finish of race. Position of following boats to be recorded in case of disqualification.
 - (a) That the start boat in any race would carry on to the start/finish buoy area once the race has been started. On board they will carry the existing white flag which is used to start the race, a chequered flag and a red flag. From the start/finish buoy, the starter would duplicate the flag marshall on shore. In situations where races are not started by boat, a rescue boat could carry out this duty where geographically possible.
 57. **YELLOW FLAG.** To be flown at the conclusion of a race in championship races flag to be flown after all boats cross finish line to clear the course.
WHITE WITH RED DIAGONALS. To be flown as caution flags by rescue boats to signify caution to drivers at that point.
 - (a) Flags not in use at any given time must be placed out of sight of the competitors on the course.

RESCUE BOATS

58. At all Regattas and Club Days clubs must provide a minimum of two rescue boats, and such boats must carry a Dayglow Red Flag for display in terms of Rule 54 and must carry an efficient fire extinguisher (as per specifications in rule 43), and one boat to carry a rigid stretcher. Rescue boats must take up their positions on the inside of the course at each corner where practical prior to the commencement of, and for the duration of time trials, also immediately the Blue Peter goes up. Rescue boats must carry at least one person in addition to the Driver, Children under the age of 15 must not be allowed in any rescue boat or start boat during a Club or Regatta day. Rescue boat drivers must be informed of their duties and responsibilities prior to the start of the regatta including the use of the white with red diagonals flag.
- (a) In all races an "All Clear" Signal must be given by buoy stewards or course boat before race results are decided or announced.
- (b) It is mandatory that an NZPBA approved driver/diver rescue craft(s) be allocated to all major regattas by the Association. The host club will be responsible for all hireage costs charged by the Association. Any costs not paid within 60 days will incur a \$100.00 fine as per rule 120.
- (c) The NZPBA rescue craft hireage fees covers all fuel used, and the travel costs for one official diver and one official driver. Should host clubs request additional divers to be supplied by the association this will be charged in addition.
 The NZPBA rescue craft hireage fees are to be paid to the NZPBA in accordance with rule 120.

RESCUE BOAT REQUIREMENTS AND DUTIES

1. Boats must be over 13ft (4m) in length.
 Effective neutral necessary with reverse gear desirable.
 Identification flag, green in colour, to be flown for duration of activities.
 A Red Flag to be flown only in emergency (Rule 54).
 Two fire extinguishers of a minimum of 2kg capacity plus a bailing bucket.
 Two lengths of rope 15mm (1/2") in diameter, 7m in length minimum.
 A sharp knife and small axe or tomahawk.
 Lifejackets must be worn by all personnel on board. (Divers exempt)
 A spare life jacket and/or inflated car tube.
 A long handled grapple or hook to attach to damaged boat.
2. Minimum of two on each boat. Skipper to be of mature age, no crew under 15 years. Skippers and crews must attend briefing prior to days events.
 NO alcohol to be consumed on rescue boat.
3. **DUTIES**
- (a) Watch all competitors in your area, also watch control for flags and also other boats.

- (b) if available carry a member of your crew with medical knowledge.
 - (c) In event of accident DO NOT attempt to lift injured person from water, check his support (jacket) and proceed carefully to shore. Radio for assistance if required.
 - (d) In event of mishap and driver indicates he is OK and mishap presents no danger to other craft, let race proceed, But bear in mind the safety to others. The decision is yours.
 - (e) Any incidents to be reported to Water Marshall who will report to control.
 - (f) Your position will be allocated by Water Marshall.
 - (g) Keep motor at idle for duration of race, but avoid unnecessary movement.
 - (h) If you tow a boat, do so at slow speed.
 - (i) In event of fire, close in quickly, aim extinguisher at base of fire, BE AWARE OF BURNING FUELS, IF IN DOUBT USE EXTINGUISHER.
 - (j) Make sure you know how to operate stretcher.
4. IN EMERGENCY
- Get to driver to first, cut away parts of required to extricate driver.
 Beware of type of life jacket (shute on jacket) cut loose if necessary.
 Remove own jacket if necessary to enter water to free trapped driver.
 Radio to be used only in emergency or if called or instructed.
5. GENERAL
- Boats to be in position before any race or time trial.
 Some knowledge of handling impact injuries, burns, exposure, an advantage. Cotnact St John Assn or Medic.
 Boats must not be overloaded.
 Small boats may be used as support craft etc...
 Radios to be used for communication between rescue boats and control only.

NOMINATION FEES AND APPEARANCE MONIES

- 59.(a) Definition of a Regatta – where a gathering of boats has assembled at a set venue, as agreed to by Annual Conference, by a hosting Club, on one or more consecutive days, but not more than three days. Therefore a Regatta entry fee includes up to three consecutive days, not an entry fee for each day.
- (b) Hosting clubs are required to send out entry forms for a regatta at least 28 days in advance of the date of the Regatta. The entry form must specify what prize monies or appearance monies will be paid out at the regatta.
 All boats must enter in writing for a Regatta at least 14 days prior to the date of the Regatta. Late entries must be accepted on payment of a late entry fee being double the stated entry fee for all Regatta's, Club Days and Championships. All fees are non-refundable. All race Secretaries are to issue receipts or acknowledgement of a drivers entry to a Regatta and/or Championship.
- (c) Drivers entry fee levy of \$20 must be paid by all entries not issued with NZPBA circuit racing licences.
- (d) All NZPBA entry fee levies collected on behalf of the NZPBA by Clubs must be forwarded with the Zone Stewards report(s). Failure to comply will result in a \$100 fine as per rule 1(g).
- (e) If a Club chooses not to charge entry fees, then the appropriate NZPBA drivers entry fee levy must still be collected and forwarded to the NZPBA.
- (f) At the end of each Race Meeting at prize giving, each driver Receive a placing form.
60. All boats must be entered for Championships allocated by New Zealand Conference (except Open Championship for Masport Cup) at least 14 days prior to the date of the regatta at which the championships will be contested. Entry fee of \$10.00 (not refundable) to accompany entry form. Late entry must be accepted with a payment of a late entry fee of \$20. Boats entered 14 days before to have precedence over late entrants.
- (a) Where all New Zealand Championship/s are held entries must be submitted at least 28 days prior to the date of competition.
- (b) 1. The Association may reallocate a Championship trophy to another class where less than the required number of entries to constitute a class are receiving in any particular class for two (2) years in succession in either inboard or outboard Championship events.

2. All Association trophies must be returned by the holder to the club or organization conducting such championship or feature event at least one hour before the start of the race program at which the Championships are to be contested.
3. Failure to return the trophy is subject to a fine of \$500 and where the holder was to contest that or another Championship at that meeting the holder will be ineligible to start in such championship. Non-payment of said fee shall disqualify the owner & driver who did not return trophy from obtaining a licence or registration until the debt is cleared and the trophy returned.
61. The payment of appearance money will be optional to all Clubs.

BOAT REGISTRATION AND CLASSIFICATION

- 62.(a) A National Register of racing boats shall be kept.
- (b) All Applicants must be members of affiliated clubs.
- (c) Application for Registration of boats must be made ANNUALLY to the Boat Registrar. The Registrar will return documents direct to the applicant club's Secretary. All boats must register in the class to which they qualify by both hull type and engine capacity.
- (d) Registration and assignment of numbers are effective from the 1st November to 31st October.
- (e) Reallocation of the same number will be given provided the application is received prior to 31st October.
- (f) Numbers not re-registered each year will be deleted and reallocated. Any person wishing to retain their boat class number/name may do so upon making an application to the Boat Registrar/Secretary along with an annual payment of \$10.00 GST inclusive payable by the 31st October.
- (g) Owners must not use the same number on more than one hull.
- (h) Upon receipt of the application for a number on the official form duly completed with the prescribed Annual fee, which will be 22% of the Regatta Licence Fee.
- (i) On Racing Craft all Class Numbers must be prefixed with the Letter and painted on both sides of the hull. Number and Letter must be painted in a colour strongly contrasting with the background. Numbers and letters to be displayed where possible on a vertical or near vertical surface, visible to control whilst racing. They shall not be less than 15cm high and where space permits 3cm wide. Club names must be displayed. Boats using methanol fuels to display a day glow red M in front of their class number and letter.
- (j) New classes may be established from time to time with the approval of the National Conference. For a new class to be considered the following must exist:
 - (i) There must be at least ten (10) registered boats nationwide that fit the new class definition and are being actively raced.
 - (ii) At least ten (10) of the owners of the registered boats fitting the new class definition must support the new class being established. Support shall be sought and confirmed by postal ballot.
 - (iii) There must be at least ten (10) registered boats nationwide remaining in any class directly affected by the establishment of a new class.
 If the above criteria are met and the proposed establishment of a new class is approved by national conference, the new class shall be considered operational from 1st October of the same year.

CLASS CLASSIFICATION

G.P. (Grand Prix) Unlimited I.B.R.R. Unlimited O.B. Tunnel Unlimited Hydroplanes by Rule 67

UU - Unlimited Unrestricted

(restrictions on number of genuine entries required for championships are excluded from this class)

BAD - Blown Alcohol Displacement

Formula One O.B. Tunnel (Pg 48)

At any time excepting races non-specific to Formula One, engine capacity shall be (with allowances for "factory over sizing"), the boat weight shall not be less than or rev limit shall not exceed, or ECU shall be...

- (i) Merc 2.0L EFI Engine 480kg, 849849A3
- (ii) Merc 2.5L EFI Engine (trumpet injection), 550kg, 849849 A10 fuel curve.
- (iii) Merc 2.4L EFI Engine 480kg, 8650rpm
- (iv) OMC 3.0L 550kg 8100rpm or 580kg 8500rpm
- (v) Merc 2.5L EFI Engine (Standard Factory Laser injection, i.e. No sliders), 550kg, 849849 A10 fuel curve.

(Drivers weight to be included in this total weight. Breach of this rule results in disqualification.)

All 2.5L EFI engines are to use only Mercury part number 849849 A10 fuel curve. EFI control boxes (ECU's) are to be either Mercury, CDI or Power Performance Engineering. Any driver using Control box other than Mercury must provide NZPBA with software able to access and check ECU for compliance.

ECU Compliance checking shall be "ad hoc" by NZPBA.

All engines are to be V6 configuration, naturally aspirated. Standard No.1 racing fuel or aviation fuel to be used only. Only 2 stroke oil may be added. No boosters or additives of any kind are permitted that increase the fuel burning rate.

For purposes of clarification Merc refers to Mercury/Mariner branded outboards. OMC covers all other manufacturers and carburetted Mercury/Mariner engines. All carburetted engines are to run their respective factory production carburettor systems (i.e. no "six packs" or aftermarket components).

All engine sizes are subject to manufactures tolerances.

(vi) All boats to have reinforced (fixed) flotation behind the driver bulkhead. Flotation is recommended to be no less than 3.5 cubic feet and is to be contained by a rear bulkhead (see example. Or instead, an approved Air Bag System per UIM and APBA rules.

(vii) All Formula One craft must be equipped with a roll over switch that will isolate the fuel pump and engine ignition when the boat is inverted. Types can be shown on the preceding page of F1 rules, or a FIA Approved "Positive Cut Off Switch".

Starting Procedure:

For fields of F1 or mixed F1 & F2 Tunnels (Beach Start with engines off).

All boats are to line up on the start beach in their pole position order.

Official starter will be positioned so all drivers can clearly see start flags.

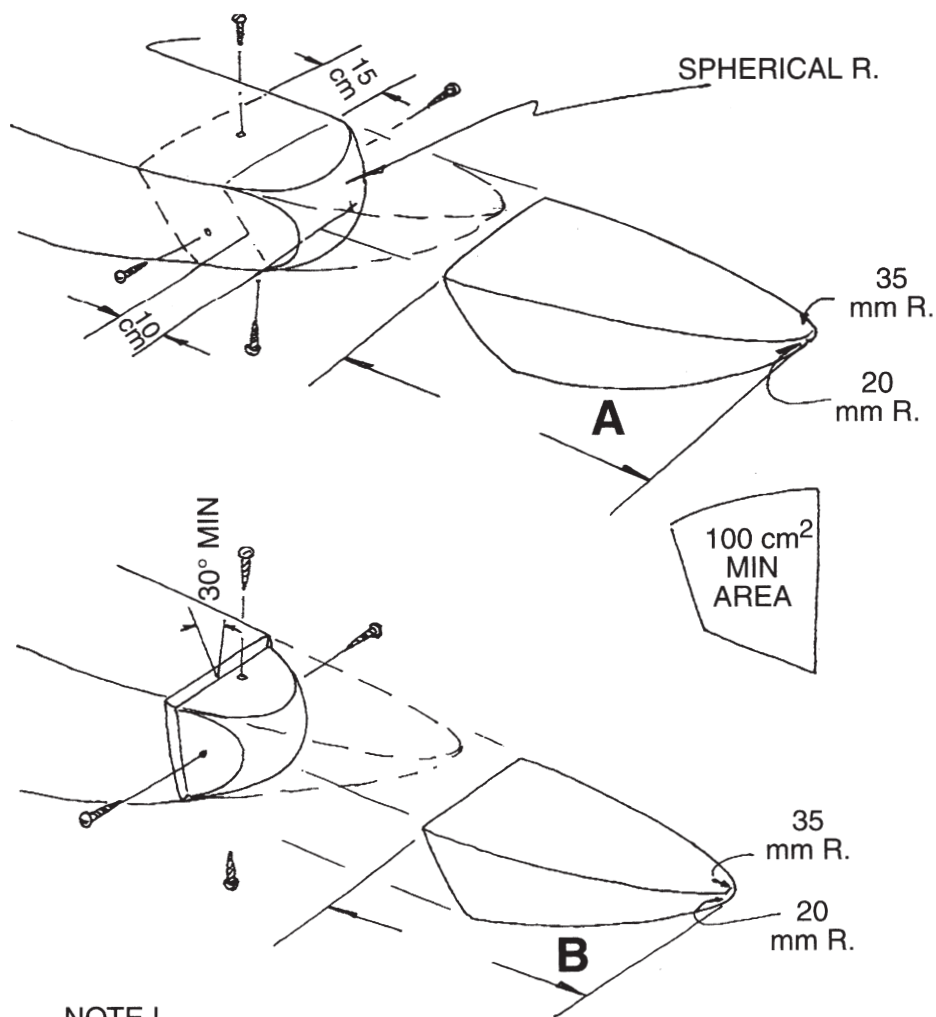
Once all boats are lined up crews will indicate that they are ready to start by raising an arm to signal to the starter that they are ready.

The starter will then raise two (2) flags, to indicate that the start procedure has commenced. When the starter is happy that all boats are stationary, they will lower one (1) flag. Anytime between one (1) and ten (10) seconds the starter will drop the final flag indicating the start of the race.

