

The following was adopted by the Board at the Annual Meeting as a 1-year trial rule for the 2018 season:

## **LSG OUTBOARD TUNNEL CLASS**



Members will have the 2018 season to assess this rule and it will be voted on by membership ballot in December 2018.

### **LARGE SCALE GASOLINE**

#### **V - SPECIALTY CLASSES**

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#### **H. Outboard Tunnel**

##### **1. Hull Specification**

- a. Hull must have two continuous keels or sponsons, thus creating a tunnel or air trap along the length of the hull.
- b. Minimum length: 40 inches, and maximum length: 55 inches (does not include motor or hardware). Must conform to current IMPBA maximum weight restrictions.
- c. Hull is required to have:
  - a. Actual cockpit with driver or simulated windshield.
  - b. Real or fictitious sponsor name on each side of deck or cowling.

##### **2. Engine Specification**

- a. The engine must be two-stroke and naturally aspirated. The engine must use spark ignition. No glow plug or compression induced combustion allowed.
- b. Minimum displacement of 15 cc. Maximum displacement of 30.5 cc.
- c. Internal and external modifications may be made to the engine's major and/or minor parts. Major and minor parts from secondary manufacturers may be used.
- d. All engines must have a positive on-off switch from radio.
- e. Pull-start and electric starters are allowed.
- f. All engines must have a canister muffler, tuned pipe, or custom exhaust that meets the current IMPBA Db levels (as per section K-4 of the IMPBA Technical Standards).
- g. Engine, drive shaft, propeller, and single skeg/rudder will be as one unit and must pivot together as the only means of steering the boat. No secondary rudder allowed.
- h. Engine must be mounted to transom.

*Submitted by the following members:*

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