



2013 AquaX Rulebook Version 1

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Training & Officials

AquaX Racer Training – all countries

All riders must complete the AquaX Racer Training. The AquaX Racer Training syllabus contains theoretical and practical modules and will be taught by a qualified AquaX Racer Training Instructor. The course takes about 4-5hrs to complete depending on the rider’s skill level. Once successfully completed the AquaX trainer will then sign off the pupil - Ready to Race – and they will be issued training certificate.

The syllabus is taught in conjunction with the AquaX rulebook and its function is to teach the rules and regulations of racing, rather than to teach riders how to race. The theoretical module is taught in a classroom supported by a the AquaX Racer Training PowerPoint presentation.

Sample pages of the AquaX Racer Training Syllabus



AquaX Racer Training teaches the pupils to race with due care and attention on the track and to respect the rules. It covers, but is not limited to, everything from the start line alignment procedure, to flag and whistle communication, course design, turns, length and recovery in the case of a dismount etc.

The training is included in the AquaX entrance fee and will take place at selected venues before the start of the season (see calendar) and on the Friday before each event. Riders will need to contact the Series Administrator in advance to book a training session. Pupils will need to arrive on time and bring their ski and equipment with them as classes include both theory and practical assessments.

Please note: completing the AquaX Racer Training course does not necessarily mean a pupil will be allowed to race. The pupil must demonstrate, to the instructor, a level of competence in order to gain a pass before being allowed to race.

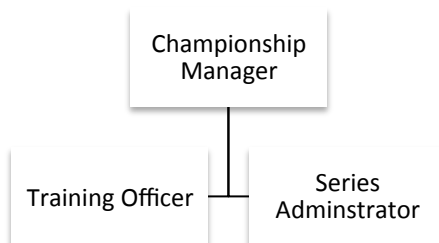
AquaX Racer Training Syllabus - Theoretical

- Championship – championship, calendar, craft, class, and equipment
- Rider Registration – signing in, forms, race bib, race numbers
- Technical Inspection – forms, equipment requirements, tech stickers
- Riders’ Briefing – introduction to race crew, itinerary, race instruction contents, flags
- Dry & Wet Pits – rules, requirements, launching, refueling
- Race Track – rules, leaving the wet pits, practice, starts, race, finish.
- Incidents – accident procedure, dismount retrievals, serious incident protocol.
- General Racing Rules – rider responsibility, safety at sea, collision, signals, unsportsmanlike conduct, penalties

AquaX Racer Training Syllabus – Practical

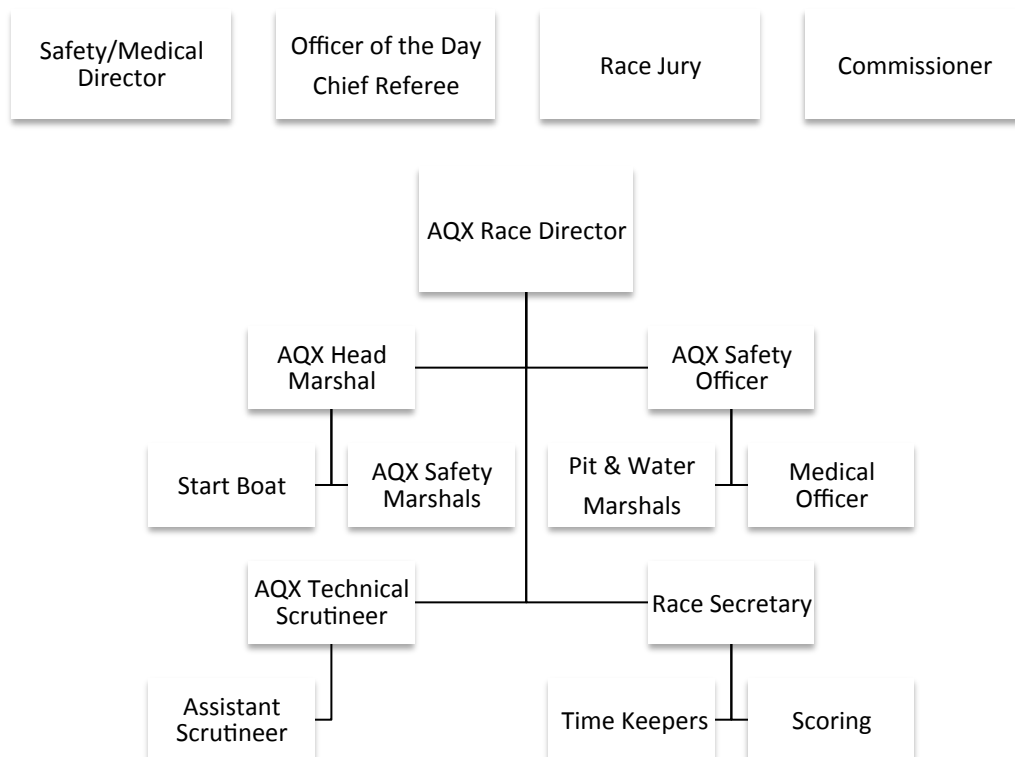
- Kit Inspection – helmet, life vest, back protector, riding gear
- Tech Inspection – over view of craft
- Communication – visual, flags, whistle, hand signals
- Launching procedures – craning, slipway, team work
- Race Track – course, practice, start, racing lines, safe riding
- Rescue – break down, dismount, injury, using the life sled
- Riding at sea – navigational marks, tides, traffic, passing vessels, collision

Championship Organisers Organogram



Race Officials

P1 AquaX is generally organised in conjunction with P1 Grand Prix of the Sea events. In this case, and if there is not a specific Race Director for AquaX, then the P1 Officer of the Day will take charge of the AquaX element of the event supported by the AquaX Safety Officer and AquaX Head Marshal. At events where an AquaX Race Director is present, the AquaX Race Director will have full control over the AquaX supported by AquaX Safety Officer and Head Marshal. The OOD and Event SO will remain in charge of the event.