Any driver that engages their starter motor before the dropping of the final flag will be assessed a one (1) lap time penalty, to be added to their final race time for the jumped start. Any driver jumping the start will immediately "redress" the field (slow until all legitimately starting boats have passed) while also staying clear of the boats racing through the first corner.

All boats are to hold their pole positions all the way to and around the first buoy.

'Picklefork' Example



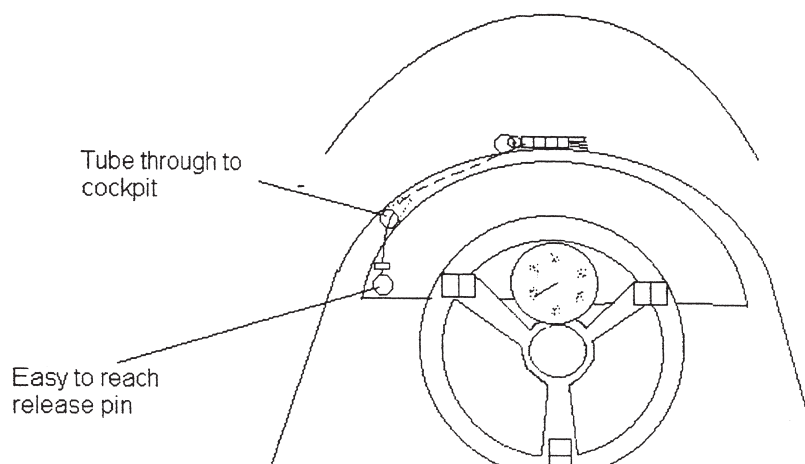
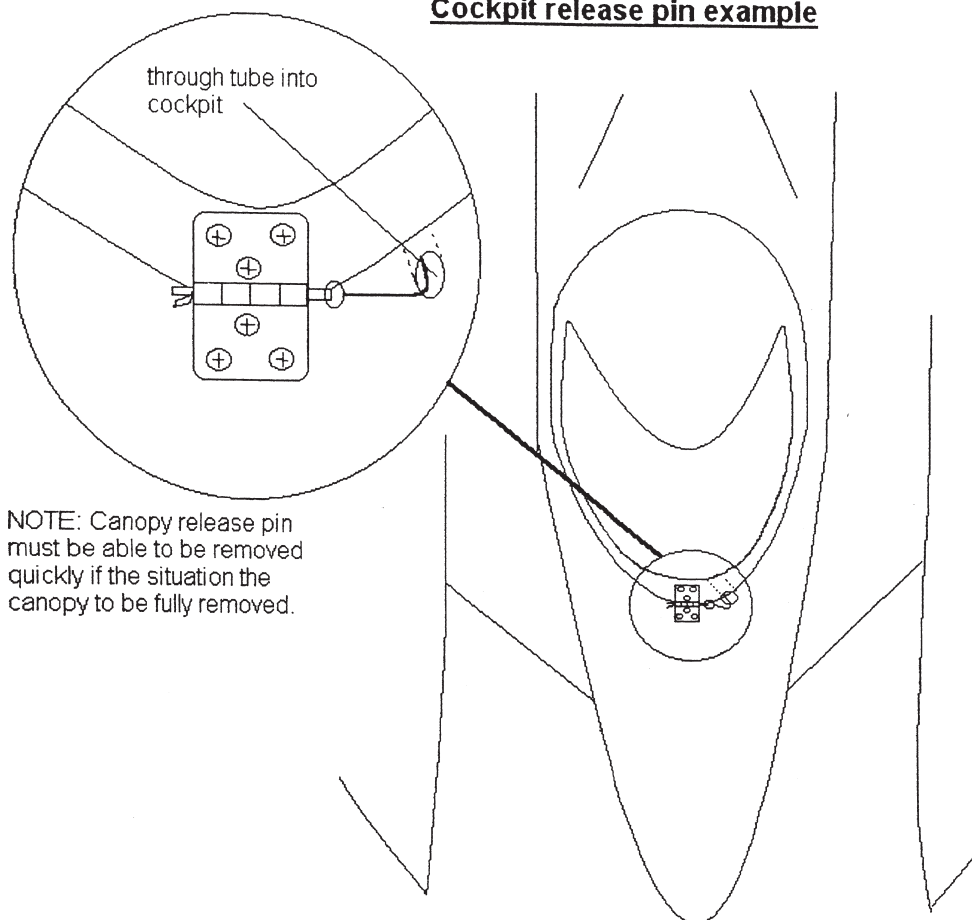
NOTE !

PICKLEFORK MUST DEFORM AT 140 kg MAXIMUM

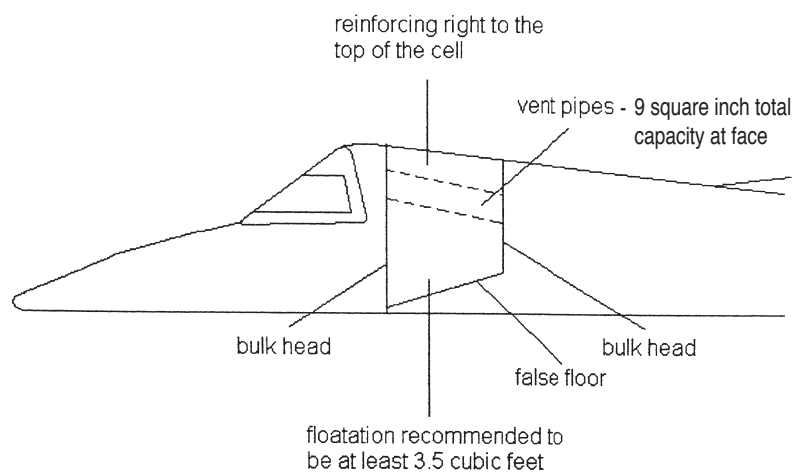
FOR ALL FORMULA BOATS
EXCEPT F-500 DIMENSION
A=50cm B=35cm
THESE ARE MINIMUM
DIMENSIONS.

FOR ALL OTHER PICKLEFORK BOATS
A=40cm B=25cm
THESE ARE MINIMUM
DIMENSIONS.

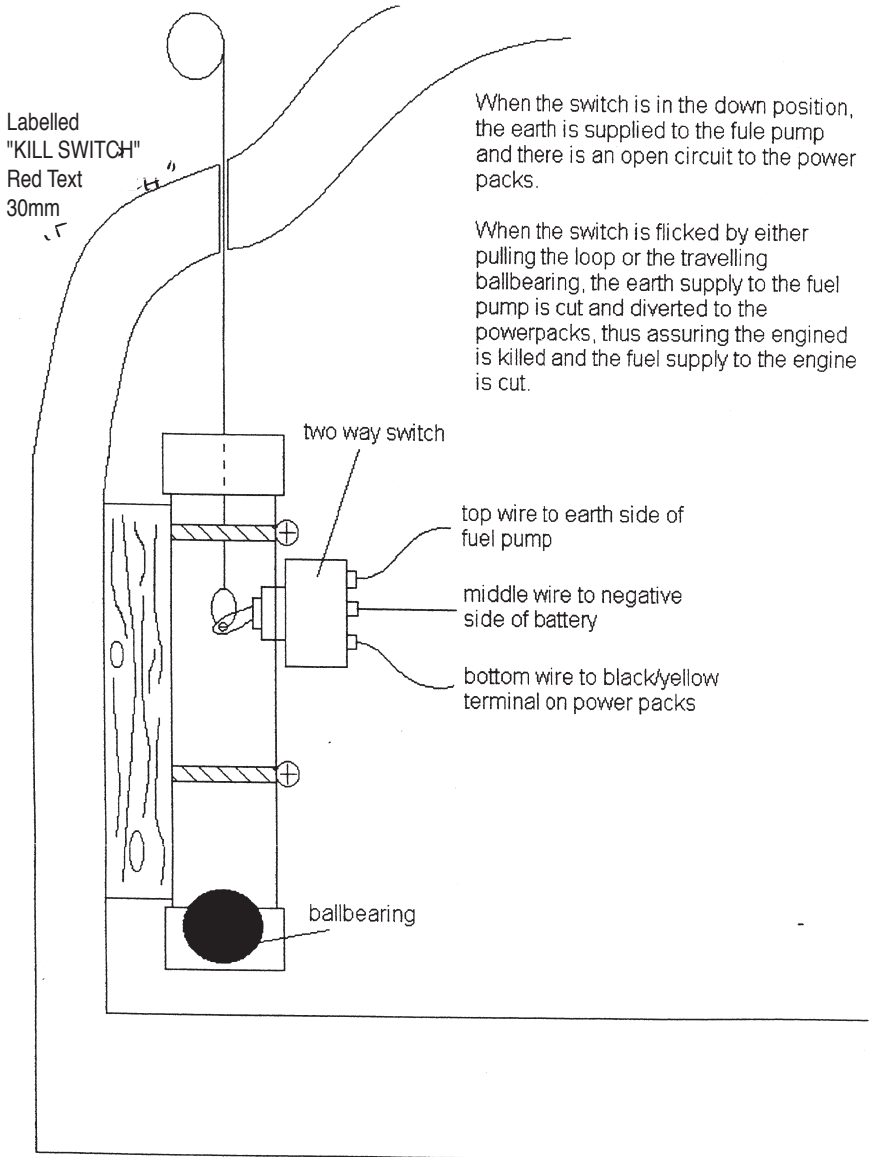
Cockpit release pin example



Reinforced floatation example



Switch example



Formula 2

- (a) Hull: Open outboard tunnel design with a minimum length of 4.8m measured along the sponsons;
All boats shall have a NZPBA approved protective cockpit/restraint system as per rule 34(b);
All new hulls, and hulls having repairs to the sponson pickles, shall have the front 35cm of the pickles made of a material to allow for controlled deformation to reduce the G forces on frontal impact;
The minimum weight of the boat immediately after the race with the driver must not be lighter than 475kg (with residual fuel and without residual water).
- (b) Motor: The engine is to be V6 up to 2700cc with a cast iron bore. Blue printing and reboring is accepted but shall not exceed production specifications. Engine must run standard induction system, i.e. non race.
- (c) Gearbox/Propeller: Standard type gearbox, i.e. forward/reverse. Right hand rotation only. The unit may be locked in gear, nose cones and water pick-ups may be fitted. The propeller option is unrestricted other than maximum of four blades.
- (d) Fuel maximum octane rating of 98 is allowed with the addition of lubricating oil for lubricating purposes only. The use of additives aimed at increasing either the power of the engine or the octane rating of the fuel, to either the fuel supplied or to the air intake is prohibited.
- (e) All motors over 2.0 litres to run Forward/Reverse type gearbox. Sportmaster and CLE Factory Mercury gearboxes either right or left Rotation or similar types are allowed.
- (f) All EFI motors over 2.0 litre is to run standard factory injection. i.e. either up or down draft. Reves are open.
- (g) Motors up to 2.0 litre to be either Carbed or EFI.
- (h) EFI motors to use Tin Top ECU with 8650 2.5 chip fitted.
- (i) Weight of all boats to be min 500kg after the race with driver on board.

Mod-VP

Unlimited Outboard Mono.

Formula V

A combination of the following hull and motor types:

- (a) O.B. Mono type 1800cc Open — 2000cc Restricted.
- (b) Open deck mono hulls of standard (minimum). Motors to be of 200hp size but standard restricted off the shelf design. Motor mid sections unmodified, gearboxes to be forward — neutral and reverse type only.

Formula 3

I.B.R.R. Up to 2000cc open or rotary motors up to 12a naturally aspirated.

Inboard Hydroplane up to 1650cc naturally aspirated.

Tunnel O.B. up to 1000cc open.

Mono O.B. up to 1000cc open.

115hp stock outboard no modifications at all.

Procom

6000cc Open I.B.R.R.

7700cc (470 cu. in.) Auto unsupercharged I.B.R.R.

Pro-Stock 90

Hull: Inboard racing runabout as per rule 68(a);

A restricted speed class for IBRRs.

Driver will be disqualified for exceeding stated speed limit (90mph)

Speeds policed by use of GPS (eg: Handheld Garmin etc)

GPS' for all speed classes under the NZPBA use the Garmin SE model or the model that supercedes it. Each class shall nominate a person to read, check GPS' after each heat. Units to be purchased/supplied by the driver.

Grand National

6000cc Open I.B.Hydro

7700cc (470 cu. in.) cast iron block. Single carburetted Hydro.

Series 3000

3000cc Open R.R.

Modified Hydroplane (Mod H)

Engines: Competing boats shall be powered by one internal combustion motor of the four cycle type with the following restrictions.

Fuel to be gasoline, (petroleum distillates) methanol, or ethanol based. Nitromethane blended fuels are not permitted.

Naturally aspirated engines are limited to a maximum capacity of 3600cc

Supercharged/Turbocharged engines are limited to a maximum capacity of 2000cc.

Hulls: Boats fitted with engines over 3000cc or 2000cc supercharged/turbocharged are to be a minimum of 5.5m (18ft) and must be fitted with a reinforced cockpit.

Length is to be measured from the bow or sponson tip to the aftermost edge of the bottom surface. Rudders or propellers are not included in hull length.

H2000

Engines: Competing boats are to be powered by one internal combustion motor of the four-cycle reciprocating piston type utilizing four cylinders with a total displacement not exceeding 2000cc. Engines are to be production based i.e. engines supplied in vehicles as sold to the general public by the original manufacturer. Engines are to retain the original cylinder head and cylinder block; all other mechanical modifications are permitted. No form of mechanical supercharger or other auxiliary device shall be employed to increase the compression or volumetric efficiency of cylinders. The use of on-board supplies of gases, nitrous oxide or compounds such as oxygen or compressed air used as an engine enhancing product is prohibited. Fuel is restricted to pump gas only, including E85. No nitromethane blended fuels are permitted.

Hulls: Hulls to be a minimum length of 4.8m (15'9"). Length to be measured from the bow or sponson tip to the aftermost edge of the bottom surface. Rudders or propellers are not included in hull length Maximum width 2.9m (9'6"). For boats constructed after 2020, a minimum weight (with driver) of 470kg will apply. Adjustable angle propellers, shaft angle or adjustable fins are prohibited while the boat is under way.

NZ Class

Generic class (no championship titles)

J. CLASS

Driver's Classification Only

Junior drivers cannot compete in junior class after the end of the racing season in which they turn 16 years of age. Must be on list approved by Maritime Safety Authority before operating boat. (age dispensation is required by N.Z law) and must attend a training day as described in Appendix F (Page 68).

J class drivers to use Clubmans boats for competition.

All competitors must wear collared lifejackets with crutch straps to N.Z. Safety standards (must be compatible to drivers's weight).

Clubman's class championship rules are as per class rules

Clubman's Class -

Engines must but be 25hp stock outboard or 30hp 2 cylinder stock outboard. Hull design is free but boat must be fitted with foot throttle or dead man hand throttle and no tiller steering allowed.

MIDSECTION: Must be standard with ID tag on.

GEAR BOX: Standard IE: Forward, neutral, reverse. Nose cones and water pickup modifications permitted.

