

6. General Information

6.1. GENERAL PRE-START PROCEDURES

6.1.1 Due to varying shoreline and water conditions, the type of start will be explained at the riders meeting.

6.1.2 Watercraft must be pushed or ridden at idle to the starting line. All watercraft must enter the race course, in both practice and racing, through the starting area only. Entry from the pit area is not allowed.

6.1.3 The maximum number of watercraft per closed-course heat should not exceed the following:

SKI SPORT RUNABOUT CLASS

DIVISION DIVISION DIVISION

JUNIOR 12 (14*) 12 (14*) 8 (12*)

BEGINNER 12 (14*) 12 (14*) 10 (14*)

NOVICE 14 (16*) 12 (16*) 12 (16*)

EXPERT 16 (18*) 14 (18*) 14 (18*)

PRO 18 (20*) 16 (20*) 16 (20*)

* If a dual first-turn design is used. IN RUNABOUT OPEN CLASSES, THE IJSBA RECOMMENDS REDUCING THE AMOUNT OF ALLOWED WATERCRAFT BY A TOTAL OF FOUR (Two on each side of a split start).

6.1.4 The method for determining starting lineup in heat or qualifying races is by drawing for position. The number drawn will be the starting position, from the pole to the outside. (The pole position is always 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, riders may be given their choice of starting-line position for main events based on their qualifying position.

6.1.5 No warm-up or practice starts will be allowed during staging or while getting positioned in the starting area.

6.1.6 The Race Director may penalize any rider whose method of start interferes with other participants.

6.1.7 A damaged watercraft may be prohibited from competition if, in the opinion of the Race Director, it presents a hazard to spectators, participants or the rider him/herself. The decision of the Race Director is final.

6.1.7 The watercraft used in a semi-final or final race must be the same watercraft used to qualify for that race. If the moto scoring system is used, the same watercraft must be used in all motos. The use of a second or backup watercraft, due to damage or other conditions that make the craft non-operational, may be allowed, providing that it meets all class and safety regulations. Any such replacements can be made only with the authorization of the Race Director.

6.2 GENERAL STARTING PROCEDURES

6.2.1 If a rubber band-type starting gate is used, riders should stay clear of the neutral zone to avoid any chances of the rubber band hindering their start. All riders must position the nose of their boats behind the rubber band. A maximum staging distance of 60cm (2 ft.) from the rubber band will be allowed. No running starts. (See diagram in Appendix.) Riders must be on the starting line at the start of the race to compete (i.e., riders may not enter the race course unless they are on the starting line at the start of the race).

6.2.2 The starter will signal riders to start their engines and hold up the "2" card.

6.2.3 After acknowledging the riders, the starter will hold up the "1" card. Within seconds, the "1" card will be turned sideways signifying the race will start at any moment. The race will start when the green flag is waved, or when the starting gate is tripped.

6.2.4 Other methods of starting may be used with prior approval from the IJSBA.

6.2.5 The start of the race may be delayed only when the "2" card is displayed. Once the starter has displayed the "1" card, the start of the race cannot be delayed. Only one two-minute hold will be granted per race unless the race is officially restarted. Both boat and rider must be on the starting line in order to receive a two-minute hold.

6.2.6 Only one holder and one mechanic will be allowed in the starting area. Runabout and Sport classes will be allowed two holders. (The Race Director may allow more holders depending on water conditions.) Holders will not be allowed to use ropes or other implements to hold their riders' watercraft. When the "2" card is held up, the mechanic must move to the back of starting area. All other persons except officials and/or designated media must be out of the starting area.

6.2.7 Ski Division riders will not be allowed to place feet or knees in or on the riding platform until the race has been officially started. Both feet must remain on the ground. Riders must be in a standing position on their watercraft immediately after the start and well before reaching the first turn buoy. Riders cannot sit on the rails or kneel in the tray. No rider will be allowed to use devices (e.g., milk crates) to aid his or her starting procedure unless all riders are given the same opportunity and it is announced by the Race Director. Riders not obeying these rules will be penalized.

6.2.8 Sport and Runabout Division riders may start in their riding positions and may sit while riding. No rider will be allowed to use devices (e.g., milk crates) to aid his or her starting procedure unless all riders are given the same opportunity and it is announced by the Race Director. Riders not obeying these rules will be penalized.

6.3 GENERAL RESTART PROCEDURES

6.3.1 The Race Director may have a restart at his/her discretion. Reasons for restart may include (but are not limited to) a jumped start, loose buoy, an accident on the first lap involving several riders, or a downed rider whose presence potentially creates a hazard.

6.3.2 All machines will be stopped under the red flag. The starter will notify riders when to move their machines, and will have them proceed slowly to the point of restart. Any rider causing the stoppage of a race and subsequent restart, or any rider unable to immediately restart, may be penalized.

6.3.3 If the race is restarted, riders not having previously started in that race will not be allowed to enter with the restart. Exceptions to this rule must be clearly stated at the Rider's Meeting or be printed in writing and published in reasonable advance of the event.

6.3.4 A rider who jumps the start and causes a restart must restart in the same position with a dead engine. The rider must remove the lanyard from the engine stop switch and hold it with his/her arm extended overhead. The rider must be standing or sitting in an upright position. After the green flag is waved or the starting gate is tripped, the lanyard may be connected and the engine started.

