



PRO
WATERCROSS

2023
RULE
BOOK

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This document is published by Pro Watercross Incorporated, herein referred to as Pro Watercross.

For complete details on Pro Watercross and all of the programs offered by the company visit: <https://prowatercross.org/>

Further details on the programs offered by Pro Watercross in connection with the 2023 rulebook are presented in the brochure located on the rulebook tab at: <https://prowatercross.org/tour> or <https://prowatercross.org/lh/>

The rules and/or regulations set forth herein this rulebook are designed to provide for orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all Pro Watercross events. It is ultimately the obligation of each competitor and personal watercraft owner to ensure that their conduct and equipment comply with all applicable Pro Watercross rules, as they may be amended from time to time. No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. The rules and regulations are intended as a guide for the conduct of the sport and are in no way a guarantee by Pro Watercross or any other person or entity against injury or death to participants, spectators, or others. If a competitor should be seriously or fatally injured, Pro Watercross, reserves the right to impound the watercraft for review and evaluation. No pretense is made of having designed a fool proof set of rules and regulations. The spirit and intent of the rules contained within this rulebook are going to be the standards by which Pro Watercross racing will be guided. Event officials are authorized to decide if an equipment change is an attempt to beat the rules. They can and will disqualify an entry in violation of the spirit and intent of these rules. Disagreements or disputes regarding the meaning or application of the Pro Watercross rules, pertaining to judgment calls, race procedure issues, conduct and/or any other issues covered or not covered in this rulebook while at a Pro Watercross sanctioned event, will be dealt with by the Pro Watercross' Race Official in charge of the event(s). Appeals can be considered by Pro Watercross appeals committee as provided for herein. Any questions about the legality of a change must be answered by Pro Watercross in writing.

All competitors must remain in good standing with Pro Watercross in order to be eligible for competition.

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1. ABOUT PRO WATERCROSS

- 1.1 About Pro Watercross:** Pro Watercross is an international sanctioning body and leading personal watercraft racing series in the United States of America and consists of an elite group of both professional and amateur athletes competing at its events throughout the race season.

Pro Watercross Incorporated is the event producer of the Pro Watercross Tour and was founded in 1995 with core values in mind to provide a safe racing atmosphere for its competitors in a family friendly environment. In 2015 UWP formed Pro Watercross memberships to give a voice to event organizers, competitors, crew members and Personal Water Craft (PWC) enthusiasts. Through this we are developing a skilled group of individuals to establish event safety procedures, competition rules, a uniform class structure and standardized scoring & technical procedures in order to grow the sport.

Our mission as a membership base is to be a global leader in improving the quality of the sport through maintaining a commitment to integrity, innovation and excellence that we have become known for. We continue to establish an environment for watercross enthusiast to come together and compete while teaching the importance of responsible use of personal watercraft and safety on all waterways.

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- 1.2 How to Join:** A Pro Watercross Competition Membership allows you to race at any Pro Watercross sanctioned Personal Watercraft racing event or affiliate, provided you have the appropriate entry and waiver forms completed and submitted by the correct deadlines. A Pro Watercross Membership may be purchased at sanctioned race event from one of Pro Watercross' event organizers or online at the Pro Watercross website. Pro Watercross and Pro Watercross' affiliates reserve the right to refuse membership to any group or individual.

1.3 Types of Memberships:

1.3.1 Competition Memberships. As a competition member you will be allowed to race in events sanctioned by Pro Watercross and its affiliates. Annual competition memberships are valid for one calendar year (January 1 - December 31). A single event membership is good for a single event (a weekend of racing). Single event memberships are not available for purchase at Pro Watercross National Tour events. See: <https://ww04.elbowspace.com/secure/m20140409131242283707> for the full list of Pro Watercross Competition Membership benefits.

1.3.2 Fan Membership. Fan memberships are available and include the same benefits as the competition membership except the member will not have the option of racing. Visit: for the full list of Pro Watercross Fan Membership benefits.

1.3.3 Freeride Membership is available and allows the rider to participate in Freeride Pro Watercross sanctioned events and will only receive a membership card and decals.

- 1.4 Membership Card:** Each member will be issued a membership card after joining and paying the appropriate fees. Pro Watercross membership cards must be available for inspection at on-site event registration/check in or at the request of a race official.

- 1.5 Health Insurance:** Everyone that enters a motorsport racing event should have a personal full coverage health insurance policy in place. Racing is potentially dangerous! Please take this precaution to protect yourself in the event of an injury. Be a smart and responsible racer, insurance is another preparation done by a Champion.

- 1.6 **Waiver and Release:** All riders must sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement on the membership application or initialing to agree to the terms of the waiver on the online membership application before being able to compete at a Pro Watercross event. A Pro Watercross membership card and membership packet will not be mailed until a signed copy of this release is received at Pro Watercross headquarters.
- 1.7 **Minor Release Form:** All participants that are under the age of 18 must have their parent or guardian sign a Minor Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form. A minor release form must be signed at least once a year and each time a riders renews a membership application.
- 1.8 **Birth Certificates:** All Junior class riders and all other riders under 18 years of age are required to submit a copy of their birth certificate with their membership application and at the first race that they race each calendar year. Pro Watercross reserves the right to verify age through a third party age verification service. If a birth certificate is found to have been altered or falsified, the rider in question will receive a one year suspension and all points and titles stripped.

If you have any questions about your membership, please contact Pro Watercross at info@prowatercross.org.

2. SANCTIONS

- 2.1 **Definition:** A Pro Watercross sanctioned event is an event that Pro Watercross has agreed in writing to sanction in an applicable, fully executed Sanction Application and Agreement form that is in effect at the time of the event and that has not been canceled or rescinded by Pro Watercross. Sanctioning of a specific event does not obligate Pro Watercross to enter into a sanction agreement, or to issue a sanction, for any future event.
- 2.2 **Requirements for Running a Race:** A race must be conducted in accordance with all requirements of Pro Watercross' rules under the supervision of the category rules of the Organization and under the direction of the Race Director. The sanction of an event will be granted by the Pro Watercross based on the information supplied to Pro Watercross by the event organizer and the event organizers history in producing events. Pro Watercross must insure that the event organizer has the skills and expertise to conduct the event in a safe and professional manner. To be considered for an Pro Watercross sanction the event organizer must:
 - 2.2.1 Be in good standing with Pro Watercross.
 - 2.2.2 Be operating under a legally formed business.
 - 2.2.3 Meet minimum equipment requirements.
 - 2.2.4 Adhere to Pro Watercross Safety rules and requirements.
 - 2.2.5 Adhere to rules outlined in the Pro Watercross Rulebook.
 - 2.2.6 Prove to Pro Watercross that event organizer has clear understanding of all the operational functions and duties required to organize and run a race.
 - 2.2.7 All sanctions must adhere to all legal requirements and abide by any national, state, local, or provincial laws. This includes all necessary permits.
- 2.3 **Participation compliance:** Any individual or group of individuals, organizing a competition or taking part in a competition will:
 - 2.3.1 **Rule / regulation knowledge:** Be familiar with the rules and regulations of Pro Watercross' official competition rulebook and national, state or local regulations.
 - 2.3.2 **Rules / regulations enforcement:** Each individual or group of individuals must abide by the rules and regulations of Pro Watercross as well as any decisions made by the organizing authority. Each individual or group of individuals must abide by any and all decisions that deal with the consequences arising from violation of any rule or regulation. In event of non-compliance to these rules and regulations, any individual or group of individuals that organizes an event or takes place in such an event, may have their license or granted sanctioning withdrawn. Such a withdrawal may result in a fine and/or exclusion of a manufacturer, team or individual from current or future events.
- 2.4 **Sanction Fees:** Each event organizer, at the time it requests a sanction, shall deposit with Pro Watercross the established sanction. Sanction applications received at Pro Watercross Headquarters less than thirty (30) days prior to the race date are subject to non-acceptance. If accepted, an additional fee may be assessed as a penalty. For other conditions, sanctions and fees contact Pro Watercross.
- 2.5 **Sanctioning Benefits:** Event organizers will receive specific benefits from Pro Watercross - email us at events@ProWatercross.org for the complete list of benefits.

- 2.6 Race Results:** All results must be completed in all details and reviewed by the appropriate officials. The event organizer shall send results of the race via electronic copy no later than five (5) days following the completion of the event. Race results should be provided in a spreadsheet format. Results received after the (5) day period will be subject to exclusion from any championship tabulation. Pro Watercross will provide event organizers with one year license of a scoring program.
- 2.7 Membership Applications and Funds:** All Pro Watercross membership applications and the funds for memberships collected must be mailed to Pro Watercross bearing a postmark not later than eight (8) days following the completion of the event. If membership funds and applications are not received at Pro Watercross Headquarters within 14 days following the event, the event organizer will not be granted a future sanction until the applications and funds are received at Pro Watercross Headquarters.
- 2.8 Returning Waiver & Release Forms:** All signed Pro Watercross Waiver and Release forms and Minor Release forms must be mailed to Pro Watercross Headquarters bearing a postmark no later than eight (8) days following the completion of the event. If these forms are not received at Pro Watercross Headquarters within 14 days following the completion of the event, the event organizer will not be granted a future sanction until this paperwork is received at Pro Watercross Headquarters.
- 2.9 Pro Watercross Logo:** The Pro Watercross Logo must appear in all printed, digital and promotional material used to promote the event as well as on the event organizer's website and Facebook page.
- 2.10 Championship Events:** Event organizers may not hold a national or world title event such as a "National Championship", "National Tour", "United States Championship", "World Championship" or any other similar name or title without written consent from the Pro Watercross.

3. TYPES OF EVENTS

- 3.1 Closed Course (Watercross):** Watercross racing features a buoy marked, $\frac{1}{2}$ to $\frac{3}{4}$ mile track that is designed to keep the competition tight and fans close to the action. Competitors begin to negotiate a series of left and right hand turns. Similar to motocross, watercross uses the side-by-side gated start (sometimes a rolling start is used). Obstacles (e.g., log jumps and/or ramps) may be present. Competing personal watercraft must meet Pro Watercross class specifications.
- 3.2 Offshore/Endurance:** Offshore/Endurance races are long distance races that may or may not include turns to be negotiated. They can be point-to-point races or may have a large course consisting of multiple laps.
- 3.3 Sprint:** Sprint races are typically 10-20 minutes in length and are run on a $\frac{1}{2}$ mile to 1 mile oval track with a few additional turns added. These events may be run in conjunction with other boat racing events. With fewer turns racers get a chance to show off the speeds of their personal watercraft.
- 3.4 Slalom:** Slalom is a timed event, requiring a competitor to negotiate zig-zag left and right hand turns around five stationary buoys. Participants race against the clock, one at a time on a regulation slalom course. Each competitor receives two runs on the course with finishing position based on each competitor's fastest run. A competitor who fails to negotiate completely around a buoy is penalized ten seconds for each buoy missed unless he/she goes back to correctly negotiate the buoy.
- 3.5 Parallel Slalom:** Parallel Slalom is a timed event with two slalom tracks set up side by side and requiring a competitor on each track to negotiate zig-zag left and right hand turns around five stationary buoys. The same rule for slalom applies to parallel slalom. This event is scored on the bracket system, eliminating or moving competitors up the bracket as they compete.
- 3.6 Freestyle:** A Freestyle event is an event where competitors get a chance to show their skills, expertise and acrobatic abilities in executing difficult, challenging and creative maneuvers. Competitor's routines are made-up from a series of choreographed tricks.
- 3.7 Freeride:** Freeride is a style of "jet skiing", performed typically in the surf without a set course, goals or rules. It has evolved over the years in response to PWC enthusiasts wanting a less structured competitive event.
- 3.8 Drag Racing:** Drag Racing is an event where two personal watercrafts compete side-by-side in an acceleration contest. Both competitors race in a straight line from a standing start to a finish line. The first to cross the finish line wins the race. This event is scored on the bracket system, eliminating or moving competitors up the bracket as they compete.

- 3.9 Special Events:** Special Events are other type of watercraft events that meet Pro Watercross safety requirements and should not be hazardous to participate in. Examples include poker runs, relay races, radar run, timed lap races, and other fun-type events.

4. RIDER CLASSIFICATIONS

4.1 GENERAL REGULATIONS

- 4.1.1 Definition:** Rider, competitor, driver, racer and pilot are to be considered one and the same.
- 4.1.2 Competitor Skills:** Pro Watercross and Pro Watercraft sanctioned events do not judge each rider's competence and ability to participate in a racing event, nor does it test the skill of individual participants.
- 4.1.3 Participant safety:** Participants are solely responsible for their own safety at events.
- 4.1.4 Minimum Age Limits:** The Pro Watercross requires that competitors must be 16 years old or older to race in all classes except *Junior Ski 8-9*, Junior Ski 10-12 Stock and Junior Ski 13-15 Stock. Boating laws in some states require higher age minimums. Some classes may not be offered at all events if the special event permit does not allow it. Consult your local event organizer to see if Junior classes will be offered at the event you will be attending. Pro Watercross requires that a waiver of liability be signed by a parent or legal guardian if the rider is under 18 years old. A birth certificate and/or driver's license may be required to validate age. *The Junior Ski 8-9 class is a time trial class only, competitors are timed through a set course and do not compete side by side. (Rev C)*
- 4.1.5 Skill Classification for Different Divisions:** Competitors may have different skill classifications for Runabout, Sport and Ski divisions (i.e.: Novice Runabout competitor may also be an Expert Ski Competitor).

4.2 COMPETITORS UNDER 18 YEARS OF AGE

- 4.2.1 Minor Release Waiver:** Competitors under the age of eighteen (18) are required to have an original Minor Release Waiver on file at Pro Watercross before they will be allowed to compete. If one is not on file with Pro Watercross, competitors must complete a Minor Release Waiver prior to participating in any sanctioned event.
- 4.2.2 Annual Waiver coverage:** A Minor Release Waiver must be filled out once each year when the minor renews their membership and at the first race they attend each year. A rider will not receive their membership packet until Pro Watercross has received the signed Minor Release Waiver.
- 4.2.3 Parent / Guardian:** Competitors under the age of eighteen (18) must have a parent or legal guardian with them at competitor/rider check-in. If a parent or legal guardian is not able to attend competitor/rider check-in, an original notarized Power of Attorney form must be presented with proper ID at competitor/rider check-in.
- 4.2.4 Age Falsification:** Any competitor or parent caught falsifying a competitor's age or producing false documents will be suspended for one year.

4.3 SKILL LEVELS

- 4.3.1 Beginner:** First time competitors have the option of racing in the Beginner's classes. This entry level division is restricted to Stock equipment only. The Beginner class is open to all Novice competitors that have competed in three or fewer races. In the case of a series, the competitor may compete in the entire series prior to moving to the Novice class, if allowed by the regional event organizer of the series. Otherwise, in a competitor's fourth race, they should compete in the Novice class. A Beginner competitor also has the option of moving up to the Novice level at any time prior to their third race.
- 4.3.2 Junior:** The Junior Ski 10-12 class is open to competitors that are 10-12 years of age as of January 1 of the current year. The Junior Ski 13-15 classes are open to competitors that are 13-15 years of age as of January 1 of the current year. The age a competitor is on January 1 of the current year will determine what class a competitor is eligible to run for the current season (example: If you are 12 years old on January 1 you are eligible to run the Junior 10-12 class the entire season). Once a competitor turns of age to race in a higher age bracketed class (example: a competitor turns 13) the Junior competitor may also race in the higher age class and still race in the lower age bracketed class for the remainder of the season. Once a competitor turns of age to race in a higher age bracketed class (example: a competitor turns 13) the Junior competitor must follow the rules of the higher bracketed class. Pro Watercross race season ends at the conclusion of the Pro Watercross World Championships.

4.3.3 Novice: Novice competitors are competitors with minimal racing experience. First-time competitors must participate in Novice or Beginner classes.

NOVICES MAY NOT COMPETE IN OPEN/GP CLASSES WHERE SUPERCHARGED OR TURBOCHARGED RUNABOUTS ARE ALLOWED.

4.3.4 Expert: Expert competitors are those who demonstrate a skill level that has exceeded beyond that of a Novice class competitor and are looking to improve racing skills.

4.3.5 Amateur: The Amateur class is defined as a combined Novice and Expert classes.

4.3.6 Professional (Pro): Pro competitors have substantial riding and racing experience and have developed advanced racing skills. A Pro competitor may request to be reclassified as an Expert by requesting a change of classification form in writing to Pro Watercross.

4.3.7 Pro-Am: The Pro-Am class is defined as a combined Expert and Pro class.

4.3.8 Veteran: The Veteran class is open to competitors 35 years of age or older.

4.3.9 Masters: The Masters Ski class is open to competitors that are 45 years of age or older.

4.3.10 Grand Masters: The Grand Masters Ski class is open to competitors that are 55 years of ages or older.

4.3.11 Women: Women's classes in Novice, Expert and Pro categories are for female competitors who elect to compete in them, generally for separate points, awards and/or purse. Closed-course Women's class competitors may race Stock or Limited watercraft.

4.4 CLASSIFICATION CHANGES

4.4.1 Reclassification - Involuntary: Pro Watercross reserve the right to reclassify any competitor in the best interest of safety, competition, and/or sportsmanship. Reclassification may be used to move a competitor into a higher or lower classification. Reclassification may be appealed in writing by contacting Pro Watercross.

4.4.2 Reclassification – Voluntary: Novice competitors may voluntarily move to the Expert class. A competitor desiring to advance to the Expert class must notify Pro Watercross via email prior to entering an Expert class at a Pro Watercross sanctioned event. Once Novice competitors have entered the Expert Class they will not be allowed to revert back to Novice unless officials determine the competitor's skills are such that they affect the safety of the competitor and other competitors in the class.

4.4.3 Pro Classification: In order to advance to the Pro class, Expert class competitors must contact Pro Watercross and submit a Change of Classification Form for prior approval.

4.4.4 Reclassification – Mandatory: A Novice classified competitor that wins a title during the National Championship or finishes #1 in Pro Watercross National Tour will automatically be classified as an Expert competitor as of January 1st the following year.

4.4.5 Early Advancement of Junior Male Competitors: Male Junior competitors may petition Pro Watercross to be able to compete in other skill level Ski classes provided they meet the criteria below.

4.4.5.1 Male competitor must be 15 years old and provide a birth certificate proving proper age.

4.4.5.2 Have a minimum of 2 years watercross racing experience.

4.4.5.3 Submit the proper paperwork to Pro Watercross and parent minor release form.

4.4.5.4 The highest skill level a competitor is allowed to advance to would be Novice. Pro Watercross reserves the right to allow a competitor under the age of 16 to move up to the next level of competition on a case by case basis.

4.4.5.5 Once a male Junior competitor moves out of the Junior classes he is NOT eligible to continue to race in the Junior classes.

4.4.5.6 Once the competitor moves out of the Junior class he cannot go back.

4.4.6 Early Advancement of Junior Female Competitors: Female Junior competitors may petition Pro Watercross to be able to compete in other skill level Ski classes provided they meet the criteria below.

4.4.6.1 Female competitor must be 15 years old and provide birth certificate proving proper age.

4.4.6.2 Have a minimum of 2 years watercross racing experience.

4.4.6.3 Submit the proper paperwork to Pro Watercross and parent minor release form.

4.4.6.4 The highest skill level a competitor is allowed to advance to would be Novice. Pro Watercross reserves the right to allow a competitor under the age of 16 to move up to the next level of competition on a case by case basis.

4.4.6.5 A female Junior competitor that petitions Pro Watercross to race in other skill levels is eligible to continue to race in the Junior classes.

4.4.6.6 Once the competitor moves out of Junior she cannot go back.

4.4.7 Points: If a competitor moves to a different class they will relinquish all points earned in the prior class.

5. REGISTRATION/ENTRY RULES

5.1 REGISTRATION AND PARTICIPATION POLICIES

- 5.1.1 Proof of membership:** No entry shall be considered official until the competitor has displayed proof of their current Pro Watercross competition membership card.
- 5.1.2 Memberships:** Persons wishing to compete in a Pro Watercross regional sanctioned event may purchase a SINGLE EVENT membership in accordance with Pro Watercross membership fee structure. ONLY full competition members are eligible to participate in a National Tour, National Championship or World Championship event. There shall be no other privileges to Single Event members.
- 5.1.3 Entry form:** The competitor must complete the official entry form in full and submit it to the appropriate person by the deadline listed thereon. Acceptance of an entry is at the discretion of the Pro Watercross .
- 5.1.4 Late entry:** Pro Watercross and its race officials may refuse any entry or set a penalty for entries received after a specified closing date as stated on the event organizer's website.
- 5.1.5 Refunds:** No refunds of entry or other fees will be made at sanctioned events after practice for the event has begun unless the event is officially canceled or rescheduled by a ruling of the Race Committee or at the discretion of the Event Organizer or the Race Director, after which time fees will be returned.
- 5.1.6 Number of classes entered:** There is no set limit to the number of classes a competitor may enter. Competitors entering multiple classes may be required to run back to back races.
- 5.1.7 Class eliminations:** Any class can be eliminated when there are less than five entries at the close of registration. In the event of minimum entries per class, classes may be combined to create an event. Competitors may be scored separately and awards and prize money may be paid at the option of the event organizer.
- 5.1.8 Additional fees:** In addition to race entry fees, additional fees may be required for the individual to participate in an event (i.e.: gate fees, parking fees, camping fees, etc.). Admission fees for competitor and crew members will be regulated by the event organizer.
- 5.1.9 Classification clarification:** It is a competitor's responsibility to check with the proper official if they are unclear as to what rider classification or competition class they should enter.
- 5.1.10 Schedule of events:** The schedule of events will be regulated by the Event Organizer or Chief Scorer.
- 5.1.11 Falsifications:** No competitor, team member or mechanic shall enter and/or sign the waiver and release with an assumed or fictitious name or give false information (e.g., age, date of birth, etc.). Any competitor or team member that has been found to have used a false name or inaccurate information may be disqualified from all weekend events and fined.
- 5.1.12 Incomplete entry – rule application:** If a competitor competes in an Pro Watercross sanctioned event without having a properly submitted and fully executed entry, the competitor nevertheless is subject to all Pro Watercross Rules, Amendments, and Special Rules, as well as all statements, releases, and obligations appearing on the official entry blank, as if they have submitted a fully executed entry.
- 5.1.13 Recompense:** A competitor in an Pro Watercross sanctioned event will have no claim for damages or recompense of any kind for any advertising, using his or her name, picture, or the picture of his or her watercraft, or using the achievements of any product used by the competitor's while participating in the event.
- 5.1.14 Acknowledgment of rules and risks:** A Pro Watercross sanctioned event is competitive sporting event, the conduct of which is governed by Pro Watercross officials in accordance with the Pro Watercross Rules, as may be amended from time to time, any Special Rules that may be published by Pro Watercross specifically for an event and any applicable agreement to which Pro Watercross is a party. By submitting their entry form and taking part in any activity relating to the event, a competitor agrees to abide by the decisions of those officials relating to the event except as provided in the Rules. A competitor further agrees that it is their obligation to inspect the racing area to determine that it is in a safe area to compete, is in usable condition and that they voluntarily assume the risk of participating in the event. The competitor and associated team or crew members have no claim for damages against Pro Watercross, event organizers or their officers, directors, officials, agents or employees by reason of damage to the watercraft, driver, and/or pit crew. All such competitors assume full responsibility for any and all injuries

sustained including death and property damages, any time they are in the racing area or in route to or from an event.

- 5.1.15 Eligibility:** Any competitor who competes in an event in which he or she is not eligible, while under suspension, probation, or for any other reason, shall forfeit all prize moneys and points won in the event, shall forfeit all championship points won in previous events and may be subject to a fine and/or suspension.
- 5.1.16 Classification error:** A competitor placed in the incorrect class by the registration officials will advise the committee in advance of the race and will not start in a race in which he or she is not entitled to run. If a competitor has questions regarding class determination it is his or her responsibility to check with the proper official for clarification.
- 5.1.17 Assumed identity:** Any person who competes in an event in which he or she has not signed up for or assumes the identity of another competitor for any reason will be subject to a fine and/or suspension.
- 5.1.18 Watercraft per race:** The Race Director must limit the number of boats starting in any heat to the number specified in the category rules. The Race Director may, when limitations on certain courses so demand, or to insure good starting and the safety of contestants, may further limit the number of boats starting in any heat or race. In such event the race officials must run elimination heats for any class in which there are more entries than the permissible number of starters.
- 5.1.19 Awards:** The final standing in any event necessitating qualifying heats will be determined in accordance with the point system outlined and herein contained. All awards, merchandise and cash prizes shall be awarded according to the total point standings as accumulated in the qualifying and the final heat or as per the category rules.
- 5.1.20 Junior Ski 8-9:** *A written request from the competitors' parent or legal guardian is required for individuals to compete in the Junior Ski 8-9 class. (Rev C)*

5.2 COMPETITOR/RIDER CHECK-IN

- 5.2.1 Release waiver:** All competitors and crew members are required to check in, sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and wear a release wristband on the appropriate wrist.
- 5.2.2 Check-in:** Competitors and crew members must be checked in by the appointed time. Competitor not signed in by the end of check-in may be subjected to disciplinary action, fines, and possible removal from the event weekend.
Crew members not signed in by the end of competitor check-in may be required to pay for gate admission and a pit pass.
- 5.2.3 Wristband:** Everyone who is in the pit area must be wearing a wristband on their wrist. Competitors or their pit crew caught in the pit area without a wristband, switching wristbands, or using old wristbands could subject the competitor to disciplinary action, fines, and possible disqualification of the competitor.

5.3 RIDERS' MEETING

- 5.3.1 Rider's meeting - Mandatory:** It is mandatory that all participants to attend a Riders' Meeting at the published or announced time. The Race Director must see to it that roll is called to verify the presence of each participant. In the case that a participant cannot attend the Riders' Meeting as scheduled, because of very extenuating circumstances, it shall be the privilege of the Race Director to permit the participant to be excused and have a private meeting. Participants may be subject to a fine or other penalty for failing to attend the Riders' Meeting.
- 5.3.2 Course modifications:** The Race Director may change the courses or amend the instructions provided notice of such alteration is given at the Riders' Meeting.
- 5.3.3 Technical inspection notification:** The question of how many participants in each class shall be inspected and shall be left to the discretion of the Race Director and the Technical Director. During the course of the Riders' Meeting, it shall be the duty of the Race Director to announce how many of the boats in each class shall report to the Technical Director for inspection immediately after the running of their event. The Race Director shall identify the location of the inspection area.
- 5.3.4 Additional engagements:** On event days, competitors may be designated to participate in pre-race opening ceremonies, post-race podium interviews, and scheduled press briefings. Competitors failing to be available for these event day activities may be fined. Competitors may be excused from these activities for medical reasons or for good cause but must have approval from Pro Watercross.

5.4 POSTPONEMENT

- 5.4.1 **Postponement:** The Race Director may postpone a race or heat.
- 5.4.2 **Rerunning an event:** Should unfavorable weather or circumstances make a postponement advisable, a race or heat may be rerun beyond the sanction. The Race Officials, at their discretion, shall decide whether the race or heat postponement shall be considered a new race and hence open to all entrants or restricted to the valid entries at the time registration was closed.
- 5.4.3 **Identification:** Should it be necessary to postpone a race, the black flag will be displayed at the official starting line and at such points on the race course as are authorized by these rules.
- 5.4.4 **Scoring:** If a race or heat has been stopped with more than half of the laps or time completed the event may be scored as completed at the discretion of the Race Director.
If a two or three moto system is used for scoring an event and an event is stopped due to weather, time, injury or some other circumstance, the event may be scored based on results from the first moto.

5.5 TUNE-UP AREA

- 5.5.1 **Location:** On the water tuning will be performed in the proper tune-up area only when available. Competitors must consult with the Race Director to determine the proper tune-up area at each event. The tune-up area should be held in an area, completely free of obstructions, which provides adequate and safe run-off areas at the end so competitors may slow down and exit safely. All competitor entry fees must be paid before a competitor may use the designated tune-up area.
- 5.5.2 **Waiver requirement:** All competitors and pit crew in the tune-up area must have signed the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and be wearing the event specific wristband.
- 5.5.3 **Safety equipment:** All appropriate safety gear and tethers are required in the tune-up area.

6. CONDUCT OF THE RULES AND COMPETITION

6.1 RULES COMPLIANCE

- 6.1.1 **Description:** The rules and regulations have been written to provide for acceptable conduct of racing events and to establish adequate requirements for these events. These rules will govern the condition of all Pro Watercross sanctioned events and activities. When participating in these events, all Pro Watercross members are considered to have agreed with these rules.
- 6.1.2 **Applies to all:** These rules apply to all classes and competitors at all Pro Watercross sanctioned events unless otherwise announced. All members and racing personnel including, but not limited to, owners, mechanics, pit crew, sponsors and event organizers are deemed to be fully aware of all rules and will be expected to adhere to and abide by them.

6.2 SPIRIT OF THE RULES

- 6.2.1 **Overview:** The Spirit of the Rules is about respect for the rules, respect for other competitors and respect for the officials and acceptance of their decisions. It is about giving everyone an equal chance to compete and maintaining your self-control. The official rules included in this book are intended to provide fair and uniform rules that govern competition. These rules are created to give all competitors in all classes the same competitive opportunities.
- 6.2.2 **Rule interpretation:** It is not possible to write individual rules governing every possible aspect of every circumstance during an event. Per the spirit of the rules, Race Director has the authority and the responsibility to interpret the unwritten rule in the interest of fair competition. The Race Director's interpretation of the rules is binding on the individual, race teams and competition for the event under the Race Director's jurisdiction.
- 6.2.3 **Published interpretation:** There will be circumstances that Pro Watercross may, at its discretion, publish rule interpretations of written or unwritten rules that will be binding upon all persons involved in any Pro Watercross sanctioned event. Pro Watercross has taken a great deal of energy and time to publish rules that address as many possible issues of legal adjustment, changes, alteration, modifications and/or replacement for racing.
- 6.2.4 **Individual clarification:** Any competitor, team or person who is unable to find a rule or has questions about a rule pertaining to a specific area of competition is advised to contact the Pro Watercross for consultation and/or interpretation.
- 6.2.5 **Rule adjustments:** Additional adjustments, changes, alterations, modifications and/or replacements not covered by written rules should not be assumed to be legal under the spirit of the rule.

6.3 PRO WATERCROSS ATHLETES CODE OF CONDUCT

6.3.1 Description: The Pro Watercross Athlete Code of Conduct establishes standards by which all athletes are expected to conduct themselves. As the media and participant focuses on our sport, Pro Watercross athletes are required to abide by the code. See **APPENDIX A: CODE OF CONDUCT**

6.4 SAFETY

6.4.1 Rule intent: The rules for competition are intended as a guide for the conduct of the sport and in no way are a guarantee against possible injury to, or death of participants, spectators and others. Rules directed or related to safety are publicized for all individuals concerned with safety. Pro Watercross neither warrants safety if the rules are followed or compliance with and enforcement of the rules. Each participant in competition has the responsibility to evaluate the safety aspects of venue and conditions and must assume the risk of competition.

6.4.2 Equipment condition: Competitors and their support crews are solely responsible for the condition of their vehicles, as well as all other related equipment and their capability to operate them.

6.4.3 Responsibility: Pro Watercross does not certify or inspect every course used at Pro Watercross sanctioned events. Participants are responsible for their safety at Pro Watercross sanctioned events and the participant should determine their own ability and skill level regarding being able to negotiate each particular race course as well as their watercraft being suitable for racing. Participants that have concerns about the safety of the race course, doubt the competence of the officials, doubt the competence of fellow participants or doubt their own ability to compete on their watercraft should not participate in the event and request the return of their entry fee before competitive activity of the event begins.