PROPELLER: Open.

FUEL: Pump pump gas only (No Aviation fuel allowed).

NUMBERS: To be on the vertical plane rear of driver.

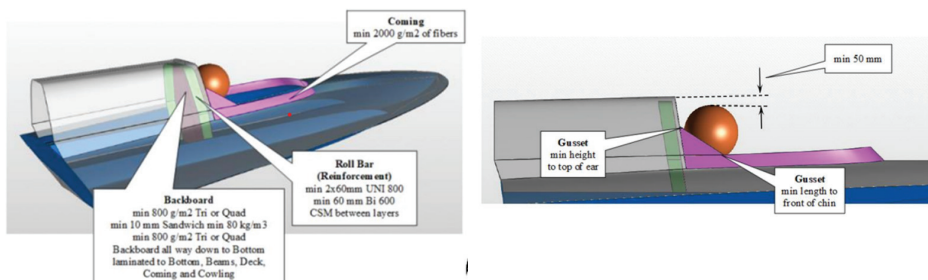
LIFE JACKETS: Collared life jackets with crutch straps to NZ Safety Standards.

WEIGHT: Minimum weight of boat, driver and fuel to be 180kg.

STEERING CABLE: Wire galvanized or stainless to be replace every two years with proof of purchase for RWO.

4mm minimum thickness 7 x 19 woven strand or similar specs. Spectra allowed.

Clubmans/Junior (New Hull Runover Protection)



For all new builds to be registered from the 2027/28 season onwards, Clubman cockpits shall also have structural means to provide head/helmet protection such as roll bar framework or “halo” design. The protective structure shall not inhibit driver egress from the boat. Existing boats shall not be required to comply with the above.

FOR IDENTIFICATION ONLY

Numbers to be not less than 15cm high and where space permits 3cm wide. Letters and number on NON racing craft to be minimum of 8cm high. Placed visible to control at all times.

- (k) All registered names to be painted on both sides of boat in such colours, style and position, so as to be able to read clearly from the shoreline or control while boat is racing. Such name to remain the property of the original applicant who shall have the option of retaining the name up to two seasons of non-registration. Applications for registration must be submitted to the Boat Registrar 14 days prior to any event.
- (l) The annual re-registration fee shall be fixed by Annual Conference subject to a 10% rebate if paid by 1st November each year.
- (m) No boat shall compete in any event unless registered with its Club name and number and letter on the boat.
- (n) A complete copy of the Boat Register shall be available from the National Secretary.
- (o) Winners of previous years New Zealand Championship titles will be allocated the number one (1) of their respective class. In the case of a smaller class boat winning a larger class title, there is to be no number one (1) registered in that larger class that year. To be effective at registration time (Rule 62e) for the following race season. The new title holders original registration number will not be reallocated. The allocation of Number One shall be optional.
- (p) All remits proposed by members for consideration and voting upon at the Annual Conference which propose:
 - (i) Hull construction changes;
 - (ii) Engine limitation changes;
 - (iii) Cockpit/Safety Cell requirement changes;
 - (iv) Formation of a new class by splitting an existing class:
 to any individual class or classes, must be forwarded to the Secretary by the appropriate drivers club/classes/member club 60 days prior to the Annual conference. The NZPBA Executive will then conduct a postal ballot of all current registered boat owners in the class/classes concerned (one vote per registered boat - not multiple for shared ownership). Owners of registered boats must have been actively raced in the last 24 months not just registered and parked in sheds to qualify for a ballot vote. Ballot papers must be distributed 40 days prior to Conference and be returned 30 days prior to Conference. For a result to be successful a 2/3rds majority of the returned registered vote of the proposal must be in favour of the proposal. Non returned ballots

are not included in any figures when calculating the result. The Executive Committee will decide the ballot result and forward the results to all members along with the Conference agenda 14 days before conference. Successful remits will be submitted for approval at Zone and Annual Conference.

63. All inboard Hydro and Inboard Racing Runabout Classes will be allowed a cubic capacity percentage of one per cent for oversize.

INBOARD HYDROPLANE CHAMPIONSHIPS

64. Definition of a hydroplane as laid down by the Union of International Motor Boating. A hydroplane is a boat whose propeller acts in or against the water and which has one or more breaks in the Longitudinal continuity of the immersed surface forming more than one lifting surface acting against the water.
To include Tunnel Hulls.
65. The New Zealand Championships shall be conducted annually and such Championships as may be decided upon by the Conference from time to time.
66. When the engine includes a device for supercharging or Nitros Oxide Boost, the normal cylinder capacity is to be multiplied by 1.4 and the boat will pass into the Class corresponding to the fictive volume resulting from this multiplication.
67. GRAND PRIX CLASS: There shall be one New Zealand Championship conducted annually and this to be for Grand Prix boats.
Hull and Engines - Hydroplanes only.
- (a) NZGP Hydroplane Rules
Boat specifications:
1. Boat maximum length 26 ft
 2. Maximum width 13 ft
 3. No maximum for the tunnel
- To be eligible to run in the series you have to be a financial member Colour of boat should be sent to committee for approval
Propulsion is one propeller, No out drives
No more than three blades No forged propellers allowed
All safety rules the class needs to comply with the Governing body rules. A nominated inspector of the boats
Two way radio communication is mandatory. Cockpit safety must comply with Governing body. Air system mandatory
All boats equipped with fire extinguisher
New constructions: rudder - all rudders must be made out of 17.4 minimum heat treatment of 38 Rockwell and maximum 48 Rockwell or the equivalent strength. You can also use 41.30 or 41.40 with a hardened of 325 HB.
Rudder pins made out of 17.4 or 41.40
Turn fins same material but can use 70.75 aluminium. Gear boxes are allowed, not multiple speed box. Minimum boat hull weight 1350kg
- Engines:** Maximum engine size is 468 cubic inches. Can run 510 4.5 bore but small blower 8/671. Cast iron block any manufacturer
Short deck 9.800 or tall deck 10.200
Maximum bore 4.310 inches with a tolerance of .005
Crankshaft not to exceed 4 inch stroke
Lifter bores can be sleeved
Cylinder head a standard AFR or dart 355/360 pro only standard from manufacturer
Will need to be inspected before assembly by the nominated person made to our spec sheet.
- (b) Newly constructed hydroplanes to have fully enclosed cockpits, effective immediately.

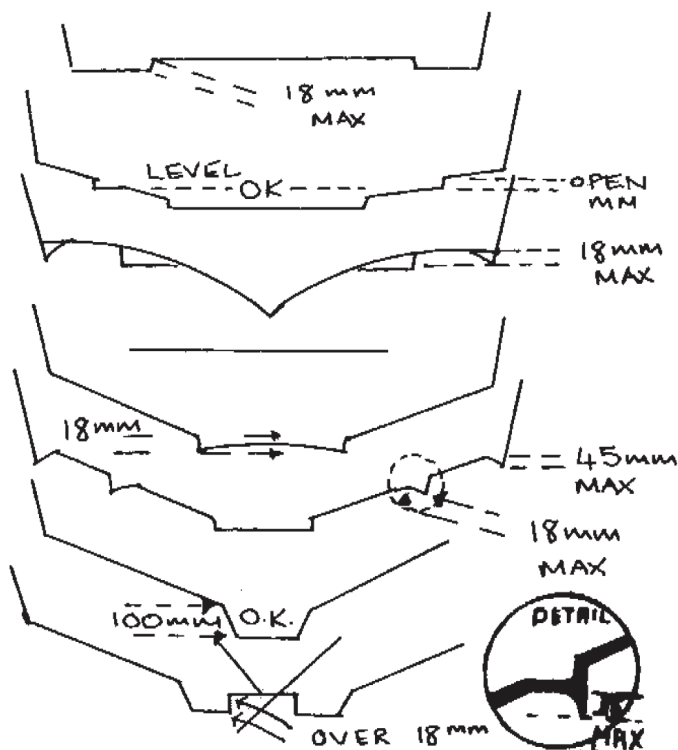
INBOARD RACING RUNABOUT

68. The definition of a racing runabout is: There is no restriction to hull form but there must be no transversal steps in the under water BODY of the hull.
Tunnelling, reverse clinkers, steps and recesses running longitudinally must not exceed 18mm and remain approximately parallel to the centre line. Attached hydrofoils are not permitted.

INBOARD/OUTBOARD R.R.

Rule 68

All measurements refer to wetted area a rest.



RESTRICTIONS FOR ALL RESTRICTED OUTBOARDS MOTOR RESTRICTIONS

- (1) An Outboard engine must be sold and advertised by an industrial firm as being manufactured in Standard production series (that is to say, with all parts interchangeable and with identical dimensions, weight and materials) for the propulsion of tourist boats.
- (2) The motor must be built and assembled at a Minimum Rate of 150 identical engines. This being certified by National Authority of the Country of Origin and be readily available over the counter in New Zealand.
- (3) A Sports Outboard motor must be able to run at reduced speed.
- (4) The motor being placed in the water, the cooling must be effected by a water circulation pump.
- (5) An efficient reverse gear allowing ahead, neutral and reverse movement is compulsory, and must be within hand reach of the driver.
- (6) An electric or manual starter must assure a quick and easy start without external aids. It must be used as it was supplied by the builder, no adjustment or alteration being allowed.

69. When the engine includes a device for supercharging or Nitros Oxide Boost, the normal cylinder capacity is to be multiplied by 1.4 and the boat will pass into the Class corresponding to the fictive volume resulting from this multiplication.

OUTBOARD RACING RUNABOUT

70. The definition of Racing Runabout is: There is no restriction to hull form but there must be no Transversal steps in the under water body of the hull. Tunnelling, reverse clinkers, steps and recesses running longitudinally must not exceed 18mm and remain approximately parallel to the centre line. Gullwing must not exceed 45mm. Attached hydrofoils are not permitted.
- (a) When the engine includes a device for supercharging or Nitros Oxide boost the cylinder capacity is to be multiplied by 1.4 and the boat will pass into the class corresponding to the fictive volume resulting from this multiplication.

MODIFICATIONS ALLOWED

- (1) The original propeller may be replaced by another one at choice, original shaft may be altered.
Sparking plugs may be replaced by others having other characteristics, at choice.
- (2) Revolution counters or Tachometers may be fitted to the motor.
- (3) Thermostats of the cooling circuit may be removed.
- (4) Overspeed switches may be blocked.
- (5) Reboring tolerance allowed. (Refer Rule 71).
- (6) A steering bar and brackets may be fitted or reinforced as a safety measure.
- (7) The rubber mounts of the motor may be altered.
- (8) A spring may be added to the butterfly of the carburettors.
- (9) The carburation and ignition advance control may be tuned differently as was done originally, but without altering the original parts.
- (10) Motors may be balanced only by removal or addition of materials to achieve a balance of moving parts. Reduction of weight will not be allowed.
- (11) Motor may be updated to current model specifications only by inclusion of late model parts that are available over the counter in New Zealand.
- (12) Nose cones allowable.
- (13) Tiller arms may be removed.
- (14) In gear starting stops may be removed.
- (15) Reed materials optional.

FUEL

- (1) The fuel must be of a petroleum type only. Alcohol and Nitro based fuels not allowed.
- (2) Lubricating oil may be added to the fuel provided it does not increase the octane rating nor the water content.
71. Reboring is allowed up to limits foreseen by the manufacturer and within the limit of the Class provided standard parts are used.
(a) When the engine includes a device for supercharging or Nitros Oxide boost the cylinder capacity is to be multiplied by 1.4 and the boat will pass into the class corresponding to the fictive volume resulting from this multiplication.
72. The Boat owners have the right to protest in the normal manner at any motor suspected of being Non restricted. In the event of the protest being upheld the owner is responsible for the cost of stripping down and assembly of motor at current approved rates, but in the event of the motor proving to be restricted the protester will bear the cost of stripping down and reassembling the motor at current approved charges.

CHAMPIONSHIP RULES

RULES Governing all N.Z., North and South Island Championships, Masport Cup.

73. N.Z. Championships to be held each year and to consist of classes and venue(s) as decided by the NZPBA Executive. Clubs can put forward proposals for championships for consideration by the Executive. Proposals must be made in writing and received by the NZPBA Secretary no later than 10 June proceeding the annual conference. The NZPBA Executive is to present the NZ Championship format for the coming season at the annual conference.
74. Rectangular courses for all Championships (other than Masport Cup) to have a minimum lap distance of 1700 metres with 800 metre straights. Where the course allows, all Formula One and Two Championships and Formula One Series races to be contested on a triangular course with minimum 570 metre straights with average lap time of not less than 35 seconds and no more than 45 seconds. The minimum distance for all New Zealand and Island Titles to be 13.6km over two heats, or if the NZPBA approves prior, that more than two heats be allowed to be contested on the same weekend for National or Island Championships.
- (i) Course Rules for Series 3000 and Formula Three.
 - (a) Triangular courses can be run for Series 3000 and Formula Three boats.
 - (b) Where a triangular course is used for championships it must have Minimum 400m straights.
 - (c) The maximum course distance for New Zealand and Island titles is to be 10 kilometres over two heats.
 - (d) For New Zealand and Island Titles for Clubmans Class the minimum distance over 2 heats being 6 km.
 - (e) For Clubman feature races including NZ & Island titles courses can be either triangular or rectangular, with rectangular courses to have a minimum of 2 buoys corners.

Rectangular courses to have straights between 270 metres and 320 metres.

Triangular courses to be minimum of 250 metre straights.

- 75.
76. No New Zealand Championships are to be competed for unless there are 5 entries by the Rule Book closing date, including 3 genuine class entries. No North or South Island championship to be completed for unless there are 3 entries by closing date including 2 genuine class entries. Each genuine class entry must be scrutineered at the championship event for the championship to be valid. .
- (a) Regarding the minimum number of starters for a New Zealand, North Island or South Island Championship: –
 - (i) Each one of these starters must be registered with the NZPBA registrar;
 - (ii) Each one of these starters must pass scrutineering on the day of the said championship and must compete in at least one heat of the said championship;
 - (iii) Any boat entering championship unregistered will incur a one season suspension;
 - (iv) Any one of the above rules failed to comply with will deem the said championship invalid for that season.
77. No Championships can be run on the same weekend as their corresponding Island or National title.
78. The Official Starter shall have the power to alter starting positions or to disqualify any competitor persisting in breaking the starting line. Refer to Rule 48.
79. In all classes no more than ten (10) fastest shall compete in Championship races allocated by the New Zealand Powerboat Association. If necessary the entrants shall be reduced to ten (10) or less (especially on limited water) by special time trials over a minimum distance of one lap of the championship course.
- (a) If a field is oversubscribed, the host club may opt to hold qualifying heat races to find the fastest 10 starters rather than 1x lap time trials (to include the Masport & Matt Morrison Memorial Challenge Cups). The host club must inform entrants they wish to use this qualifying system prior to the event. The championship then would continue to be held as a full two, three or four heat event with the fastest qualifiers.
 - (b) Registered number must be displayed in an upright position.
 - (c) For other Championship Races refer Rules 3 and 26.
 - (d) Clubmans shall be allowed to start as many entrants as the venue size allows.