6.3.5 If a race is stopped with fewer than three laps completed and a restart is required, a total restart (i.e., previously run laps will not count) may be used. Riders will be assembled on the starting line in the order of the original start. Any rider penalized on the original start will be required to restart under the same penalty.

6.3.6 If a race is stopped after three or more laps have been completed and a restart is required, a flying start may be used. The riders will be positioned in a single-file line in the order in which the last complete lap was scored. The riders will be led around the course in single file at slow speed, maintaining one boat length between them. When the starter waves the green flag, the riders may resume racing. No passing will be allowed until the green flag is waved by the starter.

6.4 GENERAL REGULATIONS

6.4.1 Corner/Course Marker Buoys: All riders must negotiate completely around any course marker buoy in either slalom or closed-course events. The nose of the watercraft must be clearly steered around any marker buoy. Any competitor riding over a course marker buoy will be judged to have missed the buoy no matter what side of the watercraft the buoy reappears. The rider will be required to renegotiate the turn buoy going in the proper direction, and will be required to do so in a safe manner so as not to create a hazard or danger to other riders on the course.

6.4.2 Missed Buoys: A rider failing to negotiate a buoy or missing a marker buoy in a closed-course event will be penalized one lap for each missed buoy unless he/she completes the announced procedure for picking up a buoy. The preferred method for correcting a missed buoy is to have a strategically placed buoy on the course which serves as a "penalty buoy" (commonly called the "Black Buoy"). If a rider fails to properly negotiate, or misses, a buoy then that rider must properly negotiate the penalty buoy instead of reattempting the missed buoy. The buoy should be placed between the merge section of an option course and the finish line buoys. The penalty buoy should be placed in a position to cause the offending rider to markedly depart from the course. Riders who cut the course may not make up any missed buoy by negotiating the penalty buoy. If the race director determines that a rider is strategically missing a buoy to gain a position then that rider may be penalized even if the penalty buoy is properly negotiated. The penalty buoy should be placed in a location sufficient to cause lost time to the rider

who has missed the originally intended buoy so that an advantage is not gained by having to take the penalty buoy. The location of the penalty buoy should allow for safe travel to and from the rest of the race course. The penalty buoy may not be renegotiated if missed or improperly negotiated. The race director may make some buoys/pathways ineligible for the penalty buoy if missed or improperly negotiated (i.e. log jump, merge buoy, first turn buoy, etc.). A rider circling back against traffic to renegotiate a buoy is not the preferred method for correcting a missed buoy. The IJSBA recommends that this procedure not be used to correct a missed buoy.

Missed Log Jumps: Where a log jump is a required portion of the course, the rider shall be penalized one lap for each time the rider fails to properly negotiate the log jump. The Race Director shall have discretion to penalize the rider a position, or other employ another appropriate score adjustment, where the Race Director determines that the offending rider improperly negotiated the log jump to avoid colliding with a downed rider or watercraft. The Race Director shall have the discretion to allow a rider to utilize a penalty buoy to negate a log jump penalty in the interest of safety. Any such policies for log jump penalties and their exceptions shall be clearly stated at the riders' meeting.

6.4.3 Merge Lanes: A rider crossing over the line created by merge-lane buoys will be penalized one lap. Going back to renegotiate the merge lane is not allowed.

6.4.4 Buoy Identification: Red buoys signify a left-hand turn. Yellow buoys signify a right-hand turn. Black Buoys are generally used to signify the path taken by a rider who has missed a buoy. Blue and other specially colored buoys are for special use (e.g., merge lanes, perimeter boundaries, etc.). The Race Director will explain their purpose at the riders meeting.

6.4.5 Finish Line Buoy: Finish line buoys, two (2) each, should be clearly marked with contrasting colored checkerboard and/or the word "Finish" repeating around the central circumference of each buoy. A rider incorrectly negotiating a finish line buoy will be penalized two positions. Going back to renegotiate a finish line buoy is not allowed.

6.4.6 At the Finish: A rider and his/her watercraft shall be considered a unit to constitute a finish. The rider must be in reasonable control to be scored as finishing an event.

6.5 GENERAL SLALOM REGULATIONS

6.5.1 When applicable, Women-, Veterans- and Masters-class riders entering more than one slalom class per division must make their respective Women, Veterans- or Masters-class runs first.

6.5.2 Each rider will be allowed two runs with a maximum of one minute between each run. The same watercraft must be used in all slalom runs per class.

6.5.3 Riders attempting to trip electronic timing systems with their hands or by any means other than the watercraft itself will be disqualified.

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

6.5.5 Tie breaker: Finishing-position tie breaker for slalom events is a rider's second fastest run (i.e., assuming two or more riders have identical best runs), the rider with the best next-fastest run will receive the higher ranking. If

6.6 GENERAL COMPETITION RULES

6.6.1 The following General Competition Rules will apply to all IJSBA- and IJSBA affiliate-sanctioned events and classes.