6.4.4 Public waterways: Pro Watercross sanctioned events take place on public waterways that may use routes used by other boaters. Pro Watercross and its event organizers are not responsible for the conditions of the waterway or for the actions of other individuals that may be using the public waterway.

6.4.5 Rules compliance: Pro Watercross does not attend each and every race that is run under its sanction. The event organizer is solely responsible to ensure that all rules relating to safety and compliance with Pro Watercross General Safety Rules are followed and to organize a safe competition. The event organizer is responsible for procuring the required liability insurance through the Pro Watercross official insurance carrier.

7. PRIZES AND AWARDS

7.1 PRIZE AND AWARD POLICY

7.1.1 Award details: The amount of cash prizes and/or any other type of awards and how it is to be divided will be specified on the event organizer's web site, posted on the pit board, or announced at the Riders' Meeting.

7.1.2 Protest rectification: No prizes shall be presented for an event until all protests that might affect the prizes have been decided. In a sanctioned event, if any owner or competitor gives notice of his intention to appeal any decision of the Race Director or Race Committee, the awarding of the prizes from that event shall not be made until said appeal has been decided.

7.1.3 Award return request: Any event organizer that requests the return of any trophy, prize, or prize money, shall be required to put said demand in writing and mail it to the contestants involved by registered mail, return receipt requested.

7.1.4 Return refusal: Should any contestant refuse or fail to return any trophy, prize, or prize money so demanded by any event organizer, he or she shall be immediately suspended from all racing. Should the award need to be shipped, it is the responsibility of the event organizer to bear the cost for any shipping and handling fees to ship the award back to the event organizer if it was the event organizer's mistake.

7.1.5 Who, when, where: All prizes, awards and paybacks shall be presented to the official winners or their appointed representatives at the close of the event day unless another time and place for awards is specifically advertised.

7.1.6 Ceremony attendance: Competitors will be required to attend award banquets or ceremonies to receive prizes and awards. Competitors that cannot attend the awards ceremony must inform the Race Director and event organizer. Competitors must make arrangements to claim their award within 30 days or forfeit the award. Should the award need to be shipped, it is the responsibility of the competitor to bear the cost for any shipping and handling fees to ship the award to the competitor.

7.1.7 Attendance expectation: The top 10 in Championship points will be invited to the awards banquet and are expected to attend. Unless excused, the Pro Watercross National & World Champions must attend the awards banquet ceremony. Failure to attend the awards banquet may result in a penalty.

7.2 RIDER PAYOUT

7.2.1 Payout determinations: A Competitors cash payout is up to the discretion of the event organizer. The event organizer may determine which, if any, classes will receive a cash award. If the event will have a cash payout, the cash payout, or the system in which the cash payout will be determined, should be published on the pit board, on the event organizer's web site, or announced at the Riders' Meeting. Payout is normally based on the number of rider entries in each paying class. Payout will generally be for Pro, Pro-Am, and Expert classes only – if offered.

7.2.2 Taxes: Any Competitors with over \$600 in winnings from an individual event organizer or the Pro Watercross at the end of the calendar year will be issued a 1099 tax form for the following year for tax purposes.

7.2.3 Contingencies: It is the Competitor's responsibility to know what manufacturers and other sponsors contingency program requirements are and to follow up on all necessary procedures to collect on these programs.

8. BOAT NUMBERING SYSTEM

8.1 NUMBERS AND BACKGROUNDS

8.1.1 Legibility: Racing numbers must be legible and placed so that they are easily readable by the Scorers. If the numbers and / or backgrounds are not the correct size and clearly legible for the Scorers to read, the rider will receive 1 warning. Watercraft with illegible numbers will be disqualified.

8.1.2 Colors: Racing number and backgrounds should be of contrasting colors and must be clearly located on the left and right sides of the watercraft. Competitors should make sure that numbers and backgrounds are not in a location that will obscure them from the Scorers (e.g., they should not be placed in the footwell or on a horizontal surface). Only numbers can appear on the background. Competitors with backgrounds in a location that make reading the number difficult for the Scorers to read will be required to fix the issue before they will be allowed to race.

8.1.3 Background sizes: Race number backgrounds size minimums are as follows:

RACING NUMBER BACKGROUND SIZE	
One digit	8 inches high by 6 inches wide (20cm x 15cm)
Two digits	8 inches high by 9 inches wide (20cm x 23cm)
Three digits	8 inches high by 12 inches wide (20cm x 30cm)

8.1.4 Number: Racing numbers must be standard block letters and be a minimum of 7 inches high (18cm) and spaced at least 0.50 inches (13mm) apart. Standard block type numbers without shading or outlining should be used. It is the competitor's responsibility to ensure that the numbers are easy to read.

See: **APPENDIX B: NUMBER PLACEMENT**

8.2 WHAT NUMBER CAN YOU RUN?

8.2.1 Overview: Competitors in the United States earn the right to run a number based on their National Ranking. It is extremely important that competitors run their "nationally ranked" number on their boat for the following race season. This program was put in place to reward competitors for their accomplishments and also to help eliminate the number of three-digit numbers to make scoring events easier. These numbers help to show a spectator what a competitor's national ranking is. To check your earned national number, you may call Pro Watercross or visit: www.ProWatercross.org

8.2.2 Exceptions to the Rule:

8.2.2.1 Earned numbers: If a competitor is at a race and another competitor has his/her earned number on their watercraft, the person who has not earned that number will be asked to change their number to one that is unique. We understand that in some cases multiple riders use a boat (e.g., father and son) or race a boat in multiple classes (e.g., race in Stock and Limited). In the event of a number conflict, Pro Watercross will allow the rider that has not earned that number to add an "X" at the end of their number.

- 8.2.2.2 Pro Watercross World Championship Title:** In Expert or Pro classes only, the champion will carry the earned number one the following year. The colors for Pro Watercross World Championship plate will be a white #1 with a black background. A one-digit plate size is 8 inches high by 6 inches wide (20cm x15cm).
- 8.2.2.3 Class numbers:** National numbering is specific to skill level and class. If a competitor changes skill level (i.e.: Novice to Expert) he or she must choose a number from 101 to 999 and is not eligible to run an earned number from another class.
- 8.2.2.4 Numbers by discipline:** Pro Watercross awards earned numbers for other racing disciplines such as Supercourse based on the Pro Watercross Ranking system. Competitors racing different disciplines must observe the earned numbers of competitors at these events.
- 8.2.2.5 International:** All competitors competing outside of their home country must display the national code for their home country in front of their racing number. The code is "US" for the United States. Letters must be a minimum of 5 inches (13cm) in height and must be the same color as the racing numbers.

9. MOTO SCORING AND POINT SYSTEM

9.1 MOTO SCORING:

- 9.1.1 Moto Scoring:** The Moto Scoring system is used to calculate results for individual events and uses the combined results of two or three separate races to mathematically determine the overall finishing order for riders in a class. Overall results are determined by adding the finishing positions from each of the motos together. The rider with the lowest sum will receive the higher ranking. In case of a tie, the rider with the better finish in the last moto will receive the higher ranking.

Moto Scoring Example					
Moto Finishing Position and Score					
Rider	Moto 1	Moto 2	Moto 3	Total Score	Over All Place
AJ	8	4	1	13	3
Joe	5	3	6	14	5
Keith	3	6	7	16	7
Ivar	2	1	5	8	2
Steve	4	7	2	13	4
Rahul	7	5	3	15	6
Greg	6	8	8	22	8
Scott	1	2	4	7	1

- 9.1.2 Did Not Race (DNR):** A DNR in a moto will be scored as the number of riders entered in the class plus two. A rider must complete at least one lap to be scored as being in the race and receive points for a moto.
- 9.1.3 Scoring a Disqualification in a Two or Three Moto System:** If a rider is disqualified from either a technical or behavioral violation in a moto, the disqualified rider will receive no points in that moto. The disqualified rider is to be removed from the moto results and all other riders' positions are to be rescored as if the disqualified rider did not race. If a rider is disqualified in the second or third moto, the disqualified rider is removed from that moto and that moto is rescored as if the rider did not race. The disqualified rider is then to be removed from the earlier moto(s), however, the earlier moto(s) will not be rescored. A rider that is disqualified in a moto is not eligible to compete in the subsequent motos for the class at that event.

9.2 POINTS

- 9.2.1 Usage:** The following point systems are used for calculating points earned in any series of events.
- 9.2.2 Closed course:** The Pro Watercross official Closed Course point system is as follows:

Possible Pts	Possible Pts	Possible Pts	Possible Pts
1st 60	6th 36	11th 22	16th 12
2nd 53	7th 33	12th 20	17th 10

3rd	48	8th	30	13th	18	18th	8
4th	43	9th	27	14th	16	19th	6
5th	39	10th	24	15th	14	20th	4

9.2.3 Freestyle, Slalom: The Pro Watercross official Freestyle/Slalom point system is as follows:

Possible Pts	Possible Pts	Possible Pts	Possible Pts
1st 20	6th 11	11th 6	16th 1
2nd 17	7th 10	12th 5	17th 0
3rd 15	8th 9	13th 4	18th 0
4th 13	9th 8	14th 3	19th 0
5th 12	10th 7	15th 2	20th 0

9.2.4 Supercourse, Endurance, Offshore: For Supercourse, Endurance, and Offshore events Event organizers have the option of using the 60 point system or the 100 point system below for tabulating points for their regional series.

Possible Pts	Possible Pts	Possible Pts	Possible Pts
1st 100	6th 87	11th 82	16th 77
2nd 95	7th 86	12th 81	17th 76
3rd 92	8th 85	13th 80	18th 75
4th 90	9th 84	14th 79	19th 74
5th 88	10th 83	15th 78	20th 73

...and continues in decrements of one until the last position.

9.2.5 Usage: The official competition point system will be in effect for all Pro Watercross sanctioned events unless announced to competitors on the websites or in a press release. For tabulating series points event organizers have the option of utilizing the standard Pro Watercross official competition point system or offer a special points scale. Event organizers can take the top “X” number of events when tabulating overall championships or offer double points at certain events.

9.2.6 Points awards: Points are awarded for final event positions only. No points are awarded in heats, last chance qualifiers (LCQs), semi-finals or exhibition events. Points will not be awarded to riders who are disqualified or have not been scored on at least one lap.

9.2.7 Definition of one lap: One lap consists of navigating the course from the starting line to passing through the finish line buoys.

9.2.8 Points Tiebreaker for Class Championships: The points tiebreaker for individual class championships based on Closed Course, Supercourse, Slalom or other points earned (e.g., Pro Runabout GP Closed Course, Novice Ski Stock Slalom, Pro Freestyle, etc.) is the greater number of first-place finishes in the class. If still tied, the competitor with the greater number of second-place finishes will receive the higher ranking, and so on. If still tied, the competitor with the better finish in the final event of the series will receive the higher ranking.

10. CHAMPIONSHIPS

10.1 WORLD CHAMPIONSHIP

10.1.1 World Championships: Pro Watercross World Championship awards will be presented to the top 3 riders in each of these designated World Champion classes.

10.1.2 Top 10: The top ten competitors in each of the World Championship classes will be awarded an overall World ranking. This is the competitors earned number and world ranking.

10.2 NATIONAL CHAMPIONSHIP (PRO/PRO-AM CLASSES PER DESIGNATION)

10.2.1 National Champions: The Pro Watercross National Champion will be crowned from points earned throughout the Pro Watercross National Tour including the Pro Watercross National Championships in Charleston, WV, will be counted as double points for designated Pro/Pro-Am classes.

10.2.2 National tour awards: Pro Watercross National Tour awards will be awarded to the top 3 competitors in each of these designated National Tour classes.

10.2.3 Amateur and Pro Freestyle: Amateur and Pro Freestylists will earn their National ranking from their finish based on the points earned throughout the Pro Watercross National Tour.

10.3 NATIONAL TOUR POINTS CHAMPIONSHIP (AMATEUR/NOVICE CLASSES PER DESIGNATION)

10.3.1 Points champions: The Pro Watercross National Tour Points Champion will be crowned from points earned throughout the Pro Watercross National Tour - this is for designated Novice and Amateur Classes.

10.3.2 National tour awards: Pro Watercross National Tour awards will be awarded to the top 3 riders in the designated National Tour Amateur and Novice classes. Amateur and Novice competitors must compete in a minimum of three national tour stops. *This is not the competitors earned number and national ranking. National ranking and numbers are awarded based on the National Championships in Charleston WV.*

10.4 NATIONAL CHAMPIONSHIP (AMATEUR/NOVICE CLASSES PER DESIGNATION)

10.4.1 Class championships: The Pro Watercross National Championships are the Pro Watercross' season finale for Closed Course racing and Amateur and Pro Freestyle. Champions will be determined in Amateur and Novice classes by their overall finish in each of the designated classes.

10.4.2 Championship awards: The Pro Watercross National Championship awards will be awarded to the top 3 riders in each of the recognized Pro Watercross National Championship classes. Plates will be awarded to the fourth through tenth riders showing their overall finish at the Pro Watercross National Championships. **This is the competitors earned number and national ranking for Amateur and Novice classes.**

10.5 REGIONAL POINTS CHAMPIONSHIP

10.5.1 Series championships: Competitors will have the opportunity to win individual series championships with points earned through regional event organizers. Regional event organizers may present overall awards to the riders based on points earned from their individual series. Regional series championship awards are the responsibility of the individual regional event organizers. Not all event organizers offer series championship awards, and this is not a Pro Watercross requirement. Contact your regional event organizer or check the event organizer's web site for more information.

11. GENERAL SAFETY RULES

The following General Safety Rules will apply to all Pro Watercross sanctioned events and classes. All Pro Watercross members and other event participants, including but not limited to owners, mechanics, pit crew, sponsors, and Event Organizers are considered to be fully aware of all safety rules and will be expected to adhere to them at all Pro Watercross sanctioned event.

11.1 EVENT AND RACECOURSES

11.1.1 Race Director authority: The Race Director shall have authority to stop or conclude any event(s) he or she deems necessary to ensure the safety of participants, spectators and/or officials, or because of technical problems.

11.1.2 Participant responsibility: Pro Watercross does not certify or inspect every course used at Pro Watercross sanctioned events. Participants are responsible for their safety at Pro Watercross sanctioned events, and the participant should determine their own ability and skill level regarding being able to negotiate each racecourse, as well as their watercraft being suitable for racing. Participants that have concerns about the safety of the racecourse, doubt the competence of the officials, doubt the competence of fellow participants, doubt their own ability to compete or their watercraft, should not participate in the event and request the return of their entry fee before practice for the event begins.

11.1.3 Public waterways: Pro Watercross sanctioned events take place on public waterways that may use routes used by other boaters. Pro Watercross and its event organizers are not responsible for the conditions of the waterway or for the actions of other individuals that may be using the public waterway.

11.1.4 Organizer responsibility: Pro Watercross does not attend each race that is run under its sanction. The organizer of the event is solely responsible to ensure that all rules relating to safety and compliance with Pro Watercross General Safety Rules are followed and to organize a safe competition. The organizer of the event is responsible for purchasing the required insurance through Pro Watercross' official insurance carrier.

11.2 SAFETY GEAR

11.2.1 Rider responsibility: It is the responsibility of the riders to select protective equipment that will conform to Pro Watercross guidelines and provide adequate protection. Even though race rules committees and Pro Watercross develop guidelines, Pro Watercross does not endorse or guarantee specific products or manufacturers of protective equipment. Racers must rely on their own judgment in the selection of helmets and other apparel for protection and durability.

11.2.2 Equipment approval: The Race Director of an event shall have the authority to prohibit the use of any helmet, personal flotation device (life jacket), back protection or other equipment which the Race Director may consider unsafe, insufficient protection or inadequate.

11.2.3 Required when riding: All riders must wear complete safety gear, including life jacket and helmet, while operating a watercraft on the water at a sanctioned event. Exception: Freestylers are not required to wear a helmet during competition.

11.2.4 Helmets

11.2.4.1 Required when riding: It is mandatory for all participants taking part in practice and competition to wear a full-face protective helmet.

11.2.4.2 Helmet color: Helmets must be of a color or reflectivity allowing them to be highly visible. Fluorescent colors are highly recommended. The promotor is required to stock reflective tape or suitable alternative to apply to helmets that require adjustment to meet visibility requirements. The race director has the final decision regarding any helmet in question.

11.2.4.3 Chin guard: Helmets with bolt-on face chin guards are not allowed.

11.2.4.4 Face shield: Full face shields shall be allowed providing the shield is pivoting with no locking apparatus. A quick release capability is acceptable in lieu of a pivoting mechanism. The face shield must be made of a shatterproof material.

11.2.4.5 Certifications: The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA: Snell M2015, M2020 or DOT FMVSS 218
Europe: ECE 22.05, 22.06 'P', 'NP' or 'J'
Japan: JIS T 8133 : 2007 Full

11.2.4.6 Approval: All helmets must be approved during pre-race inspection and are required to be in sound condition with no alteration to their construction.

11.2.4.7 Fitment: The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

It is recommended that the rider perform the following fit check prior to operating their watercraft: Verify the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

11.2.4.8 Prohibited styles: No plastic, bicycle type, BMX, or similar designed headgear will be allowed.

11.2.4.9 Emergency features: It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications, and past medical problems.

11.2.5 Life Jackets

11.2.5.1 Certification: A U.S. Coast Guard approved, type I or III, full jacket personal flotation device (life jacket) will be worn by all participants at all times while on the water. Every rider shall certify his or her floatation equipment to function properly when requested by a Pro Watercross official.

11.2.5.2 Inflatables prohibited: Inflatable-type PFDs are not allowed.

11.2.5.3 Buckle recommendation: It is recommended that all jackets have buckle-type straps across closures.

11.2.6 Back protection

11.2.6.1 Device requirements: Spinal column protection devices (back protector) can be rigid or of soft material that is capable of absorbing and distributing an impact sufficiently to reduce injury. Devices must not be capable of absorbing water.

Devices must adapt to the anatomical bend of the athlete's spine and lay flat against the body. The top edge of the back protector must be situated in the area of the spinal column. Fastening of the back protector may take place with a stomach belt, straps, or suspenders. The maximum thickness must be in the middle part and should not exceed 45 mm; the thickness reduces towards the edges of the back protector. The back protector may be worn exclusively under the competition suit.

11.2.6.2 Recommendation: It is recommended that all competitors wear back protection.

11.2.6.3 Ski class requirement: All Ski competitors, except for freestylers, are required to wear a spinal column protection device.

11.2.6.4 Device requirements: Spinal column protection devices (back protector) can be rigid or of soft material that is capable of absorbing and distributing an impact sufficiently to reduce injury. Devices must not be capable of absorbing water.

11.2.6.5 Rider responsibility: It is the sole responsibility of the competitor to insure he or she has adequate back protection.

11.2.7 Eye protection: Eye protection in the form of shatterproof goggles or face shield is required for all competitors except those competing in Freestyle competition.

11.2.8 Footwear: Footwear is highly recommended for all competitors.

11.2.9 Leg protection – It is highly recommended that runabout riders wear rigid or semi-rigid guards to protect their legs from potential impacts.

11.3 OPERATOR SAFETY

11.3.1 No competitor shall participate in a Pro Watercross sanctioned event with any type of splint, including but not limited to, a cast or brace applied to his or her body, without written approval from a doctor and approval by the Race Director of the event.

11.3.2 Drugs / Alcohol: No person shall be allowed to operate a watercraft if it is determined that the individual is under the influence of alcohol or drugs.

11.3.3 Drug testing: Random tests for drugs and alcohol may be conducted at the discretion of Pro Watercross Racing.

SEE SUBSTANCE ABUSE POLICY

11.3.4 Denial of participation: It is the Race Director's authority to deny participation of any competitor that, if in the opinion of the Race Director, the competitor may be hazardous to the other participants, spectators, or themselves.

11.3.5 Improper conduct: If the Race Director deems that any participant is exhibiting dangerous or unsportsmanlike conduct at any time during a sanctioned event, the participant may be fined, penalized, or removed from an event.

11.3.6 Signaling after separation: Competitors separated from their watercraft should wave a hand over their head and give a thumbs up to signal race officials that they are uninjured and "okay".

11.3.7 Competitor interference: After crossing the finish line, a competitor/watercraft shall not interfere with any other competitor/watercraft still in the race so as to affect the time of such watercraft at the finish or create a safety hazard.

11.4 PERSONAL WATERCRAFT SAFETY REQUIREMENTS

11.4.1 Lanyard, stop switch: All watercraft must have a properly working, lanyard/tether engine stop switch installed. Modifications made to the lanyard-/tether engine stop switch, using tape, wire, or any other material whatsoever that can be removed by the rider or pit crew during or immediately following a competition event are not allowed. Engines may idle at any time, provided that the lanyard is connected. See section 24.5 for additional Lanyard rules.

11.4.2 Water discharge: All external water discharge ports/bypass outlets must deflect water downwards or in a fashion that will sufficiently disperse water without causing a hazard to other riders.

11.4.3 Pre-race inspection: All watercraft will be required to pass a pre-race safety inspection before being allowed to practice or compete. The Technical Director or Race Director may remove a watercraft from competition that does not meet safety requirements.

11.4.4 Damaged safety equipment: Damaged or broken safety equipment not detected before or during a race is not grounds for disqualification after completion of that race, unless rider is black flagged during that event.

- 11.4.5 Nose bumper:** It is mandatory that all watercraft be equipped with permanently affixed nose bumpers except for watercraft not equipped with bumpers as original equipment. If plastic or metal hull supports are used, all edges must be smooth so not to create a hazard.
- 11.4.6 Tow loop:** All watercraft must have a flexible tow loop or tow strap attached to the bow of the watercraft. The tow loop should be made of some type of flexible material (example: plastic coated braided steel, nylon strap, etc.) so as not to create a hazard. Watercraft equipped with tow hooks that protrude beyond the plane of the hull must remove the tow hook. It is the rider's responsibility to provide an adequate tow strap on the front of their watercraft. Racers failing to have a tow strap on their watercraft, or having a tow strap that breaks while in tow, may be fined and/or disqualified at the discretion of the Race Director.
- 11.4.7 Single rider:** The maximum number of riders per watercraft in a competition event is one. Multiple riders may be allowed for events such as a poker run provided the watercraft is coast guard approved for the number riders on board.

12. COMPETITION RULES

12.1 HOMOLOGATION

- 12.1.1 New model eligibility:** To be eligible for the World Championships competition, new models must be homologated a minimum of 30 days prior to the first day of competition.
- 12.1.2 Requirements:** For a manufacturer to be eligible to race in a Pro Watercross sanctioned racing events the manufacturer must meet the following requirements.
- 12.1.3 Production count:** The manufacturer must produce a minimum of 50 identically manufactured units of a model and make those units available for sale through a normal distribution network established for the purpose of selling watercraft in the United States of America.
- 12.1.4 Approval:** Only upon formal approval from Pro Watercross will the watercraft be eligible to race in Pro Watercross sanctioned events.
- 12.1.5 Technical data requirement:** The manufacturer must provide Pro Watercross with a current service manual, owner's manual, parts catalogs, and additional technical information for each model the manufacturer would like to homologate.
- 12.1.6 Test units:** The manufacturer must provide Pro Watercross, upon request, a production model watercraft and/or separate components for examination and testing for each model considered for homologation. The items will be returned after completion of examination and testing.
- 12.1.7 Mid-Year changes:** Mid-year production changes to a homologated model must be approved by the Pro Watercross. Pro Watercross should be notified of any and all changes and updates to homologated models.
- 12.1.8 Eligibility change:** Pro Watercross reserved the right to reuse, withhold, or withdraw a homologated watercraft or component for reasons deemed to be in the best interest of the sport and racing in the United States.
- 12.1.9 Proof of compliance:** The manufacturer must supply proof to Pro Watercross that they have met the homologation requirement set forth in the Pro Watercross rulebook. If a physical inspection of distribution facilities be deemed necessary to prove that the manufacturer has met the homologation requirement, the manufacturer is responsible for all reasonable expenses related to a Pro Watercross official inspection of the distribution facility.

12.2 GENERAL RULES

- 12.2.1 Overview:** The rules and conditions governing a race shall apply to all watercraft in such race.
- 12.2.2 Governance:** While on the water, a competitor shall be governed by all rules, from the time of leaving the pits and until returning to the pits.
- 12.2.3 Scoring Stand access:** The owner of a competing boat, or his crew, shall not be allowed on the premises used and occupied as the Scoring Stand by the Race Committee after the preparatory signal has been given until the last boat has finished the race. If requested to come to the Scoring Stand, the owner or crew may do so, but shall immediately depart there from when the matter which prompted the request has been attended to. Failure to leave the Scoring Stand when requested will subject to disqualification of the boat owned or operated by the party so refusing. The Race Committee may designate a riders' representative to act as agents for all riders in matters that come before the Race Committee and Race Director.

12.2.4 Incident liability: No owner, rider, contestant, or representative thereof will hold any other owner, rider, contestant, or representative thereof liable for any personal injuries or damage resulting from an accident of racing occurring in a sanctioned race, except as a result of deliberate collision or other premeditated acts of unsportsmanlike nature. The question whether the act was deliberate or premeditated shall be determined by the Race Director, subject to review by Pro Watercross.

12.2.5 Suspended person's participation: No person who has been expelled from Pro Watercross sanctioned race or who is under suspension from the Pro Watercross sanctioned event shall be permitted to officiate or assist in any capacity in connection with a sanctioned race or participate in such race as a committee member, rider, mechanic, or holder.

12.3 FLAG SIGNALS

12.3.1 Overview: The use of flags is the primary communication between racers and officials. Flags will be displayed on the starting tower and by course officials. It is the rider's responsibility to pay attention to the flags displayed. Riders not adhering to flag signals may be disqualified or penalized. All flags should be a minimum of two feet by two feet in size. Brief descriptions as to their purpose are as followed:

12.3.2 Green Flag: Signifies course is clear and the race is in progress.

12.3.3 Yellow Flag: Signifies there is a hazard on the course. When a yellow flag is displayed, riders should continue racing in a safe manner being mindful that a hazard exists on the course. Competitors may be penalized if they race in an unsafe or improper manner in the vicinity of the hazard. This would include not slowing down or staying a safe distance from a downed rider or stalled watercraft.

12.3.4 Red Flag: Signifies an immediate stop to the race in progress. Regardless of where riders are on the course they are to return to the starting line unless otherwise instructed at the riders' meeting or by a race official. The Race Director has the discretion of stopping a race at any time for any reason deemed necessary to ensure the safety of the event.

12.3.5 Black Flag: This flag signifies to the designated rider that they are to immediately leave the course and report to the Race Director. The black flag does not signify a penalty or disqualification. In the event that the designated rider does not obey the black flag penalties may be given.

12.3.6 Blue Flag w/Diagonal Yellow Stripe: Signals that a rider is being overtaken and lapped by a faster rider. The slower rider must make way for the overtaking rider(s) to pass safely. Failure to obey this flag may result in a penalty.

12.3.7 Crossed Checkered and White Flags: Signals the mid-point of the race. If an event has an odd number of laps this display will occur on the even numbered lap that is past the mid-point in the race. (In a 7 lap event this would be displayed on lap 4).

12.3.8 White Flag: Signifies one lap is remaining in the race or event.

12.3.9 Checkered Flag: Signifies the completion of the race or event. Passing the checkered flag indicates the finish of the race. **Red Flag and Checkered Flag:** If the red flag is shown with the waving checkered flag, it signifies the end of the race before the full competition of laps due to a extreme hazard on the track.

12.4 COURSE MARKINGS, NEGOTIATION AND PENALTIES

12.4.1 Overview: The course will be marked with a set of clearly identifiable floating markers. While some Event Organizers use different colors than those listed below, the following is the basic description of buoy colors and their meaning at the majority of races. Every boat must negotiate the course without destroying, damaging, or dislodging any buoy unless forced to do so by another boat. In that event, only the offending boat will be disqualified or penalized at the discretion of the Race Director.

12.4.2 Red Buoy: A red buoy indicates a left turn. Two or more red buoys may be put in a line to form a large sweeping left-hand turn.

12.4.3 Yellow Buoy: A yellow buoy indicates a right turn. Two or more yellow buoys may be put in a line to form a large sweeping right-hand turn.

12.4.4 Penalty Buoy: The penalty buoy is to be used in the case of a missed buoy. The penalty buoy may be any color buoy that is designated by the Race Director and stands out and away from all other buoys on the racecourse. If a rider fails to properly negotiate, or misses a buoy, that rider must properly negotiate the penalty buoy instead of reattempting the missed buoy. The penalty buoy must be negotiated on the same lap that the missed buoy occurred unless the penalty buoy is not located as the last buoy on the course. In this case the penalty buoy may be negotiated on the following lap. Only one missed buoy per lap may be rectified by negotiating the penalty buoy.

- 12.4.5 Checkered Buoys:** Checkered buoys indicate the Start/Finish line. A rider must pass through these buoys for a lap to be counted.
- 12.4.6 White/Other Color Buoys:** These buoys are special purpose markers and are used to mark such things as the outside lane of a racecourse utilizing a two-lane split start, turns on the Slalom event or the merge lane in the case of a “split” type racecourse. Long “hot-dog” inflatables are also used to establish a merge lane on a split-type racecourse. Other Color buoys are often used on the outside of the racecourse to control boat traffic from entering the racecourse. The specific purpose of specially colored buoys will be reviewed by the Race Director during the rider’s meeting.
- 12.4.7 Negotiating Buoys:** Every rider must clearly negotiate the nose of their watercraft around every buoy defining the racecourse without destroying, damaging, or dislodging any buoy unless forced to do so by another watercraft. In that event, only the offending competitor may be disqualified or fined at the discretion of the Race Director.
- 12.4.8 Missed Buoys:** Any buoy not cleared by the nose of the watercraft will be considered a missed buoy. Riders missing a buoy are subject to a penalty. Closed-course competitors missing a buoy will be assessed a one lap penalty unless they follow the approved procedure for negotiating the penalty buoy. Crossing over the line created by the merge lane buoys constitutes a missed buoy. Missing a checkered / finish line buoy cannot be rectified by negotiating the penalty buoy and is an automatic 2 position penalty. If a rider misses a buoy without making any attempt to negotiate the buoy, will result in a one lap penalty regardless of whether he negotiates the penalty buoy. **Under no circumstances should a rider circle back in an attempt to renegotiate a missed buoy. Renegotiating a missed buoy will result in a penalty and possible disqualification from the race.**
- 12.4.9 Finishing an event:** The rider and their watercraft will be considered as a unit to constitute a finish. Upon the completion of a race riders should continue through the finish line being mindful that other riders are still racing behind them. After crossing the finish riders are to leave the course immediately in a safe and controlled manner. Riders may be required to report to the technical inspection area for post-race inspection.
- 12.4.10 Switching Boats between Races – Closed Course:** The use of a second or backup watercraft in a second moto, semi-final, or final will be allowed provided that there is damage to the first watercraft that makes it unusable or a hazard. Once a switch has been made to a second watercraft switching back to the initial watercraft at that event must be approved by the tech inspector. The second watercraft must meet all class and safety regulations. For those choosing to switch boats between a moto and/or final, the rider will be penalized his or her line position and must report to the Race Director. The Race Director will instruct the competitor that has switched boats what position on the line he or she will line up in. Failure to notify the Race Director and Technical Director for switching boats will result in a penalty and/or disqualification.
- 12.4.11 Switching Boats during a race – Closed Course/Supercourse/Offshore/Endurance:** Once a competitor officially starts a race switching to a secondary boat is prohibited.

