

16 FORMULA 1 CLASS RULES

16.1 BOAT & MOTOR SPECIFICATIONS

16.1.1 Each boat must meet one of the following specifications, with weights to be taken at the completion of any qualifying session or race in “as finished” condition including the driver.
Class

Class	Maximum Engine Capacity and Induction Method	Minimum Length	Minimum Weight	ECU	Rev limit
F1	2.0 Litre Carby	5.0 metres	477kg	n/a	none
F1	2.0 Litre EFI	5.0 metres	477kg	open	none
F1	2.4 Litre Carby	5.0 metres	497kg	n/a	none
F1	2.5 Litre Carby	5.0 metres	535kg	n/a	none
F1	2.5 Litre EFI	5.0 metres	550kg	A10 standard fuel curve	As per Mercury Standard Factory A10 Fuel Curve
F1	OMC V6 Carby	5.0 metres	550kg	n/a	none
F1	OMC V6 EFI	5.0 metres	550kg	open	8650
F1	Yamaha V6 Carby	5.0 metres	550kg	n/a	none
F1	Yamaha V6 EFI	5.0 metres	550kg	open	8650

16.1.2 Formula 1 Class hulls must comply with all safety requirements of the APBA Racing and Safety Rules relevant to the class (Group 800 and Group 1000).

16.1.3 Any boat that does not meet the capacities listed, but complies with all other APBA rules may apply to the AFPGP for a parity ruling specification and ‘special’ inclusion.

16.2 MACHINERY

16.2.1 A standard 4 gear/twin shaft must be used.

16.2.2 All gearboxes must be weighed and marked by scrutineer before participating in any practice session or race.

16.3 TECHNICAL INSPECTIONS

16.3.1 QUALIFYING – After timed qualifying sessions and each race, the boats that placed 1st, 2nd, 3rd and 4th must report to the inspection area for any or all of the following checks:

* Weight

* Rev limit as per table 16.1.1

* Fuel

* Gearbox (Visual inspection that scrutineer mark is still on the gearbox)

16.3.2 ALL RACES – Immediately after the final race of the weekend, the boats that finished 1st, 2nd, 3rd and 4th for the weekend (i.e. overall places) must report to the inspection area for any or all of the following checks:

* Weight

* Rev limit as per table 16.1.1

* Fuel

* Gearbox (Visual inspection that scrutineer mark is still on the gearbox)

16.3.3 Aftermarket plug lead style tachometer can be added by the club to any boat at any time at the discretion of the committee. These will be checked by an official as the boat exits the water. A crew member must be available to assist official with removal of engine cowl. This must not be tampered with by anyone other than an AFPGP Official. Failure to comply will result in disqualification.