80. Any boat changing its hull type during the season must remain so changed for the remainder of the season.
In the event of Championships decided by the heat system then points will only be allocated to the driver and not the boat. Except in the case of exemption via joint owner/driver registration.
81. The New Zealand Association Secretary shall send out championship data forms to Clubs that are holding Championships allotted to them by the New Zealand Association and these forms are to be filled in by the holding clubs secretary; said forms will then be forwarded to the New Zealand Secretary through the holding Clubs within fourteen days.83. Any Club which has been allocated a Championship and who, through circumstances of cancellation of race or Regatta, must immediately upon such cancellation advise the NZ Secretary. If another date is allocated them the Club concerned must notify all other clubs in NZ as well as NZ Secretary at least 21 days of such change of date and/or venue.
84. A condition on all Limited Championships and record attempts be that a motor be measured and sealed prior to a regatta or record attempt and seals to be numbered in numerical order. Engine measurement certificate must be prepared in triplicate, original to owner to be presented for inspection prior to the event. Yellow copy to National Secretary, pink copy to be retained in book by measuring club's Secretary. All certificates to be checked when received by National Secretary.
- (a) Any motor not sealed but having a certificate of recent issue of motor measurement, must submit a new measurement certificate to the organising Secretary within seven (7) days before prize money or winners Certificate is presented. Failure to comply within seven (7) days will bring about disqualification. The engine number of any unsealed motor to be recorded by the organising Secretary, to be matched against any motor measurement form submitted within the seven (7) days allowed.
- (b) If a motor shall have been measured by two qualified measures nominated by the Club with which the boat is registered, and sealed so as to prevent the removal of the sump a Certificate of measurement in triplicate, including engine number and description of seal shall be issued and signed by the above measurers, to be produced on demand. Then it shall not be necessary to measure the motor either prior to or after the Championship or Record Attempt, except by order of a protest Committee.
- (c) The method of measuring shall be — Bore in mm squared, multiplied by .7854 to convert the area to square mm, multiplied by the length of stroke in mm to give cubic mm of each cylinder, divide by 1000 to convert to cubic centimetres.
- (d) All Clubs to use the NZPBA Official engine seals.
- (e) Carburetors and inlet manifolds to be sealed.
85. All Championships other than the Masport Cup and other National Championships or Challenges which have their own rules shall be allocated as follows:
- (a) All New Zealand and Island Championships by the Conference of the New Zealand Power Boat Association.
- (b) No Championship, New Zealand, North Island or South Island be allocated to clubs that do not have suitable water to run on.
- (c) All championship heats to be run at the same regatta unless the National Championship is a series run by the classes respective drivers club.
- (d) National and Island titles will be decided over 2 heats unless the National Championship is a series run by the classes respective drivers club.
- (e) No boats from lower classes can race up a class(es) unless the field is not full with genuine class size limit and type entries by closing date for such championship entries. Genuine Class entries by closing date have preference - others will be accepted provided the field is not full and then only in order of receipt.
- (f) In a multi-heat event failure to start (drop of the Blue Peter) in the first heat does not disqualify a competitor from starting in any further heats of that event unless there is already a full field.
86. That five minutes refuelling time be allowed between time trials and the running of Championship events.
- (a) Rotary motors to be admitted of the type covered by the NSUWANKEL patent on a basis of an equivalent cylinder capacity. The rotary motor cylinder capacity equivalent is twice the volume determined by the difference between the greatest volume and the least volume of the working chamber.

NEW ZEALAND OPEN SPEEDBOAT CHAMPIONSHIP RACE FOR MASPORT CUP

87. WHEREAS by Deed executed by Mason and Porter Ltd (therein called "the Donors") under which the Masport Cup was assigned to the New Zealand Powerboat Association it was provided, inter alia, that the contest for such cup should be under the conduct and management of the said Association and that such Association should have power from time to time to alter, amend and vary the conditions, rules and regulations governing contents for the said Cup. NOW IT IS HEREBY DECLARED that the conditions, rules and regulations governing the contest for the said Cup shall be the Racing Rules of the New Zealand Powerboat Association together with the Masport Cup Rules as set out below.
88. The Cup shall continue to be called the "Masport Challenge Cup."
89. The Cup shall continue to be a perpetual Challenge Cup for annual competition for the Open Speedboat Championship of New Zealand (local by-laws excepted). The minimum prize money shall be \$200 first; \$100 second; \$40 third.
90. The Contests for the Masport Cup shall be without handicap and for Speedboats of any horsepower provided the propulsive effort is directed against the water.
91. No race shall be held for the Masport Cup of a distance less than 16km. The race be made up of two heats of four laps for the original ten fastest qualifiers with new pole positions drawn for second heat. The second heat must be a minimum of one hour after the first to allow refuelling, repairs, etc. No such course shall have any inside angles less than 110 degrees and turning marks in any such course must not be less than 55m apart and the laps in any such course must be at least 2km in length. Such course to be approved by the Executive Committee of the New Zealand Powerboat Association.
- A visiting boat coming through the N.Z. Association or contacting a Club in N.Z. holding the Masport Cup Race notify the N.Z. Association and that with a boat coming from overseas the Club gives them a Complimentary Licence; the boat then to represent that Club in N.Z. for the Masport Cup, and in the event of it winning that Cup will be the holding Club for the masport Cup for the following year; the winner to get the Miniature and the prize money, but the Cup to stay in New Zealand.
- (a) The two heats would be scored as per the International points (refer page 52) system and the boat with the highest points takes the Trophy.
92. The Cup shall be open for competition by Powerboat Clubs recognised by the New Zealand Powerboat Association.
93. Any club desiring to compete for the Masport Cup shall forward an entry in writing on a New Zealand Powerboat Association standard entry form, addressed to the Secretary of the holding club, and such entry must be delivered to or posted to the Secretary, so that in the ordinary course post it would be received not later than one calendar month prior to the date of the contest. No late entries will be accepted. Each such club entry shall be accompanied by an entry fee of \$10.00 per boat, \$6.00 of the entry fee shall be funded where the attending boat fails to qualify on time trials. Where entries exceed ten in number, eliminating time trials will be held in accordance with Racing Rule 80. In the event of eliminating time trials being necessary, the holding club shall notify all entrants fourteen days prior to the date of such contest, of the necessity and the time and date of such time trials.

94. The date of the race shall be fixed by the Holding Club, subject to confirmation by the Annual Conference. The date to be advised to the Association not later than 15th April each year in order that clubs may be advised not later than 1st May. Any change of date must have the approval of the NZPBA executive.
95. The Holding Club has the right to nominate the location of the contest. If the Holding Club should decide upon a location removed from its own headquarters, such location must first be approved by the New Zealand Powerboat Association Executive.
96. In the case the Holding Club shall be dissolved or cease to exist, or shall refuse or fail to comply with all the conditions, rules and regulations for the time being in force and governing contests for and effecting the said Cup, and the custody thereof, the possession and custody of the said Cup shall thereupon revert to the said New Zealand Powerboat Association.
97. Upon the conclusion of each Contest, the Cup shall be handed to the winning Club (unless the winning Club is the Holding Club, in which case it continues to hold the Cup) and such winning Club shall be entitled to hold the Cup until the decision of the Contest in the following year, but in the event of no contest being held in such following year, the New Zealand Powerboat Association may call upon such winning Club to return the Cup to the New Zealand Powerboat Association at any time after the 31st day of March in the year in which the contest should have been held, and the New Zealand Powerboat Association shall be entitled thereafter to hold the same and appoint the time and place for future contests as if it were holding the Cup.
98. The Club for the time being holding the cup shall provide a miniature suitably engraved which shall be delivered to the owner of the winning boat to be held as his property.
- *99. The New Zealand Powerboat Association shall keep the said Cup insured for an amount of the current value against all possible risks of destruction or damage by fire, earthquake, tempest, theft, loss in transit or any other risks of destruction or damage so far as such risks are capable of being covered by insurance, the premium for such policy being payable by the Holding Club.
100. **Turbine Powered Boats.**
Any turbine powered boats will run under the current American Powerboat Association rules and restrictions for that class.

New Zealand Open Inboard Racing Runabout Championship Race for Matt Morrison Memorial Trophy

- (1) The Morrison Memorial Trophy is assigned to the New Zealand Powerboat Association it is provided, inter alia, that the contest for such cup should be under the conduct and management of the said Association and that such Association should have power from time to time to alter, amend and vary the conditions, rules and regulations governing contents for the said Trophy. NOW IT IS HEREBY DECLARED that the conditions, rules and regulations governing the contest for the said Trophy shall be the Racing Rules of the New Zealand Powerboat Association together with the Morrison Trophy Rules as set out below.
- (2) The Trophy shall continue to be called the "Morrison Memorial Challenge Trophy".
- (3) The Trophy shall continue to be a perpetual Challenge Cup for annual competition for the Open Inboard Racing Runabout Speedboat Championship of New Zealand (local by-laws excepted). The minimum prize money shall be \$200 first; \$100 second; \$40 third.
- (4) The Contests for the Morrison Trophy shall be without handicap and for Racing Runabout class boats of any horsepower provided the propulsive effort is directed against the water.
- (5) No race shall be held for the Morrison Trophy of a distance less than 13.6km. The race be made up of two heats of four laps for the original ten fastest qualifiers with new pole positions drawn for second heat. The second heat must be a minimum of

one hour after the first to allow refuelling, repairs etc. The course shall comply with rule 74 of the racing rules. Such course to be approved by the Executive Committee of the New Zealand Powerboat Association. A visiting boat coming through the N.Z. Association or contacting a Club in N.Z. holding the Morrison Trophy Race notify the N.Z. Association and that with a boat coming from overseas the Club gives them a Complimentary Licence; the boat then to represent that Club in N.Z. for the Morrison Trophy and in the event of it winning that Cup will be the holding Club for the Morrison Trophy for the following year; the winner to get the Miniature and the prize money, but the Trophy to remain in New Zealand.

- (a) The two heats would be scored as per the International points (refer page 66) system and the boat with the highest points takes the Trophy.
- (6) The Trophy shall be open for competition by Powerboat Clubs recognised by the New Zealand Powerboat Association.
- (7) Any club desiring to compete for the Morrison Trophy shall forward an entry in writing on a New Zealand Powerboat Association standard entry form, addressed to the Secretary of the holding club, and such entry must be delivered to or posted to the Secretary, so that in the ordinary course post it would be received not later than one calendar month prior to the date of the contest. No late entries will be accepted. Each such club entry shall be accompanied by an entry fee of \$20 per boat, \$10 of the entry fee shall be funded where the attending boat fails to qualify on time trials. Where entries exceed ten in number, eliminating time trials will be held in accordance with Racing Rule 79. In the event of eliminating time trials being necessary, the holding club shall notify all entrants fourteen days prior to the date of such contest, of the necessity and the time and date of such time trials.
- (8) The date of the race shall be fixed by the Holding Club, subject to confirmation by the Annual Conference. The date to be advised to the Association not later than 15th April each year in order that clubs may be advised not later than 1st May. Any change of date must have the approval of the NZPBA executive.
- (9) Other conditions for the administration of this Memorial Trophy shall align with rules 95 through to rule 100 of the NZPBA racing rules.

INTERPRETATIONS

- 101. These conditions, rules and regulations shall be construed and interpreted by the New Zealand Powerboat Association whose interpretations must be accepted as correct and final. In construing these conditions, rules and regulations, the said New Zealand Powerboat Association shall not be bound by the strict legal construction, but shall give effect to the intention of all Donors to encourage actual racing and so place a broad interpretation on these conditions, rules and regulations.
- 102. The New Zealand Powerboat Association shall have power from time to time to appoint as its agent and with power to revoke at any time, any or such appointment, any Club, Association, Corporation, Body or person or Persons to act as the agent of the new Zealand Powerboat Association, and to conduct any contest or part of any contest for the said Cup and subject to such general or special conditions, rules and regulations as the New Zealand Powerboat Association may from time to time make in respect of contests or any particular contest or any part of any contest for the said Cup.

CHAMPIONSHIP & RECORD CERTIFICATES

103. The Association Secretary upon receipt of notification of a New Zealand, North Island or South Island Championship from an affiliated Club will return a Certificate recognising this as a New Zealand Title or Record, and if not recognising this as a New Zealand title or record, will immediately notify the Club concerned, stating the reasons. Second and third place-getters to receive certificates of their placings if applied and paid for to the Association Secretary within 14 days the Championship place-getters have been confirmed.
The cost of the Championship Certificate other than 1st place to be borne by the recipient.

PROTEST

104. Protests must be lodged with the protest Committee in writing within thirty (30) minutes after the announcement of the official placings, and be accompanied by a fee of \$20 which will be forfeited if the protest be considered frivolous.
Only the competitor or those affected by the outcome of a protest may protest. The committee's decision shall be final unless Rule 106 of the Racing Rules is invoked. Clubs are recommended to supply an official to act as protest clerk to assist boat owners in details or protest. The Zone Steward at any Regatta to be a member of the Protest Committee. No competitor of any event under protest may act on such committee. Competitor must state rules infringed. The decision of the protest Committee shall be given to the competitor in writing, and shall also state whether the \$20 fee is refunded or forfeited.
- (a) Full written evidence to be taken at all protest Committee meetings or enquiries involving injury to persons. Such evidence to be made available to appeal committee if required.
- (b) The Protest Committee for the National Championships Regatta to be elected at the preceding Zone Conferences and to contain one representative from that zone. Zone substitutes to also be elected.
105. Except in the case of unsuitable water or other natural hazards no protest, other than that of a mechanical nature, excepting in the case of a rerun, can be lodged before the race; such protest can be lodged verbally, and any such protest which might be considered frivolous may mean the disqualification of the protesting driver.
106. The final court of appeal in any protest shall be a Select Committee of the Association. Any Club or member of an affiliated Club lodging a protest against any decision made by any Club's racing committee or protest committee must do so within seven (7) days of the Club racing or protest committee's findings having been made known. A fee of 10 dollars shall accompany any such protest and shall be forfeited if the protest is considered frivolous. Such Select Committee shall be formed by the Executive Committee. The Select Committee shall inform the protester and the original protest Committee of the result within 30 days of the protest being lodged, or advise the parties involved for the reason in delay.

KILOMETRE TRIALS

107. Record attempts may be conducted only by clubs affiliated to the New Zealand Powerboat Association. Such clubs shall comply with all the requirements as set out in the following rules:—
108. An application in writing, together with the sum of \$34.50 incl. G.S.T. requesting permission to conduct mile and/or kilometre record attempts must be in the hands of the Secretary of the New Zealand Powerboat Association at least fourteen days prior to the date for which the application applies, and the proposed date, time and venue of holding trials.
109. No application to conduct records attempts will be granted unless a certificate of survey to the specifications as stated in Rule 117 of these Rules has firstly been lodged with and acknowledged by the New Zealand Powerboat Association Secretary.

