

2014 GENERAL RACING RULES

A. SANCTIONS

1. To obtain a sanction or instructions on how to conduct races contact the local AOF Affiliate Club or the AOF National Office.
2. Applications for sanctions must be in the AOF National Office not less than thirty (30) days prior to the day of the race.
3. Applications for Championship and National Championship events should be presented at the National Meeting.
4. Sanction applications for races that conflict with Short Course Championship and the Racing Commission must approve National Championship events.
5. There will be a Short Course Nationals East and a Short Course Nationals West with both receiving national points as defined in the general rules.
6. Bids for national events will be accompanied by 5% of the total moneys being offered.
 - a. Earnest money will be returned for all bids not accepted.
 - b. The Racing Commission sets the sanction Fees. See Membership Fee Supplement Sheet in Reference Section
 - c. Affiliated Clubs will be allowed one sanctioned race each racing season without additional charge, except cost of insurance, if the dues are received in the national office (postmarked) by January 31 of that racing season.
 - I. If you cancel a sanction before your sanction flyers are printed your fee amount will be returned.
 - II. If the flyers have been printed and not sent out you will receive 1/2 refund.
 - III. If the flyers have been printed and sent out there is no refund.
7. Sanction Fees are to be paid to the National Office at least 15 days prior to the scheduled race event. All Race Fees are to be paid to the National Office no more than 15 days after the race event has ended. All fees must be paid in full, within the times allotted, before another sanction will be issued to the conducting club.

B. RACING NUMBERS

1. Numbers issued by the National Office and all boats participating in an AOF sanctioned event must bear these numbers.
 - a. Numbers issued on a first come, first serve basis.
 - b. Requests will be granted where possible.
 - c. The numbers issued shall be that persons' number and not used by any other member until that number has been unused for a period of one year.
2. Number Characteristics
 - a. Affixed to the boat as large as possible.
 - b. Of contrasting colors to the background onto which they are painted or affixed.
 - c. Racing numbers shall be on both sides of the boat on a horizontal plane, (not just on sponsons).
 - d. Detachable upright number boards may be used.
 - e. It is the responsibility of the Driver to make his number readable.
3. It should be remembered that the purpose of these numbers is for the recognition by Officials during an event so that proper prizes, points, etc. can be awarded.
4. US1 Designation will be awarded to the overall high point Grand Champion (in both the runabout and hydro classes).
5. 1 US will be given to the high point in both runabout and hydro classes.
6. The following letter will designate the geographical residence of the owners.

A Maine, New Hampshire, Vermont	O Oklahoma
B Massachusetts	P Pennsylvania
C California, Arizona, Nevada, Hawaii	Q Delaware
D Connecticut, Rhode Island	R Oregon, Washington, Idaho, Western Canada, Alaska
E Virginia, West Virginia, Maryland, DC	S Ohio
F Florida, Alabama, Georgia	T Texas, New Mexico
G Minnesota, South Dakota	U North Dakota, Wyoming, Montana, Colorado, Utah
H Indiana	V Illinois
J New Jersey	W Wisconsin
K Kentucky, Tennessee	X Iowa
L Louisiana, Mississippi, Arkansas	Y Kansas, Missouri
M Michigan	Z North Carolina, South Carolina, Eastern Canada
N New York	

C. BOATS

1. For expanded Technical and Safety rules see Technical Rules and Safety Rules section of rule book.
2. Hydroplanes. Any boat having a multiple surface planing area and which cannot qualify as a runabout is a hydroplane.
3. Runabout
 - a. Runabouts are defined as displacement type boats of standard manufacture or home construction as qualified in the rules.
 - b. Boats in this class will not be permitted if they depend upon external air pressure or design.
 - c. Boats in this class shall have no step, and there shall be no breaks in the longitudinal or transverse continuity of the immersed surface other than the keel, rubbing strips, or lapstrake of no greater depth than 3/4 inches.
 - d. Fins may be used; however the use of accessory pod fins, outrigger fins, or similar fins is illegal.
 - e. Runabout fins should not exceed beyond the sheer of the boat plus 3/4 inch.
 - f. Lifting rails shall be allowed on runabouts with the following dimension:
 - I. 2 cylinder (under 25 C.I.)-1 1/2 in. by 3/4 in. by 18 in. in length
 - II. 4 cylinder (over 25 C.I.)-1 1/4 in. by 3/4 in. by 22 in. in length
 - III. Provided that the lifting rail shall be placed on the extreme outer edge of the non-trip chine: Provided further that the design of the lifting rail must be of such as to aid in lifting the boat by the personnel and not as an aid in planing or providing a tunnel effect.

D. RACE COURSE

1. Regular Races
 - a. Any oval shape desired to best suit geographical situation;
 - b. Positioning of the race course must provide a suitable safety zone between the course perimeter and the shoreline;
 - c. 5 pin true arc turns are recommended;
 - d. In addition to the race course markers, the outside perimeter of the race course shall be clearly defined with marker buoys;
 - e. It is recommended perimeter markers differ from those used to mark the race course;
 - f. Inflatable flotation devices are recommended for use as turning and marking buoys;
 - g. The number of buoys may be at the option of the Host Club.
2. Championship Races
Same as above except:
 - a. Five (5) pin turns, true arc, if possible, are mandatory.
 - b. Nationals: three (3) one mile laps.
 - c. Short course: three (3) 3/4 mile laps for a total 2 1/4 miles.
3. Records
 - a. A Licensed Civil Engineer or Registered Surveyor must survey the course and a chart of the course must be on file at the AOF office.
 - b. The length of each lap must be surveyed on a course to establish speed Records.
 - c. Official AOF Speed Records will be awarded for the fastest speeds in competition.
 - d. Records awarded only if the speed exceeds one fourth (1/4) of a mile per hour over the existing record.
 - e. Racing commission must be assured of compliance with the rules and have final approval.
 - f. All record holders will be recognized and may be awarded for their deeds.
 - g. Any Driver who operates his/her boat outside the designated race course during a heat of racing may be subject to disqualification.

