

SPGP.1 SPORT GP CLASS COMPETITION

Intended to promote interest in preserving traditional Sport Class personal watercraft competition while allowing a high degree of modification. Watercraft competing in this class must conform to the specifications which follow. This category of racing is not designed with entry level competitors in mind.

SPGP.1.1 All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Creating an Open Class watercraft begins with a stock OEM watercraft even where the hull, top deck, and engine may come from other sources; these are changes made to an original OEM starter unit. Changes or modifications not listed here are not permitted. Some original equipment components may not comply with IJSBA rules. Hull Identification Numbers must be displayed as furnished by the manufacturer. NOTE: When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.

SPGP.1.2 Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.

SPGP.1.3 Sound level shall not exceed 100 dB (a) at 22.86m (75 ft.). See Section 19.5 (pg. 78). A sound level of 86 dB may be enforced so long as the promoter notifies participants at least 14 days prior to the event.

SPGP.1.4 Engine fuel must consist of gasoline meeting the criteria defined in Section 19.4.3 (pg. 78).

SPGP.2 Weight

SPGP.2.1 At all times, Four Stroke Sport PWC, equipped with a supercharger or turbocharger, must weigh within 40% of the weight of the original donor PWC

SPGP.3 HULL

SPGP.3.1 All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.

SPGP.3.2 Aftermarket hulls may be used, on watercraft homologated in numbers of 500 or higher. Hulls must be approved and homologated by IJSBA. The upper deck will not be restricted to OEM to the extent that the upper deck is an exact replica of the Original equipment deck with no change in dimensions or scale. Slight changes to angles and radiuses may be approved in the top deck homologation. Alterations of dimensions may be allowed where a legal aftermarket part has been integrated into the deck (i.e., rail caps and foot holds). Bulk heads may be aftermarket.

The upper deck is required to appear to be an original OEM deck from a homologated watercraft. Disputes as the compliance in appearance will be subjected to a silhouette test to compare the aftermarket upper deck to the OEM upper deck. This test refers to the upper deck, itself, and does not apply to parts that are aftermarket (i.e. hoods) or parts subject to relocation (i.e. fuel filler), or removal.

IJSBA MAY ALLOW APPROVED ALTERNATIVE UPPER DECKS IN SPORT GP SO LONG AS PROPER PAPERWORK IS FILED WITH IJSBA AND THE PRODUCER REMAINS COMPLIANT WITH IJSBA MANUFACTURING STANDARDS AND OTHER POLICIES.

SPGP.3.3 All watercraft may be equipped with a maximum of two sponsons. Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 91.45cm (36.00 in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (3.94 in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 63.5mm (2.50 in.). 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 63.5mm (2.50 in.). Aftermarket or modified sponsons must exceed 6mm (0.24 in.) 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. (See diagrams in Appendix.).

SPGP.3.4 Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.

SPGP.3.5 Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more 177.80mm (7.00 in.). The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. (See diagram in Appendix.) Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

SPGPs.3.6 Aftermarket trim tabs, either fixed, automatic and/or rider controlled, 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 planing surface or extend rearward more than 100mm (3.94 in.) beyond the end of the original planing surface. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be radiused so as not to create a hazard. Fins, skegs, rudders and other appendages that may create a hazard are not allowed.

SPGP.3.7 Replacement bumpers may be used provided a hazard is not created.

SPGP.3.8 A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured by a plumb line.

SPGP.3.9 Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.

SPGP.3.10 Seat assembly may be modified or aftermarket. Seat height may be changed.

SPGP.3.11 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 polished, shot peened or painted.

SPGP.3.12 Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.

SPGP.3.13 Engine compartment foam may be removed, modified or aftermarket. Adequate foam, or flotation media, must be maintained in the watercraft. The race director, or technical director shall have the ultimate determination whether flotation media is adequate.