110. Any boat breaking a New Zealand Record must have completed three race meetings run under NZPBA Rules with same hull and motor before record will be recognised.
111. On receipt of an application the New Zealand Powerboat Association Secretary shall:—
 - (a) Within seven (7) days of receipt of application, reply in writing to applying club either granting or refusing permission to conduct record attempts. If permission is refused the reply shall state the reason for so doing.
 - (b) If permission is granted, reply stating the present record in the class or classes for which the application has been made, and enclosing the necessary forms which should be completed in the event of a record being claimed, and notify the respective Club Secretary immediately of the permission, date, classes and intended time and venue of trials.
 - (c) Permission should be given for attempts to be made on nine successive days per each application and the Secretary shall be empowered to grant an extension of time if necessary.
 - (d) Upon receipt of the completed forms containing all the information regarding a claim for a record or records, the Association shall within a period of 14 days reply to the claiming club and the boat's owner, confirming or rejecting the claimed record. In the event of a record being disallowed, the above reply must state the rule or circumstance which disqualifies the applicant from holding the record applied for.
 - (e) Complete and return certificates to the Club claiming the record within a period of 30 days after the Club has been notified that record has been granted.
112. The Club conducting the trials shall be held responsible for the following:
 - (a) To see that ALL rules governing the conduct of record attempts are strictly adhered to in all respects.
 - (b) To provide officials and have available certificates (engine measurement, stopwatch and observers).
 - (c) To compute the speed in kilometres per hour, and to notify the New Zealand Powerboat Association Secretary on official form, of all data required within fourteen days.
 - (d) That course is correct and sighting arrangements for timekeepers adequate.
 - (e) To provide stopwatches.
 - (f) To notify New Zealand Powerboat Association Secretary of record being claimed within 24 hours of such record being established.
 - (g) That a minimum of two rescue craft be provided at all kilometre trials. It is mandatory for 1 of these to be the NZPBA Rescue Boat and Crew.
 - (h) That all boats participating in kilometre trials be boat examined and that the indemnity form be signed by all drivers. All drivers must be nominated at time of boat examination.
 - (i) After Trials concluded, to notify the National Secretary of results of same, whether a record broken or not the hosting club to retain a copy of all runs of the day record or not. Any cancellation to be notified.
 - (j) That a St. John's Ambulance representative, or qualified person be in attendance at all Kilometre Trials.
113. OFFICIALS. The number of officials required to conduct record attempts shall be as described below:

Flag Steward	1	Observers	2	Timekeepers	4
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Flag Steward shall be stationed at one end of the course and will indicate the official

start of a run by the dropping of a white flag and the official finish by the dropping of a chequered flag. Timekeepers shall be stationed two at each end of the course in such a position so as to have an unobstructed view of sighting pegs and course. Times to be taken as the bow of the boat crosses the line. After timing a run each will firstly read his watch, then read each other's watch and then hand watch to observer, who will check and record time. Observers must be Executive Members of the New Zealand Powerboat Association, or responsible officials of a Club affiliated to the Association other than the Club conducting the trials, or one (N.Z. approved) observer obtained from Executive members of an allied motor sport when not available from any Powerboat Club. Prior to the attempts commencing they shall satisfy themselves that the course is correct and sighting arrangements for timing are adequate. They will be stationed one at each end of the course and generally supervise the timekeepers. If times on watches vary by more than 3/10th second observers shall declare it "no run". The time recorded shall be the arithmetical average of the two watches.

114. STOPWATCHES used must be of jewelled movements or electronic type and must be checked before and after the attempts by a registered member of the New Zealand Horological Institute, who will furnish a certificate to this effect.

115. ENGINE MEASUREMENT. Presentation of engine measurement certificates shall be mandatory for all limited class record attempts prior to the event. Details of certificates, seals and measurement must conform to formula as laid down in Rules 84 (a), (b), (c).

116. COURSE. The length of course over which records may be established will be exactly one kilometre (1000 metres) or one mile (5280 feet). The course shall be surveyed by a registered surveyor who shall, after surveying the course, prepare two maps of the course and a declaration signed by himself in his official capacity to the effect that the length of the course is correct. The maps will be required to show that sighting pegs are at right angles to course, the location of survey pegs in relation to the course and landmarks, or where permanent pegs are not practicable the location of landmarks cross ranges and angles clearly and plainly to facilitate the laying and checking of course buoys. One map shall be sent to the Secretary. New Zealand Powerboat Association and the other retained by the Club.

*117 GENERAL. Record attempts shall consist of two consecutive runs, one of which shall be made in one direction, and one in the opposite direction, the two runs to be completed within a period of 30 minutes. The starts shall be flying. All new records must exceed existing record or tentative existing record by more than 1 per cent before they may be recognised by the New Zealand Powerboat Association and certificates issued. When more than one boat in a particular class makes an attempt on the same day, if a boat "B" breaks the record (by the required 1 per cent) held by boat "A" boat "C" will be required to break tentative record of the boat "B" (by 1 per cent) before being able to claim a record. If "C" breaks record of "B" then both boats shall be deemed to have broken record and each shall receive a certificate. The date and hour and minute at finish of run must be advised.

(i) Runs shall be timed as follows:

When boat passes point "A" at start of run, the two watches at that end shall be started and a white flag dropped. When boat passes point "B" on completion of first run the watches at that end shall be started; when boat passes point "B" on return run, watches at that point will be stopped. When boat passes point "A" on return, watches there will be stopped. The time on watches at "A" minus time on watches "B" will give actual time for two runs. This will be divided by two the quotient being for the average time per run.

(a) The speed in miles per hour will be computed by dividing 2236.94172 (if course is kilometre) or 3600 (if course is mile) by the average time per run in seconds (correct to 3 decimal places). This is based on the equations of 1 kilometre equals .6213727 miles, 1 mile equals 1.60934 kilometres, as recognised by the U.I.M.

- (b) The speed in kilometres per hour will be calculated by dividing 3600 (if course is one kilometre) by the average time of run in seconds (correct to 2 decimal places).
 - (c) When Electronic timing is used, using NZPBA units or similar approved types, speed will be calculated by dividing 7200 (for kilometres per hour) or 4473.872568 (for miles per hour) by total elapsed time, being recorded to the nearest hundredth of a second, for kilometre courses.
 - (d) Speeds in kilometres per hour or miles per hour will be calculated correct to two decimal points.
 - *(ii) A boat in either the racing runabout or hydro class which exceeds the record in either the racing runabout or hydro class, providing the motor capacity is under the maximum, be eligible to claim the records in its own hull type class.
The present speed for the old classes must be exceeded in the new classes by the required three quarters of one per cent or existing speed multiplied by 1.0075 to break record. In the event of classes being changed or altered, the present record time and speed applicable be transferred to the new classes, and retrospective to the last class changes.
118. A separate Certificate for each class claimed on a record attempt will be issued at a cost of \$15.00 + GST per certificate.

100 m.p.h., 200km, AND 300km/h AWARDS

119. (a) **CERTIFICATE ONLY.** A 100 m.p.h. (161km.p.h.) Certificate will be issued to the driver(s) of a boat registered with a Club affiliated to the New Zealand Powerboat Association upon application from his/her Club.
The application must be accompanied with written proof of the driver(s) having exceeded 100 m.p.h.) at an official Kilometre Trial conducted by an affiliated Club. The fee of \$15.00 incl. GST must also be submitted with the application.
Not more than one person to be in the boat when an attempt is made to establish the required speed.
Certificates may be issued in retrospect upon written application and proof to the New Zealand Powerboat Association.
- (c) **GOLD BADGE.** Having complied with Rule 119 (a) and received the Certificate application may be made by CLUBS affiliated to the New Zealand Powerboat Association to the NZPBA Secretary for the issuing of a Gold Badge.
The Zone Executive to conduct a full enquiry and submit a report on activities of driver/s who must have been the recognised drivers of that boat for a period of two years. During that period the driver must have raced at a minimum of six regattas conducted by affiliated clubs.
No Gold Badges will be issued in retrospect.
In the event of a new craft being built or purchased the Executive will consider application on its merits, using as a criteria the sportsmanship and contribution to the sport by the applicant.
The full New Zealand Executive will consider the application and the decision will be taken on a majority vote.

FEES AND CHARGES

120. The following fees and charges are to be set at Conference each year, in conjunction with the presentation and adoption of the budget.

FEES AND CHARGES (INCLUDING GST)

Subscription to NZPBA	500.00
Insurance Contribution : Public Liability	600.00
Masport Cup Insurance	209.30
Canadian Trophy Insurance	96.60
Kilo Trials	34.50
Rescue Craft Hire (2days minimum)	1000.00
Boat Registration Fee	50.00
Driver Licence Fee	200.00
Event- Limited Driver Licence Fee (per event max. 2 events)	90.00
Junior Licence Fee	50.00
Historical Class Licence Fee	80.00
Driver Entry Fee Levy (Non Registered boats)	50.00
Trial Licence- Intending Member (per event max 2)	50.00
Rule Book Advertising	Per page 57.50
Circuit Racing Rule Book	12.65
UIM Circuit Racing Rule Book	27.00
Scrutineering Book	34.50
Zone Steward Report Book	34.50
Engine Measurement Book	34.50
RWOF Inspection Book	34.50
Engine Seal	0.65
NZPBA Cloth Badge	15.00
Certificate (2nd and 3rd Placegetters only)	15.00
National Series Entry Fee	250.00
Championship Entry Fee (other)	10.00
Regatta Entry Fee	10.00
Late Entry Fee	20.00
Replacement Rule Book & Licence	50.00

- Subscriptions and insurance must be paid by September 30th - see Constitution rule 6h
- All accounts not settled in full after 60 days from date of invoice will incur a \$100.00 fine.
- Action may also be taken according to Constitution rule 6f. Disputes over accounts must be received in writing, before the due date for payment exceeds 60 days overdue.
- Event Limited driver licence fees contribute towards 'full' licence fee.

APPENDIX A

REFER RULE 3 — HEATS

1. The first clause (A) allows Clubs to run South-North island Championships. Feature Races or Local Championships as they have done in the past, one race only.
2. Clauses B, C and D will allow Clubs to run the above events in two or more heats, after six or more boats have qualified for the event.
The distance and prize money are specified and the International points System for the final computing of placings are as follows:
3.

1 — 400 Points _____	5 — 127 Points	9 — 40 Points
2 — 300 Points _____	6 — 95 Points	10 — 30 Points
3 — 225 Points _____	7 — 71 Points	11 — 22 Points
4 — 169 Points _____	8 — 53 Points	12 — 17 Points
4. In case two or more boats have scored the same number of points for the series, thus establishing a tie, the match shall be awarded to the one of the tied boats with the least elapsed time for the boat heats.
Elapsed time start for all boats as the first boat crosses the start/finish buoy.

APPENDIX B

REFER RULE 51 - LIGHT SYSTEMS

Lights are to be visible from the course and ramp where needed.

APPENDIX C

ENDORSEMENT OF LICENCE - REFER RULE 47

A means of issuing a warning for any untoward behaviour both while racing or in attendance at a race meeting. An endorsement of a drivers licence can be issued for any minor breach of the rules by either the driver or a crew member associated with a driver, or a boat registered with the NZPB Association.

The Operative word in this system is the meaning of a minor. Any major rule infringements will still be covered by the rules per the NZPBA Rule Book current at the infringement date. An infringement is perhaps the reason for an endorsement. An offence will be handled in normal terms leading to possible disqualification and suspension.

If suspended early in the season, the offender will not compete at all for three months. If, for example the suspension was issued on the closing day of the season, immediately the offender would be banned from racing for the first three months of the new season. In the case of international licences, no such licence would be available via the NZ Body until such time as the suspension has been carried out in New Zealand.

The endorsement or suspension will only be issued by the NZPBA Steward on the day. Consultation can be with Race officials on the day which may include Race Controller, Judges and Scrutineers where and if necessary. The NZPBA Steward is to ensure all details are noted in his report to the Club and NZPBA. A copy in the case of suspension must also go to the offenders club for possible internal disciplining. The said club will in the case of suspension take from the offender their licence which will be forwarded to and be held by the NZPBA Secretary until the period of suspension is carried out.

The offender has the right of appeal to the NZPBA Executive.

Furthermore if an endorsement is issued for infringements in a race, automatic disqualification from that race is mandatory.

The system is purely a better way of ensuring the rules are adhered to by all. Any dangerous behaviour or direct rule breakage while racing will carry the normal penalty of either disqualification, (which automatically will endorse the offenders licence) suspension for the rest of the day or weekend or a period of time determined by the NZPBA governing body.

APPENDIX D

REFER RULE 23(b) — ANTI-DOPING CODE FOR NZPBF & AFFILIATED ORGANISATIONS

"The Sports Anti-Doping Rules made by Drug Free Sport New Zealand (DFS) under the provisions of the Sports Anti-Doping Act 2006 and as amended from time to time by DFS is the NZPBA's Anti-Doping Rules from 1 July 2007."

APPENDIX E

NZPBF CODE OF PRACTISE 1 & 2

COP 1 - Cross Code Competition - this is to be applied when arranging events that include organizations that are not NZPBF members. Failure to comply with the specified procedures will result in our Insurance Cover being voided and the potential for event organizers to be left exposed to liability issues.

COP 2 - International Competition - this contains the obligations and procedures that must be followed for international competitors visiting New Zealand and competitor competing overseas. Members are strongly advised to ensure their competitors are aware of the **"NZ Competitors Racing Abroad - Section 1"**. Too often the NZPBF are requested to "fix" this after competitors have left NZ.

APPENDIX F

JUNIOR TRAINING DAYS

Clubs holding training days for junior drivers must instruct on the skills listed below. The hosting club will go through the rule book with candidates with instruction on the following points.

- 1) Learn safety on and off (rules for the pits etc) the water.
- 2) Understanding of flags (i.e. RED FLAG shut the boat down, stop until the yellow flag is flown, yellow flag is to return to shore) used during a race day.
- 3) Life jackets and helmets are checked to ensure they meet with our rule book specifications and are not in a damaged condition.
- 4) Drivers are tested by verbal questions and then they go in the water in their boats to practice starts – i.e. pole boat start, where boat handling skills are observed by officials and club officials of the day.
- 5) Handicap racing is to be instructed before going back on to the water where clock starts will be practised for handicap racing.

When all this is done and time allows, they can go for a little race to get used to other boats overtaking and moving around them on the track - when to give space to competing boats. Also to practice driving around the buoys on the track and to be aware of rescue craft on the water and check for red (stop) or white (caution - slow down) flags.