E. STRAIGHTAWAY COURSE

1. The course must be a straightway of 1/4 mile (1320 ft.).
2. A Licensed Civil Engineer, State Licensed or Registered Surveyor must survey the course and a chart of the course must be kept on file with the AOF National Office.
3. Two (2) buoys as well as permanent shore markers must mark each end of the course.
4. Each end of the course must be situated to give the participant ample space for a flying start upon entering the course.
5. All straightway races must use the AOF electronic timing equipment for the records to be approved.
6. All straightway records that have been held for a period of ten (10) years will be retired to an Honorary Decade record section in the rulebook. This will allow a new record to be set in the class that reflects the conditions and rules applying to the class now, even if the record is slower than the record held for ten years.
7. The AOF electronic timing equipment must be used to time participants, with competent Timers under the direct supervision of the Referee appointed by the AOF Racing Commission.
8. The AOF Racing Commission must approve signals for Timers.
9. Speed Trials must be made by the contestant in two consecutive runs.
 - a. The two runs, in opposite directions and must be computed to give the speed attained.
 - b. The time must be taken as the foremost part of the boat enters and exits the course.
 - c. Record speed runs must be made without outside aid.
 - d. The run must be completed in both directions to be officially recognized.
10. Pit stops are not permitted between runs.
 - a. In the event that a driver experiences a bad run, a second run may be made, but only if he/she remains on the course.
11. Boats used for Speed Trials must meet all qualifications of the class concerned and must be the type used in closed course races of the class.
12. Drivers must be a full racing member in good standing before he/she can legally compete in Sanctioned Speed Trials. No one day memberships are permitted.

F. RACE MANAGEMENT

1. Host Club
 - a. At National Championship events the Host Club shall have the responsibility of managing the race, subject to the direction of the Racing Commission.
 - I. The Host Club should furnish a financial report of the National event to the AOF Executive Director.
 - II. Either and/or the Competition VP or Technical VP will be automatic members of the Host Clubs Race Committee as Advisors. It will be their responsibility to communicate to the AOF Commission on any matters needing their council or action.
 - III. It is their responsibility to make sure that all AOF procedures and rules for National Events are being followed.
 - b. Should appoint all persons necessary to conduct a race, subject to the approval of the Referee.
 - c. Should make arrangements and furnish the necessary support equipment to conduct a race. (i.e. clock, pickup boats, ambulance, etc.)
 - d. Local Affiliate Clubs must honor all AOF rules at AOF Sanctioned Races.
 - e. Payment of prize money, awarding of prizes and compensation of Officials is the responsibility of the Host Club Race Committee.
 - I. These details should be worked out and understood by all concerned before the event begins.
2. Referee (See Referee Section of this rule book for duties of the Referee in Race Management).
3. AOF National Office.
 - a. Will provide Official paperwork to properly conduct a race.

- b. Nationals
 - I. AOF will provide the Host Club with a maximum of \$1000 for Officials, and to help offset the cost of the Nationals.
 - a. \$250 for appointed help.
 - b. \$750 for elected officials.