6.6.2 All IJSBA and IJSBA affiliate members and racing personnel—including but not limited to owners, mechanics, pit crew, sponsors and promoters—are deemed to be fully aware of all rules and will be expected to abide by them. Any entry is subject to inspection upon request of the Technical Director or Race Director.

6.6.3 Riders Meeting: A meeting for all event competitors will be held at an announced time and place. Attendance is mandatory. The meeting will be conducted by the Race Director or an official appointed by the Race Director. Descriptions of the course and flags will be made. Roll call may be used to verify attendance of riders at the meeting. Riders not attending or arriving late are subject to penalty.

6.7 RULE BOOK ADDENDA

6.7.1 Rule book addenda shall be announced via official bulletins that are faxed or mailed to IJSBA promoters and affiliates; announced at an IJSBA- or IJSBA affiliate-sanctioned event; published on the IJSBA's Web site or any combination of the above. It is the responsibility of the competitor to obtain this information.

6.7.2 Rule book addenda become legal and enforceable upon announcement.

6.7.3 TECHNICAL RULES

6.7.1 It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The International Jet Sports Boating Association does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for safety and durability.

6.7.2 At all IJSBA- and IJSBA affiliate-sanctioned events, a Personal Flotation Device (PFD) meeting local buoyancy requirements (typically U.S. Coast Guard Type I or Type III) that is in sound condition must be worn by all competitors at all times when on the water. Inflatable-type PFDs are not allowed.

6.7.3 At all IJSBA- and IJSBA affiliate-sanctioned events, a properly fitting, full-coverage helmet with chin and mouth protection meeting local requirements often including internationally recognized DOT and Snell Foundation motorized vehicle standards will be worn by all competitors at all times when on the water. Helmets with bolt-on chin guards are not allowed. Full face shields shall be allowed providing the shield is pivoting with no locking mechanism. A quick release capability is acceptable in lieu of a pivoting mechanism. Exception: Helmets are not required for freestyle competitors when engaged in freestyle competition. All helmets must be in sound condition and must be approved during pre-race technical inspection. No plastic, bicycle-type, BMX, or similarly designed headgear will be allowed.

6.7.4 Back protection is mandatory for all Ski competitors with the exception of Freestyle. All Ski competitors shall be required to wear a spinal column protection device capable of distributing,

diffusing, or absorbing impact. Protection devices may be rigid or soft material capable of absorbing and distributing an impact sufficient to reduce injury. Devices must not be capable of absorbing water. Where there is doubt that the device covers the required area of the spinal column, the following measurement shall be used: "No greater distance shall be allowed than two inches below a horizontal line between the top of both shoulders and no less distance shall be allowed than three inches below a horizontal line between both hips. The Race Director shall have final determination of whether the back protection used by a rider is adequate. Back protection, protective footwear and eye protection are recommended for all riders in all competition events.

6.7.5 The Race Director of an event shall have the authority to prohibit the use of any helmet or PFD, and/or other equipment which he or she may consider to be unsafe, to offer insufficient protection or to be otherwise considered inadequate.

6.7.6 No rider shall be allowed to compete in any event if it is determined by an official that he/she is under the influence of alcohol or drugs. It is forbidden for anyone to consume any alcoholic beverages during an event in the pit area or any other portion of the premises under official control.

6.7.7 The Race Director shall have the authority to deny participation to any rider if, in his/her opinion, the rider may be a hazard to spectators, participants or themselves. Written approval of a doctor may be required for the removed rider to return to competition.

6.8.8 Any competitor exhibiting dangerous or un-sportsmanlike conduct at any time during a sanctioned event may be penalized.

6.8.9 All watercraft, with the exception of those used during freestyle competition, must have a properly working, lanyard-type engine stop switch installed. Modifications made to the lanyard-type 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.

6.8.10 All watercraft must pass a pre-race technical inspection. The Race Director may remove any watercraft from competition that does not meet IJSBA technical requirements.

6.8.11 Equipment that is damaged, broken or lost during a race is not necessarily grounds for penalty unless an infraction is determined during that race.

6.8.12 All watercraft must run a permanently affixed nose bumper approved by the IJSBA. If plastic or metal hull supports are used, all edges must be smooth as not to create a hazard.

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

6.8.14 The maximum number of riders per vehicle is one. No two-up or tandem racing allowed.

6.9 FLAG RULES

6.9.1 The following flag rules apply generally to all forms of IJSBA competition, including closed course, drag and endurance racing, slalom and freestyle competition and other special events.

6.9.2 Green Flag: Signifies the start of the race or the course is clear and the race is in progress.

6.9.3 Yellow Flag: Warns of hazard on the course. After the yellow flag is displayed, riders should continue with caution and be aware of hazards; however, they are allowed to continue racing in a responsible manner. Competitors may be penalized if they continue to race in an improper manner.

6.9.4 Red Flag: Signifies the event will stop immediately regardless of position of machines on the course. The red flag will be used if, in the opinion of the Race Director, the race course has become hazardous. Riders must return to the starting line using extreme caution.

6.9.5 Black Flag: Signifies the rider must leave the course immediately and report to the Race Director. This does not necessarily mean an additional penalty will be given; however, failure to obey the black flag may result in additional penalties.

