

SCORING AUTHORITY DISCIPLINE PROTESTS APPEALS

7.1 Scoring

7.1.1 The portion of the course from the starting line to the scoring/flag tower shall be considered as the first lap.

7.2.2 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.

7.3 PRIZES AND AWARDS

7.3.1 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.

7.3.2 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.

7.3.1 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.

7.4 RIDER POINT SYSTEM

7.4.1 The official rider point system will be in effect for all IJSBA- and IJSBA affiliate-sanctioned events.

7.4.2 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.

7.4.3 Freestyle points count towards a freestyle points championship only. Freestyle events require one entry to receive full points.

7.4.4 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.

7.4.5 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.

7.4.6 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.

7.4.7 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.

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

Pos.	Points	Pos.	Points	Pos.	Points
1	60	8	30	15	14
2	53	9	27	16	12
3	48	10	24	17	10
4	43	11	22	18	8
5	39	12	20	19	6
6	36	13	18	20	4
7	33	14	16		

7.6 The IJSBA official Slalom/Freestyle point system is as follows:

Pos.	Points	Pos.	Points	Pos.	Points
1	20	8	9		15	2
2	17	9	8		16	1
3	15	10	7		17	1
4	13	11	6		18	1
5	12	12	5		19	1
6	11	13	4		20	1
7	10	14	3			

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

Pos.	Points	Pos.	Points	Pos.	Points
1	400	8	340	15	312

2 380 9 336 16 308
3 368 10 332 17 304
4 360 11 328 18 300
5 352 12 324 19 296
6 348 13 320 20 292
7 344 14 316 21 290

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

7.8 BOAT NUMBERING SYSTEM

7.8.1 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.

7.8.2 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

7.8.3 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.

7.8.4 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.).

7.8.5 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.)

7.8.6 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. No other world championship number may be used.

7.9 RACE DIRECTOR AUTHORITY

7.9.1 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.

7.9.2 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.

7.9.3 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.

7.9.4 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.

7.9.5 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.

7.9.6 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).

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

7.9.8 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.

7.9.9 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.

7.10 RULES INFRACTIONS

7.10.1 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.

7.11 EJECTION FROM RACE SITE

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

7.12 DISCIPLINE/RIDER CONDUCT

7.12.1 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.

7.12.2 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.

7.13 RIDER/PIT CREW LIABILITY

7.13.1 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.

7.14 RIDER RESPONSIBILITY

7.14.1 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.

7.14.2 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.

7.15 PENALTIES/TECHNICAL INFRACTIONS

7.15.1 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.

7.15.2 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.

7.15.3 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.

7.15.4 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.

7.16 ENFORCEMENT

7.16.1 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.

7.17 PRE-RACE TECHNICAL INSPECTION

7.17.1 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.

7.17.2 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.

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

7.17.4 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.

7.17.5 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.

7.17.6 All watercraft may be required to meet respective local boating laws (i.e., current registration displayed on craft, fire extinguisher on board, etc.).

7.17.7 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.

7.17.8 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.

7.18 POST-RACE TECHNICAL INSPECTION

7.18.1 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.

7.18.2 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.

7.18.3 Inspected boats will not be disassembled or reassembled by the inspection group.

7.18.4 Rider and/or rider's mechanic will perform teardown to the point required by the Technical Director.

7.18.5 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.

7.18.6 The IJSBA or IJSBA affiliate assumes no responsibility for impounded watercraft.

7.18.7 All parts deemed illegal are to remain in the impound area for 30 minutes after notice of disqualification.

7.19 SEALS/INSPECTION DECALS

7.19.1 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.

7.20 FUEL TESTS

7.20.1 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.

7.20.2 Aerosol cans of ether will be allowed for starting purposes.

7.20.3 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.

7.20.4 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.

7.21 SOUND TESTING PROCEDURE

7.21.1 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).

7.21.2 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.

7.21.3 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.

7.21.4 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.

7.21.5 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.

7.21.6 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.

7.22 PROTESTS

7.22.1 A race official's decision based upon the exercise of his/her judgment may not be protested under any circumstances.

7.22.2 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.

7.22.3 PROTEST PROCEDURE/EQUIPMENT VIOLATIONS

7.22.4 Protests must be filed in writing no later than 30 minutes after the official results have been posted.

7.22.5 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

7.22.6 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.

7.22.7 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.

7.22.8 Official IJSBA videotape as recognized by the Race Director may be used by officials to make or overrule a decision.

7.23 APPEALS

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

7.23.2 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.

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

7.23.4 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.

7.23.5 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.