G. RACE OFFICIALS

- 1. General
 - a. It is highly suggested that officials wear something to identify them as Officials at all AOF races.
 - b. Race Officials Demeanor: No Officials, regardless of his/her duty, will be permitted to officiate at any race while under the influence of alcoholic beverages, controlled substances (narcotics), or any other noxious substance that would impair his/her mental or physical abilities.
 - c. The Referee is responsible for the enforcement of this rule without exception. In enforcement of this rule, the Referee shall dismiss the guilty Official, and may if he/she so desires, file charges against the said Official as outlined under "Discipline", found elsewhere in these rules.
- 2. Referee
 - a. Must be a paid member of AOF in good standing.
 - b. Space does not permit these rules to list all the duties of the Referee; therefore, this all important position should be given much thought and consideration by the individual acting in such a capacity.
 - I. If the individual can think of any reason or circumstance that might arise where he/she fail to carry out his/her duties as provided by the rules, he/she should not act as Referee.
 - c. All decisions made by the Referee shall be based on the rules of the AOF. The Referee can not deviate or permit any deviation from the rules.
 - I. All decisions must be fair and impartial.
 - II. If and when situations arise that are not covered in the rules, his/her decision may be reserved for advice from the District Director who may pass the question on to the racing commission for a decision.
 - d. The Referee must never become belligerent, boisterous, or raise his/her voice in a manner that might incite needless trouble.
 - e. The Referee must realize that he/she is governed by the rules the same as participants and all others involved, and is subject to disciplinary action or expulsion as a member of AOF should he/she fail to carry out the duties of the Referee as provided by the rules.
 - f. The Referee shall be appointed by the Host Club except at National Championship events where the Referee will be approved by the Racing commission.
 - g. There will be two (2) Referees at National Championship events.
 - h. It shall be the duty of the Referee to represent AOF and see that all rules are enforced and to work with the Host Club to stage a trouble free race.
 - I. He/she shall see to it that all provisions of the sanction and race contract are fulfilled.
 - II. Shall have the authority to appoint assistants.
 - i. The Referee may not start a race, under any circumstance, without being in complete compliance with the Ambulance requirements as provided in the Safety Rules and Regulations: page S 2,1.A "Ambulance".
 - j. The Referee must be certain that pick-up boats are stationed in their proper places on the race course and that all safety precautions are taken to protect drivers and spectators before starting a race and during the race.
 - k. The Referee shall be in complete charge of all AOF members (drivers, owners, pit-crew, and officials) during a race with the exception of the Motor Inspectors and Racing Commission in session – which are not under the supervision of the Referee at any time.
 - l. The Referee is expected to thoroughly explain all flag Procedures at the drivers meeting before the race begins.
 - m. The Referee shall state the pits location and the definition at each drivers meeting prior to the race.
 - n. It is the Referees responsibility to check the clock/camera set-up prior to each day of racing.
 - o. Referee may, if due to unavoidable conditions, reduce the number of laps to complete the Schedule.
 - p. Contestants will receive points, but no records.
 - q. At regular and Championship Races the management of races, all entrants, and equipment taking part therein shall be under the strict and exclusive control of the Referee.
 - r. Shall see that all provisions of the sanction and race contracts are adhered to by the Sponsor and Host Club.
 - s. All matters shall be subject to the approval and control of the Referee, and his/her decision shall be final except when an appeal is made to the Race Commission in writing.
 - t. The Referee will have jurisdiction at the race site from 1/2 hour after sunrise on the first scheduled sanction day, to 1 hour after the completion of the final heat of racing on the final day of competition.
 - u. The Referee shall be in charge of all AOF members (drivers, owners, pit crew, and officials) with the exception of the Racing Commission in session.
- 3. Chief Scorer
 - a. Shall be selected by the Host Club and approved by the Referee.
 - b. Shall appoint two (2) group of sufficient numbers to score the boats on official score sheets and compile all necessary data for transfer to the Official Race Results sheets.
 - c. All entry and Official Race Reports, Score Sheets, New and One Day Memberships, and money are to be sent by the Chief Scorer to the AOF National Office post marked within fifteen (15) days of the race.
 - d. Is responsible for Driver Registration.
 - e. Is responsible for verifying current AOF and Affiliate Club memberships at sign-up.
- 4. Motor Inspector
 - a. Will be selected by the Host Club except at national events. (Where appointed and approved by the Racing Commission).
 - b. Shall be responsible for the inspection as outlined under "Inspection Procedures" and will report his/her findings to the AOF National Office, in writing, on the inspection of equipment and rule infractions which are noted.
 - c. There will be two (2) Motor Inspectors at all National events.
- 5. Chief Starter (Flagman)

- a. Is to be appointed by the sponsoring club except in championship events.
 - b. Is to be experienced in the art of starting.
 - c. Be familiar with the rules pertaining to starts.
6. Chief Timer
- a. Shall be selected by the Host Club and approved by the Referee.
 - b. His/her duties are to keep the correct time for all events.
 - c. It will be the responsibility of the Chief Timer to use accurate time pieces.
7. Pit Manager
- a. Will be appointed by the Host Club.
 - b. Will report directly to the Referee.
 - c. His/her duties will be outlined by the Motor Inspector at each race.
8. Weighmaster
- a. Will be appointed by the Host Club
 - b. Will report his/her findings to the Chief Inspector.
 - c. Will be in control of the official scales at the race site.
 - d. Will be responsible for weighing all entries that qualify for weighing.
 - e. Will follow the procedures outlined under "Procedures for Weighing"
9. Corner Judge
- a. He/she will be appointed by the Referee to watch for rule infractions that might occur on the race course turns.
 - b. Will report the findings and rulings to the Referee.
 - c. At National Championship events, a corner Judge will be situated at each turn.
10. Surveyor
- a. For all sanctioned races, approved for records, the course shall be surveyed by a Licensed Civil Engineer, State Licensed or Registered Surveyor.
 - b. His/her appointment will be by the local District Director.
 - c. He/she shall certify that the chart is correct and that the course, during the race event was in accordance with said chart.
 - d. Will follow the procedures outlined under "Speed Trials and Surveying of Course".
11. Safety Inspector
- a. The respective affiliate clubs appoint Safety Inspectors who report to the AOF Safety Director.
 - b. It is the Safety Inspector's responsibility to inspect all racing related equipment, noting any defects that might result in a hazardous situation during a race.
 - c. Works in close harmony with the Referee and all race officials.
 - d. Makes Recommendations to the Referee relating to violations of the Safety Rules and defective equipment.
 - e. Depending on the seriousness of the violation or refusal to repair defective equipment, the Safety Inspector may refuse to allow a contestant to compete in a race.
 - I. If such is the case, the Referee will make a detailed report to the AOF National Office to be forwarded to the Racing Commission for its review.