13. COURSE/PIT REGULATIONS

13.1 COURSE REGULATIONS

- 13.1.1 Riding Tune-Up/Practice Area:** On the water tuning will be performed in the proper area only when available. Competitors must consult with the Race Director to determine the proper tune-up area at each event. The tune-up area should be held in an area, completely free of obstructions, which provides adequate and safe run-off areas at the end so competitors may slow down and exit safely. All competitor entry fees must be paid before a competitor may use the designated tune-up area. All competitors and pit crew using the tune-up area must have signed the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and be wearing the event specific wristband. All appropriate safety gear and tethers are required in the tune-up area. Riders in this area must obey local boating laws and must ride in a safe manner.
- 13.1.2 Riding on the Racecourse:** Riding on the race course at any time other than a rider’s scheduled practice or race is not allowed without permission from the Race Director. This includes before, during and after a racing event.

- 13.1.3 Reckless/Dangerous Riding:** Riding in a reckless or unsafe manner, unnecessary bumping, crowding, chopping, blocking, deliberate striking of another rider, damaging of a course marker buoy, or unsportsmanlike conduct on or off the racecourse, may result in a penalty and possible expulsion from the event. The Race Director may at his discretion impose penalties on an entire team or group of individuals depending on those involved in the infraction
- 13.1.4 Blocking:** The deliberate blocking of a faster machine is not allowed. The Race Director may at his discretion impose a penalty for such an infraction.
- 13.1.5 Spin Outs:** In the event of a spinout the rider is allowed to continue the event but must wait until the course is clear and may not impede the progress of any other rider while turning around and rejoining the race. At no time is a rider allowed to drive in the wrong direction on the racecourse.
- 13.1.6 Obstruction:** In the event that a watercraft becomes disabled on or near the racecourse, it is the responsibility of the rider to move their watercraft from the course in a safe manner as soon as possible.
- 13.1.7 Passing:** When passing it is the responsibility of the overtaking rider to do so in a safe manner without causing the rider being passed to alter their course
- 13.1.8 Lapping:** Riders being lapped may continue racing but are required to move over and provide the overtaking rider the most direct route to pass.
- 13.1.9 On-Course Assistance:** Only course officials may provide assistance to a rider on the racecourse. In the event of a mechanical failure, the watercraft must be pulled completely off of the course prior to receiving assistance. Riders re-entering an event must do so in a safe manner or be subject to a penalty at the discretion of the Race Director. Competitors receiving on course assistance may receive a on lap penalty.

13.2 PIT REGULATIONS

- 13.2.1 Pit Vehicles:** Motorized support vehicles (e.g., pit bike, motorcycle, minibikes, go-peds etc.) will be allowed in the pit area only when they are authorized by the Race Director. Such vehicles are limited to the purpose of transporting watercraft and equipment only and are subject to a maximum speed of 5mph. Operators may be required to wear a helmet. Participants abusing this privilege may be fined and/or have vehicles impounded. Minimum age rules may apply at some events for pit vehicles.
- 13.2.2 Pit Vehicle Identification Plate:** At certain events pit vehicles will be required to have the competitor's race number affixed to the front and back of the pit vehicle for easy identification by Pro Watercross race officials. Notice will be provided for events having this requirement.
- 13.2.3 Pit Passes/Wristbands:** All competitors, mechanics, and other pit crew members must sign the Pro Watercross Waiver and Release and wear the appropriate pit pass at all times while participating in the event. Improper usage of pit passes will be grounds for discipline and/or fine.
- 13.2.4 Animals:** No aggressive animals will be allowed at the race site. All animals must be on a leash. Some events sites may not allow animals on the site at all or on the beach area. If so, event organizers should publish the rule on web sites and flyers and all competitors must abide by the published rules.
- 13.2.5 Fire Extinguishers:** At least one dry chemical fire extinguisher must be readily accessible in each rider's pit area where fuel is present.
- 13.2.6 Fuel Containers:** All fuel containers should be marked "Flammable" or "Gasoline" and be placed in a safe area at least 15 feet from any open flame.
- 13.2.7 No Smoking:** Smoking is not permitted in the pit areas or near any fuel containers.
- 13.2.8 Inspection of Fuel Containers:** Fuel containers will be subject to inspection by and approval of the Race Director and local fire marshal, if applicable.
- 13.2.9 Fuel Disposal:** Under no circumstance is the disposal of fuel or lubricants allowed. Any competitors, mechanics, and other pit crew members disposing of fuels or lubricants in the pit area, on the racecourse or race site by pouring or spilling fuels or lubricants will be subject to penalty and/or fine.

14. CLOSED COURSE - GENERAL PROCEDURES

14.1 GENERAL STARTING PROCEDURES

- 14.1.1 Additional Starting methods:** Additional start or restart methods not listed in this section may be used with the prior approval of Pro Watercross.
- 14.1.2 Practice starts:** No warm-up or practice starts will be allowed during staging process.
- 14.1.3 Starting method penalty:** A competitor may be penalized if their method of starting interferes with another competitor's start.

- 14.1.4 Damaged watercraft:** If a watercraft that is damaged to the extent that it creates a hazard to spectators, participants or the competitor may be prohibited from competition at the discretion of the Race Director
- 14.1.5 Course entry:** All watercraft must enter the racecourse, for both practice and racing, through the starting area only. Entry from the pit area is not allowed.
- 14.1.6 Holders and Mechanics:** Ski classes are allowed one (1) holder for the start plus one (1) mechanic in the staging area. Junior Ski 10-12 class riders are allowed two (2) holders for the start plus one (1) mechanic in the staging area. Runabout classes are allowed two (2) holders for the start plus one (1) mechanic in the staging area. The Race Director may allow more holders depending on water conditions. Once the 2-minute card is shown, the mechanics must move to the back of the starting area. All other persons except officials or designated media personnel must be out of the starting area.
- 14.1.7 Staging:** Watercraft must be pushed or ridden at idle to the starting line. All competitors must assemble in the “staging area” and be ready to race while the race prior to their race is in progress. It is the competitor’s responsibility to know which heats and at which times they are scheduled to compete.
- 14.1.8 Position forfeiture:** If a competitor is not on the line at the ½ way point of the race prior to theirs, the competitor forfeits their position on the line or may receive an alternate penalty at the discretion of the Race Director.
- 14.1.9 Back-to-back Races:** If a competitor is competing in a back to back race, a representative of the competitors must be on the starting line in their place unless other arrangements have been made with the staging official.
- 14.1.10 Race Forfeiture:** If a competitor is not at the starting line at the start of their event, they forfeit their opportunity to race the event.
- 14.1.11 Number of riders per race:** The maximum number of watercrafts per Closed Course heat should not exceed the following number of riders:

CLASS	SKI CLASS	SPORT CLASS	RUNABOUT CLASS
JUNIOR	12 (14*)	12 (14*)	N/A
BEGINNER	12 (14*)	12 (14*)	10 (14*)
NOVICE/AMATEUR	14 (16*)	12 (16*)	12 (16*)
EXPERT	16 (18*)	16 (18*)	14 (18*)
PRO/PRO-AM	18 (20*)	18 (20*)	16 (20*)
* If a dual start first turn course design is used.			

Position assignment: The method for determining starting lineup in a heat or qualifying race is through a random selection by the computer/software and determines the lineup for the first heat/moto. If race software is not available, positions will be drawn through other methods. The number drawn will be the starting position, from the pole to the outside. (The pole position is always the position closest to the first turn buoy.) Starting-line positions for main events are determined by finish positions in heat or qualifying races. At the Race Director’s discretion, competitors may be given their choice of starting-line position for main events based on their qualifying position. If a split start is used: The inside pole will be position 1 with all odd number positions progressing away from the pole on the inside split (1,3,5,7...); The outside pole will be position 2 with all even number positions progressing away from the pole on the outside split (2,4,6,8...). See: APPENDIX C: STARTING POSITION ASSIGNMENT DIAGRAM

- 14.2 RUBBER BAND / SHORE START:** The race start procedure for a rubber band / shore start is as follows:
- 14.2.1 Positioning:** When a rubber band type starting gate is used, all riders must position the nose of their boats no more than 2 feet (60cm) from the rubber band unless otherwise specified at the time of the start. All watercrafts are required to be at a dead stop until the band is released. Running starts are not allowed. Riders should stay clear of the area around the rubber band attachment poles at either end of the starting gate to avoid any chance of being hit by the rubber band as it releases.
- 14.2.2 Starting Card:** The starting card is displayed by the starting official (starter) and is used to signal the riders for the start of an event. The card is double sided with a “1” and “2” displayed on opposite sides. The card may be held by the starter or mounted on a pole next to the starter.
- 14.2.3 Start Procedure:** The starter will signal the competitors to start their engines. Using the starting card system, the starter will show the “2” card. The starter will look to each competitor for them to acknowledge they are ready, beginning with the rider furthest from the starter. The starter will rotate the

card to show the “1” and within seconds the pole will be dropped to the down position, or in the case of a handheld card, the card will be turned sideways, signaling the race will start any moment. Competitors will turn their focus to the starting gate itself and the race will start when the starting gate is tripped.

14.2.4 “2 Minute Hold”: A single 2-minute start delay (2 Minute Hold) may be granted per race start or restart. A delay will only be granted while the “2” card is displayed. Once the starter has displayed the “1” card the start of the race cannot be delayed. Both boat and competitor must be on the starting line in order to receive a two-minute hold.

14.2.5 Starting stance – Ski: Ski competitors are not allowed to place knees or feet in tray before the race starts. Both feet must remain flat on the ground. The exceptions are:

14.2.5.1.1 Junior Ski 10-12 competitors are allowed to have both knees in the tray prior to the start of the race.

14.2.5.1.2 Junior Ski 13-15 competitors are allowed one knee in the tray prior to the start of the race.

14.2.6 Starting stance – Runabout: Runabout and Sport class competitors may sit or stand for the start.

14.2.7 Racing stance – Ski: All ski riders must be in the standing position immediately after the start of the race and well before reaching the first turn buoy.

14.2.8 Starting aids: No competitor or Holder will be allowed to use special devices (i.e.: milk crates, cinder blocks, rocks, ropes, etc.) to aid his or her starting procedure unless all competitors are given the same opportunity and it is announced by the Race Director. Competitors not obeying these rules will be penalized.

14.3 MOVING/ROLLING START – PACE BOAT: The race start procedures for a moving/rolling start are as follows:

14.3.1 Staging: Competitors will line up behind the pace boat in the order that is determined before the start of the race. Pole position is the first position closest to the inside of the first turn buoy. Starting positions may also be determined by the finish of previous heat or qualifying races.

14.3.2 Start procedure: When all competitors are aligned in their correct positions, the course marshal will blow his whistle and display a green flag in the horizontal position. This signals all competitors to start their engines and proceed forward at a slow pace behind the pace boat.

When watercrafts are lined up to the satisfaction of the course marshal, the course marshal will wave the green flag to signal the start of the race.

14.3.3 “2 Minute Hold”: There will be a 2-minute hold allowed prior to the green flag being displayed horizontally. Once the green flag is displayed horizontally a competitor may not call for a 2-minute hold. The competitor will signal for a 2-minute hold by waving their hand above their head and signaling the course marshal. Only one 2-minute hold will be granted unless the race is officially restarted. If difficulties develop after the green flag drops, the competitor may continue to race or withdraw from the race. If a competitor withdraws to the pit area during the race, the competitor is not eligible for a second start in the event of a restart.

14.3.4 Alignment: Boats may not be more than one boat length ahead or behind of each other for the start. Competitors failing to align themselves properly behind the pace boat at the start of the race will be penalized with a false start.

14.3.5 Starting position - Ski: Ski competitors must keep at least one knee in the tray until the course marshal officially starts the race. In rough water the course marshal may require competitor to keep both knees in the tray before the race is officially started. Competitors will be penalized one (1) lap for standing up in the tray before the course marshal waves the green flag and officially starts the race. All competitors must be in the standing position immediately after the race is started and well before the first turn buoy.

14.3.6 False starts: In the event of a false start, the race will be red flagged. The competitor / competitors who are at fault for the red flag will re-start forming a second line behind the other competitors in the race.

14.3.7 False start definition: A false start shall be defined as follows:

14.3.7.1.1 Any competitor who brings his watercraft on plane before the green flag is waived.

14.3.7.1.2 Any competitor who aligns himself more than one (1) machine length ahead of one or more of other machines in the starting lineup.

14.3.7.1.3 Any competitor that fails to align himself with the pace boat.

14.3.8 Starting method penalty: The course marshal may disqualify or penalize a competitor if the competitor’s method of start interferes with other competitors.

14.4 MOVING/ROLLING START – SHORE/FLAG TOWER

14.4.1 Start Procedure: The shore / flag tower start procedure is the same as that previously listed moving / rolling start procedure except that the green flag signals will be displayed from a flagging tower or another previously determined position on the shore. The course marshal will stage the competitors behind the pace boat at which point the competitors will watch for the starting signal from the shore / flag tower.

14.5 GENERAL RESTART PROCEDURES

14.5.1 Reasons for a restart: A race may be restarted at the discretion of the Race Director and may be from any number of reasons such as: a jumped start, loose buoy, an accident on the first lap involving several competitors, a competitor not holding their line to the first turn, or a downed competitor whose presence potentially creates a hazard.

14.5.2 Red Flagged start: In the event of a red flagged start all competitors will immediately return to the starting line in a safe manner. The competitor causing the restart of a race may be penalized at the discretion of the Race Director.

14.5.3 Restart eligibility: If the race is restarted, competitors that were not on the starting line with their watercraft at the time of the original start are not eligible to participate in a restart. As long as both the watercraft and competitor are on or behind the starting line, even if the competitor never enters the race, the competitor is eligible to participate in a restart as long as the race is stopped before two laps have been scored. If the lead competitor has completed their third lap and the race is stopped, a competitor that has not entered the race is not eligible to participate in the restart. In the case of multiple restarts, competitors not on or behind the starting line for each of the previous starts are not eligible to participate in the race.

14.5.4 Jump starts: A competitor who jumps the start and causes a restart must restart in the same position with a dead engine. The competitor must remove the lanyard from the engine stop switch and hold it with his/her arm extended overhead. The competitor must be standing or sitting in an upright position. After the green flag is waved or the starting gate is tripped, the lanyard may then be connected, and the engine started. If a rider subjected to a dead engine penalty plugs in a backup lanyard, while the primary lanyard is held above their head they will receive an automatic disqualification and are subject to be fined.

14.5.5 Total restart: Any race restarted with less than three completed laps will be given a total restart. Competitors will be assembled at the starting line in the same order as the original start. Scoring from any completed laps will be negated. Any competitor penalized on the original start will be required to restart under the same penalty.

14.5.6 Rolling restart: Any race restarted after more than half of the total laps of a race are completed may use a rolling restart. The competitors will be positioned in a single-file line in the order of the last completely scored lap. The competitors will be led around the course in single file at slow speed, maintaining one boat length between them. The starter will wave the green flag and competitors will resume racing. No passing will be allowed until the green flag has been waved by the starter.

14.5.7 Sequential restart: Any race restarted after more than half of the total laps of a race are completed may use a sequential restart. Competitors will be assembled at the starting line in order of the last completely scored lap. The starter will signal each rider individually on when they are to leave the starting line and continue racing.

15. SLALOM GENERAL PROCEDURES

15.1 GENERAL REGULATIONS

15.1.1 Run requirements: Each competitor will be allowed two runs with a maximum of one minute between each run. The same watercraft must be used in both slalom runs per class.

15.1.2 Transponders: Transponders should be used whenever available.

15.1.3 Missed buoys: A competitor failing to properly negotiate a course buoy in slalom will be penalized 10 seconds for each buoy missed unless he or she goes back to pick up the buoy in the proper direction.

15.1.4 Tie breaker: The finishing position tie breaker for slalom events is a competitor's second fastest run (i.e.: assuming two or more riders have identical best runs), the competitor with the best second-fastest run will receive the higher ranking. If still tied, the event will be scored as such, and the position will be considered a tie.

16. FREESTYLE GENERAL PROCEDURES

16.1 GENERAL REGULATIONS

- 16.1.1 Running order:** Freestyle competitors will draw for their starting order prior to the event. Competitors that are not in attendance at the time positions are drawn will go first. Starting order may be picked by computer.
- 16.1.2 Routine starting signal:** Each freestyle competitor must signify the start of his or her routine with a wave of the hand over their head or by executing their first trick.
- 16.1.3 First trick notification:** Pro Freestyle competitors are required to notify the head judge what his or her first trick will be.
- 16.1.4 Routine length and signals:** The standard time for a Freestyle routine is a two-minute time limit. A horn (2 short blasts) and/or rolled up flag held in the air will be used to notify a competitor when there is 15 seconds left in their routine. A horn (1 long blast and/or waived red flag) will be used to notify competitor that time is over, and their routine is over.
- 16.1.5 Qualifiers:** Freestyle competitions that require qualifying for the final event will compete using a one-minute routine.
- 16.1.6 Trick approval:** Tricks, stunts, or other maneuvers that may create a hazard to the competitor, spectators, pit crew or officials must be approved in advance by the Race Director. All props must also be approved by the Race Director and any prop that could create a hazard to the competitor, spectators, pit crew or officials is not allowed in competition.
- 16.1.7 Course markers:** Competitors damaging any official course marker buoy or inflatable are subject to disqualification or other penalties.
- 16.1.8 Rider and equipment limitation:** Freestyle is a single person competition and only one watercraft may be used during competition.

16.2 SCORING

- 16.2.1 Judges and scale:** Freestyle will be judged by three to seven persons scoring on a scale of “1 to 10,” with “10” being best, decimals of each number may be used. For example, 8.5, 8.6, 8.7 etc..
- 16.2.2 Scoring guideline:** A freestyle routine of greater difficulty with minimal mistakes will be scored higher than a routine of lesser difficulty with fewer or no mistakes.
- 16.2.3 Minimum time:** No score or points will be awarded to freestyle routines that are less than one minute in length.
- 16.2.4 Minimum score:** The judges will award a score of at least “5” if the full two-minute freestyle routine has been completed.
- 16.2.5 Ties breakers:** Should an event result in a tie for first place, each competitor in the tie will perform a one-minute routine. Ties for all other positions will be broken by re-adding the high and low scores that may have been thrown out to calculate their original total score. If no high and low scores were thrown out to calculate the original total score, the highest single score will be used to break the tie. If still tied, the next highest individual score will be used and so on.

17. SUPERCOURSE, OFFSHORE & ENDURANCE EVENTS – GENERAL PROCEDURES

17.1 STARTING PROCEDURES

- 17.1.1 Staging:** Watercraft must be pushed or ridden at idle to the starting area. All competitors must assemble in the starting area and be ready to race at the time designated in the rider’s meeting. For any simultaneous start all watercraft should be spaced an equidistance apart with a recommended separation of no more than 91cm (3 feet). All watercrafts must be facing directly away from shore or in the direction of the first turn.
- 17.1.2 Position assignment:** The order in which competitors line up for a start may be assigned based on a specific criteria, a random selection or be on a first come first pick basis. The method used for starting line position selection is up to the discretion of the Race Director.
Recommendation for selecting positions for moto 1 at an event is to utilize selecting numbered balls from a suitable container. Balls will be numbered to correspond with the number of positions available on the starting line. Riders will select a ball from the container in the order in which they entered the event. The number on the ball selected will indicate the individuals starting position. A rider not in staging at the time

for their turn to select will be relegated to drawing their selection after the other riders have made their selections.

- 17.1.3 Support team:** A maximum of one mechanic and one holder will be allowed in the starting area for each competitor unless otherwise determined by the Race Director.
- 17.1.4 Starting aids:** No competitor or Holder will be allowed to use special devices (i.e.: milk crates, cinder blocks, rocks, ropes, etc.) to aid his or her starting procedure unless all competitors are given the same opportunity and it is announced by the Race Director. Competitors not obeying these rules will be penalized.
- 17.1.5 Practice starts:** No warm-up or practice starts will be allowed during staging process.
- 17.1.6 Starting method penalty:** A competitor may be penalized if their method of starting interferes with other another competitor's start.
- 17.1.7 Damaged watercraft:** If a watercraft that is damaged to the extent that it creates a hazard to spectators, participants or the competitor may be prohibited from competition at the discretion of the Race Director
- 17.1.8 Course entry:** All watercraft must enter the racecourse, for both practice and racing, through the starting area only. Entry from the pit area is not allowed.
- 17.1.9 Race Forfeiture:** If a competitor is not at the starting line at the start of their event, they forfeit their opportunity to race the event.

17.2 TYPES OF STARTS

- 17.2.1 LeMans:** In a LeMans start, riders are positioned a predetermined distance from their watercraft. All competitors will be an equal distance from their watercraft. At the signal from the starter the competitors run to their watercraft, connect their lanyard to the start switch, start the engine and enter the racecourse. The LeMans start may be used to start individual classes or the entire field of competitors at an event.
- 17.2.2 Rear-Jump:** In a Rear-Jump start, riders stand behind their watercraft with both hands holding the back of their watercraft. At the signal from the starter the rider will board the watercraft, connect their lanyard to the start switch, start the engine and enter the racecourse. A holder is not typically allowed for a Rear-Jump start. The Rear-Jump start may be used to start individual classes or the entire field of competitors at an event.
- 17.2.3 Timed:** In a timed start, competitors start one at a time separated by a set timed interval. Upon completion of the event each individual's finishing time will be corrected based on their start time.
- 17.2.4 Moving/Rolling:** See Moving/Rolling start under Closed Course starts, section 14.3.

17.3 GENERAL RESTART PROCEDURES

- 17.3.1 Reasons for a restart:** A race may be restarted at the discretion of the Race Director and may be for any number of reasons such as: a jumped start, loose buoy, an accident involving several competitors, a competitor not holding their line to the first turn, or a downed competitor whose presence potentially creates a hazard.
- 17.3.2 Red flag stoppage:** In the event of a red flag stoppage, all watercrafts will be brought to a halt. Course officials will instruct the riders when to move their watercraft and how to proceed. The competitor responsible for the stoppage of a race and any subsequent restart may be penalized including not being able to participate in the restart. The method of restarting will be determined by the Race Director and may be a total restart depending on when in an event the stoppage occurred.
- 17.3.3 Red Flagged start:** In the event of a red flagged start all competitors will immediately return to the starting line in a safe manner. The competitor causing the restart of a race may be penalized at the discretion of the Race Director.
- 17.3.4 Restart eligibility:** If the race is restarted, competitors that were not at the starting line with their watercraft at the time of the original start are not eligible to participate in a restart. In the case of multiple restarts, competitors not at the starting line for each of the previous starts are not eligible to participate in the race.
- 17.3.5 Jump starts:** A competitor who jumps the start and causes a restart will be penalized.
- 17.3.6 Total restart:** Any race restarted with less than a predetermined portion of the race completed will be given a total restart. Competitors will be assembled at the starting line in the same order as the original start. Scoring from any completed portion of the event will be negated. Any competitor penalized on the original start will be required to restart under the same penalty.

17.3.7 Rolling restart: If a race is stopped after the halfway point of total laps completed and a restart is required, a rolling pace start may be used. The competitors will be positioned in a single-file line in the order in which their position when the event was halted. The competitors will be led around the course in single file at slow speed, maintaining one boat length between them. The starter will wave the green flag and competitors will resume racing. No passing will be allowed until the green flag has been waved by the starter.

17.3.8 Sequential restart: Any race restarted after a predetermined portion of an event is completed may use a sequential restart. Competitors will be assembled at the starting line in the order of their position when the event was halted. The starter will signal each rider individually on when they are to leave the starting line and continue racing.

17.4 GENERAL COURSE REGULATIONS

17.4.1 Additional rules: The following rules are in addition to those found in section 12.4 Course Markings, Negotiations and Penalties. The rules in this section supersede those rules.

17.4.2 Competitors Responsibility: In long distance events, competitors are responsible for notifying the nearest race official of any injured competitors or disabled craft on the racecourse. It is required that a competitor provide assistance to any injured competitor in a dire situation unless providing that assistance will put their life in imminent danger.

17.4.3 Course Abandonment: A competitor dropping out of an event is responsible for contacting the Race Director within a reasonable amount of time indicating the competitor and / or team are no longer in the event. A competitor or team may be penalized for failure to notify the Race Director within a reasonable amount of time.

17.4.4 Missed Buoys: The Missed Buoy rules from section 12.4 apply.

17.5 FUEL SYSTEM, FUELING, AND PIT STOPS

17.5.1 Fuel system: The entire fuel system is a closed system and may not vent or spill fuel with the watercraft at any attitude or angle, with or without the engine running. Original equipment fuel tank of the same model must be used and may not be modified. Fuel filler assembly may be aftermarket or modified. The fuel filler assembly must be mounted thru the deck or through a plate that completely blocks off a storage opening. No fuel filler assembly may be used that may allow fuel to spill into the engine compartment. Fuel pickup assemblies and fuel filter(s) may be modified or aftermarket. Additional fuel filters are allowed. Fuel on/off valves assemblies may be modified, aftermarket or removed. Fuel cell foam may be added to the fuel tank. Fuel vapor/air separators may be used but must have an open line to the fuel tank at all times and may not exceed 2-inch x 6 inch. Additional fuel reservoirs are not allowed.

17.5.2 Designated Refueling Areas: Fueling and refueling are allowed only in the area designated by the Race Director.

17.5.3 Fueling method: The Race Director may disallow any method of fueling deemed to pose a potential hazard.

17.5.4 Fuel Bibs: Fuel bibs are required when refueling during a race. Riders may be penalized and/or disqualified for spilling fuel.

17.5.5 Speed limit: The maximum speed when entering and exiting the pit and refueling areas is 8kph (5mph). Penalties may be assessed for anyone exceeding this limit.

17.5.6 Fuel Cells: For specific long-distance races where refueling is not an option, fuel cells will be allowed at the discretion of the Event Organizer and approval by Pro Watercross. If allowed, the Event Organizer must announce to all competitors in the event, that fuel cells will be allowed a minimum of 60 days prior to the event. The fuel cell must be from an approved manufacturer. Current approved fuel cell Manufacturers are Aero Tec Laboratories (ATL) and Fuel Safe.

17.6 SPECIAL EQUIPMENT

17.6.1 To participate in Endurance/Offshore events, special equipment may be required by the Race Director and/or local authorities and may include, but is not limited to the following:

- Compass and/or other navigational equipment (GPS)
- Flexible tow loop attached to front of watercraft
- Tow rope
- VHF radio or cellular phone

- Drinking water and/or rations
- Radar reflector
- First Aid kit
- Flares or other signaling device
- Emergency repair kit and tools

17.7 PENALTIES

17.7.1 Stop and go / time penalties: Stop-and-go and/or time penalties for course and other infractions may be imposed by the Race Director. A rider signaled by the Race Director, or an appointed official must bring their watercraft to a complete stop in a manner so as not to create a hazard to oncoming riders and turn off the engine. When signaled by the official, the rider may restart the engine and continue racing. The rider must reenter the race in a safe manner and observe any lane speed limits. The length of stop-and-go and/or time penalties will be determined by the Race Director and explained at the riders meeting.

17.7.2 Speeding: Special speed limit rules may apply to certain areas of the racecourse and/or refueling areas. Any competitor failing to observe the speed limit rules may be penalized.

17.7.3 Prohibited areas: Any competitor entering an area prohibited to navigation may be penalized.

17.8 CLASSES for SUPERCOURSE, OFFSHORE & ENDURANCE EVENTS

2 classes are offered at this time, 200+ and 300+. The below list is intended to identify the most current watercraft for each of the classes. For any watercraft not listed please contact Pro Watercross, info@prowatercross.org, to determine which class is appropriate for that specific model. Watercraft in these classes utilize the Runabout Box Stock rules.

17.8.1 200+ Class Watercraft

Kawasaki:

STX 12F

STX 15F

Sea-Doo:

GTI 130

GTI LTD 155

GTR 215

GTR 230

GTR-X 230

Yamaha:

VX

VXR

VXS

17.8.2 300+ Class Watercraft

Kawasaki:

Ultra 250*

Ultra 300X

Ultra 310R

Ultra 310X

Sea-Doo:

RXP-X 260

RXP-X 300

RXT 260

RXT-X 260

RXT-X 300

Yamaha:

FX Cruiser

FX SHO*

FX SVHO

FZR SHO*

FZR SVHO

FZS SVHO

GP1800

18. TECHNICAL PROCEDURES

18.1 PRE-RACE SAFETY INSPECTION

- 18.1.1 What is inspected:** All competitors must present their watercraft and all safety equipment (helmet, spine protector, life jacket) to a mandatory pre-race safety inspection to the Technical Director and/or other official technical staff members at all Pro Watercross sanctioned events. The pre-race safety inspection does not certify that a watercraft is qualified or constituted as legal for class participation. Post-race technical inspections determine watercraft class qualification and legality.
- 18.1.2 Inspection decal:** An inspection decal will be placed on all watercraft that have passed the pre-race inspection. This decal is required on all watercraft competing at a Pro Watercross event.
- 18.1.3 Technical Director decisions:** The Technical Director may prohibit any watercraft from competition that does not meet Pro Watercross safety requirements. All aspects of modifications are contingent upon safety inspection by the Technical Director and other official technical staff members.
- 18.1.4 Damaged equipment:** Except for a lanyard or stop/start switch functionality, equipment that is inspected for safety that is subsequently damaged or broken during a race is not grounds for disqualification after completion of that race unless the driver is black flagged during the race in question.
- 18.1.5 List of inspection items:** A cursory list of items to be inspected can be found in: APPENDIX D: PRE-RACE SAFETY INSPECTION CHECKLIST

18.2 MANDATORY POST RACE INSPECTION

- 18.2.1 Details:** Post race inspection is used to verify that a watercraft is racing with legal modifications for the class in which it is being used. The Technical Director will determine the specifics of who will report to post race inspection and what parts will be inspected. The details of who needs to report for post-race inspection and the location of the inspection area will be provided during the rider's meeting. In general, the top three watercrafts in each class will report for the post-race inspection. All riders may be required to report to post race inspection after each heat or moto. After the final heat / moto for an event the specified watercraft will be impounded for inspection.
- 18.2.2 Inspection authority:** The Technical Director has the right to inspect any part of a watercraft competing at a Pro Watercross event to verify that it conforms to the rules allowed for the class in which it is being used. Any competitor refusing to allow the inspection of their watercraft, or any part of the watercraft, will be disqualified.
- 18.2.3** The watercraft's rider will be notified at the completion of the race if he or she is to remain in the designated technical inspection area and that the watercraft will be inspected.
- 18.2.4 Disassembly:** It is the responsibility of the rider to have the proper personnel and tools available to perform any disassembly required by the Technical Director. Disassembly of any part of the watercraft must be done in the designated inspection area. The rider and/or the rider's mechanic will be the only two (2) people allowed in the tech inspection area. A rider may have another mechanic take his place, no exceptions. The Technical Director and his staff are not responsible for any disassembly or reassembly of inspected components.
- 18.2.5 Responsibility of impounded watercraft:** Pro Watercross or Pro Watercross affiliate assumes no responsibility for impounded watercraft.
- 18.2.6 Disqualified parts:** All parts deemed illegal are to remain in the impound area until released by the Technical Director
- 18.2.7 Release / removal of watercraft:** Upon the Technical Director's release of a watercraft, it must be removed from the inspection area.