APPENDIX G

NZPBA CODE OF CONDUCT

1. Respect and Professionalism:
The NZPBA will not tolerate any abuse or disrespect towards any officials or volunteers.
2. Handling Concerns:
Drivers:
Any driver who feels a matter is not being managed satisfactorily should direct their concerns to the Race Controller of the Day.
If the issue cannot be resolved, the matter should be referred to the NZPBA Steward of the Day.
For Crews or Teams:
Any crew or team that feels a matter is not being handled satisfactorily should inform their driver.

The driver shall then bring the matter to the Race Controller of the Day.
If the issue remains unresolved, the matter should be referred to the NZPBA Steward of the Day.

3. Representation for Junior Drivers:

Junior drivers must be represented by a parent, guardian, or other adult representative.

4. Social Media Conduct:

Comments or posts on social media that are defamatory or disrespectful towards the Association, the sport, or other competitors are prohibited under this Code of Conduct. Please refer to the NZPBA Social Media Policy (which may change from time to time).

5. Professional Representation:

Conduct that fails to represent the sport in a professional light will be directed to NZPBA Executive for management according to their rules and processes of the NZPBA.

By adhering to this Code of Conduct, all participants help ensure a respectful, professional, and enjoyable environment for everyone involved in the sport.

CONDITIONS GOVERNING GLENVALE DRIVER OF THE YEAR AWARD

The Award to be given to the driver of a boat who has won the most New Zealand and Island Championships, including the Masport Cup.

To make it available for every driver to compete, there shall be only ONE boat eligible in any one season.

In no circumstances can two titles be raced concurrently.

Points to be awarded on the basis of:

TWENTY-FIVE POINTS — NZ AND MASPORT TITLES

FIFTEEN POINTS — ISLAND TITLES.

CONDITIONS GOVERNING THE ALLOCATION OF CANADIAN TROPHY

The Trophy be awarded annually to the affiliated club that complies with these conditions:

1. Points can be gained from new Zealand Championship events only.
2. The points amassed be on the International System for FIRST, SECOND and THIRD only, i.e. 400, 300, 225.
3. Competitors must be financial members of the affiliated club they race for.

HISTORIC & CLASSIC DIVISION RULES

All H&C events sanctioned by the NZPBA shall have the following requirements that are the same as for all current classes and member clubs. The following rules are for on-water craft only. Boats must be registered in the H&C class with the NZPBA.

Drivers must have a current H&C license (or Full NZPBA Race Licence) and be financial members of one of the NZPBA clubs. Scrutineering shall be done on the day, prior to going on the water. All current on course driving rules shall apply.

Helmets and Life Jackets must worn by drivers and passengers.

Passengers must be at least 15 years old.

PURPOSE

1. The purpose of this Division shall be:
 - A. To provide a means by which individuals sharing a common interest in vintage and the history of race boats and racing can meet, share experience and information, exchange ideas and generate enthusiasm for all aspects of their interest.
 - B. To promote the preservation of the New Zealand Power Boat Association's (NZPBA) racing history.
 - C. To promote, further and encourage a love and enjoyment of historic & classic boats at its highest level in all of its aspects.
 - D. To promote Historic & Classic Race Boat Shows and rendezvous (possibly in conjunction with NZPBA sanctioned races) for the benefit of the public at large, and to educate members of the Association and the public by conducting research. In the long term, maintaining a library with information regarding classification, restoration and authenticity of historic and classic boats. In general, to promote sponsored activities designed to create an interest and educate the public at large about historic & classic boats.
 - E. To promote safety in the operation and display of Historic and Classic boats and assist in the planning and organisation of H&C Division events.

MEMBERSHIP

The membership of the NZPBA H&C Division shall consist of persons or other entities who are interested in and willing to be active and participate in furthering the aims and purposes of NZPBA and H&C. The members of the H&C of NZPBA will receive a membership and registration card for their historic & classic boat(s).

1. The H&C is open to all classes of former racing boats from Outboards, Inboards through to Unlimiteds. The expanding popularity of historical activities makes it appropriate to clarify the types of boats that can be categorized as NZPBA H&C. The mission of the H&C Division has been to promote and preserve the rich history of NZPBA boat racing. To accomplish this, it is important that standards are in place to help participants restore, replicate or create boats that will reflect that mission. The goal is not to create a series of rules to enable static judging contests or inhibit participation, but rather to offer guidelines to members, participants, restorers and boat builders that will make it possible to continue the growth of H&C and thus achieve the Division's stated mission.
2. Historic Class Boats: A "Historic" boat is designated to have been a hull style that was used for racing prior to 1966.

3. Additionally, Vintage and Historic Class boats will fall into one of the following construction categories:
 - A. Un-restored Original: Self-explanatory. (Note: An un-restored original boat may not meet safety requirements and may only qualify for static display.)
 - B. Restored Original: A boat that raced in NZPBA sanctioned events at the time of its original construction. A measurable part of the original hull structure, hardware, engine or appendages (cowlings, etc.) must be included in the restoration of the boat. The engine type used in the restoration must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained.
 - C. Spirit of Vintage or Historic: A boat resembling a race boat from the Vintage or Historic eras. The dimensions, configuration, and date of construction should be similar to boats that could have participated in NZPBA events of that era. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained. A Spirit of Vintage or Historic boat can be named and numbered after a vintage or historic boat that it resembles if the original boat is not in existence. The NZPBA Secretary should be contacted prior to naming the boat to ensure the Name/Class Number's eligibility.
 - D. Re-creation (Complete reproduction or replicas): A recently constructed boat that closely resembles a racing boat that could have participated in NZPBA sanctioned events from the Vintage or Historic eras. The original boat that is being re-created must no longer exist. No apparent content or components from the original boat are used, but all dimensions, basic construction technique, engine type, hardware, paint scheme and name/number accurately closely replicate the boat that it is patterned after. The engine type must resemble one found in the original. If, due to scarcity of original components, a later engine is used, the type and approximate power output of the original must be maintained.

EQUIPMENT

1. Capsule, cage or reinforced cockpit Inboard hydroplanes and runabouts are not permitted to participate in active running at H&C events. The NZPBA Executive will have the final judgment should disputes exist concerning capsule, caged or reinforced cockpits.
2. All modifications to H&C hulls must be made in the "spirit of Vintage". Hull modifications are subject to review by the H&C Chairman and if deemed not in the "spirit of Vintage", the hull will be designated for static display only. Examples of modifications not in the "spirit of Vintage" include, but are not limited to, overpowered engines, technological advances not period to the hull, enclosed cockpits, safety cells, cages, driver's restraints, etc.
3. Boats would be eligible for any class letter, number and name that the original hull may have had in its racing career. It is highly suggested that to maintain the relevance of the historic preservation mission of H&C, the boat's most famous or noteworthy name be used. The owner can use the name and number of his choice as long as he does not attempt to recreate a boat currently registered in H&C. The NZPBA Secretary should be contacted prior to naming the boat to ensure its eligibility.

4. History and restoration photos are strongly encouraged to be displayed with the boat.
5. Certain boats may be eligible to participate as both a competition boat (class racing) and as a Historic & Classic boat. Under no circumstances shall the same hull participate as both in the same event. This includes participating with different drivers.

SAFETY RULES:

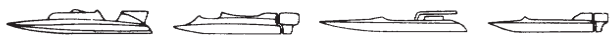
1. Driving former racing boats is an inherently dangerous sport and each participant assumes the risk when he/she participates in an event. While everyone involved - owners, drivers, crew members, officials, promoters, and the sanctioning body - can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present. It is the participant's responsibility to advise their spouses and next of kin NZPBA cannot be, and is not, responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events as follows:
 - A. NZPBA: NZPBA officers, officials, agents, and representatives are not present at NZPBA events with sufficient frequency to make any representations or warranties of safety to any participant or other person. As a result, NZPBA cannot and does not take responsibility to ensure the adequacy – for purposes of safety - of the racing facility, safety personnel or equipment, or conditions of the premises including the waterway. The participants are solely and ultimately responsible for satisfying themselves as to the safety of the premises, pit areas and event course.
 - B. Participants: All participants are obligated to inspect the facilities, including the pit area and event course, including all of the conditions that would affect their participation in, before and after the event. Participants are solely and directly responsible for the safety of their craft and equipment, are obligated to perform their duties whether as an owner, driver, or crew member in a manner designated to minimize, to the degree possible, the risk of injury to themselves and others.

NEITHER NZPBA NOR THE PROMOTER / CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S CRAFT, EQUIPMENT, OR ACTIVITY TO ACCOMPLISH THIS PURPOSE.

2. The Steward of a sanctioned regatta must require that:
 - A. All proper officials are present and functioning during the conduct of the regatta.
 - B. Adequate facilities are available for the efficient conduct of the regatta before the on the water activities begins.
 - C. A properly equipped ambulance will be used and a doctor, registered nurse, paramedic, or an EMT will be in attendance at all times while boats are under power.
 - D. Two patrol boats as an absolute minimum and more if conditions warrant, are available for duty on the course at all times. Only authorized personnel shall man safety and/or patrol boats.
 - E. Two designated rescue boat capable of carrying one or more accident victims in a supine position shall be present and the craft shall be staffed and ready for use at all times when racing boats are under power. A patrol boat, properly staffed and equipped, may be used as a rescue boat. It is recommended each boat carry a qualified diver.

- F. All persons on the water in patrol boats or rescue craft must be 18 years of age or older.
- 3. It is mandatory that all courses have outside course marker/buoys and it is recommended that these are to be different than the markers used to mark the course.
- 4. A driver or rider who is ejected from their boat and is in the water uninjured should signal the rescue craft by clasping their hands above their head as an “okay” signal.
- 5. The areas in which the cranes are located shall be separated from all other pit areas. Access to the crane area shall be restricted and limited to authorized personnel.
- 6. With regard to weather conditions, the event shall take place at the Referee’s discretion.
- 7. The Referee shall immediately submit incident (accident) report forms following the event and follow all instructions contained in the current form. This does not preempt local authorities from reporting those accidents required by state and federal law. Event officials will assist local authorities in completing reports if necessary.
- 8. No participants are allowed in an V&H event with any type of splint, including, but not limited to, a cast or brace applied to his body without showing written authorization from a medical doctor and approval by the Referee at the particular event.
- 9. The minimum age for drivers or riders to participate in an exhibition run is 16 years old. A waiver must be signed for the underage participant by their parent or legal guardian.
- 10. All boats participating in a H&C regatta must be safety inspected at each event and will comply with Article VI Safety Rules. Boats and/or drivers found in noncompliance with these by-laws will not be allowed to participate in in-water activities. The H&C scrutineers shall prohibit use of any equipment he/she deems unfit for service.
- 11. An approved H&C safety checklist will record any discrepancy found.
- 12. Kill switches are mandatory for all H&C boats. The kill switch shall render the ignition and electric fuel pump (if so equipped) inactive.
- 13. A driver (and passenger, if any) when operating registered equipment at any time on water while at a sanctioned event, must wear complete safety equipment, including helmet and life jacket, with the following exception: Helmets may be removed only (a) when the boat is stopped or operated off-plane at idle speed, and (b) when there are no other boats operating on plane on the course or in the vicinity so as to create a danger, or (c) when the driver’s boat is tethered to a tow boat. Considering the fact that there is no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket.
- A. Helmets must fit the current NZPBA helmet rule.
- B. Cameras and other protruding devices may not be mounted on the helmet.
- C. Lifejackets must either fit the current NZPBA general rules or if a classic style period piece they must have a crutch strap and be proven to actually float. A demonstration with the proposed wearer shall be performed in the water prior to use, in front of the officials of the day before it is allowed to be worn in an on-water display.

- D. Every driver shall demonstrate that his life jacket will function properly when requested by the steward.
- 14. All participants must wear closed toe footwear when driving or being a passenger in H&C racing boats.
- 15. Each boat shall have a fire extinguisher readily available during fueling and engine trailer starting and firing as per NZPBA rules.
- 16. Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged. If the prop shaft is direct driven, the propeller and all accessories (spacers, splines, and nuts) shall be removed for dry firing. Props shall be covered, if mounted on the prop shaft, while in the pit area. A hull with a through-hull rudder post aft of the prop shaft is considered adequate cover, as is a hull which has the propeller at least one foot ahead of the trailing edge of the covering transom.
- 17. Inboard H&C boats: A safety collar must be placed on the propeller shaft to prevent it from moving rearward should the thrust bearing come apart or loose on the shaft. Exceptions to this rule would be:
 - A. Boats using a marine transmission and coupling assembly. The shaft coupling must have a minimum of two safety-wired setscrews; or
 - B. A propeller shaft retention system, such as racers that have the propeller shaft gimballed and connected.
- 18. All lifting straps and hardware on the hull must be of sufficient strength and attached properly to support the entire weight of the boat from any one of the lifting points. Lifting hooks must have safety spring loaded or gravity type retainers or some other method of positive retention such as secured screw shackle.
- 19. Lifting points on the boat must be of full circle enclosed construction preventing slings from becoming inadvertently detached.
- 20. No person shall participate in an event nor shall any official serve in an official capacity, after having consumed alcohol or controlled substances or while intoxicated.
 - A. Intoxicated means under the influence of:
 - Alcohol
 - A controlled substance
 - Any drug, or
 - Any combination of the above, such that there is an impaired condition of thought and action and loss of normal control of a person's faculties to such an extent as to endanger any person.



RULES

NZ GRAND PRIX HYDROPLANE DRIVERS CLUB INC.