8.3.14 Storage covers, hatches, instrument cowlings and engine covers may be modified or aftermarket provided a hazard is not created and the OEM appearance is maintained. Additional engine compartment ventilation is allowed. Original equipment vents may be shielded or plugged. Handles, drop-in type storage buckets and bolt-on type mirrors may be modified, aftermarket or removed provided a hazard is not created.

SPGP.3.15 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.

SPGP.3.16 Hood assemblies may be modified, or aftermarket, provided a hazard is not created.

SPGP.4 ENGINE — FOUR-STROKE

SPGP.4.1 An original homologated engine block must be used. Internal modifications to the oil and/or water-exposed surfaces will be allowed. The head gasket surface of the cylinder block may be machined.

SPGP.4.2 The original cylinder head casting must be used. Intake and exhaust runners may be modified. Material may be added to the runners. Intake and exhaust ports may be modified. Port diameters and shapes may be changed. Combustion chambers may be modified. Material may be added to the combustion chamber. The original number of intake and exhaust valves must be the same as original. Repairs to the cylinder head affecting one cylinder bank are allowed. The head gasket surface may be machined.

SPGP.4.3 Aftermarket valvetrain components are allowed, providing the original method of activation is maintained (e.g., if originally activated by a camshaft, they may not be converted to solenoid activation). Valves may be shimmed with OEM or aftermarket shims. Valve springs may be modified or aftermarket. Camshaft(s) may be aftermarket. The number of camshafts must be the same as original. Original bearing type and dimensions must be used. Cam timing may be changed. Cam gears, tensioners, chain or belt may be modified or aftermarket.

SPGP.4.4 Engines may be bored. Aftermarket piston assemblies are allowed. Engine displacement must not exceed class designation.

SPGP.4.5 Crankshaft may be modified or aftermarket. Total weight of the crankshaft must be within +/5.00% of original equipment. Replacement bearings or bearing shells are allowed, providing they

maintain their original type and dimensions. PWC homologated above 1600cc must maintain original stoke.

SPGP.4.6 Engine balancing assemblies may be modified, aftermarket, or removed.

SPGP.4.7 Aftermarket connecting rods made of ferrous materials are allowed. Rod length may be changed.

SPGP.4.8 Exhaust system (i.e., manifold, connecting pipes, hoses, muffler(s), etc.) may be modified or aftermarket. Through-hull exhaust may be modified or aftermarket, providing a hazard is not created. No tuned portion of the exhaust system may protrude outside of the hull. Exit location of the exhaust gases may be relocated to the transom below the bond flange

SPGP.4.9 Cooling system may be modified or aftermarket. Additional cooling lines may be added. Aftermarket water bypass systems may be used. Cooling system bypass fittings may be modified or 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, solenoids, etc.). Manually controlled devices (by means of actuation) that alter the flow of cooling water during operation are not allowed. Original cooling system thermostat may be removed, modified or aftermarket. Cooling system flush kits are allowed.

SPGP.4.10 Baffles in oil reservoir may be modified. The addition of baffles in oil reservoir is allowed. Oil pump may be modified or aftermarket.

SPGP.4.11 Valve cover may be replaced for cosmetic purposes and/or weight reduction only.

SPGP.4.12 Replacement starter motor and bendix may be used.

SPGP.4.13 Replacement engine mounts may be used.

SPGP.4.14 External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.

SPGP.4.15 Replacement of general maintenance parts (e.g., gaskets, seals, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, fuel filters, oil filters, clamps and fasteners) shall not be restricted to original equipment. Stripped threads may be repaired. Fasteners may integrate locking mechanisms.

SPGP.5 ENGINE — TWO-STROKE

SPGP.5.1 Engines may be bored. Aftermarket piston assemblies are allowed. Engine displacement must not exceed class designation (e.g., 800cc in 800 Superstock, 1600 Open, etc.). The number, type, and placement of rings on piston may be changed.