18.3 SEALS/INSPECTION DECALS

- 18.3.1** Competitors must allow seals or decals to be affixed on the engine and/or body of their watercraft as requested by the Technical staff. To change a seal, mutilate, try to break or re-use it during the event where it has been installed without consent of the Technical Director and Race Director, could result in the liable rider being disqualified. Accidental breakage or removal of the seal must be reported to the Technical Director and Race Director immediately.

19. MANAGEMENT

19.1 RACE COMMITTEE

19.1.1 All races, competitors and watercraft taking part therein shall be under the control and direction of the Race Committee, consisting of a Race Director, Chief Scorer, Technical Director, and the Event Organizer. All matters pertaining to the event shall be subject to its approval and control, and all questions and disputes that may arise shall be decided by it. Its decision may be overruled by the Race Director, from whose ruling an appeal may be carried to Pro Watercross National Headquarters.

19.2 EVENT ORGANIZER/PROMOTER

19.2.1 Responsibility: The Event Organizer is the person that is ultimately responsible for the coordination, setup and operation of the race. Prior to the race it is the Event Organizer's job to make sure all details and assignments are taken care of. It shall be the responsibility of the Event Organizer to effectively organize the racing event and to implement appropriate safety measures before the event begins. The Event Organizer does not actually operate the race but guides and assists all the officials (registration officials, inspectors, starters, timers, scorers, course marshals and Race Director) and other staff members and volunteers in performing their specific tasks. The Event Organizer has the authority to act on behalf of the Pro Watercross in the performance of his/her duties and can only be overruled by the Race Director or Pro Watercross representative on-site.

19.2.2 Monetary responsibility: The Event Organizer is ultimately responsible for making sure that all monies collected are reconciled and all finished paperwork and results are sent to Pro Watercross Headquarters.

19.3 RACE DIRECTOR

19.3.1 Authority transfer: Once the race begins, the ultimate authority of the race is transferred to the Race Director. A Pro Watercross Race Director has a wide variety of responsibilities; however, the safety of the competitors and spectators is foremost. At many events the Race Director and Event Organizer are the same person.

19.3.2 Pro Watercross representative: When a Pro Watercross representative, directly from Pro Watercross National Headquarters is not on site, the Race Director shall be the Chief Representative of Pro Watercross at all sanctioned events.

19.3.3 Rider's meeting: The Race Director shall conduct the Riders' Meeting and ensure that all questions regarding rules, safety requirements, conduct of the race, site rules and regulations and conditions of awarding posted prizes is explained to the racers.

19.3.4 Event responsibility: It shall be the responsibility of the Race Director to effectively run the racing event and to ensure appropriate safety measures are being met.

19.3.5 Event authority - facilities: The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility and track design.

19.3.6 Communication of changes: Responsibility of communicating changes associated with any aspect of an event including the venue, procedures, or rule adjustments. Communication would typically be done in the riders meeting or over the public address system and would be done as early as is reasonable.

19.3.7 Removal of officials: The Race Director shall have the authority to remove any official or assistant at any time who in the opinion of the Race Director, fails to perform satisfactorily.

19.3.8 Event authority – Cancellation: The Race Director may cancel any race or the entire event for reasons of safety regarding competitors and/or spectators for any reasons of safety but must give riders adequate notice in advance.

19.3.9 Event authority – Stoppage: The Race Director may stop any race in progress if a potential hazard to the participants or spectators exists. If a race has been stopped all rules governing restarts shall apply.

19.3.10 Disciplinary actions: The Race Director has the authority to discipline any participant, owner, pit crew member or sponsor for violation of the rules. Such discipline includes disqualification of a participant, exclusion or ejection from an event, fines and earned point adjustments.

19.3.11 Disciplinary action review: Disciplinary action by the Race Director other than a disqualification or prescribed fines will be under the authority and review by the Pro Watercross National Headquarters.

19.3.12 Results approval: Official race results shall be approved by the Race Director.

19.3.13 Event detail reporting: The Race Director shall forward to Pro Watercross National Headquarters, within 24 hours after an event, a report that shall include details on any accidents, details on any protests or appeals received by the Race Director and any decisions which may have been rendered in connection

therewith, any action or penalties imposed, and any other material that the Race Director deem appropriate or as the National Headquarters of Pro Watercross may request.

19.3.14 Vested interest: Race Directors may not have a vested interest in the events in which they act in an official capacity. They may not work in an official capacity when they have a vested interest in that class.

19.3.15 Event participation: Race Directors may compete in events other than those in which they officiate.

19.3.16 Timing equipment: The Race Director may judge the mechanical integrity of all timing equipment.

19.3.17 Competitors per event: The number of competitors that can be safely on the course at any one time will be determined by the Race Director.

19.4 TECHNICAL DIRECTOR

19.4.1 Responsibility: In Pro Watercross racing events, the Technical Director shall supervise the technical aspects of the competition. The Technical Director may appoint a committee to assist with the duties of technical inspections.

19.4.2 Equipment inspections: The Technical Director will conduct before, during and after a competition such inspections and examinations of the equipment entered in such competitions as may be deemed necessary or appropriate to determine compliance with all and supplementary rules and regulations applicable.

19.4.3 Inspection area: The Technical Director will supervise and maintain control of the inspection areas during the course of an event.

19.4.4 Specifications: The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestant's machines.

19.4.5 Infraction documentation: The Technical Director shall prepare and deliver to the Race Director immediately following each competition any reports of infractions or violations of the rules that take place during an event.

19.4.6 Limitation of duties: The Technical Director may not work in official capacity when he has a vested interest in that class.

19.5 CHIEF SCORER

19.5.1 Responsibility: The Chief Scorer shall be in charge of registration and scoring and shall be responsible for maintaining only qualified personnel to assist in the duties of the same.

19.5.2 Scoring: The Chief Scorer shall obtain, accurately compile, and record all necessary timing and scoring information for each racing competition.

19.5.3 Event documentation: The Chief Scorer is responsible for reviewing and preparing all appropriate paperwork required by Pro Watercross including summary sheets, event results, entry blanks, waiver and releases and minor release forms. Either the Chief Scorer or the Event Organizer will submit the event paperwork to Pro Watercross Headquarters.

20. RULE INFRACTIONS

20.1 GENERAL REGULATIONS

20.1.1 Reporting: Any breaking of the rules reported by an official pertaining to a competitor or their watercraft, whether it resulted in disqualification and/or fine or not, may be noted in the involved competitor's Pro Watercross membership file.

20.1.2 Disqualification: The Race Director may, with or without a protest, disqualify any watercraft, should it come to his knowledge before the awarding of prizes, that the contestant(s) has committed a breach of the rules.

20.1.3 Failure by officials: Failure of the Race Committee, Judges, or any other official directly or indirectly connected with the handling of a race or any other details, to carry out any provisions of the rules or regulations, shall have no bearing whatsoever on the right of any contestant or upon a contestant's duty to obey all rules.

20.1.4 Race Director decision: Should any boat or owner commit a breach of the rules, which is of a minor or technical nature, and in the judgment of the Race Director has had no direct effect on the relative position of the boats at the finish, the Race Director shall have the power to decide whether such boat shall be disqualified.

20.2 EJECTION FROM RACE SITE

- 20.2.1** Race officials have the right to eject any competitor, sponsor, fan or group of people from the pit area, racecourse or event grounds.

20.3 DISCIPLINE/RIDER CONDUCT

- 20.3.1 Conduct offenses:** The Race Director may disqualify, exclude or eject the rider, owners, mechanics, sponsors or pit crew member(s) for any of the following violations: Vulgarity, offensive language or unsportsmanlike actions directed towards officials, spectators or other participants. Failure to abide by the race rules of the Pro Watercross (not including equipment violations) and the race site policies. Failure to comply with watercraft requirements. Writing check(s) not backed by sufficient funds. Pit crew non-compliance with regulations. Use of intoxicating beverages and/or drugs. Unwillingness to accept an official's decision. Verbal or physical abuse of any official, fellow rider, pit crew member or spectator.
- 20.3.2 Membership requirement:** Participation in an event without holding a valid membership card or involvement in the use of another member's card.
- 20.3.3 Falsifying documents:** Providing inaccurate or false information to officials or on any official document.
- 20.3.4 Additional penalties:** In addition to ejection from an event, the Pro Watercross may impose additional penalties including a fine, loss of points, suspension, disqualification, or any combination of the above.
- 20.3.5 Disputes to disciplinary actions:** The decision to discipline a rider for any of these violations cannot be disputed.
- 20.3.6 First conduct offense:** For a first conduct infraction the rider may also receive a suspension of up to 30 days from Pro Watercross events, may lose all accumulated series points to that date in that class, and/or may receive a fine of up to \$250.
- 20.3.7 Second conduct offense:** If there should be a second conduct infraction the rider may receive a suspension up to 60 days from Pro Watercross events and a maximum fine up to \$500.
- 20.3.8 Third conduct offense:** If there should be a third conduct infraction occur, it will result in automatic suspension from competition for the remainder of the calendar year and a maximum fine up to \$1,000.
- 20.3.9 Payment of fines:** All fines must be paid by United States Postal Service money order to the Pro Watercross before the rider will be allowed to compete in any Pro Watercross sanctioned event.
- 20.3.10 Physical offenses:** If there is a conduct infraction that involves physical abuse and/or contact with an official, fellow rider, pit crew member or spectator, the altercation will be reviewed by Pro Watercross National Headquarters and a penalty and/or fine will be assessed. Local police authorities may be summoned as physical abuse is described differently from state to state - assault charges may be brought in such case.

20.4 RIDER/PIT CREW LIABILITY

- 20.4.1** The rider and his/her pit crew members, in signing the Waiver and Release, elect to participate in the event at their own risk, acknowledge that there may be both known and unknown risks, and thereby release the sanctioning organization and principals together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property, and/ or reputation that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

20.5 RIDER RESPONSIBILITY

- 20.5.1 Watercraft condition:** The registered rider is responsible for the condition of his or her watercraft as stated in the Pro Watercross rulebook. Any rider, whether sponsored by or riding a watercraft owned by someone other than the registered rider, will still be held responsible for complying with all Pro Watercross rules. If the rider or the rider's watercraft is found to be in violation of the rules, the rider will receive the penalty.
- 20.5.2 Team / affiliate conduct:** The rider is responsible for and may be disciplined for his/her personal conduct as well as the conduct of people in his/her party, including but not limited to owners, sponsors, mechanics, holders, pit crew and family members.

20.6 PENALTIES/TECHNICAL INFRACTIONS

- 20.6.1 Disqualification:** Any rider found to be competing on a watercraft that has been found to be operating with illegal modifications for the class in which it was operated per the Technical Director of the event will be disqualified from that class at the event. The disqualified rider will not be allowed to participate

in any remaining heats, motos or final races for the class at that event and will receive no points for the class at that event.

20.6.2 First technical offense: For a first technical infraction the rider may also receive a suspension of up to 30 days from Pro Watercross events, may lose all accumulated series points to that date in that class, and/or may receive a fine of up to \$500.

20.6.3 Second technical offense: Should there be a second technical infraction the rider may receive a suspension up to 60 days from Pro Watercross events and a maximum fine up to \$750.

20.6.4 Third technical offense: Should a third technical infraction occur; it will result in automatic suspension from competition for the remainder of the calendar year and a maximum fine up to \$1,000.

20.6.5 Payment of fines: All fines must be paid by United States Postal Service money order to the Pro Watercross before the rider will be allowed to compete in any Pro Watercross sanctioned event.

20.7 ENFORCEMENT

20.7.1 Any penalty imposed for violation of the rules and regulations set forth by the Pro Watercross rulebook by a Pro Watercross event organizer must be enforced by all other Pro Watercross event organizers.

21. PROTESTS AND GRIEVANCES

21.1 PROTESTS

21.1.1 Right to protest: Any registered racer of an event shall have the right to protest any violation of the rules from sanctioned events affecting their particular class.

21.1.2 Driver infractions: There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the starter/ flagman or the assigned official on the course.

21.1.3 Results: The posting of official results starts the 30-minute protest period.

21.1.4 Official decisions: No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.

21.1.5 Timelines of protests: Final determination of the timeliness of a protest will rest with Pro Watercross and such decision will be final to all concerned.

21.1.6 Who may protest: Only the registered rider may have discussion with the Race Director about riding complaints or other infractions unless otherwise requested by the Race Director.

21.1.7 Validity of a protest: A protest must be valid in the eyes of the Race Director and he/she has the option not to accept it for action.

21.1.8 Limitations: It is not possible to protest or grieve technical inspection equipment, scoring, or timing equipment. Protests will not be accepted on decisions of Pro Watercross officials with respect to the interpretation of Pro Watercross rules as they pertain to race procedures or Pro Watercross office policies. Such decisions include, but are not limited to, establishment of starting positions; the start of the race; jump starts; the control of the watercraft; the decision to delay, stop or shorten a race; establishment of restart positions; the display of flags; assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.

21.1.9 Timing of decisions: Pro Watercross will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, Pro Watercross may permit a protested rider to compete under protest. In such cases, payment will be withheld of all affected points and monies pending a decision on the protest.

21.2 PROTEST PROCEDURE FOR EQUIPMENT VIOLATIONS

21.2.1 Protest period: If the protest concerns the eligibility or legality of a participant's watercraft, the protest must be filed in writing no later than 30 minutes after the official results have been posted from the race in question.

21.2.2 Categories: A separate protest must be filed in writing for each suspected infraction specifying a violation within the following categories:

- Hull
- Electrical system
- Engine
- Exhaust system
- Fuel/carburetion system

- Drive system

- 21.2.3 Protest fee:** When a protest is being made against a watercraft's eligibility, the person protesting must post with the Race Director the cash fee associated with the protest category to protest any watercraft during competition. The cash fee is to cover the costs of any disassembly, inspection and assembly required, regardless if any disassembly will be required. The cash fee must be filed for each item in question. See APPENDIX G: for protest categories and associated fees.
- 21.2.4 Lost protests:** If the protested watercraft is found to be within the rules and the protest is disallowed, the cash fee will be awarded to the protested rider for the inconvenience.
- 21.2.5 Won protests:** If the protested watercraft is found to be in violation of the rules and the protest is allowed, the cash fee will be returned to the protester and the protested party is subject to penalty levied by the Race Director and/or Pro Watercross. If multiple items have been protested, only the protest fee of the item(s) that have been found to be illegal will be returned to the protester.
- 21.2.6 Terms:** Failure of a competitor to allow inspection under these terms will result in the competitor being disqualified by the Race Director and/or Technical Director.
- 21.2.7 Third party advice:** The Race Director/Technical Director may consult with any third party to receive information or technical advice regarding the said protest. The protested competitor may be present during the investigation but shall have no right to argue or cross examine any third party with who was consulted.
- 21.2.8 Who can protest:** Only the competitor taking part in the competition and entered in the same class may protest another competitor in that class.
- 21.2.9 Part impoundment:** Any and all parts deemed illegal may be held by the Technical Director pending final decision.
- 21.2.10 Malicious protests:** If a protest has been found to have filed with malicious or spiteful intent or otherwise in bad faith breaching the athlete's code of conduct, the protester may be found guilty of violating protest rules and will be penalized and/or fined. Protests deemed to be malicious will be disallowed.
- 21.2.11 Video evidence:** Official Pro Watercross video footage is the only video evidence that may be used by officials to make or overrule a decision. Live web streaming or unofficial drone footage may not be recognized as official videotape or digitally recorded data.

21.3 APPEALS

- 21.3.1 Filing:** A competitor that has been disqualified by a decision involving an equipment violation may submit an appeal to Pro Watercross National Headquarters through the Race Director or Technical Director of the event where the disqualification occurred.
- 21.3.2 Filing period:** Notification of the appeal or the intent to appeal must be filed in writing within 30 minutes of the disqualification.
- 21.3.3 Appeal fee:** An appeal or appeal notification must be accompanied by a non-refundable cash fee of \$100.
- 21.3.4 Review period and notification:** Review and final rulings by the Pro Watercross will be made within seven days from the date that the appeal was filed. The competitor will be notified verbally or in writing via mail and/or e-mail of the decision or the need for additional time to review the grievance.
- 21.3.5 Publication:** The participants in the grievance agree that the publication of details of a protest, interim decision, and final results of said protests and appeals may at the sole discretion of Pro Watercross be released to the public in any media deemed appropriate by Pro Watercross. The participants agree that they shall not bring a cause of action against Pro Watercross or its respective directors, trustees, officers, employees, agents, and assignees as a result of such publication.
- 21.3.6 Formal litigation:** Any individual(s) who shall take into the courts any controversy arising from the interpretation or application of the rules and regulations will be liable to disqualification, suspension, and/or expulsion from future Pro Watercross racing events - temporarily or permanently.

22. GENERAL TECHNICAL RULES / WEIGHTS AND MEASURES

- 22.1 Divisions:** Personal Watercraft (PWC) is defined as a water vehicle designed for one to three persons that utilizes a single jet drive or enclosed propeller propulsion system and is steered by directing the jet of water exiting the drive unit. PWCs are defined as a "Class A" inboard boat by the United States Coast Guard. Under the heading of Personal Watercraft, Pro Watercross has separated these vehicles into three distinct racing divisions. The three Pro Watercross racing divisions are Ski, Sport and Runabout.

22.2 OFFICIAL WEIGHT: The weights shown below are the minimum weight for a watercraft during competition. The official weight of a competing watercraft will be recorded when it is presented at post-race technical inspection. There is no allowance for the weight loss of any fuel / oil consumed between the end of the race and when a watercraft is presented at post-race technical inspection.

22.3 WIDTH and LENGTH: Measurements listed are from the outside of the bond flange to outside of the bond flange for the opposing side, bumpers removed, watercraft on flat ground measured with a plumb bob.

22.4 SKI DIVISION SPECIFICATIONS

22.4.1 Overall dimensions: The Ski Division includes PWC that are designed for one person to stand on. Hull dimensions and shapes vary but in general the handle pole pivot is in front of the engine compartment, the riding platform or tray is behind the engine and raised gunnels are on the side of the ride tray. Personal watercraft competing in the Ski Divisions, excluding freestyle, must conform to the following criteria:

- | | | |
|------------------------|------------------|-------------------|
| 1. Minimum Dry weight | 550cc and bellow | 225 lb (102kg) |
| 2. Minimum Dry weight | 551cc and above | 260 lb (118kg) |
| 3. Minimum Dry Weight | 4-Stroke Stock | 503.6 lb (229kg) |
| 4. Maximum Hull length | All classes | 104.5in (265.4cm) |
| 5. Maximum Hull width | All classes | 30.1in (76.5cm) |

22.5 SPORT DIVISION SPECIFICATIONS

22.5.1 Overall dimensions: The Sport Division includes PWC that are designed for one or more people and have a seat. Personal watercraft competing in the Sport Division must conform to the following criteria:

- | | | |
|------------------------|----------------------|------------------|
| 1. Minimum Dry weight | Stock Yamaha, Seadoo | 300 lb (136kg) |
| 2. Minimum Dry weight | Stock Kawasaki | No minimum |
| 3. Minimum Dry weight | GP, Open | No minimum |
| 4. Maximum Hull length | Open | 96.5in (245.1cm) |
| 5. Maximum Hull length | GP | 120in (304.8cm) |
| 6. Minimum Hull width | All Classes | 26in (66.0cm) |
| 7. Maximum Hull width | Open | 35.5in (90.2cm) |
| 8. Maximum Hull width | GP | 38in (96.5cm) |

22.6 RUNABOUT DIVISION SPECIFICATIONS

22.6.1 Overall dimensions - Two stroke: Includes PWC equipped with a two-stroke engine, are designed for one or more people and have a seat. Personal watercraft classified as a Two Stoke Runabout must conform to the following criteria:

- | | | |
|------------------------|----------------|-----------------|
| 1. Minimum Dry weight | 800cc classes | 400 lb (182kg) |
| 2. Minimum Dry weight | 1200cc classes | 475 lb (216kg) |
| 3. Maximum Hull length | All classes | 139 in (353cm) |
| 4. Minimum Hull width | All classes | 38 in (96.5cm) |
| 5. Maximum Hull width | All classes | 50 in (127.0cm) |

22.6.2 Overall dimensions - Four stroke: Includes PWC equipped with a four-stroke engine, are designed for one or more people and have a seat. Personal watercraft classified as a Four Stoke Runabout must conform to the following criteria:

- | | | |
|------------------------|----------------|---------------------|
| 1. Minimum Dry weight | 800cc classes | 550 lb. (250kg) |
| 2. Minimum Dry weight | 1200cc classes | 600 lb. (272kg) |
| 3. Minimum weight | Superstock | OEM weight minus 5% |
| 4. Minimum weight | Open class | 750lbs |
| 5. Minimum weight | GP class | 616lbs (280kg) |
| 6. Maximum Hull length | All classes | 139 in (353cm) |
| 7. Minimum Hull width | All classes | 38 in (96.5cm) |
| 8. Maximum Hull width | All classes | 50 in (127cm). |

22.6.3 Endurance / Offshore PWC specifications: The following length and width rules apply to Runabout watercraft being used in endurance or offshore events:

- | | | |
|------------------------|-------------|--------------------|
| 1. Maximum Hull length | All classes | 139 inches (354cm) |
| 2. Minimum Hull width | All classes | 38in (96.5cm) |

22.6.4 Weight dispensation for older watercraft: The following applies to watercraft manufactured prior to September 1, 1998:

- | | | |
|-----------------------|---------------|-----------------|
| 1. Minimum Dry weight | 800cc classes | 370 lb. (168kg) |
|-----------------------|---------------|-----------------|

2. Minimum Dry weight 1200cc classes 420 lb. (191kg)

22.6.5 Four Stroke stock in two stoke class: Four stroke watercraft may compete in two stroke classes based on the following:

1. Watercraft conforming to the Runabout Four Stroke Stock class rules may compete in Stock, Limited, Superstock and GP two stroke classes
2. Four stroke watercraft with up to 1100cc may compete in 800cc two stroke classes
3. Four stroke watercraft with up to 2000cc may compete in 1200cc two stroke classes

22.6.6 Official weights by model: Below is a list of minimum allowed weights for specific models of watercraft that Pro Watercross anticipates could be used in the Runabout Superstock class. For any model not listed Pro Watercross will verify the manufacturer weights prior to any weight inspection of that specific model. The minimum race weight is calculated by multiplying the manufacturer's listed dry weight* by 95%.

• Kawasaki – Model	MFG Dry Weight*	Min Race Weight
○ Ultra 300X	901 lb	856 lb (389 kg)
○ Ultra 310X	913 lb	867 lb (394 kg)
○ Ultra 310R	909 lb	863 lb (392 kg)
• Sea-Doo – Model	MFG Dry Weight	Min Race Weight
○ GTI 130	790 lb	751 lb (341 kg)
○ GTI Ltd 155	790 lb	751 lb (341 kg)
○ RXT- 260	894 lb	849 lb (386 kg)
○ RXT-X 260 (2015)	885 lb	841 lb (382 kg)
○ RXT-X 260 (2014)	834 lb	792 lb (360 kg)
○ RXT-X 300(pre2021)	914 lb	868 lb (395 kg)
○ RXT-X 300 (2021)	829 lb	788 lb (358 kg)
○ RXP-X 260 (2015)	835 lb	793 lb (361 kg)
○ RXP-X 260 (2014)	812 lb	771 lb (350 kg)
○ RXP-X 300 (Pre2021)	850 lb	808 lb (367 kg)
○ RXP-X 300 (2021)	780 lb	741 lb (337 kg)
○ GTR 215	799 lb	759 lb (345 kg)
○ GTR 230	807 lb	767 lb (349 kg)
○ GTR-X 230	821 lb	780 lb (355 kg)
• Yamaha – Model	MFG Dry Weight	Min Race Weight
○ FZR (pre2014)	830 lb	789 lb (359 kg)
○ FZR (2015-16)	791 lb	751 lb (341 kg)
○ FZR (2014)	827 lb	786 lb (357 kg)
○ FZS (2015-16)	796 lb	756 lb (344 kg)
○ FZS (2014)	831 lb	789 lb (359 kg)
○ VXR (2015-16)	767 lb	729 lb (331 kg)
○ VXR (2014)	728 lb	692 lb (315 kg)
○ VXS (2015)	765 lb	727 lb (330 kg)
○ VXS (2014)	721 lb	685 lb (311 kg)
○ FX SVHO (2015-20)	833 lb	791 lb (360 kg)
○ FX SVHO (2014)	873 lb	829 lb (377 kg)
○ FX cruiser SVHO(2015-20)	836 lb	794 lb (361 kg)
○ FX cruiser SVHO(2014)	873 lb	829 lb (377 kg)
○ GP1800R HO	739 lb	701 lb (332 kg)
○ GP1800R SVHO	769 lb	731 lb (332 kg)

*The following measures are used if needed for calculating dry weight: 1Gal gas = 6.2lb; 1 gal oil = 7.2 lb

23. WEIGHING

23.1 OVERVIEW: At no point during a competition is a watercraft allowed to have a weight below the minimum weight established for the make, model or for the class in which it is being operated. The official weight of the watercraft will be recorded when it is presented at post-race technical inspection.

23.2 STANDARD WEIGHING PROCEDURE

23.2.1 Watercraft presentation: Upon completion of an event the watercraft must proceed directly to technical inspection.

23.2.2 Drain water: Residual water will be drained from the watercraft. Trace amounts of water may remain.

23.2.3 Waterbox draining: Waterbox does not need to be emptied unless it is modified or aftermarket allowing unreasonable amount of water to remain in the waterbox. An official may request that a watercraft be started to drain any unreasonable amount of water from the waterbox.

23.2.4 Weighing: Official weight will be recorded using a certified scale.

24. TECHNICAL RULES - ALL CLASSES

24.1 OVERVIEW

The following are the general requirements and technical rules that apply to all classes. The decision of the Technical Director and/or Race Director regarding modifications will be final. Any question regarding the legality of modifications should be directed to Pro Watercross prior to use in competition.

24.2 SOUND LEVEL

24.2.1 Limits: The sound level shall not exceed 87 decibels measured at a distance of 75 feet (22.9meters) for all classes with the exception of Ski GP, Sport GP and Runabout GP which have no sound level limit.

24.2.2 Event limits: If local regulations require sound restriction Pro Watercross may institute sound limitations for specific events. Sound limits may be restricted to as low as 87 decibel. If a specific sound limitation is required to be enforced, the Race Director or the Event Organizer must give all competitors a notice of no less than 30 days.

24.3 FUEL

24.3.1 Fuel makeup: Engine fuel must consist of unleaded gasoline only. For the purpose of this rulebook, gasoline is defined as a mixture of hydrocarbons and oxygen bearing compounds with the following clarifications:

- Oxygen content must not increase the specific energy of the gasoline.
- Oxygen content must have been blended in by the refiner or the fuel manufacturer.
- Specific gravity must be between: .715 - .770 at 60°F (15°C).
- The only allowable oxygenates are ethers and alcohols for starting purposes only. Epoxides (e.g., propylene oxide, methanol, nitromethane, Ucon, Nitrobenzene and Benzole) will not be considered ethers and are therefore not allowed. Nitrogen or Oxygen bearing compounds are not allowed.
- 100% Alcohol is not allowed

24.3.2 Commercially available fuels: Most commercially produced fuels and oils will meet these criteria. However, some may contain additional additives which do not to meet these criteria.

24.3.3 E85: E85 Fuel is allowed. However, where this fuel may fail a test, the burden of verification that the fuel is legal E85 is on the competitor. The race director or technical director may disqualify the competitor if they are unable to provide this verification.

24.3.4 Ether: Aerosol cans of ether will be allowed for starting purposes.

24.3.5 Testing: Fuel is tested and certified at Pro Watercross events through the application of various fuel tests as considered appropriate by the Technical inspector. Gasoline may be checked before and/or after use in competition.

24.3.6 Penalties: Violating the Pro Watercross fuel criteria may result in a penalty including a fine at the discretion of the Race Director.

24.4 TOW STRAPS / LOOPS / HOOKS

24.4.1 General requirement: All watercraft must have a flexible tow loop or tow strap attached to the bow of the watercraft. The tow loop or tow strap should be made of a flexible material (example: plastic coated braided steel, nylon strap, etc.) so that it is not to create a hazard.

24.4.2 Tow hooks: Tow hooks that project past the plane of the hull must be removed.

24.4.3 Infractions: Racers failing to have a tow loop or tow strap on their watercraft, or having a tow loop or tow strap that breaks while in tow, may be fined and/or disqualified at the discretion of the Race Director.

24.5 LANYARD / TETHER ENGINE STOP SWITCH

24.5.1 General requirements: All watercraft must have a properly working, lanyard/tether engine stop switch installed. Modifications made to the lanyard/tether engine stop switch which impede or disable the engine stop feature are not allowed.

24.5.2 Rider attachment: The lanyard / tether must be securely fastened to the competitor or competitor's vest and be able to be disconnected and stop the engine in the event that the rider is dislodged from their watercraft.

Freestylers may perform without a lanyard but must get approval from the Race Director prior to performing.

24.5.3 Cord management: Lanyard/tether engine stop switch cord may not be wrapped around the handlebar or any other part of the watercraft during a race. Competitors wrapping the cord around the handlebar or any other part of the watercraft will be subject to penalty or fine at the discretion of the Race Director.

24.5.4 Engine idle: Engines may idle at any time provided that the lanyard is connected.

24.5.5 Multiple lanyards: Riders are allowed unlimited lanyards / tethers on their person while racing

24.5.6 Infractions – Engine run-on: In the event that a competitor becomes dislodged from his/her watercraft and the engine continues to run due to the lanyard / tether engine stop switch failing or becoming dislodged from the competitor, the competitor will be disqualified from the heat where the infraction occurred. An additional penalty or fine may be imposed at the discretion of the Race Director.

24.5.7 Infractions – Dead engine start: In the case of competitors subjected to a dead engine start their primary lanyard must be removed from the engine stop switch and held above the competitor's head. Riders plugging in a secondary lanyard while the primary lanyard is held above their head will receive an automatic disqualification from all races in that event weekend and will be fined.

24.6 GENERAL MAINTENANCE AND REPAIR

24.6.1 General Replacement Parts: Replacement of general maintenance parts (e.g., spark plugs, spark plug wires, spark plug caps, wiring, seals, water hoses, fuel lines, fuel tank air inlet check valve, clamps, cables and fasteners) shall not be restricted to original equipment. Aftermarket bearings for pump and driveshaft are allowed.

24.6.2 Batteries: Replacement batteries are allowed but must fit into the original equipment battery box and must be securely fastened.

24.6.3 Bilge Pump: The original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.

24.6.4 Crankcase Repairs: Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Repaired areas must match, within reason, the original part prior to the repair. No other modifications or repairs are allowed.

24.6.5 Engine Mounts: Replacement engine mounts may be used.

24.6.6 Valve spring retainers: Aftermarket valve spring retainers are allowed.

24.6.7 Fasteners: Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces in Stock and Limited classes unless originally equipped. Fasteners may integrate locking mechanisms.

24.6.8 Hull Repairs: Hull and deck repairs may be made to a watercraft. Repairs must not alter the original configuration of the outside hull by more than 2.0 mm (0.08 in.). Repairs to the planing surface of the hull for Stock and Box Stock classes must be feathered so as not to create a step, ledge, or overhang. Ski division watercraft may reinforce the hull to provide strength for the hull to withstand impact of course obstacles as long as the original configuration of the outside of the hull is not altered by more than 2.0 mm (0.08 in.).