H. REGISTRATION AND REQUIREMENTS

1. To enter and register a boat and or motor to participate in any sanctioned event, an individual must complete, in its entirety, an AOF membership form and sign the liability release contained therein.
2. Age Requirement, Minimum:
 - a. Classes 25XS, A, Yamato 80 class, Yamato 102 Stock class, OSS class-14 years
 - b. Classes B, B1, C, D, E, Super E, and Yamato 102 Mod, and 80 Mod-16 years.
 - c. J Class-9 to 16 years of age.
 - I. Once a driver of this class chooses to race in any class other than the Kids or J Class, he/she is then not allowed to go back to race in this class.
 - d. Novice Class-9 to 16 years of age.
 - I. For anyone; man, woman, or child, who prefers to drive in this Restricted Y80 class.
 - II. A regular Driver may participate in this class to make a full field or to give race course guidance, but will receive no points.
3. All entrants must be prepared to produce their current AOF and Local Club membership card at all AOF sanctioned events.
 - a. The membership card must be shown to the Host Club Registration Official at the location designated by the Host Club Race Committee.
4. It is not necessary to run all AOF classes at each event.
5. Special Events
 - a. The Host Club may, if it desires, schedule classes of racing where the boats and or motors do not comply with the AOF rules by denoting the class on the race notice, "Special Event".
 - b. Any member in good standing may enter these classes at their own option.
 - c. Should be approved in advance from the AOF National Office
 - I. AOF Safety Rules apply. Any deviation must be submitted to the Safety Director.
 - II. Any deviations from the General Racing Rules submitted to the Competition VP.
 - III. Technical rules submitted to the Technical VP.
 - d. Participants must sign a Releases of Liability, become a member of AOF in a racing category, a member of an affiliated club, and pay all appropriate entry fees.
6. The Host Club Race Committee may, if it desires, charge an entry fee.
 - a. Such fee must be reasonable.
 - b. No entry fee is to be charged unless so specified on the race circular, giving the amount and all particulars as to when and where the fee is to be paid.
7. No Person shall participate in a race out of his/her class except as provided for in the AOF rules under Step-up/Step-down.

I. DRIVER'S MEETING

1. A Driver's Meeting will be held at least one hour before the start of the first heat of the day's event.
 - a. This meeting, for the purpose of permitting the Race Officials to make special announcements to the Drivers pertaining to

- the race, allows the Driver to ask questions concerning the race, or discuss pertinent boat racing business.
2. Five (5) minutes before the announced time of the Driver's Meeting, two successive audible warning signals are to be given and the "Black Flag" will be displayed.
 - a. All boats must either return to or remain in the pits for duration of the meeting until the "Black Flag" is removed.
 - b. Any violation of this rule subjects the driver to disqualification for all or part of the event.
 - c. The Referee shall explain flag signals and the "Black Flag" procedure.
 3. "Roll Call" will be given for each class according to sign-up sheets, with the Driver responding with his/her boat number.
 4. Two (2) Driver's Representatives will be elected at each event at the Drivers Meeting.
 - a. One for 2 cylinder and one for 3 and 4 cylinder classes.
 - b. It is suggested to have flags on the trailers of the Drivers Representatives at Nationals.
 - I. All protests, inquiries, and other communications from owners, drivers, pit crew, family, or all others must be directed through the Drivers Representative and he/she alone may approach the Judges Stand.
 - a. Any person violating this rule may be subject to immediate disciplinary action by the Referee.
 5. It is Mandatory that all Drivers attend the Driver's Meeting unless excused by the Referee.
 - a. Those not in attendance could be subject to disqualification.

J. ENTRIES

1. Entries must be made on the Official AOF Entry Form with the provided Liability Release signed, and filed with the Host Club Race Committee before testing on the day of the race.
 - a. To comply with the stipulations of the Spectator Liability Insurance.
2. The Host Club Race Committee may, at its' own discretion, set a time limitation on accepting entries received after a specified time and date.
 - a. It may also, at its own discretion, rule to accept entries after a specified time and date.
 - b. The Host Club Race Committee may, however, accept any type of correspondence as a substitute until such time that the driver can sign an Official entry.
 - I. This must be published in the sanction.
3. No points will be awarded to the Driver who does not complete the entry and Official Race Report in the proper manner.
4. No race will be considered official and no AOF points will be awarded if less than three (3) legal entries of the same class cross the starting line under power.
 - a. If a class does not field the minimum number of entries, the class should be combined with another weak class or a race of one (1) lap can be run, at the Referee's discretion.
5. At National Championship events.
 - a. There must be a minimum of five (5) legal entries of the same class (and according to the legal step up chart) cross the starting line, under their own power, to constitute a legal start. Once a legal start is accomplished regardless whether the heat is completed or not, the 5 boat requirement has been satisfied and only three (3) legal entries of the same class are required for the subsequent restarts of the heat. Three legal entries may start in the second heat for national points.
 - b. If less than 5 boats, the class can be canceled, or run for non-championship status.
 - c. A Probationary Class, J, and Novice Classes are exempt from the above requirement, and is exempt from this rule.
 - d. Formula 1 Kids and Ladies Class are also exempt.
6. Pre-qualified Drivers include the last previous winner in each class from that respective National Championship.
7. Step-ups and Step-downs
 - a. Where applicable by the Host Club rules, are to be permitted by the Referee.
 - b. Step-ups or step-downs are to be permitted in Championship races or Speed Record Trials according to the Technical approved chart.
 - c. AOF points will be awarded to step-up/step as permitted in the Technical section of this rule book.
8. Motors and/or boats may be changed between heats, provided proper entry is made.
 - a. The Referee shall not be required to delay the start of a heat to permit such changes.
9. If a boat is qualified in two or more classes and is damaged while participating in one of the races in which it qualified, a different boat may be used for the other qualified classes.
 - a. However the damage must be so severe as to render the boat unsafe in the opinion of the Referee and Safety Inspector.
 - b. The boat cannot be intentionally damaged and the Referee's and Safety Directors decision is binding.
 - I. Their decision may be reserved for a Racing Commission decision if there is time to do this.
10. Due to an accident (collision), a damaged boat and/or motor may be replaced by another boat or motor provided the boat or motor is unable to continue the race.
 - a. The decision is reserved for the Safety Inspector/Motor Inspector.
 - b. BOTH motors would have to be inspected.
11. A change in boat number other than the one a Driver registered in is permissible. However, failure to report the change to the Judges prior to the start of the race will result in disqualification.
12. Number of Boats Starting in any one heat of closed course racing will be twelve (12) for all classes except the Formula classes and the Super E which will be ten (10).
13. If more than the Maximum Number:
 - a. Referee will run elimination heats.
14. For Safety, the Referee may reduce the number of contestants in any particular race.
15. The Referee may complete a qualification heat in one lap if circumstances dictate that this action should be taken.
16. Alternate or Stand-By Entries
 - a. Must have completed his qualifying heat or heats of racing.
 - b. An alternate or stand-by shall be determined as the entry which failed to make the cut-off in qualification, but had the fastest time among those who did not qualify for the finals.
 - c. The placement of an alternative driver in a heat of racing must be determined before the "START" of the heat in question. The alternate CAN NOT enter the course after the 3-minute clock, if by doing so, he becomes the thirteenth (13th) driver on the course.
17. Any Driver under the influence of alcoholic beverages, controlled substances (narcotics) or any other noxious substance that is capable of impairing any mental or physical abilities, or even the odor of intoxicants on his/her breath, will not be permitted to enter any event.