Secretary:- Mrs D. Preece
PO Box 132-16
Onehunga
Auckland 1643



N.Z. GRAND PRIX HYDROPLANE SERIES HALL OF FAME

WINNER OVER ALL POINTS AND PRESIDENTS CUP

1984 Graham Carbery (Presidents Cup)	1999 Warwick Lupton (Presidents Cup)
1985 Peter R. Knight (Presidents Cup)	2000 Graeme Weller (Presidents Cup)
1987 Peter G. Knight (Presidents Cup)	2001 Warwick Lupton (Presidents Cup)
1989 Warwick Jones (Epiglass World Cup)	2002 Greg Orange (Presidents Cup)
1990 Selwyn Coker (Epiglass World Cup)	2003 Graham Weller (Presidents Cup)
1990 Steve Hughes (Presidents Cup)	2004 Warwick Lupton (Presidents Cup)
1991 Peter R. Knight (Epiglass World Cup)	2005 Warwick Lupton (Presidents Cup)
1991 Steve Hughes (Presidents Cup)	2006 Warwick Lupton (Presidents Cup)
1992 Peter R. Knight (Epiglass Event)	2007 David Alexander (Presidents Cup)
1992 Mike Southward (Presidents Cup)	2008 David Alexander (Presidents Cup)
1993 Warwick Jones (Presidents Cup)	2009 Scott Coker (Presidents Cup)
1994 Warwick Jones Peter Knight (Presidents Cup)	2010 Ken Lupton (Presidents Cup)
1995 Warwick Lupton (Presidents Cup) (High Points)	2011 Graeme Weller (Presidents Cup)
1996 Peter Knight (Presidents Cup)	2012 Scott Coker (Presidents Cup)
1996 Peter Knight (Trans-Tasman GP Series)	2013 Ken Lupton (Presidents Cup)
1997 Peter Knight (Lion Foundation Series)	2014 Ken Lupton (Presidents Cup)
1997 Warwick Jones (Presidents Cup)	2015 Raymond Hart (Presidents Cup)
1998 Warwick Lupton (Presidents Cup)	

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NEW ZEALAND GRAND PRIX HYDRO PLANE DRIVERS CLUB GRAND PRIX SERIES RULES 1989/90

COMPETITORS

- 1.1 Competitors are to be current financial members of the Grand Prix Hydro Plane Drivers Club in order to compete for series points. Honorary membership is available to non competitors who in the opinion of the committee have a vested interest in a competitor or the series as a whole. Honorary members will pay an annual subscription at a lower rate than a competitor.
- 1.2 Competitors who wish to become financial members during the series must pay the annual membership sub, plus the percentage of entry fee on remaining heats to be run.
- 1.3 Competitors are to maintain an open sportsman approach at all times.
- 1.4 Competitors are to be current financial members of a club, financially affiliated to the NZPBA.
- 1.5 Competitors are to have qualified for, and be in possession of a current NZPBA issue competition drivers licence.
- 1.6 Competitors in possession of a NZPBA issued drivers licence endorsed "provisional" may not compete.
- 1.7 Competitors may not compete in craft in which their NZPBA competition drivers licence does not state clearly they are qualified to compete in.
- 1.8 International competitors must be current UIM financial members and be in possession of an international competition competitors drivers licence, so endorsed by his/her country's Association, which will clearly state the details description of the craft (racing hull) the bearer is experienced in and licenced to compete in. The international driver is to abide by the directions of, and stipulations which may be laid down by the NZPBA prior to competition.
- 1.9 Any new competitor who abides by Rules 1.1 to 1.8 but lacks obvious competition experience at the Grand Prix Hydro Plane Racing level or owing to the hull variations in the grand prix class, a competitor elects to change hull type and lacks obvious experience in the new hull type then they will be graded as a novice competitor. The bearer of the novice competitor certificate will abide by the following conditions:
 - (a) Novice competitors who qualify for heats will line up at the pole boat start in accordance with entire field, and in his or her allocated position.
 - (b) Once the official start is effected novice drivers are to remain at the rear of the field and may not actively compete until all "competitor" status drivers have safely executed the first turn.
 - (c) Novice drivers will remain as such and may not be considered for upgrading until they have completed three Grand Prix races at any given venue or venues without incident.
 - (d) Novice status competitors will be upgraded on written application advising of full abidance with Rule 1.9(c). the committee upon receipt of the application will consider, and if successful the driver will be upgraded to full "competitor" status, and be so issued a "competitor" status certificate.

DANGEROUS OR POOR CONDUCT

- 1.10 In the event of a written complaint from a Grand Prix series competitor regarding the conduct of a fellow Grand Prix competitor whilst competing at, or carrying out time trials at an official Grand Prix venue, the committee will consider the complaint, and on unanimous decision, reserve the right to apply the following discipline depending upon the seriousness of the incident.
 - (a) Downgrade to novice competitor status and will abide by Rules 1.9(a) to 1.9(d) and/or
 - (b) Points gained (if any) in the offending heat retracted/ and/or
 - (c) Any other reasonable measure which is in the interests of both fellow competitors and the sport as a whole.
- 1.11 Competitors will fully abide by those recommendations of both major and minor sponsors, which in the unanimous decision of the committee are for the betterment and success of the Grand Prix series and the sport as a whole.
- 1.12 The Grand Prix Hydroplane Drivers Club will not attempt to contradict the NZPBA rule book in areas of safety, protocol or racing conduct.
- 1.13 Hull and engines — Hydroplane only.
 - (a) This class shall be for blown hydroplane type with a minimum length of 21 feet (effective May 1992) excluding projections that are not part of the hull. Maximum boat size (effective May 1992) shall be 26 feet long by 12.5 feet wide. "The box style" method of measurement shall be used (ie boat plus all projectiles must fit into a "rectangular box" measuring 26 feet by 12.5 feet).
 - (b) Engines shall be of automotive or marine, cast iron block only, 4 cycle, internal combustion type, with a maximum displacement at 510 CID with no allowance, and superchargers are permitted. Only alcohol and petrol fuels permitted. No nitro or nitros oxide permitted.
 - (c) Cavitation plates and drive shafts shall not be adjustable while boat is in motion, however wings maybe. Propulsion must be by one (1) underwater propeller. Outdrives are not permitted.
- 1.14 New rules (except hull and engine rules) may be added by the G.P. committee during the season subject to NZPBA approval. Said new rule will be effective fifteen days after appearing in the G.P. newsletter.

COURSES

- 2.1 The course length is to be a 60 second maximum based on the average laptime of the two fastest competitors.
- 2.2 The duration of a Grand Prix series heat is to be a minimum of four laps. Host Clubs wishing to exceed four lap heat races are to notify the Grand Prix committee at least one calendar month prior to the event for approval.

SAFETY

- 3.1 A minimum safety standard of two paramedics and one life support system plus an ambulance and senior St. Johns Officer to be maintained by host club. A duty diver must be on the water at all times during the racing.
- 3.2 Host Clubs who exceed the minimum level of course safety as per Rule 3.1 are to be given special consideration when deciding on venues for future events.
- 3.3 The Grand prix Driver Club may supply to Host Clubs an inflatable stretcher in the interests of furthering safety.
- 3.4 All other minimum safety standards are to be as per the NZPBA rule book.
NB. The Grand Prix Drivers Club urges Host Clubs to consider carefully entering obviously noncompetitive racing craft in order to make up fields, as the act of lapping non-Grand Prix type uncompetitive craft is dangerous!

HOST CLUBS AND VENUE SELECTION

- 4.1 The Grand prix Series shall be conducted at sanctioned venues throughout New Zealand.
- 4.2 Host Club venues will be selected at the Annual General Meeting of the Grand Prix Drivers Club. The elected committee will invite selected host Club venues to invite the Grand Prix Drivers Club committee to arrange a Grand Prix series heat at the relevant regatta.

SPONSOR RECOGNITION — HOST CLUBS

- 5.1 Host Clubs must include the Grand Prix series sponsors name in all publicity and advertising, for both the overall event name and the actual race/heat name.
(The following would be an example of media publicity/advertising regarding the overall event.)
The Manukau/Auckland Speed Boat Club Inc are proud to present the Coventry Motors CNG 1000 Grand Prix, incorporating the 6th Round of the Air pacific Grand prix Sprint Boat Series'. (The following would be an example of programme and media event advertising regarding the actual heat/race title.)
"The Arthur McCaa" Memorial Race, incorporating the Air Pacific 1985 Grant prix Sprint Boat Series.
- 5.2 Host Clubs must agree to allow the official Grant Prix Series announcer to call the heat races, if available.
- 5.3 In accordance with Rule 5.1 Host Clubs may run normal feature races concurrently with Grant Prix Series heats.
- 5.4 Host Clubs must provide regular PA announcements to the Grand prix series major and minor sponsors throughout the vent.

PUBLIC RELATIONS ADVISOR

- 6.1 Host Clubs must agree to accept and act upon the reasonable requests and consider advice from the Grand Prix Drivers Club employed Public Relations person.

HEAT TIME TRIAL QUALIFICATIONS

- 7.1 Host Clubs must conduct time trials over the actual course to establish the maximum starters for the Grand Prix Series heats. Starters are to be established on the fastest time, working to the slowest until the maximum field is presented in accordance with NZPBA ruling for the venue.
- 7.2 Starters and craft attempting to qualify for the Grand Prix Series heats do not have to be Grant Prix series competitors. However, should nonmembers finish in places in accordance with the Host Clubs prize fund, then the nonmember shall qualify for the Host Clubs prize fund only and will not receive Grant Prix Series points, final series placings or Grant prix Series recognition.
- 7.3 Reserves for heats are to be accepted when the craft called for cannot field. However reserves may not compete or be called upon to compete after the official blue flag is dropped. The calling for reserves is to be in the order of lap times, fastest to slowest.

VENUE OR HEAT RACE CANCELLATION

- 8.1 In the event of a venue being cancelled prior to the start of the event then the committee will conduct an extra ordinary meeting with the sponsor, the sponsors representative, the Grand prix Series public relations advisor or any other relevant party. A firm decision will be made dependent upon the Host Clubs intentions, of either reducing the series to five heats or deferring the heat to the Host Clubs amended date. All members will be duly notified.
- 8.2 In the event of a venue being cancelled after the start of that event and prior to the start of a Grand Prix Series heat race, then Rule 8.1 applies.
- 8.3 In the event of a venue being cancelled after the start of the event and the running of one or more Grand Prix Series heat races then the heat points are to be totalled and the Grand Prix Series points will be issued in accordance with the rules governing the points system.

POINT SYSTEM

- 9.1 The general points classification of the Grand prix Series shall be established in adding up the obtained Grand Prix points in each of the rounds counting towards the series.
- 9.2 At the conclusion of each heat in accordance with the Judges decision Grand Prix Points are to be awarded as follows:

1st	9 points	4th	3 points
2nd	7 points	5th	2 points
3rd	5 points	6th	1 point
- 9.3 In the event of non Grand Prix Club members finishing in a heat which would normally gain paid up members heat and Grand Prix points, then the non member is to be treated as disqualified from gaining points only and the financial member finishing closest behind the non member is to substitute the place of the non member and will be issued points accordingly.

EXPLANATION

Driver	A	B	C	D	E	F	G	H	I	J
Place	1	2	3	4	5	6	7	8	9	10
GP member	M	M		M			M	M		M
GP placing	1	2		3			4	5		6
Points	9	7		5			3	2		1

In the above example, for the purpose of the Grand Prix Series Driver, A is first, B second, D third, G fourth, H fifth and J sixth. These members would be issued heat points accordingly, however, for the winning of the Host Club prizes, the A is first, B second, C third etc.

- 9.4 Points are gained by the drivers and not the boat. Special attention is to be paid to Rule 1.2 regarding **sportsmanship**.
- 9.5 In the case of a tie, the number of first places will be accounted for, then the second place etc.

PRIZE FUND

- 10.1 The prize fund to be paid by the Host Clubs shall be the minimum as laid down by the Grand Prix Series committee and agreed to by the Host Club. The host Club shall be deemed to accept the payment of the minimum prize fund on the signed completion and despatch of the official invitation, inviting the Grand Prix Series committee to hold a Grant Prix heat at their venue, so organised by the inviting club.
- 10.2 The minimum prize fund accepted by the host Club shall be divided evenly over the three Grand Prix Series points races conducted at the Host Clubs venue.
- 10.3 In accordance with Rule 8.3 in the event of a venue being cancelled after the running of one or more heats, then the prize fund, in accordance with Rule 10.2 is to be paid for race(s) run.
- 10.4 Prize funds, goods, contra goods etc donated by sponsors or purchased shall be divided and allocated in accordance with the points system during or at the series end by the committee. The committee shall consider the competitor, sponsors, donators and public relation person requests, when deciding upon recipients and system of presentation.
- 10.5 The driver amassing the most Grant Prix points at sanctioned Grant prix rounds shall be deemed to be the new Zealand Grand Prix Series champion.
- 10.6 The New Zealand Grand Prix Series champion is requested to clearly indicate such, prominently on his or her current craft, prefixed by the year championship achieved.
- 10.7 The New Zealand Grand Prix Series champion will be the recipient of the President's Cup. The cup will be awarded to the champion by the NZPBA President or his or her representative. The recipient will have possession of the cup until called upon by the committee to so return it or for one calendar year, whichever occurs first.

JUDGING AND PROTEST

- 11.1 Competitor classification at all heats will be judged by the Host Clubs appointed judges.
- 11.2 In accordance with NZPBA rulings protests will be heard by the appointed persons, so appointed by the Host Clubs. Their decision will be final. Members maintain the right to abide by the Grand Prix Series Rule 1.9 however, the Grand Prix Series committee does not have the right to alter decisions of the Host Club judge or protest committee.

RULE AMENDMENTS AND CHANGES

- 12.1 New rules (except hull and engine rules) may be added by the G.P. committee during the season subject to NZPBA approval. Said new rule will be effective fifteen days after appearing in the G.P. newsletter.

RECOMMENDATIONS

- 13.1 When using the water at any venue for any purpose whether testing or racing, care must be taken to avoid frightening other users, i.e. water skiers, bathers, fishermen etc. It is a good idea to investigate the General Rules of the area i.e. recognised bathing areas, and ski circuit/lane etc.
Remember the General appearance, noise and speed of Grand Prix Hydroplanes is frightening to the uninitiated. Above all be sensible!

CORRESPONDENCE

All correspondence regarding the Grand Prix Series to:
Grand Prix Series Secretary.