24.6.9 Oil Injection: The Oil Injection system may be disconnected or removed.

24.6.10 Pump: Replacement wear rings that are within OEM internal diameter specifications may be used. Replacement wear rings must be of the same OEM material in Stock class. Silicone adhesive sealant may be used in addition to original equipment seal to seal the pump inlet.

24.6.11 Starter: Replacement starter motor and bendix may be used.

24.6.12 Stripped Threads: Stripped threads must be repaired to the original size.

24.6.13 Visibility spout: Visibility spouts must be removed or plugged.

24.7 COSMETIC CHANGES

- 24.7.1 Hull:** Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be painted, polished or plated.
- 24.7.2 Engine:** External modifications to the engine finish (e.g., painting, plating or polishing) are allowed for cosmetic purposes only.
- 24.7.3 Bumpers/Side rails:** Replacement bumpers and side rails may be used provided a hazard is not created.
- 24.7.4 Spray Deflector:** A soft, flexible type water spray deflector may be attached to the hull sides or to the bond flange of the watercraft provided a hazard is not created. No part of the spray deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured by a plumb line.
- 24.7.5 Trim Plates:** Replacement replica trim plates may be used but may not change the handling characteristics of the watercraft.

24.8 STEERING SYSTEM

- 24.8.1 Handlebar:** Handlebar, grips, throttle, throttle cable may be modified or aftermarket. The handlebar cover may be modified or removed. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded.
- 24.8.2 Steering Shaft and Components:** Steering shaft, steering shaft holder and handlebar holder may be aftermarket. Quick-turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables will be allowed.
- 24.8.3 Handlepole - Ski Division Only:** Handlepole assemblies and mounting bracket may be modified or aftermarket provided it functions as originally designed. Handlepole length may be shortened or lengthened. Handlepole attaching point may be reinforced. Handlepole springs will be allowed.
- 24.8.4 O.P.A.S Block-Offs:** Off Power Assisted Steering (OPAS) block-offs may be used on Sea-Doo watercraft models equipped with this feature to fill in the void from the removal of this product for racing. Both the Riva Performance OPAS block-offs and Pro Series block off have been approved for Pro Watercross racing in all classes. Other types of products by different aftermarket manufacturers will be approved on an individual basis.

24.9 SPONSONS

- 24.9.1 General Rule:** Sponsons must be made of one piece. Two pieces that screw together to create one piece are allowed. All parts of the sponson must be made of safe material that would not injure another rider should the part fall off or be struck in the sponson area. Wood is not an acceptable material.
- 24.9.2 Ski Classes:** All watercraft may be equipped with a maximum of four sponsons.
 - Overall length of each sponson shall not exceed 60 in (1,524mm).
 - Kawasaki SX-R 1500s are allowed a maximum overall sponson length of 90 in (2,286mm) in either a one or two piece configuration.
 - No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull.
 - Sponsons may be attached to the inside of the bond flange so long as no part of the sponson extends more than 1.5 inches (3.8cm.) below the lower part of the bond flange (bumper removed).
 - Sponsons shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.
 - *JS 300, 400, 440, 550 classes only: Sponsons may be attached to the top side of the bond rail. No part of the sponson may protrude beyond the bond flange (bumper removed) by more than 2.5 inches (6.35cm). No portion of the sponson may extend downward below the top edge of the bond flange by more than 1 inch (2.54cm). Sponson length may not exceed 25 inches (63.5cm). (Rev C)*
 - Sponsons must exceed 0.24 inch (6mm) in thickness.
 - All leading edges must be radiused so as not to create a hazard.
 - Sponsons may not be attached to the planing surfaces of the hull.
 - Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- 24.9.3 Sport Classes:** All watercraft may be equipped with a maximum of four sponsons. Sponsons may be aftermarket, modified, repositioned or removed. The overall length of each sponson shall not exceed 60.0 in (91.45 cm). Sponsons shall not protrude from the side of the hull by more than 3.94 inch (100mm) when measured in a level horizontal plane. No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than 2.5 inch

(6.35cm). Aftermarket or modified sponsons must exceed 0.24 inch (6mm) in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planing surfaces of the hull.

24.9.4 Runabout Classes: All watercraft may be equipped with a maximum of two sponsons. Sponsons may be aftermarket, modified, repositioned or removed. The overall length of each sponson shall not exceed 36.0 in (91.45 cm). Sponsons shall not protrude from the side of the hull by more than 3.94 in (100 mm) when measured in a level horizontal plane. No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than 2.5 inch (6.35cm). Aftermarket or modified sponsons must exceed 0.24 inch (6mm) in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planing surfaces of the hull.

24.10 OTHER GENERAL RULES

24.10.1 Boarding step: Boarding step assembly may be removed. Any through hull holes must be plugged.

24.10.2 Flame Arrestors & Intake Ribbon: All watercraft are required to be equipped with flame arrestors. Aftermarket flame arrestors that meet USCG, UL-1 111 or SAE J-1928 Marine standards may be used. Factory airbox may be modified or removed. Additional tubing and couplings may be added solely to accommodate the mounting of flame arrestors. Pre-filter flame arrestor covers are allowed.

Intake ribbon or intake mesh may be removed provided aftermarket flame arrestors are utilized. Intake ribbon retainer rings may be removed. Holes created by removal of the ribbon or retaining ring must be filled with a fuel proof material. Filler material (tubing or other material) may be added internal to the intake tract to eliminate steps or voids caused by the removal of the intake ribbon and retaining ring. External fasteners are allowed for securing the filler material. Filler systems may incorporate a mounting flange but may not extend the intake tract by more than 0.25 inch (6.35mm).

24.10.3 Fuel system: The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running.

24.10.4 Fuel Tank: Fuel tank must be OEM as supplied by the manufacturer unless otherwise specified in class specific rules.

24.10.5 Switches: Aftermarket switches and switch housings may be used.

24.10.6 Impeller: Impeller may be modified or aftermarket. The original diameter must be maintained in Stock classes.

24.10.7 Intake Grate: The Intake grate may be modified or aftermarket. The Intake grate must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 0.47 in. (12mm) below the flat plane of the pump intake area. All leading edges must have radiuses so as not to create a hazard.

24.10.8 Ride Plate: The ride plate or pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate. The extension shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 3.94 inches (100.0mm) beyond the end of the original equipment plate for Ski and Sport Divisions or 7.00 inches (177.80mm) for the Runabout Division. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

Pump dampner / visibility plate: Yamaha runabout watercraft may remove the 2 “rubber plates” which are part of the intake grate and ride plate assembly.

24.10.9 Storage, Mirrors, Handles, Gauges and Access Panels: Drop-in type storage buckets, bolt-on type mirrors, handles and gauges may be modified, aftermarket, or removed provided a hazard is not created. Mirrors not removed that contain glass must have the glass covered with tape or some other material to prevent the glass from shattering. Stock classes: No additional airflow may be created by the removal of buckets, mirrors, handles, gauges and access panels.

Engine access panel for the Sea-Doo Spark may be modified or aftermarket to allow ease of access to the engine. Changes must retain the same level of sealing as the OEM cover.

24.10.10 Trim Plates: Replacement replica trim plates may be used but may not change the handling characteristics of the watercraft.

24.10.11 Water strainers: Pump water strainers/filters may be modified or aftermarket.

- 24.10.12 Reverse buckets:** Reverse buckets may be removed or modified to eliminate the reverse functionality. Trim motors may not be removed.

25. TECHNICAL RULES - SKI STOCK

25.1 OVERVIEW

- 25.1.1 Description:** The intent of the Stock Ski class is to establish a venue in which all riders and machines can compete at their own level with a relatively modest investment in equipment and maintenance costs. The class allows for the integration of two and four stroke watercraft into a competitive racing class.
- 25.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 25.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 25.1.4 Part Updates, Backdates and Substitutions:** Original equipment may NOT be updated or backdated. Part substitutions are limited to those indicated as superseded by the manufacturer in their official parts catalogs.

25.2 DRIVELINE

- 25.2.1 Pump Nozzle:** Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and directional nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.
- 25.2.2 Pump Cone:** Kawasaki SXR's may run a pump cone.

25.3 HULL

- 25.3.1 Hull Assembly:** The hull assembly must be as delivered from the manufacture and may not be separated for any reason.
- 25.3.2 Hull Extensions** – 1990-2016 Yamaha SuperJets are allowed to have hull extensions mounted on the hull's transom. All edges must be radiused so that a hazard is not created. Fins, skegs, rudders and other appendages that may create a hazard are not allowed. Hull extensions cannot exceed the width of the planing surface or extend rearward more than 100.00mm (3.94 in.) beyond the end of the original planing surface.
- 25.3.3 Ballast Weight:** Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.

25.4 ENGINE - TWO-STROKE

- 25.4.1 Cylinder:** Cylinders may be bored. Chamfering of cylinder ports may not exceed 1.00mm (0.04 in.) at a maximum angle of 30 degrees. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. If the cylinder being utilized cannot be bored (per OEM specifications) to within 10% of the overall class displacement a replacement sleeve may be installed. Ports in the replacement sleeve must match those in the OEM sleeve.
- 25.4.2 Pistons:** Replacement piston assemblies may be used. Replacement pistons must match the profile, port timing and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.
- 25.4.3 Engine Displacement:** Engine displacement may not exceed 850cc.
- 25.4.4 Gaskets:** Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Replacement base gaskets may not be thicker than 0.8 mm (0.032 in). Replacement head gaskets shall be allowed a tolerance of up to 0.05 mm (0.002 in) thinner than the original OEM head gasket. All other gaskets shall be allowed a tolerance of plus or minus 20%. Holes may be added or subtracted in the water passage areas for the head and exhaust manifold gaskets. All other gaskets must retain the OEM pattern.
- 25.4.5 Head and Head Gasket:** Kawasaki SXR only. Cylinder head may be modified or aftermarket. Minimum dome size is 28cc. Aftermarket heads may have a maximum of 2 cooling outlets with no greater than a 1/8" NPT thread. Head gasket may be modified or eliminated. Drop down domes are not allowed.

- 25.4.6 Crankshaft:** Crankshaft may be rebuilt or aftermarket. Replacement crankshaft components and assemblies must match the OEM component's size, shape, contours and material. Non-rebuildable counterweights may be altered to utilize press in pins. Crankshaft pins may be keyed and / or welded to the counterweights. Rebuilt or replacement crankshaft assemblies must weigh within $\pm 5\%$ of the OEM crankshaft.
- 25.4.7 Cooling System:** The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the pump. Heads may have a maximum of 2 cooling outlets with no greater than a 1/8" NPT thread. Additional fittings may not be added to any other engine component. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 25.4.8 Exhaust:** The exhaust system must remain stock as supplied by the manufacturer. An insert may be added to reduce the inside diameter of the stinger portion of the exhaust system. Exhaust system stinger end may be drilled and tapped for injection of water only. The original OEM water inlet fitting may be drilled to accept a maximum size of 1/4 inch NPT by 1/2 inch barbed fitting
- 25.4.9 Waterbox:** Damaged water boxes may be repaired, including by means of welding. No changes to the interior of the water box (i.e. baffles) are allowed whether these changes are the result of damage or repair. Repairs may cause no performance gains.
- 25.4.10 Ventilation:** Engine compartment ventilation tubes may be modified, aftermarket, or removed. Inlet and outlet openings may not be enlarged (i.e., when the tube is removed, the opening may not be larger than stock). Vents may be shielded or plugged.
- 25.4.11 Yamaha SuperJet Only:** To create parity in the Stock class a Yamaha SuperJet owner has two additional options:

Option A – 760 Cylinder – The engine can be equipped with an OEM Yamaha 760 Cylinder. If using the 760 cylinder all other modifications allowed in the Stock class rules for a two-stroke watercraft are allowed.

Option B - Wet Pipe. This provision allows for the use of a wet pipe with the OEM 701 cylinder and head. The wet pipe must have been manufactured, designed, and sold as a wet pipe and continue to function as a wet pipe. Converting a dry pipe to a wet pipe is not allowed.

If an engine is equipped with a wet pipe the following 3 rules apply:

- 1) Ignition: The Ignition must remain OEM and cannot be modified or altered in any way. RPM limiter function may not be bypassed or eliminated. CDI unit must be OEM and cannot be modified or aftermarket. Ignition timing may NOT be changed. Stator plate must align with the original timing marks.
- 2) Gaskets: The head and base gaskets must be OEM. Replacement gaskets that are the same Thickness as OEM will be allowed.
- 3) Engine Displacement: Engine displacement may not exceed 718cc (1mm over stock bore).

With the exception of the areas governed by these 3 rules, all other modifications allowed in the Stock class rules for a two-stroke watercraft are allowed.

25.5 ENGINE - FOUR-STROKE

- 25.5.1 Cylinders:** Cylinders may be bored.
- 25.5.2 Engine Displacement:** Engine displacement may not exceed 767cc (1mm over stock bore)
- 25.5.3 Pistons:** Replacement piston assemblies may be used. Replacement pistons must match the profile compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.
- 25.5.4 Gaskets:** Replacement gaskets are allowed but must be the same type and material as the OEM gasket. Head gasket and base gasket must be the OEM thickness +/-10%. All other gaskets must be OEM thickness +/-20%.
- 25.5.5 Boost Pressure:** Four-Stroke turbocharged watercraft may not exceed 5psi (.34 bar) of boost pressure.
- 25.5.6 Boost Regulator Valve:** All four-stroke turbocharged watercraft must run an approved boost regulator valve set to limit boost pressure to a maximum of 5psi (.34 bar).

- 25.5.7 Data Recorder:** The sanctioning body reserves the right to install a data recorder on any four-stroke turbocharged boat in order to test the peak boost output at wide open throttle at full load.
- 25.5.8 Cylinder Head:** Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Repairs to the cylinder head affecting one cylinder bank are allowed. Repaired areas must match, within reason, the original part prior to the repair.
- 25.5.9 Crankshaft:** Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 25.5.10 Camshafts:** Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing that they maintain their original type and dimensions. Camshaft timing may be changed.
- 25.5.11 Valve Shims:** Intake and exhaust valves may be shimmed with OEM or aftermarket shims.
- 25.5.12 Cooling System:** The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the pump. Fittings may not be added to any engine component. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 25.5.13 Valve Cover:** Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.
- 25.5.14 Actuator Arm:** Aftermarket waste gate actuator arms are allowed.

25.6 IGNITION AND ELECTRONICS - TWO-STROKE

- 25.6.1 Electronic Control Unit (ECU):** The original electronic control unit may be modified or aftermarket so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added (e.g., exhaust gas temperature, detonation sensors, etc.). Temperature sensors may be disabled.
- 25.6.2 Timing:** Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. Woodruff key may be modified or removed.
- 25.6.3 Monitoring:** Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device. During competition added sensors must be removed and exposed ports must be plugged to the extent that the modified parts are returned to their original functionality and offers no performance improvement. The Chief Technical Inspector must be notified of, and approve any modifications associated with the monitoring systems.

25.7 IGNITION AND ELECTRONICS - FOUR-STROKE

- 25.7.1 Electronic Control Unit (ECU):** The original electronic control unit must be OEM. Engine temperature sensors may not be disabled.
- 25.7.2 Timing:** Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger.
- 25.7.3 Monitoring:** Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device. During competition, added sensors must be removed and exposed ports must be plugged to the extent that the modified parts are returned to their original functionality and offers no performance improvement. The Chief Technical Inspector must be notified of, and approve any modifications associated with the monitoring systems.

25.8 AIR/FUEL DELIVERY

- 25.8.1 Carburetor:** Carburetor jets (replaceable type), needle valves, and needle valve springs may be changed. Fuel mixture adjustment screws may be replaced or modified with "T" handle type or other to provide ease of adjustment. Carburetors equipped with plugs over the mixture adjustment screws may be machined to allow access to the adjustment screws. Choke assemblies may be removed provided holes exposed from removed shafts are plugged.
- 25.8.2 Reeds:** Reed petals may be modified or aftermarket provided the original equipment reed stop and cage assembly are used.
- 25.8.3 Primer:** An aftermarket primer system may be installed. Drilling, tapping or boring any part of the carburetor is NOT allowed.

- 25.8.4 Fuel System:** Fuel tank filler neck and filler cap may be modified or aftermarket provided a hazard is not created. Fuel tank air Inlet line length and intake location may be modified.
- 25.8.5 Fuel Injection Components:** Fuel pressure regulator may be modified or aftermarket to change fuel pressure.
- 25.8.6 Intercooler:** Hydrospace S4 intercoolers may be reinforced or updated to the reinforced intercooler available from Hydrospace.

26. TECHNICAL RULES - SKI STOCK LITES

26.1 OVERVIEW

- 26.1.1 Description:** The intent of the Stock Ski class is to establish a venue in which all riders and machines can compete at their own level with a relatively modest investment in equipment and maintenance costs. The class allows for the integration of two and four stroke watercraft into a competitive racing class.
- 26.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 26.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 26.1.4 Part Updates, Backdates and Substitutions:** Original equipment may NOT be updated or backdated. Part substitutions are limited to those indicated as superseded by the manufacturer in their official parts catalogs.

26.2 HULL

- 26.2.1 Hull Assembly:** The hull assembly must be as delivered from the manufacture and may not be separated for any reason.
- 26.2.2 Hull Extensions** – 1990-2016 Yamaha SuperJets are allowed to have hull extensions mounted on the hull's transom. All edges must be radiused so that a hazard is not created. Fins, skegs, rudders and other appendages that may create a hazard are not allowed. Hull extensions cannot exceed the width of the planing surface or extend rearward more than 100.00mm (3.94 in.) beyond the end of the original planing surface.
- 26.2.3 Ballast Weight:** Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.

26.3 ENGINE - TWO-STROKE

Cylinder: Cylinders may be bored. Chamfering of cylinder ports may not exceed 1.00mm (0.04 in.) at a maximum angle of 30 degrees. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. Yamaha Superjet can be equipped with an OEM Yamaha 760 Cylinder.

If the cylinder being utilized cannot be bored (per OEM specifications) to within 10% of the overall class displacement a replacement sleeve may be installed. Ports in the replacement sleeve must match those in the OEM sleeve.

- 26.3.1 Pistons:** Replacement piston assemblies may be used. Replacement pistons must match the profile, port timing and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.
- 26.3.2 Engine Displacement:** Engine displacement may not exceed 850cc.
- 26.3.3 Gaskets:** Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Replacement base gaskets may not be thicker than 0.8 mm (0.032 in). Replacement head gaskets shall be allowed a tolerance of up to 0.05 mm (0.002 in) thinner than the original OEM head gasket. All other gaskets shall be allowed a tolerance of plus or minus 20%. Holes may be added or subtracted in the water passage areas for the head and exhaust manifold gaskets. All other gaskets must retain the OEM pattern.
- 26.3.4 Head and Head Gasket:** Kawasaki SXR only. Cylinder head may be modified or aftermarket. Minimum dome size is 28cc. Aftermarket heads may have a maximum of 2 cooling outlets with no greater than a 1/8" NPT thread. Head gasket may be modified or eliminated. Drop down domes are not allowed.

- 26.3.5 Crankshaft:** Crankshaft may be rebuilt or aftermarket. Replacement crankshaft components and assemblies must match the OEM component's size, shape, contours and material. Non-rebuildable counter weights may be altered to utilize press in pins. Crankshaft pins may be keyed and / or welded to the counter weights. Rebuilt or replacement crankshaft assemblies must weigh within $\pm 5\%$ of the OEM crankshaft.
- 26.3.6 Cooling System:** The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the pump. Heads may have a maximum of 2 cooling outlets with no greater than a 1/8" NPT thread. Additional fittings may not be added to any other engine component. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 26.3.7 Exhaust:** The exhaust system must remain stock as supplied by the manufacturer. An insert may be added to reduce the inside diameter of the stinger portion of the exhaust system. Exhaust system stinger end may be drilled and tapped for injection of water only. The original OEM water inlet fitting may be drilled to accept a maximum size of 1/4 inch NPT by 1/2 inch barbed fitting
- 26.3.8 Waterbox:** Damaged water boxes may be repaired, including by means of welding. No changes to the interior of the water box (i.e. baffles) are allowed whether these changes are the result of damage or repair. Repairs may cause no performance gains.
- 26.3.9 Ventilation:** Engine compartment ventilation tubes may be modified, aftermarket, or removed. Inlet and outlet openings may not be enlarged (i.e., when the tube is removed, the opening may not be larger than stock). Vents may be shielded or plugged.

26.4 ENGINE - FOUR-STROKE

- 26.4.1 Cylinders:** Cylinders may be bored.
- 26.4.2 Engine Displacement:** Engine displacement may not exceed 767cc (1mm over stock bore)
- 26.4.3 Pistons:** Replacement piston assemblies may be used. Replacement pistons must match the profile compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.
- 26.4.4 Gaskets:** Replacement gaskets are allowed but must be the same type and material as the OEM gasket. Head gasket and base gasket must be the OEM thickness $\pm 10\%$. All other gaskets must be OEM thickness $\pm 20\%$.
- 26.4.5 Boost Pressure:** Four-Stroke turbocharged watercraft may not exceed 5psi (.34 bar) of boost pressure.
- 26.4.6 Boost Regulator Valve:** All four-stroke turbocharged watercraft must run an approved boost regulator valve set to limit boost pressure to a maximum of 5psi (.34 bar).
- 26.4.7 Data Recorder:** The sanctioning body reserves the right to install a data recorder on any four-stroke turbocharged boat in order to test the peak boost output at wide open throttle at full load.
- 26.4.8 Cylinder Head:** Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Repairs to the cylinder head affecting one cylinder bank are allowed. Repaired areas must match, within reason, the original part prior to the repair.
- 26.4.9 Crankshaft:** Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 26.4.10 Camshafts:** Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing that they maintain their original type and dimensions. Camshaft timing may be changed.
- 26.4.11 Valve Shims:** Intake and exhaust valves may be shimmed with OEM or aftermarket shims.
- 26.4.12 Cooling System:** The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the pump. Fittings may not be added to any engine component. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 26.4.13 Valve Cover:** Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

26.4.14 Actuator Arm: Aftermarket waste gate actuator arms are allowed.

26.5 IGNITION AND ELECTRONICS - TWO-STROKE

26.5.1 Electronic Control Unit (ECU): The original electronic control unit may be modified or aftermarket so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added (e.g., exhaust gas temperature, detonation sensors, etc.). Temperature sensors may be disabled.

26.5.2 Timing: Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. Woodruff key may be modified or removed.

26.5.3 Monitoring: Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device. During competition added sensors must be removed and exposed ports must be plugged to the extent that the modified parts are returned to their original functionality and offers no performance improvement. The Chief Technical Inspector must be notified of, and approve any modifications associated with the monitoring systems.

26.6 IGNITION AND ELECTRONICS - FOUR-STROKE

26.6.1 Electronic Control Unit (ECU): The original electronic control unit must be OEM. Engine temperature sensors may not be disabled.

26.6.2 Timing: Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger.

26.6.3 Monitoring: Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device. During competition, added sensors must be removed and exposed ports must be plugged to the extent that the modified parts are returned to their original functionality and offers no performance improvement. The Chief Technical Inspector must be notified of, and approve any modifications associated with the monitoring systems.

26.7 AIR/FUEL DELIVERY

26.7.1 Carburetor: Carburetor jets (replaceable type), needle valves, and needle valve springs may be changed. Fuel mixture adjustment screws may be replaced or modified with "T" handle type or other to provide ease of adjustment. Carburetors equipped with plugs over the mixture adjustment screws may be machined to allow access to the adjustment screws. Choke assemblies may be removed provided holes exposed from removed shafts are plugged.

26.7.2 Reeds: Reed petals may be modified or aftermarket provided the original equipment reed stop and cage assembly are used.

26.7.3 Primer: An aftermarket primer system may be installed. Drilling, tapping or boring any part of the carburetor is NOT allowed.

26.7.4 Fuel System: Fuel tank filler neck and filler cap may be modified or aftermarket provided a hazard is not created. Fuel tank air Inlet line length and intake location may be modified.

26.7.5 Fuel Injection Components: Fuel pressure regulator may be modified or aftermarket to change fuel pressure.

26.7.6 Intercooler: Hydrospace S4 intercoolers may be reinforced or updated to the reinforced intercooler available from Hydrospace.

27. TECHNICAL RULES - SKI 4-STROKE STOCK

27.1 OVERVIEW

27.1.1 Description: The intent of the Ski 4-Stroke Stock class is to establish a venue in which all riders and machines can compete at their own level with a relatively modest investment in equipment and maintenance costs.

The Ski 4-Stroke Stock rules apply to all ski models with a 4-stroke engine manufactured with a minimum dry weight of 503.6 lbs (229kg).

27.1.2 Modifications: These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.

27.1.3 General Rules: The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.

- 27.1.4 Part Updates/Backdates:** Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.
- 27.1.5 Electronic Control Unit (ECU):** The original electronic control unit may be reprogrammed.
- 27.1.6 Cooling system:** Additional cooling lines may be added to the engine and pump assemblies. Water fittings may be modified or aftermarket. Additional water bypass outlets may be added.
- 27.1.7 Gaskets:** Replacement gaskets are allowed but must be the same type and material as the OEM gasket. Head gasket and base gasket must be the OEM thickness +/-10%. All other gaskets must be OEM thickness +/-20%.
- 27.1.8 Fuel system:** In order to allow for improved fuel pump reliability, the following are being implemented:
- Fuel pump, fuel pressure regulator, fuel filter, fuel pickup assemblies, fuel rail and associated lines and fittings may be modified or aftermarket – as a replacement for the stock assemblies.
 - Pressure regulator may not be electronically controlled.
 - Fuel pressure is limited to a maximum of 45psi.
 - All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.

28. TECHNICAL RULES – SKI 4-STROKE SUPERJET

28.1 OVERVIEW

- 28.1.1 Description:** The intent of the Ski 4-Stroke Superjet class is to establish a venue in which all riders and machines can compete at their own level with a relatively modest investment in equipment and maintenance costs.
- 28.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 28.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 28.1.4 Part Updates/Backdates:** Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.
- 28.1.5 Electronic Control Unit (ECU):** The original electronic control unit may be reprogrammed.
- 28.1.6 Gaskets:** Replacement gaskets are allowed but must be the same type and material as the OEM gasket. Head gasket must be the OEM thickness +/-10%. All other gaskets must be OEM thickness +/-20%.
- 28.1.7 Exhaust Hose:** Aftermarket hose / piping may be used for routing the exhaust from the waterbox to the exhaust outlet pipe. This allows for modifying or removing the OEM “Restrictive sound suppression system” which is part of that assembly. No modification to the waterbox or exhaust outlet are allowed.

29. TECHNICAL RULES - SKI LIMITED

29.1 OVERVIEW

- 29.1.1 Description:** The Limited class allows for an increase in watercraft performance over the stock class through the allowance of a limited number of modifications.
- 29.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 29.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 29.1.4 Part Updates/Backdates:** Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.

29.2 DRIVELINE

- 29.2.1 Pump assembly:** Pump, pump nozzle, directional nozzle, trim system and pump shoe may be modified or aftermarket. Overall length of the complete pump and directional nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.
- 29.2.2 Driveshaft:** Driveshaft may be modified or aftermarket.
- 29.2.3 Coupling:** Drive line coupler and dampener may be modified or aftermarket. A 1:1 drive ratio must be maintained.

29.3 HULL

- 29.3.1 Hull Assembly:** The hull assembly must be as delivered from the manufacture and may not be separated for any reason.
- 29.3.2 Hood:** Vent tubes may be modified or eliminated. Hood may be modified internally to allow clearance for an aftermarket exhaust system. Increased ventilation may not be created by the modifications.
- 29.3.3 Hull Extensions – 1990-2016 Yamaha SuperJets** are allowed to have hull extensions mounted on the hull's transom. All edges must be radiused so that a hazard is not created. Fins, skegs, rudders and other appendages that may create a hazard are not allowed. Hull extensions cannot exceed the width of the planing surface or extend rearward more than 100.00mm (3.94 in.) beyond the end of the original planing surface.
- 29.3.4 Ballast Weight:** Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.
- 29.3.5 Engine compartment foam:** Floatation foam within the engine compartment may be removed, modified or aftermarket. Parts may not be relocated based on the removal of the foam.

29.4 ENGINE - TWO-STROKE

- 29.4.1 Cylinder:** Cylinders may be bored. Chamfering of cylinder ports may not exceed 1.00mm (0.04 in.) at a maximum angle of 30 degrees. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. If the cylinder being utilized cannot be bored (per OEM specifications) to within 10% of the overall class displacement a replacement sleeve may be installed. Ports in the replacement sleeve must match those in the OEM sleeve. Cylinders may be machined to allow for cylinder head girdle assemblies.
- 29.4.2 Pistons:** Replacement piston assemblies may be used. Replacement pistons must match the profile, port timing and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.
- 29.4.3 Engine Displacement:** Engine displacement may not exceed 850cc.
- 29.4.4 Cylinder Head:** Cylinder head and gasket may be modified or aftermarket.
- 29.4.5 Gaskets:** Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Head gaskets may be replaced with o-rings. Replacement base gaskets may not exceed 1.5 mm (0.060 in) in thickness.
- 29.4.6 Crankshaft:** Crankshaft may be rebuilt or aftermarket. Replacement crankshaft components and assemblies must match the OEM component's size, shape, contours and material. Non-rebuildable counterweights may be altered to utilize press in pins. Crankshaft pins may be keyed and / or welded to the counterweights. Rebuilt or replacement crankshaft assemblies must weigh within $\pm 5\%$ of the OEM crankshaft.
- 29.4.7 Cooling System:** The cooling system may be modified or aftermarket. Additional cooling lines may be added to the engine and pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 29.4.8 Exhaust:** The exhaust system may be modified or aftermarket. Exhaust outlet may not be relocated or enlarged. Exhaust outlet flap may be removed. No tuned portion of the exhaust may extend outside of the hull.
- 29.4.9 Waterbox:** Original equipment waterbox must be used and cannot be modified. Damaged water boxes may be repaired, including by means of welding. No changes to the interior of the water box (i.e. baffles)

are allowed whether these changes are the result of damage or repair. Repairs may cause no performance gains.

29.4.10 1100 engine option: A completely stock 1100cc engine may be utilized in the limited class with the following limitations.

- An 1100cc Yamaha engine may only be used in a Yamaha hull.
- An 1100cc Kawasaki engine may only be used in a Kawasaki hull.
- The engine may be bored over a maximum of 1mm from the stock bore.
- No other modifications or alterations of any kind are allowed to the engine, ignition, carburation, cooling, or exhaust.
- Carburetors may be rejetted.
- Aftermarket flame arrestors are allowed.
- Motor mounts may be relocated.
- Driveshaft may be modified or aftermarket but must be made of the same material as stock.
- The stock jet pump must be used.

29.5 ENGINE - FOUR-STROKE

29.5.1 Cylinders: Cylinders may be bored.

29.5.2 Engine Displacement: Engine displacement may not exceed 767cc (1mm over stock bore).

29.5.3 Pistons: Replacement piston assemblies may be used. Replacement pistons must match the profile and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.

29.5.4 Boost Pressure: Four-Stroke turbocharged watercraft may not exceed 14psi (.95 bar) of boost pressure with a stock intercooler or 12psi (.82 bar) with a modified or aftermarket intercooler.

29.5.5 Boost Regulator Valve: All four-stroke turbocharged watercraft must run an approved boost regulator valve set to limit boost pressure to a maximum of 14psi (.95 bar) when using the stock intercooler or 12psi (.82 bar) with a modified or aftermarket intercooler.