- a. Any driver found guilty of operating a race boat under such influence, either testing or in a race, will be subject to severe disciplinary action.
 - b. No Driver, Official or Member of AOF will be permitted to or allow his/her family or crew to partake of or be under the influence of any intoxicants or controlled substances in the Pit Area or Officials Area before or during an AOF sanctioned race event.
 - I. "Before" is to be interpreted as the period of time the Pit Area or Official Area is actually occupied by Driver, Officials, AOF Members (in good standing), and members of the Crew and Family.
 - II. "During" is to be interpreted as the period of time that the event is actually in progress.
 - c. The Driver is responsible for the actions of his/her Crew and Family in the Pit Area.
 - I. Penalties for violation of this rule will be found in the section entitled "Disqualifying, Penalties, and Disciplinary Action."
18. A driver's FIRST race CAN NOT be the Long Course National event. This restriction does not apply to the short course nationals.

K. RACING PROCEDURE

- 1. Starting Procedure
 - a. A clock, posted at the start/finish line, which is clearly visible to all contestants approaching the starting line, must be used for all championship races. If alternate start method is used it must be identified in the race circular prior to the race date.
 - I. Except where there is a clock malfunction an alternative start can be used.
 - b. The clock shall indicate by seconds, the elapsed time for the last minute before the start of a race.
 - I. The Referee will establish a starting minute before the start of the race.
 - c. The Referee will establish a starting line plane between a fixed object on or near the Judges stand (i.e. the clock), and a stationary, floating, starting line buoy placed in the water.
 - d. In Championship Events it will be the Referee's decision to give contestants either a 3 or 5 minute signal before the start of the race.
 - I. The Referee must inform all Contestants at the Driver's Meting whether it will be a 3 or 5 minute signal.
 - e. A Signal is defined as the sound of a whistle, horn, or other distinguishable audible sound.
 - I. At the time the signal is given the starter will display the appropriate number of minute targets on or near the clock. (Suggestion).
 - II. As each minute elapses one target will be blanked out (Suggestion).
 - f. Exactly sixty (60) seconds before the start of the heat of racing a one (1) minute warning will sound and the starter will display the Green flag and activate the clock.
 - g. The official start is exactly when the clock returns to zero (0).
 - I. The final minute has elapsed, and at that instant the starter will wave the Green Flag indicating that the race has officially begun.
 - h. Gun Jumping
 - I. The Referee and/or assistants will sight across the starting line plane when the race officially begins.
 - II. Any portion of any boat which penetrates the starting line plane prior to the official start is to be disqualified from that particular heat of racing.
 - III. Should all eligible starters penetrate the starting line (jump the gun) before the official start of the race, the Starters will display the Red Flag, and one restart will follow.
 - IV. Should all boats jump the gun on the restart the heat will be canceled.
 - i. A Legal Start is defined as one in which at least one boat crosses the starting line legally.
 - I. A one lap race will be run if only one boat is legal when crossing the starting line.
 - a. For the purpose of a "show" the Referee may opt to run all three (3) laps; however final points will be awarded to the one legal boat after the first lap.
 - II. All qualifying heats will run three (3) laps.
 - j. No boat will be allowed to restart that was the cause of the Black Flag of the heat.
 - k. In the event of a malfunction in the starting equipment, a hazardous situation on the race course, or if it was impossible to obtain numbers for all boats violating the start, the Referee may restart the heat.
 - l. The Referee may, at his/her discretion, use mechanical aids to assist in determining the official start of a race (i.e. cannon, bells, or other electronically controlled devices which can be effectively used in harmony with the clock).
 - m. At Championship Events a photographic start must be used, providing a hard copy photograph. If a video is used, tapes must be preserved for replay through the protest period.
- 2. Two (2) Heats of three (3) Laps are to be run for each class.
 - a. Subject to the discretion of the Referee for Safety or time considerations.
- 3. No Boat, other than those entered in a particular heat of racing shall leave the pits and enter the race course after the three (3) or five (5) minute signal has sounded.
 - a. NO boat may leave the pits after the one (1) minute signal has sounded.
- 4. "The Chute"
 - a. The area of the race course between the starting or safety buoy and the starting line plane shall be termed "The Chute".
 - b. During the final minute before the start of a heat of racing (the clock is in operation) any driver entering "the chute" must enter from the safety buoy end of the area.
 - c. After entering this area a Driver may not alter the course of his/her boat and it must be held in a straight forward plane toward the starting line plane.
 - d. The Driver may not circle in or out of this area, zigzag, lane change, or execute any other maneuver with his/her boat.
 - e. Violation of this rule may subject the Driver to disqualification from the heat of racing.
- 5. Upon entering the area of the Race Course termed "The Chute", all drivers should pass on the right hand side of the safety buoy.
 - a. It shall be noted that on some race courses, (not Championship or National Championship), the last buoy of the second turn may be used as a safety buoy.
 - b. At National Championship and Championship events it shall be MANDATORY that all Drivers pass on the right hand side of the safety buoy.
 - I. At Championship or National Championship events violation of this rule will subject the Driver to disqualification from the heat of racing.
 - II. Chute boundaries will be defined by the Referee at the Driver's Meeting, and additional buoys will be at the