6.9.6 Blue Flag w/Diagonal Yellow Stripe: Signals that one rider is being overtaken and lapped by another. Competitor(s) must make way for the overtaking rider(s) to pass safely. Riders not yielding may be penalized.

6.9.7 Crossed Checkered and White Flags: Signifies the halfway point of the race has been reached. For events with an odd number of scheduled laps, the halfway point will be rounded up (e.g., in a 15-lap race, the halfway point is decided when the lead rider passes the finish line after 8 laps have been completed).

6.9.8 White Flag: Signifies that riders have started the last lap.

6.9.9 Checkered Flag: Signifies the completion of the race or event. As a rider passes the checkered flag, he/she has completed the last lap of the race. Riders must return to the pit area in a cautious and responsible manner. Racers may first be required to report to post-race technical inspection.

6.10 GENERAL REGULATIONS

6.10.1 Riding Tune-Up Area: If location/space allows, an area will be designated as a "Riding Tune-Up Area." All riders must wear approved PFD and helmet while tuning/testing watercraft in this area, and must ride in a safe manner.

6.10.2 Riding on the Course: Riding will not be allowed on the race course at any time without permission from the Race Director.

6.10.3 Reckless/Dangerous Riding: Any reckless or dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking or breaking of a course marker buoy, or unsportsmanlike conduct on the course or off, may result in the rider being penalized. In the case of a team effort, the complete team may be penalized at the discretion of the Race Director.

6.10.4 Blocking: The deliberate blocking of a faster machine is cause for penalty at the discretion of the Race Director.

6.10.5 Spin Outs: It is expressly forbidden to ride in a direction opposite of that in which the event is being run. A rider whose boat has spun out is permitted to turn around to continue the event provided such action is taken only when the course is clear. The rider must give right of way to other racers on the course. Riders going in the wrong direction may be penalized.

6.10.6 Obstruction: If for any reason a rider is forced to stop on or near the course during an event, it is the rider's first duty to remove his or her boat from the course in a safe manner so as not to endanger or obstruct other riders.

6.10.7 Passing: A rider must always be prepared for another rider to pass and must therefore be aware of other riders approaching from behind. The overtaking rider must consider the safest route to pass and must do so without forcing the overtaken rider to suddenly alter course.

6.10.8 Lapping: A rider being lapped must move over, but can continue racing.

6.10.9 Hand Signals: A rider who has spun out, fallen or stalled must raise one or both hands overhead to indicate that he or she is not injured. Re-entry into the course must be done in a safe and careful manner with the right-of-way given to oncoming riders.

6.10.10 On-course assistance: Racers may not receive any on-course assistance from anyone other than course officials. If mechanical or other assistance is needed, the rider must safely pull completely off of the course. A rider receiving on-course assistance may be penalized one lap. Riders entering the course in an unsafe manner may be penalized. The decision by the Race Director will be final.

6.11 PIT REGULATIONS

6.11.1 Support Vehicles: No motorized rider-support vehicles (e.g., minicycle, motorcycle or ATV) will be allowed in the pit area unless authorized as an official vehicle by the Race Director. Support vehicles must not be ridden in excess of 5 mph in the pit area. Helmets may be required.

6.11.2 Misuse of Pit Passes: Improper usage of pit passes will be grounds for discipline.

6.11.3 Fuel Containers: All fuel containers must be 1) red in color; 2) marked "Flammable" or "Gasoline" with 7.5cm (3 in.) tall letters; and 3) be placed in a safe area at least 4.6m (15 ft.) from any open flame.

6.11.4 Inspection of Fuel Containers: Fuel containers will be subject to inspection by and approval of the Race Director and local fire marshal. Local regulations in some countries and/or areas of countries allow only metal containers.

6.12.5 Fire Extinguishers: At least one dry chemical fire extinguisher must be carried by each participant/crew and readily accessible in his/her respective pit areas.

6.12.6 Fuel Disposal: Any entrant disposing of fuels or lubricants in the pit area or on the race course by pouring or spilling such fuels or lubricants is subject to penalty.

6.13 REGISTRATION/ENTRY RULES

6.14.1 Any class except freestyle can be eliminated when there are less than five entries at the close of registration (freestyle requires just one entry). In the event of minimum entries per class, classes may be combined to create an event. Riders will be scored separately and trophies/prize money may be paid at the option of the promoter agreement with the IJSBA or IJSBA affiliate.

6.14.2 No refunds of entry or other fees will be made at sanctioned events after competition has begun unless the event is officially canceled or rescheduled by a ruling of the Race Director or at the discretion of the Race Director, after which time, fees will be returned.

6.14.3 Entry fees will be regulated by the IJSBA and/or IJSBA affiliate. 1

6.14.4 A rider may enter as many classes as he/she wishes. However, only specified classes may count toward overall championships.

6.14.5 Veterans-, Masters- and Women-class competitors may additionally compete in Novice, Expert and Pro classes of their ranking (i.e., a Novice Woman Ski rider may compete in Novice Ski but not Expert Ski).

6.15.6 Novice-, Expert- or Pro-ranked riders may not compete in another ranking within the same division (i.e., Novice Ski riders may compete only in Novice Ski classes).

6.15.7 If a rider has questions regarding class determination, it is his/her responsibility to check with the proper official for clarification.