29.5.6 Data Recorder: The sanctioning body reserves the right to install a data recorder on any four-stroke turbocharged watercraft in order to test the peak boost output at wide open throttle at full load.

29.5.7 Cylinder Head: Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Repairs to the cylinder head affecting one cylinder bank are allowed. Repaired areas must match, within reason, the original part prior to the repair.

29.5.8 Crankshaft: Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.

29.5.9 Camshafts: Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing that they maintain their original type and dimensions.

29.5.10 Valve Shims: Intake and exhaust valves may be shimmed with OEM or aftermarket shims.

29.5.11 Cooling System: The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the pump. Fittings may not be added to any engine component. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

29.5.12 Valve Cover: Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

29.5.13 Actuator Arm: - Aftermarket waste gate actuator arms are allowed.

29.6 IGNITION AND ELECTRONICS

29.6.1 Electronic Control Unit (ECU) / Ignition / CDI: The original electronic control unit may be modified or aftermarket so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added as part of the input for controlling the electronics (e.g., exhaust gas temperature, detonation sensors, etc.). Temperature sensors may be disabled.

29.6.2 Monitoring: Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device.

- 29.6.3 Timing:** Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. Woodruff key may be modified or removed.
- 29.6.4 Ignition box:** Ignition box may be relocated a minimum amount to allow for aftermarket exhaust systems.
- 29.6.5 Battery box:** Battery box may be relocated a minimum amount to allow for aftermarket exhaust systems.
- 29.7 AIR/FUEL DELIVERY**
 - 29.7.1 Intake assembly – carbureted models:** Intake assemblies on carbureted models may be modified or aftermarket. Assemblies include carburetors, intake manifold, reed valves and any associated hardware. Slide type carburetors are not allowed. Fuel pumps must be operated by crankcase pressure. Additional pulse line fittings may be added to the crankcase.
 - 29.7.2 Primer:** An aftermarket primer system may be installed.
 - 29.7.3 Fuel System:** Fuel petcock may be bypassed or removed. Additional fuel filters may be used. Fuel tank filler neck and filler cap may be modified or aftermarket provided a hazard is not created. Fuel tank air Inlet line length and intake location may be modified. Anti-sloshing foam may be added to the fuel tank.
 - 29.7.4 Fuel Injection Components:** Fuel pressure regulator may be modified or aftermarket to change fuel pressure.
 - 29.7.5 Intercooler:** Intercoolers may be modified or aftermarket. The maximum increase in cooling surface area of a modified or aftermarket intercooler is limited to a 25% increase over the stock intercooler. When using a modified or aftermarket intercooler the maximum boost pressure is 12psi.

30. TECHNICAL RULES - SKI SUPERSTOCK

30.1 OVERVIEW

- 30.1.1 Description:** The Superstock class allows for an increase in watercraft performance over the stock class through the allowance of a limited number of modifications.
- 30.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 30.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 30.1.4 Part Updates/Backdates:** Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.

30.2 DRIVELINE

- 30.2.1 Pump assembly 2-stroke applications:** Pump, pump nozzle, directional nozzle, trim system and pump shoe may be modified or aftermarket. Overall length of the complete pump and directional nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.
- 30.2.2 Pump assembly 4-stroke applications:** Must utilize an OEM Yamaha Superjet, OEM Kawasaki 750SX, SXI, SXI Pro or OEM 800 SX-R pump assembly.
- 30.2.3 Driveshaft:** Driveshaft may be modified or aftermarket.
- 30.2.4 Coupling:** Drive line coupler and dampener may be modified or aftermarket. A 1:1 drive ratio must be maintained.

30.3 HULL

- 30.3.1 Hull:** Hulls maybe modified or aftermarket.
- 30.3.2 Dimensions:** Hull length, including pump and rideplate, may not exceed 246.4cm (97 in). Hull width may not exceed 30 in (76.2cm).
- 30.3.3 Weight:** Dry weight of the complete watercraft must be greater than 260 lb (118kg).
- 30.3.4 Top Deck:** The top deck may be modified or aftermarket. The top deck must resemble an OEM homologated top deck in that the handle pole attachment point is in front of the hood/engine compartment and the ride tray area is in back of the hood/engine compartment and must have raised gunnels on each side of the ride tray.
- 30.3.5 Ballast Weight:** Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft provided a hazard is not created. Only weight consisting of constant mass (i.e.,

water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.

30.3.6 Engine compartment foam: Floatation foam within the engine compartment may be removed, modified or aftermarket.

30.4 ENGINE - TWO-STROKE

30.4.1 Engine configuration: Engine must be from a homologated personal watercraft. The engine must be used as a complete OEM assembly with no modifications unless listed below.

30.4.2 Engine Displacement: Engine displacement may not exceed 850cc

30.4.3 Cylinder: Cylinders may be bored. Chamfering of cylinder ports may not exceed 1.00mm (0.04 in.) at a maximum angle of 30 degrees. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. If the cylinder being utilized cannot be bored (per OEM specifications) to within 10% of the overall class displacement a replacement sleeve may be installed. Ports in the replacement sleeve must match those in the OEM sleeve. Cylinders may be machined to allow for cylinder head girdle assemblies.

30.4.4 Pistons: Replacement piston assemblies may be used. Replacement pistons must match the profile, port timing and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.

30.4.5 Cylinder Head: Cylinder head and gasket may be modified or aftermarket.

30.4.6 Gaskets: Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Head gaskets may be replaced with o-rings. Replacement base gaskets may not exceed 1.5 mm (0.060 in) in thickness.

30.4.7 Crankshaft: Crankshaft may be rebuilt or aftermarket. Replacement crankshaft components and assemblies must match the OEM component's size, shape, contours and material. Non-rebuildable counterweights may be altered to utilize press in pins. Crankshaft pins may be keyed and / or welded to the counterweights. Rebuilt or replacement crankshaft assemblies must weigh within $\pm 5\%$ of the OEM crankshaft.

30.4.8 Cooling System: The cooling system may be modified or aftermarket. Additional cooling lines may be added to the engine and pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

30.4.9 Exhaust: The exhaust system may be modified or aftermarket. Exhaust outlet be relocated or enlarged. Exhaust outlet flap may be removed. No tuned portion of the exhaust may extend outside of the hull.

30.5 ENGINE - FOUR-STROKE

30.5.1 Engine configuration: Normally aspirated four-stroke engines from a homologated personal watercraft are allowed. The engine must be used as a complete OEM assembly with no modifications unless listed below.

30.5.2 Engine Displacement: Maximum engine displacement 1100cc

30.5.3 Pistons: Replacement piston assemblies may be used. Replacement pistons must match the profile and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.

30.5.4 Gaskets: Replacement gaskets are allowed but must be the same type and material as the OEM gasket. Head gasket and base gasket must be the OEM thickness $\pm 10\%$. All other gaskets must be OEM thickness $\pm 20\%$.

30.5.5 Cylinder Head: Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Repairs to the cylinder head affecting one cylinder bank are allowed. Repaired areas must match, within reason, the original part prior to the repair.

30.5.6 Crankshaft: Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.

30.5.7 Camshafts: Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing that they maintain their original type and dimensions.

30.5.8 Valve Shims: Intake and exhaust valves may be shimmed with OEM or aftermarket shims.

30.5.9 Cooling System: The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the pump. Fittings may not be added to any engine component. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

30.5.10 Exhaust system: Unmodified OEM exhaust manifold must be utilized. Exhaust routing rearward from the manifold may be modified or aftermarket.

30.6 IGNITION AND ELECTRONICS

30.6.1 Electronic Control Unit (ECU) / Ignition / CDI: The original electronic control unit may be modified or aftermarket so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added as part of the input for controlling the electronics (e.g., exhaust gas temperature, detonation sensors, etc.). Temperature sensors may be disabled.

30.6.2 Monitoring: Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device.

30.6.3 Timing: Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. Woodruff key may be modified or removed.

30.6.4 Ignition box: Ignition box may be modified or aftermarket and may be relocated.

30.6.5 Battery box: Battery box may be modified or aftermarket and may be relocated.

30.7 AIR/FUEL DELIVERY

30.7.1 Intake assembly – carbureted models: Intake assemblies on carbureted models may be modified or aftermarket. Assemblies include carburetors, intake manifold, reed valves and any associated hardware. Slide type carburetors are not allowed. Fuel pumps must be operated by crankcase pressure. Additional pulse line fittings may be added to the crankcase.

30.7.2 Primer: An aftermarket primer system may be installed.

30.7.3 Fuel System: Fuel petcock may be bypassed or removed. Additional fuel filters may be used. Fuel tank filler neck and filler cap may be modified or aftermarket provided a hazard is not created. Fuel tank air inlet line length and intake location may be modified. Anti-sloshing foam may be added to the fuel tank.

30.7.4 Fuel tank: Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

30.8 Exhaust Routing:

30.8.1 Waterbox: Waterbox may be modified or aftermarket and may be relocated.

30.8.2 Hoses, routing and outlets: Exhaust hoses, routing and outlets may be modified or aftermarket. Exhaust hose routing may be altered.

31. TECHNICAL RULES – SKI GP

31.1 OVERVIEW

31.1.1 Description: The GP class allows for modifications to gain the maximum performance from the personal watercraft.

31.1.2 General Rules: The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.

31.1.3 Modifications: Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.

31.1.4 Safe construction: All aspects of a fabricated component must not create a safety hazard.

31.2 DRIVELINE

31.2.1 Steering nozzle length: The steering nozzle may not extend past the rear edge of the upper deck by more than 12.7cm (5 in).

31.2.2 Ride plate: The ride plate may not extend past the rear edge of the upper deck by more than 5 in (12.7cm).

31.2.3 Driveline ratio: Drive lines must maintain a 1:1 drive ratio.

31.3 HULL

31.3.1 Dimensions: Hull length, including pump and rideplate, may not exceed 104.5 in (265.4cm). Hull width may not exceed 30.1 in (76.5cm).

31.3.2 Weight: Dry weight of the complete watercraft must be greater than 260 lb (118kg).

31.3.3 Top Deck: The top deck may be modified or aftermarket. The top deck must resemble an OEM homologated top deck in that the handle pole attachment point is in front of the hood/engine compartment and the ride tray area is in back of the hood/engine compartment and must have raised gunnels on each side of the ride tray.

31.4 ENGINE - TWO-STROKE

31.4.1 Engine Displacement: Engine displacement may not exceed 1300cc.

31.4.2 Engine cases: Engine cases must be from a homologated personal watercraft.

31.4.3 Exhaust: No tuned portion of the exhaust may extend outside of the hull.

31.5 ENGINE - FOUR-STROKE

31.5.1 TR1 / ACE Rule adjustments: Rotax 900 ACE and Yamaha TR-1 engines are allowed for use in the Ski GP class. Due to the unknown power output capabilities of these power plants, specific rules will be adjusted periodically throughout the year to adjust the performance to maintain parity in the GP class.

31.5.2 Engine Displacement: Engine displacement may not exceed 1100cc for turbocharged or supercharged engines. Engine displacement may not exceed 1500cc for normally aspirated engines.

31.5.3 Engine block: Engine block must be from a homologated personal watercraft.

31.5.4 Boost pressure: Boost pressure limits:

31.5.4.1 Engine displacement of 901cc or greater – 6psi maximum

31.5.4.2 Engine displacement of 900cc or less – 8psi maximum

31.5.5 Boost regulators: All turbocharged engines are required to run the following boost regulator as the sole means of controlling boost pressure.

Turbosmart – Boost-Tee Boost Controller – TS-0101-1001 or TS-0101-1002

31.5.6 Turbocharger cooling: Turbocharger housings must be of the fully water jacketed type with coolant circulating at all times while the engine is running.

31.6 ELECTRONICS

31.6.1 Battery box: Battery box may be modified or aftermarket.

31.7 AIR/FUEL DELIVERY

31.7.1 Carburetors: Slide type carburetors are not allowed.

31.7.2 Fuel injection systems: Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.

31.7.3 Fuel tank: Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

32. TECHNICAL RULES - SPORT STOCK

32.1 Overview and general rules: Driveline, hull, engine 2 stroke, engine 4 stroke, air/fuel delivery

32.1.1 Description: The intent of the Sport Stock class is to establish a venue in which all riders and machines can compete at same level with a relatively modest investment in watercraft and equipment costs.

32.1.2 General Rules: The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.

32.1.3 Modifications: Sport Watercraft competing in this Stock class must obey the rules to the specifications which are outlined for each individual model. These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.

32.1.4 Model eligibility: Watercraft that are eligible to compete in this class are: Kawasaki X2 Gen 1 (Pre 05); Kawasaki X2 Gen 2 (05-07); Polaris Hurricane; Sea Doo HX and Yamaha Waveblaster 701.

32.1.5 Part Updates/Backdates: Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.

32.2 DRIVELINE:

32.2.1 Pump: Pumps are required to be OEM. Sea Doo HX may use OEM plastic pump housing provided it retains the small diameter hub and the same amount of veins. Polaris Hurricane may update to the factory superseded Polaris 6 vein pump.

32.2.2 Pump mounting: Pump mounting plate may be modified or aftermarket. Silicone adhesive sealant or similar may be used in addition to original equipment pump seal.

32.2.3 Pump nozzle: Pump nozzle and directional nozzle may be modified or aftermarket. Nozzle spacers are allowed. Overall length of the complete pump and directional nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.

32.2.4 Trim systems: Nozzle-trim systems may be used.

32.2.5 Driveshaft and coupling: Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump. Titanium driveshafts are not allowed.

32.2.6 Pump cone: Kawasaki X2 may use aftermarket pump cones. Sea Doo HX may use older style carrier assembly with grease fitting.

32.2.7 Cooling: Kawasaki, Polaris and Yamaha may add extra cooling fittings.

32.3 HULL

32.3.1 Reinforcement: Hull, bulkhead and deck may be internally reinforced. Fasteners may be installed through the hull, bulkhead and deck for the purposes of securing components to interior surfaces, provided a hazard is not created.

32.3.2 Bulkhead: Bulkhead may be cut for exhaust or electrical routing.

32.3.3 Additional filling: Fire extinguisher, fuel petcock and choke holes may be filled or capped.

32.3.4 Pump shoe: Pump shoe may be aftermarket but may not extend more than 0.47 inches (12.00mm) below the flat plane of the pump intake area of the hull.

32.3.5 Trim tabs: Aftermarket fixed-position trim tabs may be used. Original equipment trim plates that are detachable from the hull may be removed or replaced when installing aftermarket trim tabs. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm) beyond the end of the original planning surface. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be rounded so as not to create a hazard

32.3.6 Front hull fills: Kawasaki Gen 1 X2 (pre 05) may add front hull fills providing these fills do not exceed 36 inches (91.45cm) in length, as measured from the front most surface of the hull (bow) towards the rear of the hull (stern).

32.3.7 Battery box: Battery box may be relocated.

32.3.8 Seat: Seat height may be changed and/or covered but must utilize OEM stock base. The base may have holes providing they do not add additional airflow to engine compartment. Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the area above the hull bond flange may be polished, shot peened or painted.

32.3.9 Flotation foam: Flotation foam may be removed, modified or aftermarket.

32.3.10 Engine compartment ventilation: Engine compartment ventilation tubes may be modified, aftermarket, relocated or removed. Inlet and outlet openings may not be enlarged (i.e., when the tube is removed, the opening may not be larger than stock). Vents may be shielded or plugged. No other modifications to the hood will be allowed. Polaris Hurricane hood/mirror cowling may be replaced providing it does not create additional airflow to engine compartment.

32.4 ENGINE

32.4.1 Cylinder: Engines may be bored a maximum of 1mm (.040in). Yamaha Waveblaster may upgrade to 701 62T style cylinders. Pre-1996 Yamaha Waveblaster may update to 1996 and newer Yamaha Waveblaster replacement engine components. Yamaha Waveblaster may utilize OEM 760 crankcase. Chamfering of

cylinder ports must not exceed 1.00mm (0.04 in.) at a 30-degree maximum angle. Cylinders may be machined to accept girdle system cylinder heads where allowed.

32.4.2 Pistons: Replacement piston assemblies may be used. Replacement pistons must match the profile, port timing and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.

32.4.3 Cylinder Head:

32.4.3.1 Kawasaki, Polaris and Yamaha: Cylinder heads and gaskets may be modified or aftermarket providing. Compression may not exceed 190psi. Aftermarket or OEM head domes must maintain a squish clearance of 1mm (.040in) or greater. Machined heads must retain the OEM dome profile and angles. Drop down style domes are not allowed on any model.

32.4.3.2 Sea Doo HX: Heads may be modified. Compression may not exceed 175psi. Squish clearance must be 1.3mm (.051in) or greater. Machined heads must retain the OEM dome profile and angles.

32.4.4 Crankshaft: Crankshaft may be rebuilt or aftermarket. Replacement crankshaft components and assemblies must match the OEM component's size, shape, contours and material. Non-rebuildable counterweights may be altered to utilize press in pins. Crankshaft pins may be keyed and / or welded to the counterweights. Rebuilt or replacement crankshaft assemblies must weigh within $\pm 5\%$ of the OEM crankshaft.

32.4.5 Exhaust:

32.4.5.1 Kawasaki, Polaris and Yamaha: Exhaust manifold, head pipe, expansion chamber, gaskets and all hoses between expansion chamber and exhaust exit may be modified or aftermarket. Only exhausts originally manufactured as a wet style system will be allowed. No water jacketed chambers are allowed. Exhaust exit may be relocated on the hull provided it does not create a hazard. No tuned portion of the exhaust may protrude outside of the hull. Waterbox may be relocated and aftermarket. Electronic water injection is not allowed.

32.4.5.2 Sea Doo HX: Waterbox may be updated or backdated. Water fittings on the waterbox may be plugged. Exhaust system bolts and studs may be upgraded to a larger size.

32.4.6 Cooling

32.4.6.1 Kawasaki, Polaris and Yamaha: Water flow control valves may be used. Additional cooling fittings may be added to the engine and pump.

32.4.6.2 Sea Doo HX: Water lines going to the waterbox may be disconnected and plugged.

32.4.7 Kawasaki X2 Gen 1 (pre 05) options:

32.4.7.1 Option 1) Update to a Kawasaki 750 or 800 engine and electronics. Other modifications can be made according to the Sport GP class rules.

32.4.7.2 Option 2) Upgrade to a Kawasaki 900 or 1100 motor, exhaust, electronics and carburetors. Carburetors jets, needles/seats may be replaced. Aftermarket flame arrestors and adaptors are allowed. No other modifications or alterations of any kind are allowed to the engine, ignition, carburation, cooling, or exhaust.

32.4.8 Flywheel / stator cover: Flywheel / stator cover may be modified or aftermarket. Additional ventilation or cooling features are not allowed.

32.5 AIR/FUEL DELIVERY:

32.5.1 Fuel system: The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or aftermarket. Additional fuel filters may be used and fuel cell foam may be added to the fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created. Fuel tank air Inlet line length and intake location may be modified. Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

32.5.2 Carburetors: Carburetors may be rejettied. Choke assemblies may be removed provided holes exposed from removed shafts are plugged.

32.5.3 Polaris Hurricane and Yamaha Waveblaster Carburetors may be modified or aftermarket. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors are allowed.

- 32.5.4 Intake assembly:** Polaris Hurricane, Kawasaki X2 and Yamaha Waveblaster Intake manifold and reed valve assemblies may be modified or aftermarket. Reed spacers may be added.
- 32.5.5 Fuel pump:** Aftermarket crankcase pressure operated fuel pumps may be used. Additional carburetor pulse line fittings may be installed on the crankcase.
- 32.5.6 Vapor/air separators: Vapor/air separators:** Modified or aftermarket vapor/air separators are allowed. Fuel vapor/air separators must have an open line to the fuel tank at all times and may not exceed 2-inch x 6 inch. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.

32.6 IGNITION AND ELECTRONICS:

- 32.6.1 Electronic Control Unit (ECU):** RPM limiter function may be modified. Polaris and Yamaha model CDI units may be modified or non-programable aftermarket units. Kawasaki X2 CDI may be modified or aftermarket and programmable.
- 32.6.2 Timing / Stator plate:** OEM stator plate and stock unmodified woodruff key must be used on all models. Timing may not be advanced at the stator plate. All models must line up the factory mark on the stator with factory mark on the cases.
- 32.6.3 Temperature sensor:** Engine temperature sensor may be disconnected and/or removed. Kawasaki X2 may use ignition jumper for heat sensor.

33. TECHNICAL RULES – SPORT GP

33.1 OVERVIEW

- 33.1.1 Description:** The Sport GP class allows for modifications to gain the maximum performance from the personal watercraft.
- 33.1.2 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 33.1.3 Modifications:** Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 33.1.4 Safe construction:** All aspects of a fabricated component must not create a safety hazard.
- 33.1.5 Weight:** There is no minimum

33.2 DRIVELINE

- 33.2.1 Steering nozzle length:** The steering nozzle may not extend past the rear edge of the upper deck by more than 5in (12.7cm).
- 33.2.2 Ride plate:** The ride plate may not extend past the rear edge of the upper deck by more than 5in (12.7cm).
- 33.2.3 Driveline ratio:** Drive lines must maintain a 1:1 drive ratio.

33.3 HULL

- 33.3.1 Top Deck:** The top deck may be modified or aftermarket but must resemble an OEM homologated top deck.
- 33.3.2 Trim tabs:** Aftermarket fixed or movable trim tabs and actuation hardware may be used. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94in (100.00mm) beyond the end of the original planning surface.

33.4 ENGINE - TWO-STROKE

- 33.4.1 Engine Displacement:** Engine displacement may not exceed 1300cc.
- 33.4.2 Engine cases:** Engine cases must be from a homologated personal watercraft.
- 33.4.3 Exhaust:** No tuned portion of the exhaust may extend outside of the hull.

33.5 ENGINE - FOUR-STROKE

- 33.5.1 Engine Displacement:** Engine displacement may not exceed 900cc for turbo charged or super charged engines. Engine displacement may not exceed 1500cc for normally aspirated engines.
- 33.5.2 Engine block:** Engine block must be from a homologated personal watercraft.

33.6 ELECTRONICS

- 33.6.1 Battery box:** Battery box may be modified or aftermarket.

33.7 AIR/FUEL DELIVERY

- 33.7.1 Carburetors:** Slide type carburetors are not allowed.

- 33.7.2 Fuel injection systems:** Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.
- 33.7.3 Fuel tank:** Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

34. TECHNICAL RULES – SPORT OPEN

34.1 OVERVIEW

- 34.1.1 Description:** The Sport Open class allows for modifications to gain the maximum performance from the personal watercraft.
- 34.1.2 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 34.1.3 Modifications:** Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 34.1.4 Safe construction:** All aspects of a fabricated component must not create a safety hazard.
- 34.1.5 Weight:** There is no minimum

34.2 DRIVELINE

- 34.2.1 Steering nozzle length:** The steering nozzle may not extend past the rear edge of the upper deck by more than 5in (12.7cm).
- 34.2.2 Ride plate:** The ride plate may not extend past the rear edge of the upper deck by more than 5in (12.7cm).
- 34.2.3 Driveline ratio:** Drive lines must maintain a 1:1 drive ratio.

34.3 HULL

- 34.3.1 Width:** Overall width may not exceed 35.5in (90.2cm).
- 34.3.2 Length:** Overall length may not exceed 96.5in (245.1cm).
- 34.3.3 Hull:** Hull may be modified or aftermarket. Seadoo HX and Polaris Hurricane models are allowed but must retain the stock hull.
- 34.3.4 Top Deck:** The top deck may be modified or aftermarket but must resemble an OEM Yamaha Wave Blaster top deck. Seadoo HX and Polaris Hurricane models must retain the stock top deck.
- 34.3.5 Trim tabs:** Aftermarket fixed or movable trim tabs and actuation hardware may be used. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94in (100.00mm) beyond the end of the original planning surface.

34.4 ENGINE - TWO-STROKE

- 34.4.1 Engine Displacement:** Watercraft utilizing a Seadoo HX hull are limited to 1105cc for 2-cylinder engines and 1140cc for 3 cylinder engines. All others are allowed a maximum displacement of 1300cc.
- 34.4.2 Engine cases:** Engine cases must be from a homologated personal watercraft.
- 34.4.3 Exhaust:** No tuned portion of the exhaust may extend outside of the hull. Engines may be equipped with a maximum of one expansion chamber.

34.5 ELECTRONICS

- 34.5.1 Battery box:** Battery box may be modified or aftermarket.

34.6 AIR/FUEL DELIVERY

- 34.6.1 Carburetors:** Slide type carburetors are not allowed.
- 34.6.2 Fuel injection systems:** Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.
- 34.6.3 Fuel tank:** Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

35. TECHNICAL RULES - FREESTYLE

35.1 OVERVIEW

- 35.1.1 **Description:** The Freestyle class allows for modifications to gain the maximum performance from the personal watercraft for the purposes of displaying maximum maneuverability (also known as showing off).
- 35.1.2 **General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 35.1.3 **Modifications:** Different from the other class rules the Freestyle rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 35.1.4 **Safe construction:** All aspects of a fabricated component must not create a safety hazard.

35.2 DRIVELINE

- 35.2.1 **Driveline ratio:** Drive lines must maintain a 1:1 drive ratio.

35.3 HULL

- 35.3.1 **Top Deck:** The top deck may be modified or aftermarket. The top deck must resemble an OEM homologated top deck in that the handle pole attachment point is in front of the hood/engine compartment and the ride tray area is in back of the hood/engine compartment and must have raised gunnels on each side of the ride tray.
- 35.3.2 **Trim tabs:** Aftermarket fixed or movable trim tabs and actuation hardware may be used. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm) beyond the end of the original planning surface.

35.4 ENGINE

- 35.4.1 **Engine Displacement:** Engine displacement for the Pro class may not exceed 1400cc. Engine displacement for Amateur classes may not exceed 900cc. The maximum displacement for turbo charged or supercharged engine is 800cc.
- 35.4.2 **Engine cases:** Crankcases must be from a homologated personal watercraft or be a replica (reasonably resembling) those from a homologated watercraft.
- 35.4.3 **Exhaust:** No tuned portion of the exhaust may extend outside of the hull.

35.5 ELECTRONICS

- 35.5.1 **Battery box:** Battery box may be modified or aftermarket.

35.6 AIR/FUEL DELIVERY

- 35.6.1 **Carburetors:** Slide type carburetors are not allowed.
- 35.6.2 **Fuel injection systems:** Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.
- 35.6.3 **Fuel tank:** Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

36. TECHNICAL RULES - FREESTYLE 800

36.1 OVERVIEW

- 36.1.1 **Description:** The Freestyle 800 class allows for modifications to gain the maximum performance using OEM components with a relatively modest investment in equipment and maintenance costs.
- 36.1.2 **General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 36.1.3 **Modifications:** Different from the other class rules the Freestyle 800 rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 36.1.4 **Safe construction:** All aspects of a fabricated component must not create a safety hazard.

36.2 Driveline

- 36.2.1 **Pump:** OEM jet pump housing and stator must be used and may not be modified. All other pump components may be modified or aftermarket.

36.2.2 Driveline ratio: Drive lines must maintain a 1:1 drive ratio.

36.3 Hull

36.3.1 OEM Hull: The top and bottom deck must be OEM but may be modified.

36.3.2 Modifications: Hull modifications are allowed but the top deck must retain the OEM dimensions.

36.3.3 Trim tabs: Aftermarket fixed or movable trim tabs and actuation hardware may be used. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm) beyond the end of the original planning surface.

36.4 ENGINE

36.4.1 Engine Displacement: Engine displacement may not exceed 803cc.

36.4.2 Engine cases: OEM crankcases must be used but may be modified.

36.4.3 Exhaust: No tuned portion of the exhaust may extend outside of the hull.

36.5 ELECTRONICS

36.5.1 Battery box: Battery box may be modified or aftermarket.

36.6 AIR/FUEL DELIVERY

36.6.1 Carburetors: Slide type carburetors are not allowed.

36.6.2 Fuel injection systems: Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.

36.6.3 Fuel tank: Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

37. TECHNICAL RULES - RUNABOUT BOX-STOCK / IROC STOCK / IROC 1100

37.1 OVERVIEW

37.1.1 Description: The intent of the Runabout Box-Stock / IROC Stock / IROC 1100 class is to establish a venue in which all riders and machines can compete at their own level with a minimal investment in equipment and maintenance costs.

37.1.2 Modifications: These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.

37.1.3 General Rules: The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rule book.

37.1.4 Part Updates, Backdates and Substitutions: Original equipment may NOT be updated or backdated. Part substitutions are limited to those indicated as superseded by the manufacturer in their official parts catalogs. Models offered with a normally aspirated and super charged option are not allowed to exchange parts between those models.

37.2 DRIVELINE

37.2.1 Pump: 2019 and older Yamaha SVHO models may utilize the 2020 and newer pump and wear ring. The original nozzle assembly must be used.

37.2.2 Couplers and dampeners: Aftermarket couplers and dampeners are allowed.

37.3 HULL

37.3.1 Seat: Seat cover may be modified or aftermarket. Seat foam may not be altered. The seat height may not be changed more than 0.5in (1.27cm).

37.4 IGNITION AND ELECTRONICS

37.4.1 Electronic Control Unit (ECU): The original electronic control unit may be reprogrammed.

37.4.2 Timing: Ignition timing may be changed. OEM ignition pickup mount may be modified.

37.5 AIR/FUEL DELIVERY

37.5.1 Flame Arrestors / Intake Ribbon: Aftermarket flame arrestors are allowed, intake ribbon removal allowed, based on rule 24.10.2.

37.6 Engine

- 37.6.1 Valve springs:** Valve springs may be modified or aftermarket
- 37.6.2 Valve guides:** Aftermarket valve guides are allowed but must match the shape and length of the OEM valve guide.
- 37.6.3 Pulleys and tensioners:** Pulleys and tensioners may be modified or aftermarket on Kawasaki Ultra 300 and Ultra 310 models of watercraft only. This rule does not apply to any other make or model of watercraft.
- 37.6.4 Injector wire repair:** Yamaha 2017 and newer 1.8 Liter engines only - injector wire repair and upgrade kits are allowed provided they utilize the stock injector.
- 37.6.5 Cooling:** An additional cooling supply line and fitting may be added to the pump. Pump water inlet covers and water strainers may be modified or aftermarket. Additional water cooling lines and aftermarket water bypass fittings may be added. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained.
- 37.6.6 Supercharger drive gear:** Stock supercharger drive gear may be adhered to the drive gear shaft through welding or other means.

38. TECHNICAL RULES - RUNABOUT STOCK

38.1 OVERVIEW

- 38.1.1 Description:** The intent of the Runabout Stock class is to establish a venue in which all riders and machines can compete at their own level with a relatively modest investment in equipment and maintenance costs.
- 38.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 38.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 38.1.4 Part Updates/Backdates:** Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.

38.2 HULL

- 38.2.1 Hull Assembly:** The hull assembly must be as delivered from the manufacture and may not be separated for any reason.
- 38.2.2 Seat:** The OEM seat cover and foam may be modified or aftermarket. The OEM seat base must be used. The seat height may not be changed by more than +/- 0.5in (12.7mm).