discretion of the Referee and Safety Director

6. All Drivers of boats finishing a race are to safely execute a left turn after crossing the finish line and drive their boats at a reduced speed in the center of the race course until the Black Flag is displayed at the Judges Stand.
 - a. After the Black Flag is displayed the Driver must return to the pit or inspection area in a safe manner.
 - I. Violations of the rule may subject the Driver to disqualification from the heat of racing.
7. Missed Buoys
 - a. Contestants who have failed to turn a mark must return immediately and circle to the left, inside the course and pass the missed marker on the proper side, keeping clear of the balance of the field in so doing.
 - b. If the buoy position is altered, damaged, destroyed, or dislodged, the guilty party shall be disqualified.
 1. Damage must be of an extent to alter position or cause replacement of buoy.
 - c. The Referee shall take into consideration the cause of the buoy damage in making his decision.
 - d. The Referees decision shall be binding.
 - e. Fines for destroyed buoys must be announced at the Driver's Meeting.
8. All turning buoys and course buoys shall be passed on the Driver's left hand unless otherwise indicated and announced at the Driver's Meeting.

L. FLAGS

1. Flags and their meanings to be used by Officials during a race are as follows:
 - a. BLACK FLAG – Course is closed. Return to pits. Do not leave pits.
 - b. RED FLAG – STOP! STOP! Be alert and watch for other signals. Aerial flares in conjunction with the red flag are advised.
 - c. WHITE FLAG – Time between one-minute signal and start. Also, leader has started last lap.
 - d. GREEN FLAG – Time between one-minute and five (5) or three (3) minute signal. Also flown while race is underway, except last lap. See white flag.
 - e. YELLOW FLAG – CAUTION: Problem on the race course, continue with caution and HOLD POSITION.
 - f. BLUE/WHITE FLAG – CAUTION: Problem on the race course, continue with caution.
 - g. CHECKERED FLAG – FINISH. Continue on course until the black flag flies.

M. BLACK & RED FLAG-EMERGENCY

1. During the course of a heat of racing, should a Driver enter the water for any reason, he shall have 20 seconds from the time of entrance to give the "Okay" or "All right" signal to the Referee on the Judges Stand.
 - a. The "Okay" or "All right" signal shall be defined as the procedure when a driver in the water clasps one of the wrists with his/her other hand over the head.
 - I. The 20 second time period is used to give the Driver ample time to check all parts of his/her body to make sure he/she is all right before giving the signal.
2. After the Driver has given the "Okay" signal, and then feels the signal was given in error, the Driver is to wave one (1) arm in the air as a distress signal for immediate attention.
3. Should the Driver give any other signal (or none at all), other than the "Okay" signal as defined herein, the heat will be Black Flagged upon orders of the Referee.
4. Should the Referee not be able to see the Driver in the water for any reason, the heat of racing is to be Black Flagged.
5. If for any reason the Referee believes a Driver is injured, or an unsafe situation exists or may exist during a heat of racing, the Referee may Black Flag the heat of racing at his/her discretion.
6. The Referee is expected to thoroughly explain the Black Flag procedure at the Driver's Meeting before the race begins.
7. The Referee is expected to make the Black Flag as visible as possible during an emergency situation.
 - a. Emergency situation is defined as any situation that may be interpreted within the confines and latitudes defined herein.
8. Drivers not honoring the Black Flag during an emergency situation are subject to disciplinary action by the Referee.
9. All Drivers must remember that when the Black Flag is displayed during an emergency situation, the heat of racing is over at that instant.
 - a. No prizes or points can be awarded unless the heat is rerun.
 - b. The Decision cannot be reversed once the Black Flag is displayed.
10. The intent of this procedure is not to discriminate penalize any driver during the course of a heat of racing, but to render aid to a Driver as quickly as possible when an emergency situation does exist.
11. Common sense must be used during an emergency situation. Any person or persons attempting to misinterpret this procedure should seriously question the validity of their logic.
12. All Drivers should do everything within their power to assist another Driver in peril.
13. Any Driver responsible for causing a Black Flag situation during a heat of racing shall be disqualified from that particular heat of racing and shall be ineligible to compete if the heat is rerun.