6.15.8 Gate admission fees for rider and crew members will be regulated by the promoter.

6.15.9 The schedule of events will be regulated by the promoter.

6.15.10 No rider, entrant or mechanic shall enter and/or sign the waiver and release with an assumed and/or fictitious name or give inaccurate information (e.g., age, date of birth, etc.).

6.16 SCORING

17.8.1 The portion of the course from the starting line to the scoring/flag tower shall be considered as the first lap. 17.8.2 The checkered flag will be shown to the lead rider, indicating the completion of the race. All penalties, other than those requiring a black flag, will be assessed after the completion of the race. 17.9 PRIZES AND AWARDS 17.9.1 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. 17.9.2 Riders will not be required to attend award banquets or ceremonies to receive prizes and awards, although they are encouraged to attend as a courtesy to the promoter and/or sponsors. 17.9.3 The promoter payback at IJSBA- and IJSBA affiliate-sanctioned cash purse events will be as advertised for that event, or as stated in bulletins, or as announced at an official riders meeting at the event. 17.10 RIDER POINT SYSTEM 17.10.1 The official rider point system will be in effect for all IJSBA- and IJSBA affiliate-sanctioned events. 17.10.2 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 in a final event. Exceptions may be granted for national and world championship events with IJSBA approval. 17.10.3 Freestyle points count towards a freestyle points championship only. Freestyle events require one entry to receive full points. 17.10.4 The points tiebreaker for individual class championships based on closed course, slalom or other points earned (e.g., Novice Ski Limited Slalom, Expert Sport Limited Closed Course, Pro Freestyle, etc.) is the greater number of first-place finishes in the class. If still tied, the rider with the greater number of second-place finishes will receive the higher ranking, and so on. If still tied, the rider with the better finish in the final event of the championship series will receive the higher ranking. 17.10.5 The points tiebreaker for a combined overall championship based on points earned in closed course added with points earned in slalom and/or other events (e.g., Expert Ski Open Closed Course points combined with Expert Ski Open Slalom points, etc.) is the rider with the greater number of closed-course points. If still tied, the rider with the greater number of first place closed-

course finishes will receive the higher ranking. If still tied, the rider with the greater number of second place closed course finishes will receive the higher ranking, and so on. If still tied, the rider with the better finish in the final closedcourse event of the championship series will receive the higher ranking.

17.10.6 When the number of entries is less than or equal to the maximum number of watercraft allowed on the starting line the moto scoring system may be used. The Moto Scoring system uses the combined results of two separate races to mathematically determine the overall finishing order.

17.10.7 Moto Scoring: Overall results are determined by adding the finishing positions from each of two 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 second moto will receive the higher ranking. A DNR (did not race) in one of the two motos will be scored as the number of riders entered in the class plus two.

17.10.10 The IJSBA official Closed Course point system is as follows:

Pos.	Points	Pos.	Points	Pos.	Points
1	60	2	43	3	36
4	30	5	23	6	18
7	15	8	10	9	6
10	4	11	2	12	1

17.10.11 The IJSBA official

Slalom/Freestyle point system is as follows:

Pos.	Points	Pos.	Points	Pos.	Points
1	20	2	15	3	10
4	10	5	7	6	5
7	4	8	3	9	2
10	1	11	0.5	12	0.25

17.10.12 The IJSBA official Endurance/Offshore point system is as follows:

Pos.	Points	Pos.	Points	Pos.	Points
1	400	2	340	3	308
4	368	5	352	6	344
7	332	8	320	9	312
10	308	11	296	12	290
13	292	14	284	15	276
16	272	17	264	18	256
19	248	20	240	21	232
22	224	23	216	24	208
25	200	26	192	27	184
28	180	29	176	30	172
31	168	32	164	33	160
34	156	35	152	36	148
37	144	38	140	39	136
40	132	41	128	42	124
43	120	44	116	45	112
46	108	47	104	48	100
49	96	50	92	51	88
52	84	53	80	54	76
55	72	56	68	57	64
58	60	59	56	60	52
61	48	62	44	63	40
64	36	65	32	66	28
67	24	68	20	69	16
70	12	71	8	72	4

Continue in increments of two until 40th position where points continue in increments of one.

17.11 BOAT NUMBERING SYSTEM 17.11.1 Racing numbers and backgrounds will be color-coordinated according to rider classification. Class Number Background Novice

Black Orange (PMS 021) Expert Black Yellow (PMS Process Yellow) Pro Black

White 17.11.2 Racing number backgrounds must be clearly located on the hull in the positions indicated (see the Appendix) for each model. Be careful not to place them in a location that will obscure them from the scorers (i.e., they should not be placed in the footwell or on horizontal surfaces).

Only numbers can appear on the background. 17.11.3 Race number backgrounds size minimums are as follows: Racing No. Background Size One digit 20cm (8 in.) high by 15cm (6 in.) wide Two digits 20cm (8 in.) high by 23cm (9 in.) wide Three digits 20cm (8 in.) high by 30cm (12 in.) wide

17.11.4 Racing numbers must be a minimum of 18cm (7 in.) high and spaced at least 13mm (0.50 in.) apart. Standard block-type numbers without shading or outlining must be used. It is the rider's responsibility to ensure that the numbers are easy to read.