38.3 ENGINE - TWO-STROKE

- 38.3.1 Cylinder:** Cylinders may be bored. Chamfering of cylinder ports may not exceed 1.00mm (0.04 in.) at a maximum angle of 30 degrees. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. If the cylinder being utilized cannot be bored (per OEM specifications) to within 10% of the overall class displacement a replacement sleeve may be installed. Ports in the replacement sleeve must match those in the OEM sleeve. Cylinders may be machined to allow for cylinder head girdle assemblies.
- 38.3.2 Engine Displacement:** Engine displacement may not exceed class rules of 800cc and 1200cc for the respective classes.
- 38.3.3 Gaskets:** Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Replacement base gaskets may not be thicker than 0.8 mm (0.032 in). Replacement head gaskets shall be allowed a tolerance of 0.05 mm (0.002 in) thinner than the original OEM head gasket. All other gaskets shall be allowed a tolerance of plus or minus 20%. Holes may be added or subtracted in the water passage areas for the head and exhaust manifold gaskets. All other gaskets must retain the OEM pattern.
- 38.3.4 Crankshaft:** Crankshaft may be rebuilt or aftermarket. Replacement crankshaft components and assemblies must match the OEM component's size, shape, contours and material. Non-rebuildable counterweights may be altered to utilize press in pins. Crankshaft pins may be keyed and / or welded to the counterweights. Rebuilt or replacement crankshaft assemblies must weigh within ± 5 % of the OEM crankshaft.
- 38.3.5 Cooling System:** The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the pump. Pump inlet covers and water strainers may be modified or aftermarket.

Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. OEM fittings may be replaced but the original thread diameter must be maintained. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

38.3.6 Exhaust: The exhaust system must remain stock as supplied by the manufacturer. An insert may be added to reduce the inside diameter of the stinger portion of the exhaust system.

38.4 ENGINE - FOUR-STROKE

38.4.1 Cylinder: Cylinders may be bored a maximum of 1mm (.040in) over stock bore.

38.4.2 Pistons: Replacement piston assemblies may be used. Replacement pistons must match the profile, and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.

38.4.3 Gaskets: Replacement gaskets are allowed but must be the same type and material as the OEM gasket. Head gasket and base gasket must be the OEM thickness $\pm 10\%$. All other gaskets must be OEM thickness $\pm 20\%$.

38.4.4 Cylinder Head: Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Repairs to the cylinder head affecting one cylinder bank are allowed. Repaired areas must match, within reason, the original part prior to the repair.

38.4.5 Crankshaft: Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.

38.4.6 Camshafts: Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing that they maintain their original type and dimensions. Camshaft timing may be changed.

38.4.7 Valve Shims: Intake and exhaust valves may be shimmed with OEM or aftermarket shims.

38.4.8 Cooling System: The cooling system may be modified or aftermarket. Additional cooling lines and water bypass fittings may be added. Additional cooling supply lines and fittings may be added to the pump. Pump inlet covers and water strainers may be modified or aftermarket. Water jacketed covers that are removable from the engine may be modified or aftermarket to allow for additional cooling, this does not include the intake or exhaust manifolds. OEM fittings may be replaced but the original thread diameter must be maintained. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

38.4.9 Valve springs: Pro/Am classes only - Valve springs may be modified or aftermarket on the Sea-Doo RXPX and RXTX 300 models of watercraft. This rule does not apply to any other make or model of watercraft.

38.4.10 Pulleys and tensioners: Pro/Am classes only - Pulleys and tensioners may be modified or aftermarket on Kawasaki Ultra 300 and Ultra 310 models of watercraft only. This rule does not apply to any other make or model of watercraft.

38.4.11 Supercharger drive gear: Stock supercharger drive gear may be adhered to the drive gear shaft through welding or other means.

38.5 IGNITION AND ELECTRONICS

38.5.1 Electronic Control Unit (ECU): The original electronic control unit may be modified or aftermarket so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added (e.g., exhaust gas temperature, detonation sensors, etc.). Temperature sensors may be disabled.

38.5.2 Timing: Ignition timing may be changed. OEM ignition pickup mount may be modified.

38.5.3 Monitoring: Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device. During competition added sensors must be removed and exposed ports must be plugged to the extent that the modified parts are returned to their original functionality and offers no performance improvement. The Chief Technical Inspector must be notified of, and approve any modifications associated with the monitoring systems.

38.6 AIR/FUEL DELIVERY

- 38.6.1 Carburetor:** Carburetor jets (replaceable type), needle valves, and needle valve springs may be changed. Fuel mixture adjustment screws may be replaced or modified with “T” handle type or other to provide ease of adjustment. Carburetors equipped with plugs over the mixture adjustment screws may be machined to allow access to the adjustment screws. Choke assemblies may be removed provided holes exposed from removed shafts are plugged.
- 38.6.2 Primer:** An aftermarket primer system may be installed. Drilling, tapping or boring any part of the carburetor is NOT allowed.
- 38.6.3 Fuel System:** Fuel petcock may be bypassed or removed. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created. Fuel tank air inlet check valve may be aftermarket. Fuel tank air Inlet line length and intake location may be modified.
- 38.6.4 Fuel Injection Components:** Fuel pressure regulator may be modified or aftermarket to change fuel pressure.
- 38.6.5 Intake ducting:** Engines not equipped with an air flow sensor may have modified or aftermarket ducting between the flame arrestor and throttle body. Engines equipped with an airflow sensor may have modified or aftermarket ducting between the flame arrestor and airflow sensor.
- 38.6.6 Stop valve / blow off valve:** A stop valve may be attached to the intercooler supply line. Blow off valves may be added. A vacuum line may be added for the sole purpose of activating the stop / blow off valve.

38.7 Driveline

- 38.7.1 Couplers and dampeners:** Aftermarket couplers and dampeners are allowed.

39. TECHNICAL RULES - RUNABOUT LIMITED

39.1 OVERVIEW

- 39.1.1 Description:** The intent of the Runabout limited class is to establish a venue in which all riders and machines can compete at their own level with a relatively modest investment in equipment and maintenance costs through a limited number of modifications.
- 39.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 39.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 39.1.4 Part Updates/Backdates:** Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.

39.2 DRIVELINE

- 39.2.1 Pump assembly:** Pump, pump nozzle, directional nozzle, trim system and pump shoe may be modified or aftermarket. Overall length of the complete pump and directional nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.
- 39.2.2 Driveshaft:** Driveshaft may be modified or aftermarket but may not be made of titanium.
- 39.2.3 Coupling:** Drive line coupler and dampener may be modified or aftermarket. A 1:1 drive ratio must be maintained.

39.3 HULL

- 39.3.1 Hull Assembly:** The hull assembly must be as delivered from the manufacture and may not be separated for any reason.
- 39.3.2 Ballast Weight:** Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.
- 39.3.3 Seat:** Seat assembly may be modified or aftermarket. Modifications that pose a safety hazard are not allowed. Any shape that cradles the rider’s legs must be made entirely of a soft flexible material and may not cover more than 50% of each of the rider’s legs.
- 39.3.4 Trim tabs:** Aftermarket fixed position trim tabs may be used. Original equipment trim tabs that are detachable from the hull may be removed or replaced when installing aftermarket trim tabs. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm)

beyond the end of the original planning surface. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be rounded so as not to create a hazard.

39.3.5 Engine compartment foam: Floatation foam within the exposed area of the engine compartment may be removed, modified or aftermarket. Parts may not be relocated due to the removal of the foam.

39.4 ENGINE - TWO-STROKE

39.4.1 Cylinder: Cylinders may be bored. Chamfering of cylinder ports may not exceed 1.00mm (0.04 in.) at a maximum angle of 30 degrees. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. If the cylinder being utilized cannot be bored (per OEM specifications) to within 10% of the overall class displacement a replacement sleeve may be installed. Ports in the replacement sleeve must match those in the OEM sleeve. Cylinders may be machined to allow for cylinder head girdle assemblies.

39.4.2 Pistons: Replacement piston assemblies may be used. Replacement pistons must match the profile, port timing and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.

39.4.3 Engine Displacement: Engine displacement may not exceed class rules of 800cc and 1200cc for the respective classes.

39.4.4 Cylinder Head: Cylinder head and gasket may be modified or aftermarket.

39.4.5 Gaskets: Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Head gaskets may be replaced with o-rings. Replacement base gaskets may not exceed 1.5 mm (0.060 in) in thickness.

39.4.6 Crankshaft: Crankshaft may be rebuilt or aftermarket. Replacement crankshaft components and assemblies must match the OEM component's size, shape, contours and material. Non-rebuildable counterweights may be altered to utilize press in pins. Crankshaft pins may be keyed and / or welded to the counterweights. Rebuilt or replacement crankshaft assemblies must weigh within $\pm 5\%$ of the OEM crankshaft.

39.4.7 Cooling System: The cooling system may be modified or aftermarket. Additional cooling lines may be added to the engine and pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

39.4.8 Exhaust: The exhaust system may be modified or aftermarket. Exhaust outlet may not be relocated or enlarged. Exhaust outlet flap may be removed. No tuned portion of the exhaust may extend outside of the hull.

39.4.9 Waterbox: Original equipment waterbox must be used and cannot be modified. Damaged water boxes may be repaired, including by means of welding. No changes to the interior of the water box (i.e. baffles) are allowed whether these changes are the result of damage or repair. Repairs may cause no performance gains.

39.4.10 Resonator: Plastic resonator may be removed

39.4.11 Crankshaft bearing support: Flywheel cover may be modified to allow for a crankshaft end bearing support.

39.5 ENGINE - FOUR-STROKE

39.5.1 Cylinders: Cylinders may be bored a maximum of 1mm (.040in) over stock bore.

39.5.2 Pistons: Replacement piston assemblies may be used. Replacement pistons must match the profile and compression ratio of the OEM pistons. Replacement pistons must weigh within $\pm 25.00\%$ of the OEM pistons.

39.5.3 Gaskets: Replacement gaskets are allowed but must be the same type and material as the OEM gasket. Head gasket and base gasket must be the OEM thickness $\pm 10\%$. All other gaskets must be OEM thickness $\pm 20\%$.

39.5.4 Crankshaft: Crankshaft may be aftermarket but must retain stock shape and dimensions. De-burring of casting flaws is allowed. Oil passages may be cross drilled. Replacement bearings or bearing shells are allowed with the max allowable undersize bearing of .060in (1.5mm). Replacement crankshafts must weigh within $\pm 5\%$ of the OEM crankshaft. Damaged journals may be repaired but must be restored to OEM dimensions.

- 39.5.5 Crankcase drain:** Crankcase drain assembly may be removed and plugged.
- 39.5.6 Camshafts:** Camshafts may be modified or aftermarket.
- 39.5.7 Valve train:** The following valve train components may be modified or aftermarket: Valves, valve springs and pushrods. Valve seats may be modified. Valves, pushrods and seats may not be titanium unless originally equipped.
- 39.5.8 Cooling System:** The cooling system may be modified or aftermarket. Additional cooling lines and water bypass fittings may be added. Additional cooling supply lines and fittings may be added to the pump. Pump inlet covers and water strainers may be modified or aftermarket. Water jacketed covers that are removable from the engine may be modified or aftermarket to allow for addition cooling, this does not include the intake or exhaust manifolds. OEM fittings may be replaced but the original thread diameter must be maintained. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are
- 39.5.9 Resonator:** Plastic resonator may be removed
- 39.5.10 Pulleys and tensioners: Pro/Am classes only** - Pulleys and tensioners may be modified or aftermarket on Kawasaki Ultra 300 and Ultra 310 models of watercraft only. This rule does not apply to any other make or model of watercraft.

39.6 IGNITION AND ELECTRONICS – TWO STROKE

- 39.6.1 Electronic Control Unit (ECU) / Ignition / CDI:** The original electronic control unit may be modified or aftermarket so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added as part of the input for controlling the electronics (e.g., exhaust gas temperature, detonation sensors, etc.). Temperature sensors may be disabled.
- 39.6.2 Monitoring:** Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device.
- 39.6.3 Timing:** Ignition timing may be altered. Slotting ignition trigger mounting plate is allowed. An adapter plate may be used for the sole purpose of relocating the ignition trigger. Woodruff key may be modified or removed.
- 39.6.4 Ignition box:** Ignition box may be relocated a minimum amount to allow for aftermarket exhaust systems.
- 39.6.5 Battery box:** Battery box may be relocated a minimum amount to allow for aftermarket exhaust systems.
- 39.6.6 Flywheel cover:** Flywheel cover may be modified to accept a crankshaft end bearing support

39.7 IGNITION AND ELECTRONICS – FOUR STROKE

- 39.7.1 MAP Sensor:** Aftermarket MAP sensors may be used but must connect with the original equipment connector, utilize the original vacuum source, provide no additional inputs to the ECU and require no other modifications.
- 39.7.2 Monitoring:** Engine monitoring or data logging devices and sensors may be added so long as they do not feed back to the ignition or any automatic tuning device.

39.8 AIR/FUEL DELIVERY - TWO STROKE

- 39.8.1 Intake assembly – carbureted models:** Intake assemblies on carbureted models may be modified or aftermarket. Assemblies include carburetors, intake manifold, reed valves and any associated hardware. Slide type carburetors are not allowed. Fuel pumps must be operated by crankcase pressure. Additional pulse line fittings may be added to the crankcase.
- 39.8.2 Primer:** An aftermarket primer system may be installed.
- 39.8.3 Fuel System:** Fuel petcock may be bypassed or removed. Additional fuel filters may be used. Fuel filler cap may be modified or aftermarket provided a hazard is not created. Anti-sloshing foam may be added to the fuel tank.
- 39.8.4 Fuel injection systems:** Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps.

Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.

39.8.5 Vapor/air separators: Modified or aftermarket vapor/air separators are allowed. Fuel vapor/air separators must have an open line to the fuel tank at all times and may not exceed 2 inch x 6 inch. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.

39.9 AIR/FUEL DELIVERY - FOUR STROKE

39.9.1 Fuel Pressure regulator: Fuel pressure regulator may be modified or aftermarket. Fuel pressure regulator may be added if not originally equipped.

39.9.2 Fuel injectors: Fuel injectors may be modified or aftermarket.

39.9.3 Fuel System: Fuel pumps may be modified or aftermarket. Fuel petcock may be bypassed or removed. Additional fuel filters may be used. Fuel filler cap may be modified or aftermarket provided a hazard is not created. Anti-sloshing foam may be added to the fuel tank.

39.9.4 Turbocharger, Supercharger internals: Internal turbocharger and supercharger components may be modified or aftermarket. Impeller housings may not be modified. Housing spacers are allowed to accommodate larger impellers provided no machining is required on the housing.

39.9.5 Stop valve / blow off valve: A stop valve may be attached to the intercooler supply line. Blow off valves may be added. A vacuum line may be added for the sole purpose of activating the stop / blow off valve.

40. TECHNICAL RULES - RUNABOUT SUPERSTOCK

40.1 OVERVIEW

40.1.1 Description: The intent of the Runabout SuperStock class is to establish a venue in which all riders and machines can compete at their own level with an increased level of modification and performance.

40.1.2 Modifications: These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.

40.1.3 General Rules: The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.

40.1.4 Part Updates/Backdates: Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.

40.2 DRIVELINE

40.2.1 Pump assembly: Pump, pump nozzle, directional nozzle, trim system, pump shoe and pump mounting plate may be modified or aftermarket. Overall length of the complete pump and directional nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.

40.2.2 Driveshaft: Driveshaft may be modified or aftermarket.

40.2.3 Coupling: Drive line coupler and dampener may be modified or aftermarket. A 1:1 drive ratio must be maintained.

40.3 HULL

40.3.1 Hull Assembly: The hull assembly must be as delivered from the manufacture and may not be separated for any reason.

40.3.2 Ballast Weight: Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft or to meet minimum weight provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.

40.3.3 Seat: Seat assembly may be modified or aftermarket. Modifications that pose a safety hazard are not allowed. Any shape that cradles the rider's legs must be made entirely of a soft flexible material and may not cover more than 50% of each of the rider's legs.

40.3.4 Trim tabs: Aftermarket fixed or movable trim tabs and actuation hardware may be used. Original equipment trim tabs that are detachable from the hull may be removed or replaced when installing aftermarket trim tabs. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm) beyond the end of the original planning surface. All hull extensions

mounted on the hull's transom will be considered as a trim tab. All edges must be rounded so as not to create a hazard.

40.3.5 Engine compartment foam: Floatation foam within the exposed area of the engine compartment may be removed, modified or aftermarket. Parts may not be relocated due to the removal of the foam.

40.4 ENGINE - TWO-STROKE

40.4.1 Cylinder: Internal modifications to the cylinders are allowed. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. Gasket surfaces may be machined. Cylinders may be machined to allow for cylinder head girdle assemblies. Additional cooling fittings may be added.

40.4.2 Engine Displacement: Engine displacement may not exceed class rules of 800cc and 1200cc for the respective classes.

40.4.3 Crankcases: Internal modifications to the OEM crankcases are allowed. Bearing and seal surfaces may not be altered. Additional fuel pump pulse fittings are allowed. Pockets in the gasket surface areas may be filled.

40.4.4 Cylinder head: Cylinder head may be modified or aftermarket.

40.4.5 Engine balancers: Engine balancers may be modified, aftermarket or removed.

40.4.6 Gaskets: Gaskets may be modified or aftermarket.

40.4.7 Crankshaft: Crankshaft may be modified or aftermarket. Stroke and rod length may be altered.

40.4.8 Cooling System: The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the engine and pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

40.4.9 Exhaust: The exhaust system may be modified or aftermarket. Exhaust outlet may not be relocated or enlarged. Exhaust outlet flap may be removed. Exhaust exit may be relocated to the transom below the bond flange. No tuned portion of the exhaust may extend outside of the hull.

40.4.10 Waterbox: Waterbox may be modified, aftermarket or removed.

40.5 ENGINE - FOUR-STROKE

40.5.1 Cylinder: Cylinders may be bored a maximum of 1mm (.040in) over stock bore.

40.5.2 Engine Block: Internal modifications are allowed. Head gasket surfaces may be modified.

40.5.3 Cylinder Head: Internal modifications are allowed. The number of intake and exhaust valves may not be changed.

40.5.4 Valve train: Valve train components may be modified or aftermarket. Original valve activation method may not be changed. The number of camshafts may not be changed. Bearing type and dimensions must be retained.

40.5.5 Pistons: Aftermarket piston assemblies may be used.

40.5.6 Crankshaft: Crankshaft may be modified or aftermarket. Total weight of the crankshaft must be within +/- 5% of the OEM crankshaft. Replacement bearing and bearing shells are allowed but must maintain their original type and dimensions. Homologated engines over 1600cc must run the original stroke.

40.5.7 Engine balancers: Engine balancers may be modified, aftermarket or removed.

40.5.8 Connecting rods: Connecting rods may be modified or aftermarket. Aftermarket rods must be made of a ferrous material.

40.5.9 Oil system: Oil pump may be modified or aftermarket. Oil reservoir baffles may be modified. Additional baffles may be added to the oil reservoir.

40.5.10 Exhaust: The exhaust system may be modified or aftermarket. Exhaust outlet may not be relocated or enlarged. Exhaust exit may be relocated to the transom below the bond flange. No tuned portion of the exhaust may extend outside of the hull.

40.5.11 Waterbox: Waterbox may be modified aftermarket or removed.

40.5.12 Cooling System: The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the engine and pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g.,

thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

40.5.13 Valve Cover: Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

40.6 IGNITION AND ELECTRONICS

40.6.1 Ignition system: Ignition systems and associated hardware may be modified or aftermarket. This includes electronic control module, Ignition box, flywheel and flywheel cover.

40.6.2 Charging system: Charging systems and associated hardware may be modified, aftermarket or removed.

40.6.3 Battery: An additional battery is allowed and is required to be in proper fitting battery box. Battery boxes may be modified or aftermarket.

40.6.4 Monitoring: Engine monitoring or data logging devices and sensors may be added.

40.7 AIR/FUEL DELIVERY - TWO STROKE

40.7.1 Intake assembly – carbureted models: Intake assemblies on carbureted models may be modified or aftermarket. Assemblies include carburetors, intake manifold, reed valves, rotary valves and any associated hardware. Slide type carburetors are not allowed. The number of venturis may not exceed the number of cylinders. Fuel pumps must be operated by crankcase pressure. Additional pulse line fittings may be added to the crankcase.

40.7.2 Primer: An aftermarket primer system may be installed.

40.7.3 Fuel injection systems: Aftermarket fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.

40.7.4 Vapor/air separators: Modified or aftermarket vapor/air separators are allowed. Fuel vapor/air separators must have an open line to the fuel tank at all times and may not exceed 2 inch x 6 inch. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.

40.7.5 Fuel tank: Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

40.7.6 Fuel System: Fuel petcock may be bypassed or removed. Additional fuel filters may be used. Fuel filler cap may be modified or aftermarket provided a hazard is not created. Anti-sloshing foam may be added to the fuel tank.

40.8 AIR/FUEL DELIVERY - FOUR STROKE

40.8.1 Fuel injection systems: Fuel injectors may be modified to increase fuel flow. Aftermarket fuel injectors are allowed so long as they do not increase the airflow into the combustion chamber. Additional fuel injectors may be added. Fuel rails, fuel regulator and fuel pump may be modified or aftermarket. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed. All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines

40.8.2 Intake system: Intake manifold and throttle bodies may be modified or aftermarket. The number of butterflies may not exceed the number of cylinders.

40.8.3 Carburetors: Carburetors may be modified or aftermarket. Carburetors may be used in conjunction with or as a replacement to fuel injection systems. Slide type carburetors are not allowed.

40.8.4 Primer: An aftermarket primer system may be installed

40.8.5 Fuel pump: Aftermarket air-pulse-pressure operated fuel pumps may be used on carbureted applications.

40.9 TURBOCHARGER / SUPERCHARGER

40.9.1 Modifications: OEM turbochargers and superchargers may be modified or aftermarket.

40.9.2 Conversions: Turbochargers and superchargers may be added to normally aspirated engines.

- 40.9.3 Turbocharger cooling:** Turbocharger housings must be the fully water jacketed type with coolant circulating at all times while the engine is running.
- 40.9.4 Intercooler:** Intercoolers may be modified or aftermarket.
- 40.9.5 Boost valves and sensors:** Pressure relief valves and pressure sensors may be modified or aftermarket.

41. TECHNICAL RULES - RUNABOUT OPEN

41.1 OVERVIEW

- 41.1.1 Description:** The intent of the Runabout SuperStock class is to establish a venue in which all riders and machines can compete at their own level with an increased level of modification and performance.
- 41.1.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 41.1.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 41.1.4 Part Updates/Backdates:** Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on type part that requires no modifications to that part or any other parts except where rules allow substitutions or modifications.

41.2 DRIVELINE

- 41.2.1 Pump assembly:** Pump, pump nozzle, directional nozzle, trim system, pump shoe and pump mounting plate may be modified or aftermarket. Overall length of the complete pump and directional nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.
- 41.2.2 Driveshaft:** Driveshaft may be modified or aftermarket.
- 41.2.3 Coupling:** Drive line coupler and dampener may be modified or aftermarket. A 1:1 drive ratio must be maintained.

41.3 HULL

- 41.3.1 Hull Assembly:** The hull assembly may be modified or aftermarket. Top deck must resemble the original top deck.
- 41.3.2 Ballast Weight:** Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft or to meet minimum weight provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.
- 41.3.3 Seat:** Seat assembly may be modified or aftermarket. Modifications that pose a safety hazard are not allowed. Any shape that cradles the rider's legs must be made entirely of a soft flexible material and may not cover more than 50% of each of the rider's legs.
- 41.3.4 Trim tabs:** Aftermarket fixed or movable trim tabs and actuation hardware may be used. Original equipment trim tabs that are detachable from the hull may be removed or replaced when installing aftermarket trim tabs. Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm) beyond the end of the original planning surface. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be rounded so as not to create a hazard.
- 41.3.5 Engine compartment foam:** Floatation foam within the exposed area of the engine compartment may be removed, modified or aftermarket. Parts may not be relocated due to the removal of the foam.

41.4 ENGINE - TWO-STROKE

- 41.4.1 Cylinder:** Internal modifications to the cylinders are allowed. Cylinders may be interchanged between homologated models from the same manufacturer provided that no additional modifications are required on the cylinder or engine cases. Gasket surfaces may be machined. Cylinders may be machined to allow for cylinder head girdle assemblies. Additional cooling fittings may be added.
- 41.4.2 Engine Displacement:** Engine displacement may not exceed class rules of 800cc and 1200cc for the respective classes.
- 41.4.3 Crankcases:** Internal modifications to the OEM crankcases are allowed. Bearing and seal surfaces may not be altered. Additional fuel pump pulse fittings are allowed. Pockets in the gasket surface areas may be filled.
- 41.4.4 Cylinder head:** Cylinder head may be modified or aftermarket.
- 41.4.5 Engine balancers:** Engine balancers may be modified, aftermarket or removed.

41.4.6 Gaskets: Gaskets may be modified or aftermarket.

41.4.7 Crankshaft: Crankshaft may be modified or aftermarket. Stroke and rod length may be altered.

41.4.8 Cooling System: The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the engine and pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

41.4.9 Exhaust: The exhaust system may be modified or aftermarket. Exhaust outlet may not be relocated or enlarged. Exhaust outlet flap may be removed. Exhaust exit may be relocated to the transom below the bond flange. No tuned portion of the exhaust may extend outside of the hull.

41.4.10 Waterbox: Waterbox may be modified, aftermarket or removed.

41.5 ENGINE - FOUR-STROKE

41.5.1 Cylinder: Cylinders may be bored a maximum of 1mm (.040in) over stock bore.

41.5.2 Engine Block: Internal modifications are allowed. Head gasket surfaces may be modified.

41.5.3 Cylinder Head: Internal modifications are allowed. The number of intake and exhaust valves may not be changed.

41.5.4 Valve train: Valve train components may be modified or aftermarket. Original valve activation method may not be changed. The number of camshafts may not be changed. Bearing type and dimensions must be retained.

41.5.5 Pistons: Aftermarket piston assemblies may be used.

41.5.6 Crankshaft: Crankshaft may be modified or aftermarket. Total weight of the crankshaft must be within +/- 5% of the OEM crankshaft. Replacement bearing and bearing shells are allowed but must maintain their original type and dimensions. Homologated engines over 1600cc must run the original stroke.

41.5.7 Engine balancers: Engine balancers may be modified, aftermarket or removed.

41.5.8 Connecting rods: Connecting rods may be modified or aftermarket. Aftermarket rods must be made of a ferrous material.

41.5.9 Oil system: Oil pump may be modified or aftermarket. Oil reservoir baffles may be modified. Additional baffles may be added to the oil reservoir.

41.5.10 Exhaust: The exhaust system may be modified or aftermarket. Exhaust outlet may not be relocated or enlarged. Exhaust exit may be relocated to the transom below the bond flange. No tuned portion of the exhaust may extend outside of the hull.

41.5.11 Waterbox: Waterbox may be modified aftermarket or removed.

41.5.12 Cooling System: The cooling system may be modified or aftermarket. Additional cooling supply lines and fittings may be added to the engine and pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other competitors. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

41.5.13 Valve Cover: Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

41.6 IGNITION AND ELECTRONICS

41.6.1 Ignition system: Ignition systems and associated hardware may be modified or aftermarket. This includes electronic control module, Ignition box, flywheel and flywheel cover.

41.6.2 Charging system: Charging systems and associated hardware may be modified, aftermarket or removed.

41.6.3 Battery: An additional battery is allowed and is required to be in proper fitting battery box. Battery boxes may be modified or aftermarket.

41.6.4 Monitoring: Engine monitoring or data logging devices and sensors may be added.

41.7 AIR/FUEL DELIVERY - TWO STROKE

41.7.1 Intake assembly – carbureted models: Intake assemblies on carbureted models may be modified or aftermarket. Assemblies include carburetors, intake manifold, reed valves, rotary valves and any associated hardware. Slide type carburetors are not allowed. The number of venturis may not exceed the number of cylinders. Fuel pumps must be operated by crankcase pressure. Additional pulse line fittings may be added to the crankcase.

- 41.7.2 Primer:** An aftermarket primer system may be installed.
- 41.7.3 Fuel injection systems:** Aftermarket fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.
- 41.7.4 Vapor/air separators:** Modified or aftermarket vapor/air separators are allowed. Fuel vapor/air separators must have an open line to the fuel tank at all times and may not exceed 2 inch x 6 inch. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
- 41.7.5 Fuel tank:** Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.
- 41.7.6 Fuel System:** Fuel petcock may be bypassed or removed. Additional fuel filters may be used. Fuel filler cap may be modified or aftermarket provided a hazard is not created. Anti-sloshing foam may be added to the fuel tank.

41.8 AIR/FUEL DELIVERY - FOUR STROKE

- 41.8.1 Fuel injection systems:** Fuel injectors may be modified to increase fuel flow. Aftermarket fuel injectors are allowed so long as they do not increase the airflow into the combustion chamber. Additional fuel injectors may be added. Fuel rails, fuel regulator and fuel pump may be modified or aftermarket. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed. All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines
- 41.8.2 Intake system:** Intake manifold and throttle bodies may be modified or aftermarket. The number of butterflies may not exceed the number of cylinders.
- 41.8.3 Carburetors:** Carburetors may be modified or aftermarket. Carburetors may be used in conjunction with or as a replacement to fuel injection systems. Slide type carburetors are not allowed.
- 41.8.4 Primer:** An aftermarket primer system may be installed
- 41.8.5 Fuel pump:** Aftermarket air-pulse-pressure operated fuel pumps may be used on carbureted applications.

41.9 TURBOCHARGER / SUPERCHARGER

- 41.9.1 Modifications:** OEM turbochargers and superchargers may be modified or aftermarket.
- 41.9.2 Conversions:** Turbochargers and superchargers may be added to normally aspirated engines.
- 41.9.3 Turbocharger cooling:** Turbocharger housings must be the fully water jacketed type with coolant circulating at all times while the engine is running.
- 41.9.4 Intercooler:** Intercoolers may be modified or aftermarket.
- 41.9.5 Boost valves and sensors:** Pressure relief valves and pressure sensors may be modified or aftermarket.

42. TECHNICAL RULES – RUNABOUT GP

42.1 OVERVIEW

- 42.1.1 Description:** The Runabout GP class allows for modifications to gain the maximum performance from the personal watercraft.
- 42.1.2 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.
- 42.1.3 Modifications:** Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 42.1.4 Safe construction:** All aspects of a fabricated component must not create a safety hazard.

42.2 DRIVELINE

42.2.1 Driveline ratio: Drive lines must maintain a 1:1 drive ratio.

42.3 HULL

42.3.1 Dimensions: Hull length may not exceed 139in (353cm). Minimum Hull width 38in (96.5cm). Hull width may not exceed 50 in (127.0cm).

42.3.2 Weight: Dry weight of the complete watercraft must be greater than 616lbs (280kg).

42.3.3 Top Deck: The top deck must resemble the basic shape of an OEM homologated top deck.

42.3.4 Trim tabs: Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm) beyond the end of the original planning surface. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be rounded so as not to create a hazard.

42.3.5 Seat: Seat assembly may be modified or aftermarket. Modifications that pose a safety hazard are not allowed. Any shape that cradles the rider's legs must be made entirely of a soft flexible material and may not cover more than 50% of each of the rider's legs.

42.4 ENGINE - TWO-STROKE

42.4.1 Engine Displacement: Engine displacement may not exceed 1300cc.

42.4.2 Engine cases: Engine cases must be from a homologated personal watercraft.

42.4.3 Exhaust: No tuned portion of the exhaust may extend outside of the hull.

42.5 ENGINE - FOUR-STROKE

42.5.1 Engine Displacement: Engine displacement may not exceed 2000cc.

42.5.2 Engine block: Engine block must be from a homologated personal watercraft.

42.5.3 Cylinder Head: Cylinder head casting must be from the same engine assembly as the engine block.

42.5.4 Crankshaft: Crankshaft may be modified or aftermarket. Crankshaft must weigh within 5% of OEM. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions. Engines with OEM displacement of 1600cc or greater must maintain original stroke.