N. OVERLAP INTERPRETATION

1. Overlap
 - a. An overlap may only be established when two boats are on the same course or approximately the same course, and the overtaking boat has no longer a free choice on which side he/she shall pass.
 - b. The inside boat may gain the right-of-way by estimating an overlap even after the outside boat has altered her helm for the purpose of rounding the mark.
 - c. Should, however, an overlap exist between two boats when both of them are about to pass a mark on the required side, the outside boat must give the inside boat ten (10) feet from the mark.
 - d. The inside boat must turn within the ten (10) foot lane and not damage the overtaking boats' position.

2. Overtaking
 - a. An overtaking boat shall, as long as an overlap exists, keep clear of the boat which is being overtaken.
 - b. Boats in passing shall allow at least ten (10) feet of clear water between them, and the leading boat shall not alter her course so as to compel an overtaking boat to pass within the ten (10) foot limit.

O. PROTESTS

1. Protests will be heard by the Racing Commission when a quorum is present.
2. In the event a quorum of the Racing Commission cannot be assembled, protests and controversies will be reviewed as by the following people:
 - a. By the Racing Commissioners present.
 - b. The Referee
 - c. Protesting party and/or his representative.
 - d. One racing member from each state in attendance, not having a State Director present.
 - I. All protests must be made within one hour of the last heat of the race day.
3. Protesting a Driver or His/Her Equipment
 - a. Can be done before, during, or after the event.
 - I. Before the presentation of any prizes.
 - II. Protesting Driver should make his intention of filing a protest known immediately to the Referee.
 - b. In writing
 - c. Given to the Driver's Representative
 - d. Must be accompanied by a fifty dollar (\$50.00) cash protest fee.
 - I. This fee will be returned to the Protesting Driver if his/her protest is upheld.
 - II. If the protest is not upheld the fee will be forwarded to the Protested Driver.
 - a. Intended to assist financially in the reassembling of equipment after inspection.
4. Other Protests
 - a. The above A,B, & C, steps must be taken.
 - I. A \$50.00 cash protest fee must accompany the protest.
 - II. The fee will be refunded if the protest is upheld.
 - III. If the protest is NOT upheld, the fee will go to the AOF General Fund.
 - IV. The person considering the protest may discuss the issue with the Driver Representative and/or Referee prior to making a formal protest without submitting the protest fee. However, once the formal protest is file it must be accompanied with the \$50.00 cash fee.
 - b. Protesting a photographic start.
 - I. The Referee may show the photo in question (taken from the official camera on the Judges stand) to the properly appointed Drivers Representative.
 - II. The Referee is not required to show any photograph to anyone other than members of the AOF Racing Commission in session.
5. Officials will not accept any protest, either written or oral, from any Driver under the influence of intoxicants or controlled substance.
 - a. Any Driver attempting to deliver such a protest will be subject to severe disciplinary action.

P. DISQUALIFYING, PENALTIES, AND DISCIPLINARY ACTION

1. Procedure
 - a. The Referee has the power to file charges against, disqualify, or fine a Driver for any violation of the AOF rules
 - b. B. The charges, disqualification, or fine may be made in writing or orally.
 - c. The Driver may appeal the Referee's decision to the AOF Racing Commission
 - d. The Referee must make known to the driver that he/she intends to file charges against, disqualify, or fine the Driver BEFORE leaving the race site.
 - I. In matters, which are to be heard by the AOF Racing Commission, the Referee must so advise the Driver of his/her intentions to notify the AOF Racing Commission.
 - II. The Driver must also make known to the Referee that he/she intends to appeal the Referee's decision before leaving a race site.
2. Failure of any Official of the AOF to carry out any provision of the AOF Rules shall have no bearing whatsoever on the rights of a Contestants duty to obey all AOF rules. A. Failure on the part of the AOF Officials to enforce the AOF rules subjects them to suspension proceedings, disqualification, or fined for particular racing event, and further subjects them to disciplinary action by the AOF Racing Commission.
3. Should it come to the attention of any member of the AOF Racing Commission that an AOF Official or AOF Member has or is violating AOF rules, or acting in a un-sportsmanship like manner, the AOF Racing Commission member may file charges against, disqualify, place on probation, or suspend such person.
 - a. Any such act is temporary, but stays in effect until such time as the Accused is given a hearing by a quorum of the entire AOF Racing Commission.
4. Conduct unbecoming a Gentleman/Lady and un-sportsmanlike conduct may subject the Offending Person to disciplinary action from the AOF Officials
5. The Penalties and Disciplinary Action
 - a. Minor Misdemeanors
 - I. May result in disqualification from any particular heat of racing and/or a fine not to exceed ten (\$10.00) dollars
 - II. Typical minor misdemeanors are, but not limited to:
 - a. Running over marker buoy and/or damaging or dislodging them. However if the cost of a marker buoy is more than \$10.00 this amount may be charged if announced at the Driver's Meeting.
 - b. Improper exit from pit area to entering the "Chute"
 - III. Any fine must be paid in full before the member can participate in any AOF function.
 - b. Major Misdemeanors
 - I. May result in disqualification from an entire sanctioned event and/or a fine not to exceed fifty dollars (\$50.00)
 - II. Typical major misdemeanors are, but not limited to:
 - a. Starting an engine on the bank with a prop on it