17.11.5 If two or more riders using the same number enter the same class at the same event, all but one will be required to add a temporary letter suffix (e.g., "101A," "101H," etc.). 17.11.6 All riders competing outside their home country must display the national code for their home country in front of their racing number (e.g., "F1" for France, no. 1).

Letters must be a minimum of 15.25cm (6 in.) in height and must be the same color as the racing numbers. (Refer to Section 23.1, page 99, for listing of IJSBA Affiliate National Codes.) 17.11.7 At world championship events, Expert and Pro racers who earn an overall World Championship title may run the "1" plate for the following year in the class in which it was earned (e.g., an Expert Ski Limited Closed-Course World Champion may run a "1" in that closed-course class only). The World

Championship number "1" must be displayed on the boat with a white number on a black background with minimum sizes as noted in 17.9.3 and 17.9.4. No other world championship number may be used.

17.12 RACE DIRECTOR AUTHORITY

17.12.1 The Race Director shall be responsible for the conduct of the race. He or she will be responsible for the design of the racing courses and adjacent event facilities as they pertain to that event.

17.12.2 The Race Director shall have the authority to discipline riders, owners, sponsors and/or pit crew for violation of rules. Such discipline will be limited to disqualification, exclusion from an event, and/or ejection from the race site.

17.12.3 Disciplinary action by the Race Director other than a disqualification, exclusion or ejection will be under provisions established by the IJSBA. The Race Director will advise the IJSBA or local IJSBA affiliate of the infraction(s) and disciplinary actions taken. The member will then be officially advised by mail of action and/or discipline by the IJSBA.

17.12.4 Official results shall be approved by the assigned Race Director and a copy of those results will be submitted by the promoter to the IJSBA international headquarters or local IJSBA affiliate office within seven days following the event.

17.12.5 The Race Director may cancel any race or event for reasons of potential hazard to competitors and/or spectators at his/her own discretion. In such cases, the promoter shall determine awards, if any. The Race Director may shorten a race or event for any reason, but must give riders notice in advance.

17.12.6 The Race Director may cancel or stop any race or event in progress if a potential hazard to competitors and/or spectators exists, or the method of scoring has been faulted. In such case, the rules governing restarts will apply (refer to Section 12.3, page 56). Events that are stopped with more than half of the scheduled laps completed will be considered as finished. For events with an odd number of scheduled laps, the halfway point will be rounded up (e.g., in a 15-lap race, the halfway point is decided when the lead rider passes the finish line after 8 laps have been completed).

17.12.7 Unresolved racing violations will be sent to the IJSBA or IJSBA affiliate office for resolution.

17.12.8 The Race Director may judge the method of lap counting and the mechanical integrity of all technical and timing equipment, and may ask the Technical Director to conduct technical inspections at any time.

17.12.9 Race officials (including but not limited to the Race Director and/or event Promoter) may not compete in sanctioned events at which they are officiating or promoting.

18.1 RULES INFRACTIONS

18.1.1 All infractions of the rules reported by an official pertaining to a watercraft or rider, whether or not resulting in disqualification, may be noted in the involved rider's IJSBA membership file.

18.2 EJECTION FROM RACE SITE

18.2.1 Race officials have the right to eject any person(s) from the pit, race course or event grounds.

18.3 DISCIPLINE/RIDER CONDUCT

18.3.1 The Race Director may disqualify, exclude or eject the rider, owners, sponsors or pit crew member(s) for any of the following violations:

- Vulgarity, offensive language or unsportsman-like actions directed towards officials, spectators or other participants.
- Failure to abide by the race rules of the IJSBA (not including equipment violations).
- Failure to comply with watercraft requirements.
- Writing check(s) not backed by sufficient funds.
- Any fraud or intent to deceive the administration.
- 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.
- Participation in an event without holding a valid membership card or involvement in the use of another member's card.
- Providing inaccurate or false information to officials or on any official IJSBA document.

18.3.2 In addition to exclusion or ejection from an event, the IJSBA may determine further penalties including a fine, loss of points, suspension, disqualification or any combination of the above.

18.3.3 The decision to discipline a rider for any of these violations is not appealable.

18.4 RIDER/PIT CREW LIABILITY

18.4.1 The rider and

his/her pit crew members, in signing the entry/release, elect to use the course of 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.

18.5 RIDER RESPONSIBILITY

18.5.1 The registered rider is responsible for the condition of his/her watercraft as stated in the IJSBA Official Competition Rule Book. 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 IJSBA rules. If the rider and/or watercraft is found to be in violation of a class rule, the rider will receive the penalty.

18.5.2 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, pit crew and family members.

18.6 PENALTIES/TECHNICAL INFRACTIONS

18.6.1 Any rider found to be competing on a boat that is determined to be illegal in a particular class, following inspection by the Technical Director, will be disqualified and will not be permitted to compete in any remaining qualifiers or final events for the class and will receive no points. If moto scoring is being used, the rider will be disqualified from the class and will not be allowed to compete in the second moto. The rider may also receive a suspension of up to 30 days from IJSBA or IJSBA-affiliate events, may lose all accumulated series points to that date in that class, and/or may be fined up to \$250 U.S. or the equivalent in local currency.