42.5.5 Turbocharger cooling: Turbocharger housings must be the fully water jacketed type with coolant circulating at all times while the engine is running.

42.6 ELECTRONICS

42.6.1 Battery box: Battery box may be modified or aftermarket.

42.7 AIR/FUEL DELIVERY

42.7.1 Carburetors: Slide type carburetors are not allowed.

42.7.2 Fuel injection systems: Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.

42.7.3 Fuel tank: Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

43. TECHNICAL RULES – IROC GP

43.1 OVERVIEW

43.1.1 Description: The IROC GP class allows for modifications to gain the maximum performance from the personal watercraft.

43.1.2 General Rules: The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook.

43.1.3 Modifications: Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.

43.1.4 Safe construction: All aspects of a fabricated component must not create a safety hazard.

43.1.5 Weight: Minimum dry weight for watercraft utilizing turbocharged or supercharged engines is 500lb (227kg).

43.2 DRIVELINE

43.2.1 Driveline ratio: Drive lines must maintain a 1:1 drive ratio.

43.3 HULL

- 43.3.1 Width:** Overall width may not exceed 46.4in (118cm).
- 43.3.2 Length:** Overall length may not exceed 123.6in (314cm).
- 43.3.3 Top Deck:** The top deck may be modified or aftermarket but must resemble an OEM homologated top deck.
- 43.3.4 Trim tabs:** Trim tabs cannot exceed the width of the planning surface or extend rearward more than 3.94 inches (100.00mm) beyond the end of the original planning surface. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be rounded so as not to create a hazard.

43.4 ENGINE

- 43.4.1 Engine Displacement:** Engine displacement may not exceed 1100cc.
- 43.4.2 Engine block:** Engine block must be from an OEM IROC watercraft, (Seadoo Spark, Yamaha EX or EXR).
- 43.4.3 Turbocharger cooling:** Turbocharger housings must be the fully water jacketed type with coolant circulating at all times while the engine is running.

43.5 ELECTRONICS

- 43.5.1 Battery box:** Battery box may be modified or aftermarket.

43.6 AIR/FUEL DELIVERY

- 43.6.1 Carburetors:** Slide type carburetors are not allowed.
- 43.6.2 Fuel injection systems:** Fuel injection systems are allowed but require the following: All high-pressure lines must utilize SAE J30R9 certified high-pressure hose. Fuel filters on high-pressure lines must be made of metal. High-pressure connections must use threaded type fittings or crimped style clamps. Nylon tie wraps or standard screw clamps are not allowed on high-pressure lines. Fuel pumps must be equipped with an automatic shut off control switch. Manually activated fuel pumps are not allowed.
- 43.6.3 Fuel tank:** Aftermarket fuel tanks are allowed and are not restricted to being from a homologated watercraft. The replacement fuel tank must meet or exceed the strength and safety standards of the original fuel tank.

44. TECHNICAL RULES - VINTAGE CLASSES

- 44.1 Overview:** Vintage ski classes are for early Kawasaki JS and SX Jet Skis and pre-2008 Yamaha SuperJet models
- 44.2 Modifications:** These rules catalog the allowable modifications or alterations. If a definition, modification or alteration is not cited, then no modification, alteration or change can be made.
- 44.3 General Rules:** The rules and regulations below are in addition to all General Technical rules listed in section 24 of this rulebook – **Unless otherwise stated below.**
- 44.4 X2 Limited Class**
 - 44.4.1 Engine:** Stock Kawasaki 650 SX engine with stock stroke, crankshaft and cylinder. Sleeving of the cylinder is allowed but must retain stock porting. Maximum cylinder overbore 1.0mm. Bolt on aftermarket parts are allowed.
- 44.5 X2 GP Class**
 - 44.5.1 Modifications:** Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
 - 44.5.2 Hull:** Any X2 hull. Hull may be modified.
 - 44.5.3 Engine:** Any watercraft engine that will fit within the hull
- 44.6 Ski 550 Stock Class**
 - 44.6.1 Hull:** Must use an OEM Kawasaki JS 300, 400, 440 or 500 hull. Hull and hood. **NO aftermarket sponsons allowed in this class**
 - 44.6.2 Engine:** OEM engine for the specific model. Cylinders may be bored to a maximum size of 76mm
 - 44.6.3 Pump:** Pump stuffers allowed. Reduction nozzle may be bored.
- 44.7 Ski 550 Super Stock Class**
 - 44.7.1 Modifications:** Different from the other class rules the rules for this class list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
 - 44.7.2 Hull:** Must use an OEM Kawasaki JS 300, 400, 440 or 550 hull. Modification to the tray are allowed.

- 44.7.3 Engine:** OEM engine cases from a JS 300, 400, 440 or 550 must be used and may be modified. All other engine components may be modified or aftermarket including ignition, intake and exhaust systems. Maximum displacement 705cc.
- 44.7.4 Pump and Driveline:** Kawasaki 440 or 550 style pumps and drivelines are allowed and may be modified or aftermarket.
- 44.8 Ski 550 Modified Class**
- 44.8.1 Modifications:** Different from the other class rules the rules for this class list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 44.8.2 Hull:** Must use an OEM Kawasaki JS 300, 400, 440 or 500 hull. Modifications allowed so long as the modifications do not exceed the length and width of the original bond rails.
- 44.8.3 Engine:** *OEM engine cases from a JS 300, 400, 440 or 550 must be used and may be modified. Engine components may be modified or aftermarket. Maximum displacement 650cc. (Rev C)*
- 44.8.4 Pump and Driveline:** Modified and aftermarket pump and drivelines are allowed. No portion of the pump or steering mechanism may extend beyond the rear bond rail by 100mm.
- 44.9 Ski 550 Open Class (Rev C) (Was previously the Ski 550 Modified Class)**
- 44.9.1 Modifications:** Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 44.9.2 Hull:** Must use an OEM Kawasaki JS 300, 400, 440 or 500 hull. Modifications allowed so long as the modifications do not exceed the length and width of the original bond rails.
- 44.9.3 Engine:** Any 2-cylinder watercraft engine. Engine components may be modified or aftermarket. Maximum displacement 850cc.
- 44.9.4 Pump and Driveline:** Modified and aftermarket pump and drivelines are allowed. No portion of the pump or steering mechanism may extend beyond the rear bond rail by 100mm.
- 44.10 Ski 650/750 Open**
- 44.10.1 Modifications:** Different from the other class rules the GP rules list the limits to allowed modifications. If a limit is not specified in this list then the modification is allowed.
- 44.10.2 Hull:** Must utilize an OEM Kawasaki 650SX, 750SX/SXI/SXIPro, Polaris Octane or '07 or older Yamaha Superjet hull.
- 44.10.3 Engine:** Any 2-cylinder watercraft engine. Engine components may be modified or aftermarket including ignition, intake and exhaust systems. Maximum displacement 850cc.
- 44.10.4 Pump and Driveline:** Modified and aftermarket pump and drivelines. No portion of the pump or steering mechanism may extend beyond the rear bond rail by 100mm.

APPENDIX A: CODE OF CONDUCT

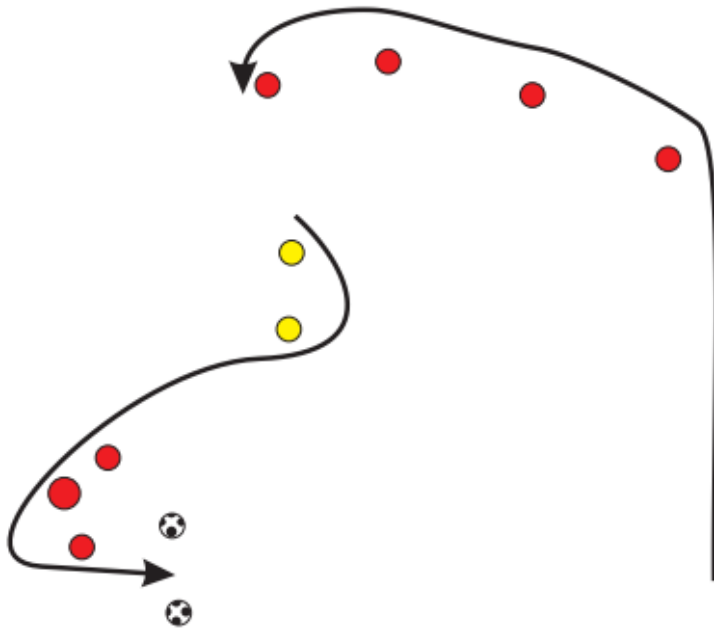
- **GENERAL CONDUCT:**
 - Refrain from unsportsmanlike conduct.
 - Compete in the spirit of fair play.
 - Treatment of fellow athletes, officials, volunteers, and spectators will be conducted with respect and courtesy, free of objectionable material and profanity.
 - Respect the property of others.
 - When speaking as a representative of the sport, your fellow athletes or event personnel – act responsibly and communicate professionally.
 - Appropriate and respectful dress code when appearing at event functions, during interviews and in VIP areas.
 - Avoid the use of abusive behavior whether verbal, physical or sexual.
 - Refrain from public nudity or indecent exposure.
- **RESPONSIBILITY:**
 - Be responsible for your own safety and the safety of others, for the entire time period spent in the event community. This includes wearing helmets on and around the close course area and in view of fellow athletes and the community.

- Obey rules, regulations and instructions from race officials.
- Never make a false statement in relation to eligibility and membership to compete.
- Complete event registration for events prior to registration cut-off dates and times.
- Complete onsite check-in during the posted check-in/registration hours.
- Attend mandatory riders meeting or inform the race director of the inability to attend.
- Know, understand and follow the Pro Watercross Competition Rules as listed at: www.ProWatercross.org
- **BEHAVIORS THAT VIOLATE THE CODE OF CONDUCT:**
 - Audible and visible displays of obscenity and anger.
 - Heated public disagreements with officials, negative comments to or about volunteers or any other event personnel before, during or following the conclusion of an event.
 - Displays of anger and displeasure for reasons personal or race related where members of the public (including athletes, spectators and the media) are present in any capacity.
 - Publicly questioning or criticizing a race official or official decision, ruling or penalty except through the accepted procedure in an official hearing or inquiry.
 - Abuse (physical, verbal, threatening or slanderous) of Race Officials, volunteers, fellow competitors and any event personnel.
 - Any intentional obstruction of a fellow athlete.
 - Improper contact or arguments with race officials or other event personnel.
 - Improper or insulting personal communication with officials.
 - **UNPROFESSIONAL PUBLIC COMMUNICATIONS IN PERSON OR VIA ANY MEDIA DIALOG:**
 - Slanderous comments with racial, cultural or sexual overtones regarding event officials, event personnel or fellow athletes.
 - Damaging and false commentary of an event and any related personnel.
 - Any public comment or discussion regarding a specific violation. Included are comments or discussion at the race venue or to the media.
 - **BLATANT AND REPEATED VIOLATIONS OF EVENT PROCEDURES:**
 - Failure to attend pre- race mandatory briefing without notifying the Race Director of inability to attend.
 - Failure to notify event or relevant departments of withdrawal from an event.
- **SANCTIONS FOR BREACH OF THE CODE OF CONDUCT:**
 - Athletes whose conduct is considered contrary to this Code is subject to penalties, including but not limited to one or more of the following:
 - A fine and/or a letter of reprimand.
 - Disqualification from event.
 - Loss of earned points from overall points ranking in which the Athlete is ranked.
 - Temporary suspension from Pro Watercross events
 - Permanent suspension from Pro Watercross events.

APPENDIX B: NUMBER PLACEMENT



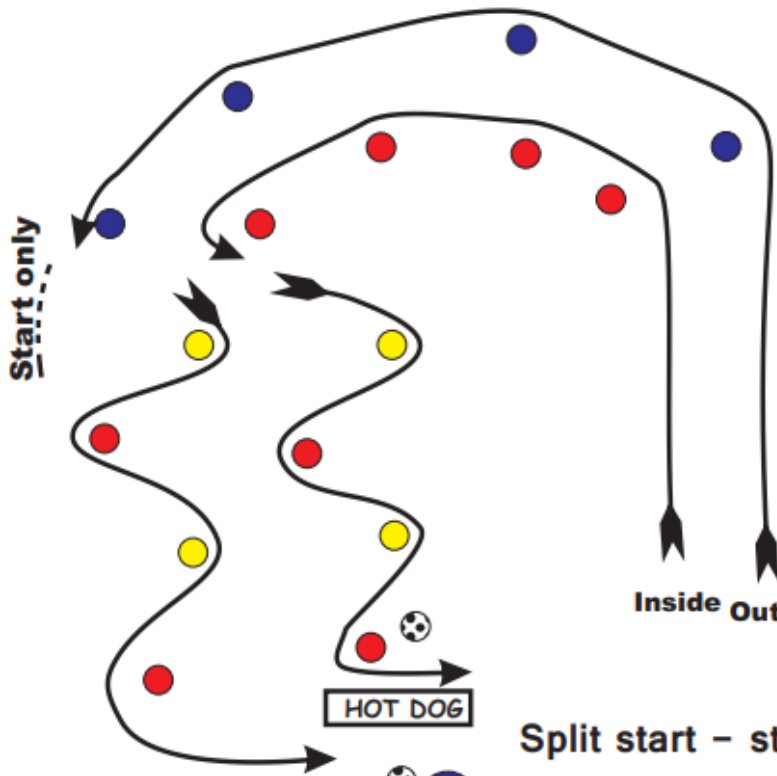
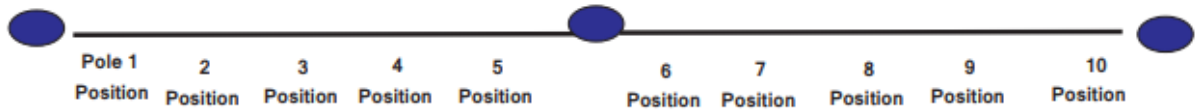
STARTING POSITION ASSIGNMENT DIAGRAM



PLEASE NOTE:

- Left handed course shown
- The pole position is always the position closest to the first turn buoy.
- On a right handed course (first turn is right) the pole position will be on the right.

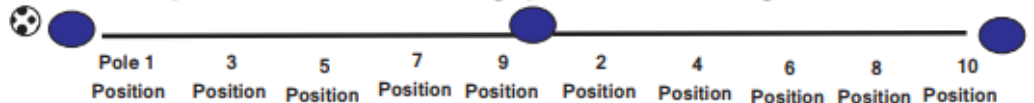
Single turn – starting position assignment



PLEASE NOTE:

- Left handed course shown
- The pole position is always the position closest to the first turn buoy.
- On a right handed course (first turn is right) the pole position will be on the right.
- For split starts Position 1 is the inside pole position, Position 2 is the outside pole position.

Split start – starting position assignment



APPENDIX D: PRE-RACE SAFETY INSPECTION CHECKLIST

- **Rider Protection Equipment**
 - U.S. Coast Guard approved Type I or III personal flotation device must be inspected.
 - Full coverage helmet must be inspected to see that it meets current D.O.T. or SNELL standards.
 - Spine protector must be inspected for Ski class riders.
- **Hull Inspection**
 - Overall inspection of hull, handle pole, and hood for cracks or damage that could be hazardous.
 - Inspect the sides of the hull for protruding objects that could be hazardous.
 - No skegs, fins or rudders on hull bottom, intake grate or pump plate.
 - Check for approved front bumper.
 - Inspect numbers and background for color and visibility compliance (numbers must be a minimum of 7 inched high).
 - Hull Identification Number (H.I.N.) is displayed or a suitable number to verify watercraft.
 - Confirm required approved sponsor decals are affixed (if requested).
 - Confirm required approved Pro Watercross decal is affixed on port and starboard sides of the watercraft.
 - Be sure that the water bypass fittings direct the water at an angle of not less than 45 degrees to that of the hull.
 - Make sure flexible tow loop is affixed. Tow hooks which extend beyond the plane of the hull are not allowed.
 - Mirrors not removed that contain glass must have the glass covered with tape or some other material to prevent the glass from shattering
- **Handlebar Inspection**
 - Handlepole and hinge mechanism does create a hazard.
 - Ensure steering mechanism is properly adjusted.
 - Check that the throttle level works freely.
 - Make sure that grips are secure.
 - Check that the lanyard stop switch is functioning properly and the lanyard is in good condition.
- **Engine Compartment Inspection**
 - Hose clamps must be secure.
 - Battery must fit in battery box and straps must be secure.
 - Gas tank straps must be secure.
 - Fuel pickup and fuel level sender must be secure.
 - Gas tank inside cap must be tight.
 - U.S. Coast Guard, SAE-J1928 or UL-1111 flame arrestor securely installed
 - Carburetor/fuel system must not leak and all fuel hoses must be secured with approved clamps or zip ties.
 - Tether / kill cord must be checked to verify that it is in proper working order.
 - All watercrafts may be required to meet respective local boating laws (i.e., current registration displayed on craft, fire extinguisher on board, etc.).

APPENDIX E: GLOSSARY OF TERMS

Aftermarket Parts: are the parts for a watercraft that do not originate from the original manufacturer. These aftermarket parts and components are not necessarily better than OEM replacements.

APBA: American Power Boat Association

Bond Line: The imaginary line around a watercraft where the hull and the deck are joined together.

Bond Flange: The overlapping/mating section where the deck (upper) and the hull (lower) portions are joined.

Boost Regulator Valve: A device used to control the maximum boost on a turbo/supercharged watercraft.

Bottom End: Low end power of a watercraft.

Bore: The internal diameter of a cylinder.

Buoy: An inflatable object used to mark a turn on a racecourse.

Carbon Fiber: A lightweight material composed by adding resins to graphite cloth, carbon fiber is often used to build race hulls.

Cavitation: The jet pump sucking air instead of water causing loss of speed.

Closed Course: A competition in which entrants race several laps around a buoy-marked track.

Course Marshall: An official located on the racecourse to help control the race and assists stopped riders on the course.

Compression: A measurement of air that is compressed within the walls of an engine cylinder.

Deck: The upper structural body of the watercraft located above (and including) the upper bond flange.

DQ: Disqualified.

DNF: Stands for "Did Not Finish." Used when a competitor drops out of a race for any reason.

DNR: Stands for "Did Not Race." Official classification of an entered rider who does not start an event or, in closed course competition, does not complete one lap.

Drag Racing: Is a type racing in which PWCs (usually specially prepared for the purpose) competing two at a time, to be first to cross a set finish line.

Freestyle: A competition in which competitors are judged during a two-minute routine on tricks and maneuvers.

Fuel Injection: A system that does not depend on the engine's vacuum to induct fuel into the engine.

Handlepole: The moveable object that connects the handlebars to the hull of Ski Division watercraft.

Heat Race: A preliminary race held to determine which riders will advance to the main event.

Homologation: meaning to approve or confirm officially that a watercraft has gone through the process of certified or approved for competition in Pro Watercross sanctioned events.

HIN: Hull Identification Number. A unique serial number generated by the manufacturer and affixed to each watercraft.

Holeshot: If a rider gets the "holeshot" it means they got to the first turn ahead of the competition.

Hull: The lower structural body of a watercraft located below (and including) the lower bond flange.

Hydrospace: Trademark name for Hydrospace

IJSBA: International Jet Sports Boating Association.

Impeller: Similar to a propeller, it is housed inside a jet pump for safety.

Intake Grate: The device that protects the jet pump from damaging debris.

IROC: Designation for the Runabout class that includes the Seadoo Spark, Yamaha WaveRunner EX and EXR.

IROC Stock: Class specific to the Seadoo Spark and Yamaha Waverunner EX.

IROC 1100: Class includes Seadoo Spark, Yamaha Waverunner EX and Yamaha Waverunner EXR. Runabout Limited 800cc models will also be allowed to compete in this class.

Jet Pump: The device that houses the impeller and builds thrust to propel the watercraft.

Jet Ski: Trademark name for Kawasaki Motor Corporation brand watercraft.

Lanyard: A short cord which connects the rider to the kill button so that the engine will stop running if a rider falls off.

LCQ: Last Chance Qualifier. A closed course event that generally follows a heat race and is used to complete the starting field for a final or semi-final.

Leg Drag: A method of turning where one leg acts as a rudder.

Log Jump: An obstacle used in closed course racing that consists of tires which riders in the ski division must ride over.

Mid Range: The area at approximately the middle of an engine's power band.

Moto: When the number of entries is less than or equal to the maximum number of watercrafts allowed on the race course at a time, there is no qualifying and the moto system is in effect. The moto system uses results of two separate races to mathematically determine overall results.

NA: Normally Aspirated – This is used to describe four-stroke watercraft that do not have a forced induction system (not turbo or supercharged).

OEM: Original Equipment Manufacture

Original Equipment or OEM parts: Parts that were installed on each model watercraft at the time of manufacture.

PFD: Personal Flotation Device. A device used to keep riders afloat that is required to be worn by all participants.

Pit Area: Area used by racers and mechanics to make repairs, store watercraft, etc.

Pit Crew: A rider support person or group that prepares and maintains the watercraft.

Polaris: Trademark name for Polaris Industries brand watercraft.

Porpoise: The act of a boat's nose bouncing up and down in the water.

Porting: A high performance modification done to the engine cylinder.

PWC: Acronym for personal watercraft

Pro Watercross: The entity responsible for this rule book as well as the organization revamping the sport of personal watercraft racing known as "Watercross"

Race Director: Official who is responsible for the conduct of the race.

Replacement Part: A non-original equipment part used to replace original equipment.

Replica: A copy or duplicate part.

Ride Plate: A metal plate used to cover the jet pump. It aids in the watercraft's stability.

Sanction: An agreement between the Pro Watercross and an event organizer to conduct a race by the specified criteria and run by Pro Watercross rules.

Sea-Doo: Trademark name for Bombardier Recreational Products brand watercraft.

Shoulder Drag: A method of turning where the rider drags his shoulder in the water.

Slalom: A watercraft competition in which competitor are clocked one at a time as they maneuver a series of stationary buoys.

Sponson: A special planning surface which may be attached to the hull sides or transom.

Sponsor: A person, group, company or organization that provides support to a competitor, event organizer, or event in exchange for promotion of the product, company or organization.

Staging Area: The location near the starting line where competitors wait for the scheduled race to start.

Starter: Official who gives the signal to start a race.

Starting Line: The straight boundary in the water behind which the competitors wait for the signal to start the race.

Strake: A continuous line of planking or plates from the stem to the stern usually added to deep-V hulls for a more stable ride at high speeds.

Submarine: Freestyle maneuver in which a rider totally submerses the boat under water.

Supercourse: A watercraft competition in which entrants compete on a long racecourse utilizing multiple buoys to create gradual turns for an extended time period of time.

Technical Director: Official who checks competing watercraft for safety and technical infractions.

Total Loss: A high performance ignition system that has no battery charging capabilities.

Top End: The highest area of a boats power band.

Trim Tab: The small surfaces connected to the trailing edge on a watercraft. These trim tabs can be angled up or down to change the running angle of the watercraft.

UWP: Upstate Watercraft Promotions. The event producer of the Pro Watercross Tour.

Waterbox: The ending portion of the exhaust system in a personal watercraft, which mixes water and sound waves to muffle the exhaust noise.

WaveRunner: Trademark name for Yamaha Motor Corporation brand watercraft.

Wetsuit: A close-fitting garment of neoprene or similar material typically covering most of the body but not designed to exclude water, worn for warmth in water sports

APPENDIX F: FREESTYLE COMPETITION QUICK REFERENCE GUIDE

FREESTYLE COMPETITION - QUICK REFERENCE GUIDE

GENERAL RULES

- **Running order:** Freestyle competitors will draw for their starting order prior to the event. Competitors that are not in attendance at the time positions are drawn will go first. Starting order may be picked by computer.
- **Routine starting signal:** Each freestyle competitor must signify the start of his or her routine with a wave of the hand over their head or by executing their first trick.
- **First trick notification:** Pro Freestyle competitors are required to notify the head judge what his or her first trick will be.
- **Routine length and signals:** The standard time for a Freestyle routine is a two-minute time limit. A horn (2 shorts blasts) and/or rolled up flag held in the air will be used to notify a competitor when there is 15 seconds left in their routine. A horn (1 long blast and/or waived red flag) will be used to notify competitor that time is over and their routine is over.
- **Qualifiers:** Freestyle competitions that require qualifying for the final event will compete using a one-minute routine.
- **Trick approval:** Tricks, stunts, or other maneuvers that may create a hazard to the competitor, spectators, pit crew or officials must be approved in advance by the Race Director. All props must also be approved by the Race Director and any prop that could create a hazard to the competitor, spectators, pit crew or officials is not allowed in competition.
- **Course markers:** Competitors damaging any official course marker buoy or inflatable are subject to disqualification or other penalties.
- **Rider and equipment limitation:** Freestyle is a single person competition and only one watercraft may be used during competition.

SCORING

- **Judges and scale:** Freestyle will be judged by three to seven persons scoring on a scale of “1 to 10,” with “10” being best, decimals of each number may be used. For example 8.5, 8.6, 8.7 etc...
- **Scoring guideline:** A freestyle routine of greater difficulty with minimal mistakes will be scored higher than a routine of lesser difficulty with fewer or no mistakes.
- **Minimum time:** No score or points will be awarded to freestyle routines that are less than one minute in length.
- **Minimum score:** The judges will award a score of at least “5” if the full two-minute freestyle routine has been completed.
- **Ties breakers:** Should an event result in a tie for first place, each competitor in the tie will perform a one-minute routine. Ties for all other positions will be broken by re-adding the high and low scores that may have been thrown out to calculate their original total score. If no high and low scores were thrown out to calculate the original total score, the highest single score will be used to break the tie. If still tied, the next highest individual score will be used and so on.

CLASSIFICATION

- Available classes will be Pro Freestyle, Amateur Freestyle, and Retro Freestyle.
 - Amateur Freestyle is intended to be the entry level class.
 - Pro Freestyle is the premier class showcasing the latest tricks and combinations.
 - Freestyle 800 is available for both Pro and Amateur level Competitors and is intended to showcase “old school” tricks as well as newer tricks.

APPENDIX G: PROTEST FORM



TOUR PROTEST FORM (Use for requests for redress and reopening)

Protests must be filed in writing no later than 30 minutes after the official results have been posted.

OFFICIAL USE ONLY

Received by race official: Name: _____ Date and time: _____

EVENT: _____ DATE: _____

NAME OF COMPETITOR PLACING PROTEST: _____

NAME OF COMPETITOR BEING PROTESTED: _____

CLASS AND BOAT # BEING PROTESTED: _____

Select protest category: *A separate protest must be filed for each suspected infraction specifying a violation within the above categories.*

- | | |
|--|--|
| <input type="checkbox"/> Drive system (\$150 fee) | <input type="checkbox"/> Exhaust system (\$150 fee) |
| <input type="checkbox"/> Electrical system (\$150 fee) | <input type="checkbox"/> Fuel/carburetion system (\$150 fee) |
| <input type="checkbox"/> Engine (\$500 fee) | <input type="checkbox"/> Hull (\$150 fee) |

If the watercraft is found legal and the protest is disallowed, the cash bond will be awarded to the protested rider.

Description of protester believed infraction: _____

Description of protest ruling: _____

Technical Director's Signature: _____ DATE: _____

Race Director's Signature: _____ DATE: _____

PRO WATERCROSS RULE BOOK RULE 21 FOR PROTEST AND GRIEVANCES

21.1 PROTESTS

- 21.1.1 **Right to protest:** Any registered racer of an event shall have the right to protest any violation of the rules from sanctioned events affecting their particular class.
- 21.1.2 **Driver infractions:** There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the starter/ flagman or the assigned official on the course.
- 21.1.3 **Results:** The posting of official results starts the 30-minute protest period.
- 21.1.4 **Official decisions:** No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.
- 21.1.5 **Timelines of protests:** Final determination of the timeliness of a protest will rest with Pro Watercross and such decision will be final to all concerned.
- 21.1.6 **Who may protest:** Only the registered rider may have discussion with the Race Director about riding complaints or other infractions unless otherwise requested by the Race Director.
- 21.1.7 **Validity of a protest:** A protest must be valid in the eyes of the Race Director and he/she has the option not to accept it for action.
- 21.1.8 **Limitations:** It is not possible to protest or grieve technical inspection equipment, scoring, or timing equipment. Protests will not be accepted on decisions of Pro Watercross officials with respect to the interpretation of Pro Watercross rules as they pertain to race procedures or Pro Watercross office policies. Such decisions include, but are not limited to, establishment of starting positions; the start of the race; jump starts; the control of the watercraft; the decision to delay, stop or shorten a race; establishment of restart positions; the display of flags; assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.
- 21.1.9 **Timing of decisions:** Pro Watercross will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, Pro Watercross may permit a protested rider to compete under protest. In such cases, payment will be withheld of all affected points and monies pending a decision on the protest.

21.2 PROTEST PROCEDURE FOR EQUIPMENT VIOLATIONS

- 21.2.1 **Protest period:** If the protest concerns the eligibility or legality of a participant's watercraft, the protest must be filed in writing no later than 30 minutes after the official results have been posted from the race in question.
- 21.2.2 **Categories:** A separate protest must be filed in writing for each suspected infraction specifying a violation within the following categories:
- Hull
 - Electrical system
 - Engine
 - Exhaust system
 - Fuel/carburetion system
 - Drive system
- 21.2.3 **Protest fee:** When a protest is being made against a watercraft's eligibility, the person protesting must post with the Race Director the cash fee associated with the protest category to protest any watercraft during competition. The cash fee is to cover the costs of any disassembly, inspection and assembly required, regardless if any disassembly will be required. The cash fee must be filed for each item in question.
- 21.2.4 **Lost protests:** If the protested watercraft is found to be within the rules and the protest is disallowed, the cash fee will be awarded to the protested rider for the inconvenience.
- 21.2.5 **Won protests:** If the protested watercraft is found to be in violation of the rules and the protest is allowed, the cash fee will be returned to the protester and the protested party is subject to penalty levied by the Race Director and/or Pro Watercross. If multiple items have been protested, only the protest fee of the item(s) that have been found to be illegal will be returned to the protester.
- 21.2.6 **Terms:** Failure of a competitor to allow inspection under these terms will result in the competitor being disqualified by the Race Director and/or Technical Director.
- 21.2.7 **Third party advice:** The Race Director/Technical Director may consult with any third party to receive information or technical advice regarding the said protest. The protested competitor may be present during the investigation but shall have no right to argue or cross examine any third party with who was consulted.
- 21.2.8 **Who can protest:** Only the competitor taking part in the competition and entered in the same class may protest another competitor in that class.
- 21.2.9 **Part impoundment:** Any and all parts deemed illegal may be held by the Technical Director pending final decision.
- 21.2.10 **Malicious protests:** If a protest has been found to have filed with malicious or spiteful intent or otherwise in bad faith breaching the athlete's code of conduct, the protester may be found guilty of violating protest rules and will be penalized and/or fined. Protests deemed to be malicious will be disallowed.
- 21.2.11 **Video evidence:** Official Pro Watercross video footage is the only video evidence that may be used by officials to make or overrule a decision. Live web streaming or unofficial drone footage may not be recognized as official videotape or digitally recorded data.

I understand the rules for protest; Name: _____

Signature: _____ Date: _____