- b. Operating a race boat without wearing a personal flotation device
 - c. Knowingly operating a race boat without a cut-off switch or full butterfly.
 - III. Any fine must be paid in full before the Member can participate in any AOF function.
 - c. Major Gross Offenses
 - I. May result in a hearing and action being taken by the AOF Racing Commission.
 - II. At the race site, proceedings are usually by the Referee
 - a. Example: It is mandatory that the Referee disqualify and impose a fine on any Driver if he/she is found to be under the influence of alcohol or any controlled substance before, or during a race as outlined in the AOF rules.
 - III. The Referee may fine suspension charges against the driver and enforce the removal clause as defined in the AOF Entry Form.
- 6. The AOF Racing Commission is the final authority as to what constitutes Minor, Major Misdemeanors, and Major Gross Offenses.
- 7. Poor Sportsmanship towards an Official is subject to a one hundred dollar (\$100.00) fine at the discretion of the Racing Commission

Q. INSPECTIONS AND WEIGHING *See Technical Section of Rule Book

R. POINTS

- 1. Regular Races and General Points Rules
 - a. No Points awarded for non official race.
 - b. A Driver will receive no points in a heat if he/she withdraws from the course or fails to finish.
 - I. A Driver officially finishes a race when he/she does so without outside aid.
 - c. Ties-Using timing Equipment
 - I. If two are declared in a tie situation by the Chief Scorer and Referee, then the boats finishing in that position will both receive the same number of points.
 - II. In case the boats are tied on points and combined time, the winner will be the one with the lowest time for a single heat.
 - III. Timing equipment must be used in Championship events.
 - d. Ties-Not Using timing Equipment
 - I. If two are declared in a tie situation by the Chief Scorer and Referee, then the boats finishing in that position will both receive the same number of points.
 - II. The position points immediately following that tie finish will not be awarded and the next boat in succession will receive the points of the position two places down the line.
 - a. Example: Two tie for first place. Both will be awarded first place points. The second place points will not be awarded, and the next boat will receive third place points.
 - e. A boat running last may be flagged off the course without completing the required number of laps at the discretion of the Referee and the Driver will be given points for his/her position of finish.
 - f. In order to determine the High Point Awards, High Points Awards shall be made on the basis of points accumulated between November 1st and October 31st inclusive. Points will also be added from the AOF Nationals, and the East & West Coast Championships.
 - g. The AOF Class High Point Award shall be awarded on the total points accumulated in a minimum of five (5) races.
 - h. Points will be awarded to Drivers, and non-racing Owners, so long as the Owner has a full racing membership, in good standing, with AOF.
 - i. No points shall be awarded for a protested event until all protests that might affect the outcome have been settled.
 - j. Points will be awarded for elimination heats per finish.

The following table of points will be used for National High Point Scoring:

Order of Finish: Points Per Heat:

1	First Place	400 points
2	Second Place	300 points
3	Third Place	225 points
4	Fourth Place	169 points
5	Fifth Place	127 points
6	Sixth Place	95 points
7	Seventh Place	71 points
8	Eighth Place	53 points
9	Ninth Place	40 points
10	Tenth Place	30 points
11	Eleventh Place	22 points
12	Twelfth Place	17 points

- 2. National Championships
 - a. All of the articles above pertaining to Regular Races, Plus:
 - b. Staggered heats are recommended to be run at the National Championships.
 - c. Double points will be awarded for each final positron.
- 3. Short Course Nationals
 - a. All of the rules under number 1, Except:
 - I. All Drivers receiving points will receive bonus pints in the amount of 50% of the total points they win.
- 4. Any driver breaking an existing record according to AOF rules at any approved race site will be awarded 500 bonus points
- 5. Straightway Records
 - a. The final record broken at a straightway event will be awarded 500 points for that class.

- b. No other points will be awarded.

S. PRIZES

1. If a Driver wishes to retain an amateur standing he/she may request that any cash prizes be converted into trophies or merchandise.
2. It shall be the duty of the local AOF Affiliate Club to include on the race circular what is proposed in the way of prizes.
3. Prizes shall be awarded to the Driver of the boat and not the Owner.
4. No prizes shall be awarded for a protested event until all protests that might affect the outcome have been settled.
5. Any Driver awarded a prize through error, or if in the opinion of the Referee, is found to have violated the AOF rules, must return the prizes.
 - a. The Referee shall demand this in writing by registered mail, to the Contestant involved.
 - b. Refusal of the Contestant to comply with the Referee's request shall result in disciplinary action against the Driver.

T. CALCULATING SPEEDS FOR RECORDS

1. AOF WILL PROVIDE a Windows based timing disk, which figures MPH, to the clubs upon request. Clubs must supply the compatible computer.
2. If using a timing device such as a stopwatch, the device must calculate up to 12 boats.
 - a. Calculators. Must have a floating decimal point and must have a readout of at least eight digits.
3. Contact the National Office for the formulations to be used when using various timing devices.