18.6.2 Should there be a second technical infraction, the rider may receive a suspension up to 60 days and a maximum fine up to \$500 U.S. or the equivalent in local currency.

18.6.3 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 U.S. or the equivalent in local currency.

18.6.4 All fines must be paid by cashier's check or money order to the IJSBA or IJSBA-affiliate organization before the rider will be allowed to compete in any IJSBA-sanctioned event.

18.7 ENFORCEMENT

18.7.1 Any penalty imposed for violation of the rules and regulations of the IJSBA by any member must be honored by all other members including but not limited to IJSBA and IJSBA-affiliate promoters.

19.1 PRE-RACE TECHNICAL INSPECTION

19.1.1 Any entry is subject to inspection upon request by the Race Director or Technical Director. It is the responsibility of the rider to submit his/her equipment to the Technical Director on the proper day for technical inspection.

19.1.2 Pre-race technical inspections are mandatory at all races. Pre-race inspections do not certify that the watercraft is qualified or constituted as legal for class participation. Post-race technical inspections determine machine qualification. All rider equipment, including helmet and personal flotation device, must be available for technical inspection.

19.1.3 The Technical Director may prohibit any watercraft that does not meet IJSBA technical requirements.

19.1.4 The Technical Director shall be able to provide accurate watercraft specifications and have the supplies and equipment necessary to verify compliance with IJSBA rules and regulations.

19.1.5 All watercraft intended to be raced in an IJSBA- or IJSBA affiliate-sanctioned competition event must be checked for rules compliance. Some, but not necessarily all, items to be inspected are:

Rider protective equipment:

- Approved personal flotation device (PFD);
- Approved full-coverage helmet.

Hull and deck:

- Overall inspection for cracks or damage;
- Inspect the hull for protruding objects that could be hazardous;
- No illegal skegs, fins or rudders on hull bottom, intake grate or pump plate;
- Inspect condition of bumpers;
- Inspect numbers and background for

compliance and legibility; • Make sure Hull Identification Number (HIN) is displayed; • Make sure approved sponsor decals are affixed (if requested); • Make sure flexible bow loop is affixed; • Tow hooks which extend beyond the plane of the hull are removed. Handlepole/handlebar: • Check condition of handlepole and hinge mechanism; • Check steering mechanism for proper adjustment; • Check that the throttle lever works freely; • Check that grips are secure; • Check that the lanyard stop switch is functioning properly and the lanyard is in good condition. Engine compartment: • Hose clamps must be secure; • Battery must fit into battery box and straps must be secure; • Gas tank must be secure; • Fuel pickup and fuel level sender must be secure; • U.S. Coast Guard, SAE-J1928 or UL-1111 flame arrester securely installed; • Carburetor/fuel system must not leak and all fuel hoses must be secure. 19.1.6 All watercraft may be required to meet respective local boating laws (i.e., current registration displayed on craft, fire extinguisher on board, etc.). 19.1.7 Sponsor Decals: IJSBA and/or IJSBA affiliate decals and event sponsor decals must be displayed on vehicles and/or rider apparel at each event as determined by the Race Director. 19.1.8 Hull Number: All watercraft must display the hull identification number (HIN) assigned at the time of manufacture. IJSBA may also assign an IJSBA identification number. 19.2 POST-RACE TECHNICAL INSPECTION 19.2.1 Suggested technical inspection procedure is to impound and inspect the first three watercraft in each class. However, the actual number of watercraft to be impounded will be decided by the Race Director or Technical Director. 19.2.2 The Technical Director reserves the right to inspect any part of any personal watercraft entered in any class. A rider refusing to cooperate with technical inspection procedures may be penalized by the Race Director. 19.2.3 Inspected boats will not be disassembled or reassembled by the inspection group. 19.2.4 Rider and/or rider's mechanic will perform teardown to the point required by the Technical Director. 19.2.5 Rider and/or rider's mechanic will be the only people allowed with the boat in the inspection area. A rider may have another mechanic take his place. 19.2.6 The IJSBA or IJSBA affiliate assumes no responsibility for impounded watercraft. 19.2.7 All parts deemed illegal are to remain in the impound area for 30 minutes after notice of disqualification. 19.3 SEALS/INSPECTION DECALS 19.3.1 Riders will allow seals or decals to be affixed on the engine and/or body of their watercraft. To change a seal, mutilate, try to break or re-use it during the event where it is installed without consent of the Race Director, could result in the responsible

rider or team being disciplined by the IJSBA or IJSBA affiliate. Accidental breakage or removal of the seal must be reported to the Race Director immediately. 19.4 FUEL TESTS 19.4.1 A rider's statements as to the contents of his/her personal watercraft's fuel system will be binding. Gasoline is tested and certified at IJSBA or IJSBA-affiliate events through the application of various chemical analyzes as considered appropriate by Fuel Check personnel. Gasoline may be checked before and/or after use in competition. 19.4.2 Aerosol cans of ether will be allowed for starting purposes. 19.4.3 Engine fuel must consist of unleaded gasoline only. "Gasoline," for the purpose of this Rule Book, is defined as a mixture of hydrocarbons and oxygen bearing compounds with the following clarifications: 1) Oxygen content must not increase the specific energy of the gasoline. 2) Oxygen content must not exceed 3.7% by weight. 3) Oxygen content must have been blended in by the refiner or the fuel manufacturer. 4) Specific gravity must be between: .715 - .770 at 60°F (15°C). 5) The only allowable oxygenates are ethers and alcohols. Epoxides (e.g., propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed. NOTE: Most commercially-produced unleaded fuels and oils will meet these criteria. However some may contain additional additives which do not to meet these criteria. 19.4.4 E85 Fuel is allowed. However, where this fuel may fail a test, the burden of proof that the fuel is legal E85 is on the competitor and the race director or technical director may disqualify the competitor absent this proof.