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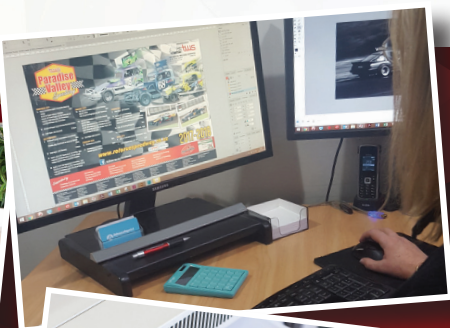
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2025-2026 CALENDER



Dates	Club	Event	Venue	Titles and Feature Events	
21-Sept	Wairarapa	KILO	Ruamahunga River, Wairarapa	Kilo, Junior Training	
28-Sept	New Brighton	Testing & Training	Lake Forsyth, Canterbury	Junior Training Day	
NEW SEASON					
25-Oct	Manawatu	Testing & Training	Whirokino, Foxton		
12-Oct	New Brighton	Testing & Training	Lake Forsyth, Canterbury	Opening Day, Junior Training Day	
11-Oct	12-Oct Rotoiti	Club Day	Argyle Pond, Wairau Valley		
25-Oct	New Brighton	Club Day	Lake Forsyth, Canterbury		
31-Oct	2-Nov NZGP	REGATTA	Lake Maraetai, Mangakino	HYDRO THUNDER Round 1, U/U, F1	
9-Nov	New Brighton	Club Day	Lake Forsyth, Canterbury		
8-Nov	9-Nov Rotoiti	Club Day	Argyle Pond, Wairau Valley		
22-Nov	23-Nov New Brighton	REGATTA	Lake Hood, Ashburton	Juniors, Prostock, PV, F1 (3 Heats)	
7-Dec	New Brighton	Club Day	Lake Forsyth, Canterbury		
5-Dec	7-Dec NZGP/Lakeland	REGATTA	Lake Maraetai, Mangakino	HYDRO THUNDER Round 2, GP, GN	
12-Dec	14-Dec Rotoiti	Club Day	Argyle Pond, Wairau Valley		
9-Jan	11-Jan NZGP/New Brighton	REGATTA	Lake Ruataniwha, Twizel	HYDRO THUNDER Round 3, AE Baker, GP, BAD, Mod H (2 Heats)	
10-Jan	11-Jan Wanganui	REGATTA	Wanganui River, Wanganui	Series 3000, Pro Com	
25-Jan	26-Jan Rotoiti	Club Day	Argyle Pond, Wairau Valley		
25-Jan	26-Jan Wairarapa	REGATTA	Ruamahunga River, Wairarapa	Pro Stock, Clubmans, Carl Augustin	
31-Jan	1-Feb Southland	REGATTA	Oreti River, Invercargill	S3000, F3, Clubmans	
6-Feb	8-Feb NZGP/Manukau Auckland	REGATTA	Lake Karapiro, Cambridge	Masport Cup, Matt Morrison Memorial, HYDRO THUNDER Round 4	
15-Feb	New Brighton	Club Day	Lake Forsyth, Canterbury		
14-Feb	15-Feb Manawatu	REGATTA	Whirokino, Foxton	F3, Gold Cup	
14-Feb	15-Feb Rotoiti	Club Day	Argyle Pond, Wairau Valley		
28-Feb	1-Mar Rotoiti	REGATTA	Lake Rototi, Nelson Lakes	NZ Nationals, HYDRO THUNDER Final Round	
14-Mar	15-Mar Cambridge-Waikato	REGATTA	Lake Arapuni, Waikato	PV, Mod H, H2000	
22-Mar	New Brighton	Club Day	Lake Forsyth, Canterbury		
21-Mar	22-Mar Wellington	REGATTA	Porirua Harbour, Wellington	Mod VP, Jrns	
21-Mar	22-Mar Rotoiti	Club Day	Argyle Pond, Wairau Valley		
4-Apr	5-Apr Kanieri	REGATTA	Lake Kanieri, Hokitika	GN, Pro Com, UU, Mod VP	
11-Apr	Wairarapa	KILO	Ruamahunga River, Wairarapa	Kilo	
18-Apr	19-Apr New Brighton	Club Day	Lake Forsyth, Canterbury		
18-Apr	19-Apr Rotoiti	Club Day	Argyle Pond, Wairau Valley		
3-May	New Brighton	Club Day	Lake Forsyth, Canterbury		
16-May	17-May Rotoiti	Club Day	Argyle Pond, Wairau Valley		
17-May	New Brighton	Club Day	Lake Forsyth, Canterbury		

NEW ZEALAND POWERBOAT ASSOCIATION (INC)

RECORDS AS AT 31ST JULY, 1997

NEW ZEALAND CLASS RECORDS AS AT 31st JULY 1997

			Year	M.P.H.	K.P.H.
'B' 1650cc Open Hydro	F. T. McLeod	"Miss Wix"	1976	128.93	207.45
'E' 3000cc Open Hydro	F.T. McLeod	"Miss Wix"	1976	128.93	207.45
'F' 6000cc Open Hydro	J. & K. McGregor	"Air New Zealand"	1972	144.32	232.18
'U' Unlimited Hydro	P. R. Knight	"The Boss"	1986	177.538	286.396
'D' 1650 Open R.R.	F. Parker	"Laser"	1981	80.034	128.798
'G' 3000cc Open R.R.	S. Coker	"Supertramp"	1985	83.469	134.32
'K' 6000cc Open R.R.	K. McGregor	"Capt Manta"	1993	108.378	174.418
'Sa' Unlimited Auto R.R.	G. Morrison	"Avalanche III"	1988	104.897	168.815
'S' Unlimited R.R.	W. Jones	"King Rat"	1981	124.971	201.07
'L' 25hp Stock Hull Free	B. Graham	"Tennessee Waltz"	1987	49.871	80.242
'O' 1000cc Open Hydro O/B	A. Brown	"Short Circuit"	1996	83.73	134.72
'V' 1700cc Open Hydro O/B	A. Gray	"John West"	1976	109.12	175.57
'P' 850cc Open R.R. O/B	J. Pilcher	"Jay-Ar"	1986	69.906	112.502
'T' 1800 Rest. R.R. O/B	D. Edmonds	"Samurai"	1993	85.62	137.79
'W' 1700cc Open R.R. O/B	J. Jacobson	"Imperial Bullet"	1979	89.83	143.51
'Y' Unlimited R.R. O/B	R. Seymour	"Shark Attack"	1990	106.725	171.76
'Formula One' 3000cc Hydro Tunnel O/B	R. Seymour	"Mobil Sport 3" at Wairarapa	1994	125.39	201.75
'Z' Unlimited Unrestricted O/B	P. Morris	"Wizard of Oz"	1989	124.58	200.50
Unlimited Unrestricted	P. R. Knight	"The Boss"	1986	177.538	286.396

NORTHERN ZONE RECORDS AS AT 31st JULY 1997

			M.P.H.	K.P.H.
'B' Class	N. Morgan	"Tauranga Liteweight" at Karapiro 19.8.89	94.188	151.577
'E' Class	A. James	"Miss Alpha" at Karapiro 24.8.88	89.121	143.426
'F' Class	R.S. Knight	"Tempest" at Karapiro 29.3.81	104.555	168.265
'U' Class				
'D' Class				
'G' Class	D. Mason	"Buckshot" at Karapiro 27.3.83	77.943	125.410
'K' Class	K. McGregor	"Capt Manta" at Wirokino 23.1.93	108.378	174.418
'Sa' Class	K. McGregor	"Special Edition" at Karapiro 26.6.83	114.131	183.497
'O' Class	W. & S. Lye	"Slick 50" at Karapiro 2.1.83	70.180	112.941
'V' Class	P. Thomas	"Mr Twister" at Karapiro 19.8.89	102.873	165.553
'P' Class	D. Moira	"Buzz Off" at Karapiro 26.6.83	62.138	100.01
'T' Class	A. Demster	"King Kiwi" at Karapiro 19.8.89	75.101	121.825
'W' Class	G. Carberry	"Imperial Bullet" 2.1.83	86.370	138.996
'Y' Class	K. Bowick	"Super Fender" at Karapiro 2.1.88	98.545	158.592
G.P.U. Class	P.S. Coker	"G.P.2" at Karapiro 19.8.89	140.596	226.26
U.U. Open	P.S. Coker	"G.P.2" at Karapiro 19.8.89	140.596	226.26
'OZ' Class	P. Thomas	"Mister Twister" at Karapiro 24.4.88	99.752	160.535

CENTRAL ZONES RECORDS AS AT 31st JULY 1997

			M.P.H.	K.P.H.
B' Class	Mrs O'Harris	"Hydro Power" at Karapiro 12.6.82	89.479	144.000
'E' Class	G. Sharp	"Lion Lager" at Wairarapa 9.11.80	73.82	118.80
'F' Class	L. Palmer	"Miss Fantail" at Wairarapa 22.3.82	127.01	204.40
'D' Class	F. Parker	"Laser" at Wairarapa 22.3.81	80.304	128.79
'G' Class	G. Cox	"Ambush" 1997	81.05	130.40
'K' Class	A. Mallett	"Cobra" at Whirokino 23.1.94	102.28	164.60
'Sa' Class	G. Morrison	"Avalanche 111" at Karapiro	104.897	168.81
'L' Class	R. Graham	"Tennessee Waltz" at Wairarapa	49.871	80.242
'P' Class	J. Pilcher	"Jayar" at Wairarapa 20.4.85	69.906	112.50
'T' Class	D. Edmonds	"Samurai" at Ruamahanga 3.4.93	85.62	137.79
'W' Class	G. Taylor	"Lawton Taylor Cars" at Wairarapa	79.50	127.94
'Y' Class	R. Seymour	"Shark Attack" at Manawatu 4.2.90	106.725	171.75
'O' Class	S. Dennis	"Hitachi" at Ruamahunga 6.2.94	80.54	129.58
Formula One	R. Seymour	"Mobil Sport 3" at Wairarapa 24.4.94	125.39	201.75

SOUTHERN ZONE RECORDS AS AT 31st JULY 1997

			M.P.H.	K.P.H.
'B' Class	J. Diamante	"Miss Alpha" at Aviemore 21.11.81	111.01	178.66
'E' Class	R. Burns	"Command IV" at Aviemore 14.6.86	112.35	180.81
'F' Class	B. Railton	"Cool Change"	112.97	181.63
'U' Class	P. R. Knight	"The Boss"	177.538	286.39
'D' Class	G. Caird	"Knight Express" at Southland 7.5.89	55.098	88.671
'G' Class	J. Stillwell	"Beautiful Noise" at Kaniere 10.1.82	62.311	100.28
'K' Class	J. Diamante	"Blue Stratos" at Rotoiti 30.11.80	73.343	118.04
'Sa' Class	M. Brough	"Third Degree" at Karapiro 2.1.83	98.545	158.60
'O' Class	A. Brown	"Short Circuit" at Ruamahanga 16.3.96	83.73	134.72
'V' Class	M. Ireland	"Osprey" at Aviemore 6.8.83	102.75	165.36
'P' Class	R. Nevin	"Pinestyle Express" at Karapiro 2.1.83	64.051	103.078
'T' Class	B. Whyte	"Whyte Up Frunt" at Lake Kaniere 18.4.93	82.242	132.32
'W' Class	C. Ryan	"Green Slime" at New Brighton 23.5.81	73.585	118.43
'Y' Class	G. Anderson	"Marine Upholstery 11" at Southland 7.2.93	89.838	144.54
U/U Open	P. R. Knight	"The Boss"	177.538	286.39
Z Class	P. Morris	"Wizard of Oz" at Wairarapa 26.11.89	124.58	200.50
'OZ' Class	Mrs S. M. Radcliffe	"Radcliffe Marine" at Wairarapa 13.11.88	111.12	178.83
'L' Class	A. K. Brown	"Louie" at Kaniere 27.3.89	47.901	77.089

MOUTH - TO - MOUTH RESUSCITATION

In the absence of "on the spot" mechanical breathing aids, mouth-to-mouth resuscitation (rescue breathing) is the best way to restore breathing to a person who has stopped breathing **NO MATTER WHAT THE CAUSE.**

DO NOT WASTE TIME when a person has stopped breathing; place him on his back and begin mouth-to-mouth resuscitation.

If obstructing foreign material is **OBVIOUSLY** present, it must be removed immediately with the fingers. Dentures and partial dental plates should be removed.

If the first inflation effort then fails, make sure the tongue or some foreign object is not blocking air flow to the lungs. Sweep one or two fingers around his mouth making sure you check the area behind the tongue.

If aspiration (inhalation into the wind-pipe) of a foreign body is suspected in an adult after the first inflation fails to move air into the lungs, the victim should be placed on his side and a sharp blow administered between the shoulder blades to jar the obstructing material loose. Sweep your fingers through the victim's mouth and recommence mouth-to-mouth resuscitation.

A small child suspected of having foreign body lodged in the wind-pipe should be suspended momentarily by the ankles or inverted over one arm, and given two or three sharp pats between the shoulder blades in the hope of dislodging the obstructing material.

TECHNIQUE OF MOUTH-TO-MOUTH RESUSCITATION

Infants and Children:

- Any unconscious person's breathing is usually blocked because his head slumps forward (Fig. 1). Often he may breathe by himself if you lift the neck and tilt the head backward, and hold the head tilted **AS FAR BACK AS POSSIBLE** (Fig. 2).
- If he does not breathe **AT ONCE**, open your mouth **WIDE**. Seal your lips around the child's mouth and nose. Blow air in **GENTLY**, particularly with an infant (Fig. 3). Stop blowing as soon as the chest starts to rise. Remove your mouth to let him breathe out. Re-inflate his lungs as before — about 20 inflations per minute is the usual rate.
- After a time excess air may be blown into the belly and cause bulging between the ribs and navel. To remove air, press the belly gently. Check his throat for regurgitated material and continue resuscitation. Where possible, use gravity to prevent fluid entering the lungs by keeping the head lower than the chest.

Adults

- Lift the neck and tilt the head backwards (Fig. 4). Hold the head tilted as **FAR BACK AS POSSIBLE**. Blow air into the victim's lungs until (from the corner of your eye) you see the chest rise — keep the victim's mouth closed by pushing a hand against the chin. One hand pushes the head, the other pulls the chin. The extreme tilt prevents obstruction.

Your cheek should seal off the victim's nose or you can seal it by pinching the nostrils with the fingers of one hand. The nose must be kept closed while you are blowing through the mouth. In adults differences in size between the mouths of victims and rescuer may make it difficult to achieve an effective seal for mouth-to-mouth resuscitation. In these cases use mouth-to-nose resuscitation.

If mouth or nose is injured or blocked and cannot be cleared use the other method.

(Mouth-to-Nose)

- Take a deep breath. Open your mouth as wide as you can. Seal your lips on the victim's cheeks around the nose. If the lips press the victim's nostrils, your mouth is not open wide enough.
- Blow air into the victim's lungs until you see the chest rise, keeping the victim's mouth closed with the hand pushing up on the chin (Fig. 5).

(Mouth-to-Mouth) This can be done in two ways:

- Take a deep breath, open your mouth wide and seal your lips around the victim's mouth. Your cheek should seal off the victim's nose.
- The opening of the victim's mouth is controlled by the hand on the victim's chin (Fig. 6).
- Blow air into victim's lungs until you see the chest rise.

OR

If you need more control of the victim's mouth:

- Place your thumb in the victim's mouth, grasp his lower jaw firmly and push it forward into a jutting out position. Keeping your thumb in the victim's mouth, use your other hand to pinch closed both his nostrils.
Take a deep breath. Open your mouth wide, place it tightly over the victim's mouth and blow. (Your thumb remains in the victim's mouth when you blow).
- In both types remove your mouth. Turn your head to listen for the rush of air and watch the patient's chest sink. Take your next breath while you listen. The first six "blows" should be done in quick succession, allowing the chest to sink on each occasion. Then, continue to inflate the chest at the rate of 10 times per minute. If you blow more rapidly, you will make yourself dizzy, a sign that you are blowing too fast.

Victims of Drowning

- Start resuscitation as soon as you reach the victim. Only the victim's face need be out of the water. You can breathe for him standing or kneeling in the water or leaning over the edge of a boat or a swimming pool.
- Support him by locking one of your arms under him. Continue breathing for him until help comes to lift him out of the water — if there is no help, lift him out yourself between breaths.
- Place head lower than the chest. Pull his shoulder up over your knee will effectively achieve this. Drain water out of mouth and throat between breaths.

Finally

- Have someone else call for medical help.
- Continue resuscitation until relieved by ambulance men or a doctor.
- DON'T GIVE UP.



FIG. 1 Head forward, air way constricted.



FIG. 2 Head forward, air way open



FIG. 3 Make a wide seal around the mouth and nose.



FIG. 4 Tilt as FAR BACK AS POSSIBLE



FIG. 5 Blow through the victim's nose.



FIG. 6 Blow through the victim's mouth.



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