SPGP.5.2 Original equipment crankcase must be used. Internal modifications to the fuel, oil and/or waterexposed surfaces are allowed. Filler material may be added to hollow pockets in the base gasket areas. Base gasket and intake surfaces may be machined. Additional carburetor pulse line fittings may be installed. Bearing and seal surfaces may not be modified. Crankcase drain system may be removed and plugged. Repairs to cracked or punctured crankcases may be made provided only one damaged area

affecting one cylinder bank has been repaired. No other external modifications or external repairs are allowed.

Ignition/stator mounting area modifications are limited to spot facing, drilling and tapping threads for the purpose of mounting an aftermarket or modified ignition system. Additional carburetor pulse line fittings may be installed.

Additional mounting holes, not to exceed 10.00mm (0.40 in.) diameter, are allowed provided they do not penetrate the internal surface of the cases. Base gasket and intake surfaces may be machined.

External modifications to the crankcase finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only. No other external modifications or external repairs will be allowed.

SPGP.5.3 Crankshaft assembly may be modified or aftermarket. Stroke and rod length may be changed.

SPGP.5.4 Engine balancing assemblies may be modified, aftermarket, or removed.

SPGP.5.5 Cylinders may be interchanged between homologated watercraft of the same manufacturer subject to restrictions announced by the IJSBA. Any modifications to the cylinder or crankcase must be approved, in writing, by the IJSBA. Base gasket, head gasket and exhaust manifold gasket surfaces may be machined. Port heights, widths and shapes may be changed. Ports may be added or deleted from cylinder. Cylinders may be machined to accept aftermarket cylinder liners. Epoxy-type filler material may be added to hollow pockets in the base gasket areas and in the port area. Repairs to cracked or damaged cylinders may be made provided only one damaged area affecting one cylinder bank has been repaired. Cylinders may be machined to accept girdle-system cylinder heads. Water-cooling fittings may be added to cylinder. Exhaust power valve components and means of actuation may be modified or aftermarket.

SPGP.5.6 External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.

SPGP.5.7 Cylinder head may be modified or aftermarket.

SPGP.5.8 Engine gaskets may be modified or aftermarket.

SPGP.5.9 Exhaust system (i.e., manifold, head pipe, expansion chamber, waterbox, muffler(s), etc.) may be modified or aftermarket. Through-hull exhaust may be modified or aftermarket, providing a hazard is not created. Exit location of the exhaust gases may be relocated to the transom below the bond flange. No tuned portion of the exhaust system shall protrude outside the hull.

SPGP.5.10 Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. 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, solenoids, 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.

SPGP.5.11 Replacement starter motor and bendix may be used.

SPGP.5.12 Replacement engine mounts may be used.

SPGP.5.13 Oil-injection system may be disconnected or removed.

SPGP.5.14 Replacement of general maintenance parts (e.g., spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment. Stripped threads can be repaired.

SPGP.6 AIR/FUEL DELIVERY — FOUR-STROKE

SPGP.6.1 The original fuel injectors may be modified to increase fuel-flow rate. Aftermarket fuel injectors that increase fuel flow are allowed provided they must not increase airflow into the combustion chamber. Fuel rail and fuel regulator may be modified or aftermarket. Additional fuel injectors may be added. Aftermarket fuel pumps are allowed provided that when the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off fuel pumps are allowed. Highpressure fuel hose meeting SAE J30R9 must be used; only metal-type fuel filters may be used on the high-pressure portion of the system; all other in-line filters must be installed on the low-pressure portion of the system.

SPGP.6.2 Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine standards must be used. Airflow sensor may be modified, aftermarket or removed. Ducting between the flame arrestor and throttle body may be modified or aftermarket.

SPGP.6.3 Throttle body may be modified or aftermarket. The number of butterflies may be increased but may not exceed the number of cylinders. Intake manifold assembly may be modified or aftermarket.

SPGP.6.4 Carburetor(s) may be modified or aftermarket provided they do not vent or spill fuel at any attitude with or without the engine running. Carburetors may be used in addition to or in place of the fuel-injection system. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket air-pulse-pressure operated fuel pumps may be used.