19.5 SOUND TESTING PROCEDURE 19.5.1 Announcement may be made by the Race Director at the riders meeting as to sound testing procedure (i.e., how, where and when notice of non-compliance will be given to riders). 19.5.2 Boats will be tested during practice sessions. Any boat exceeding the IJSBA sound limit of 86 dB(a) at 22.86m (75 ft.) will be listed on the pit board or the rider will be notified by verbal warning. 19.5.3 The Technical Director will post a list of offending boats as soon as possible after the practice session to give riders an opportunity to make the necessary adjustments before the next race. It is a rider's responsibility to ensure that his/her boat meets the IJSBA sound-level requirement at all times. 19.5.4 Boats given notice during practice will be re-tested during the next race. If the boat still exceeds the sound level, the rider will be assessed a one-lap penalty. Any other boats (even those that were not given notice after practice) that now exceed the sound level will also be given a one-lap penalty. 19.5.5 Boats that have been given a one-lap penalty will be re-tested during the next race. If the boat still exceeds the sound level, the rider may be disqualified. Any other boats that now exceed the sound level (even though no prior notice was given) will be given a one-lap penalty. 19.5.6 Exception to 19.5.4 and 19.5.5: A boat that is damaged during a race (such as a broken component) and suddenly emits a sound level exceeding the legal level may not be penalized. However, if the same boat is raced in any subsequent races, it must comply with the sound level requirement.

20.1 PROTESTS 20.1.1 A race official's decision based upon the exercise of his/her judgment may not be protested under any circumstances. 20.1.2 Riders only will have discussion with the Race Director about riding complaints or other infractions unless otherwise requested by Race Director. Riders may approach the Race Director before the day's events, between events, after an event, or at the discretion of the Race Director. 20.2 PROTEST PROCEDURE/EQUIPMENT VIOLATIONS 20.2.1 Protests must be filed in writing no later than 30 minutes after the official results have been posted. 20.2.2 A separate protest must be filed for each suspected infraction specifying a violation within the following categories: • Drive system • Electrical system • Engine • Exhaust system • Fuel/carburetion system • Hull 20.2.3 When a protest is made against a boat's eligibility, the protester must post with the Race Director a minimum cash bond of \$150 U.S. to cover the costs of any disassembly, inspection and assembly required, regardless if disassembly is required. Bonds may be tailored to reflect the extent of the work involved in disassembly and reassembly for the inspection. Bond Fees above \$150 must be announced at the Riders Meeting or published, in writing, prior to the event. No Bond may exceed \$500 US. 20.2.4 If the watercraft is found legal and the protest is disallowed, the cash bond will be awarded to the protested rider. 20.2.5 If the watercraft is found in violation of the rules and the protest is allowed, the cash bond will be returned to the protester and the protested party is subject to penalty assessed by the Race Director and/or IJSBA. 20.2.6 If an entrant or rider does not allow inspection under these terms, he/she will be disqualified by the Race Director immediately. 20.2.7 The Race Director or Technical Director may, at his/her discretion, consult any person to receive information or technical advice. Protested rider may be present during such inquiry but shall have no right to cross-examine or argue with a witness. 20.2.8 Only a rider taking part in the competition and entered in the same class may protest another rider in that class. 20.2.9 All parts deemed illegal may be held by the IJSBA pending final decision. 20.2.10 If a protest is judged to have been filed with malicious or spiteful intent or otherwise in bad faith, the protester may be found guilty of violating protest rules and may be penalized. 20.2.11 Official IJSBA videotape as recognized by the Race Director may be used by officials to make or overrule a decision.

20.3 APPEALS

20.3.1 The rider aggrieved by a decision involving an equipment violation may appeal to the IJSBA.

20.3.2 An appeal or intent to appeal must be filed in writing within one hour of disqualification and must be accompanied by a fee of \$100 U.S. or the equivalent in local currency.

20.3.3 Rulings of the IJSBA will be made within reasonable time from the date the appeal was filed.

20.3.4 The IJSBA and/or IJSBA affiliate shall have the right to publish any judgments concerning protests or appeals and to use the names of parties involved. These persons shall have no right to act against the IJSBA and/or IJSBA affiliate, the Race Director or whomever publishes the judgment.

20.3.5 Anyone belonging to or under the jurisdiction of the IJSBA who shall take into the courts any controversy arising from the interpretation or application of these rules and regulations shall be liable to disqualification, suspension and/or expulsion.