SPGP.6.5 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. The fuel tank shall not be restricted to the original equipment, as supplied by the manufacturer, so long as the replacement is an unmodified tank from another homologated PWC and the tank fits securely in the watercraft without causing a hazard. Original equipment fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock may be removed and/or aftermarket parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

SPGP.7 AIR/FUEL DELIVERY — TWO-STROKE

SPGP.7.1 Carburetor(s) may be modified or aftermarket provided they do not vent or spill fuel at any attitude with or without the engine running. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket crankcase pressure operated fuel pumps may be used.

SPGP.7.2 Modified or aftermarket vapor/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. 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.

SPGP.7.3 Aftermarket fuel-injection systems and components are allowed provided the following regulations are adhered to: Highpressure fuel hose meeting SAE J30R9 must be used; A.N. threadedtype fittings or equivalent and non-removable, crimped- type clamps must be used on the high-pressure portion of the system (i.e., hose clamps, tie wraps, etc. are not allowed); only metal-type fuel filters may be used on the high-pressure portion of the system; all other in-line filters must be installed on the lowpressure portion of the system. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.

SPGP.7.4 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. The fuel tank shall not be restricted to the original equipment, as supplied by the manufacturer, so long as the replacement is an unmodified tank from another homologated PWC and the tank fits securely in the watercraft without causing a hazard. Original equipment fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock may be removed and/or aftermarket parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created. Aftermarket fuel tanks not coming from another homologated PWC may be allowed by the race director so long as it is demonstrated that the aftermarket fuel tanks meet or exceed the strengths and safety standards of an OEM fuel tank.

SPGP.7.5 Flame arrester(s) which satisfy United States Coast Guard, SAE-J1928 Marine or UL-1111 Marine backfire flame arrester test standards must be installed. Aftermarket flame arresters satisfying one of these test standards are allowed. Intake silencer may be removed.

SPGP.7.6 Reed valve assemblies may be modified or aftermarket. Rotary valve may be modified or aftermarket.

SPGP.8 IGNITION AND ELECTRONICS

SPGP.8.1 Ignition system, electrical box, flywheel and flywheel cover may be modified or aftermarket. Battery charging circuit may be disabled and/or removed.

SPGP.8.2 An additional battery and battery box may be used. Batteries must fit into a proper battery box and be securely fastened. Batteries may be relocated. 8.7.3 Engine temperature sensor assembly may be disconnected and/or removed.

SPGP.9 TURBOCHARGER/SUPERCHARGER

SPGP.9.1 A supercharger or turbocharger may be added to four stroke engines with displacements of 1100 cc or less. Four stroke engines above 1100cc must remain naturally aspirated. If a turbocharger or supercharger is utilized on an engine with a displacement of 900cc or less then an IJSBA approved boost regulator must be used which releases all pressure above 8 psi. If a supercharger or turbocharger is utilized on an engine with a displacement between 901cc and 1100 then an IJSBA approved boost regulator must be used which releases all boost above 6 psi.

SPGP.9.2 Turbocharger housing must be of the full circulating, water-jacket type at all times when the engine is running. Aftermarket turbochargers and superchargers may be used provided a hazard is not created. Original turbocharger or supercharger may be modified. Aftermarket turbochargers and superchargers may be added to originally normally aspirated, four stroke, watercraft. All hoses and pipes may be modified or aftermarket. Where the Race Director, or Technical Inspector, cannot determine if a turbocharger is sufficiently water-jacketed then a heat wrap and/or additional cooling mechanisms may be added to ensure safety.

SPGP.9.3 Intercooler may be modified or aftermarket.

SPGP.9.4 Boost pressure-relief valve may be modified or aftermarket

SPGP.9.5 Boost sensor may be modified or aftermarket.

SPGP.10 DRIVELINE

SPGP.10.1 Impeller, impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment. Aftermarket nozzle trim systems may be used. Additional cooling fittings may be installed. Visibility spout must be removed or plugged. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet.

SPGP.11.2 Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.