Key AquaX Race Officials

Race Director /OOD

The AquaX Race Director is responsible for directing the organisation of the races on behalf of the Organising Club and the National Authority. Once the race begins the ultimate authority is transferred to the AquaX Race Director. At smaller events the OOD and the Race Director are the same person. The Race Director primary concern is the safe and controlled management of the race. He/she is responsible for the Riders' Briefing and the management of the AquaX race officials. He/she determines that all safety assets are available, maintains order on the course, and ensures that all activities are conducted in accordance with the Racing Rules. He/she verifies any decisions to stop or curtail the race. He/she analyses the written reports of the officials and timekeepers and any other documents that will enable the results to be compiled. The Race Director can apply penalties to competitors if they are found to be in contravention of the rules. The Race Director is not allowed to sit on the Jury.

Commissioner

Usually appointed by the National Authority, their task is to prepare a detailed report on the event so that the performance of the Organising Club can be evaluated. A Commissioner will sit on the race jury; they can assist the Race Director and Safety Officer with the running of the event as well as talking to and discussing concerns with competitors. A commissioner's presence at an event is not a requirement of the rules.

The Safety Officer (SO)

Is the deputy to the Race Director. He/she coordinates the safety services on shore, on the water and in the air. The primary duty of the Safety Officer is to ensure that all safety related activities are co-ordinated and that an adequate response to any situation is promptly delivered. The Safety Officer must also ensure that event risk assessments are created and planned in advance with the full cooperation of the relevant stakeholders.

Head Safety Marshal

The Head Safety Marshal and his team are the eyes and ears of the Race Director on the water. They are responsible for managing safety on racetrack. They communicate to the riders via whistles and flags signals taught in AquaX Racer Training.

They are responsible for escorting the riders to and from the wet pits to the racetrack and into the start alignment procedure. At all times they are in radio contact with the Race Director, Safety Officer and each other. Their primary concern is safety and they have the authority to stop a race and apply penalties when necessary.

Technical Scrutineer

The primary duty of the technical scrutineer is to check that watercraft and equipment comply with current racing rules. Riders will be required to present their craft and its equipment for scrutineering prior to every race. Particular attention will be paid to the condition of all personal protective equipment (PPE); a full inspection of the steering systems, general seaworthiness and integrity of the craft will also be carried out. Riders must present their equipment together with their craft. Upon completion of the race, the Technical Scrutineer will inspect the top finishing, or any watercraft for rule infringements.

Race Secretary

The race secretary is likely to be the first contact you have with the organisational team, the role of the race secretary is to record your presence at the meeting and to ensure that you comply with all of the administrative requirements as described in the rules. In addition to this the race secretary will post the results of the races and also issue important race bulletins, which you must read.

Timekeepers/Lap scorers

Official timekeepers will record the race times, laps and penalties. This information will then be checked by the Race Directors, signed and then posted on the race bulletin board by the race secretary.

Race Jury

The race jury consists of a group of 3 persons whose sole responsibility is to resolve rider appeals, the complaint can not be resolved by the Race Director. The race jury cannot include the Race Director or any race official listed on the Race Instruction document.

These rules are intended to ensure safe and competitive racing in a race series at a reasonable cost to the participants; to expand and broaden the general base of participation and the enjoyment of leisure craft and to help the marine industry to develop and demonstrate the performance of its products particularly in the use of new environmentally friendly engines. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

INTRODUCTION

AX1. Concept

- (a) 'Watercraft Racing' means competitions between watercraft on the sea or on open surfaces of water.
- (b) In this series all entered watercraft compete in the following divisions: Permission to race in the series is at the discretion of the series organiser and the organisers reserve the right to refuse entry into the series.
 - i. AquaX Rally racing

Entrants are divided into classes according to watercraft engine capacity. The series organiser retains the right to allow special dispensation to downgrade a watercraft into a class less than its OEM rated HP if it is deemed at a disadvantage. Watercraft that come under this rule will be named in the specific class rules and will not be reassigned during the course of the season.

The organisers, at their discretion, may add classes for promotional purposes when the need arises.

- i. **300bhp class – championship class**
- ii. **250bhp class – championship class**
- iii. **200bhp class – championship class**
- v. **AquaX Cup – event race**

- (c) Only craft listed in Appendix 1 are allowed to compete in an AquaX event. Craft that are not listed in Appendix 1 must apply for homologation by contacting the series organisers.
- (d) No physical modifications may be made to the hull from the original design or specifications except where the rules permit.
- (e) The decision of the AquaX Technical Scrutineer and/or AquaX Race Director regarding modifications will be final. Any question regarding the legality of modifications should be directed to the P1 AquaX Series Organiser prior to use in competition.
- (f) Safety takes priority over racing at all times.

AX2. Classification and Approval of Races

- (a) The race calendar is co-ordinated and managed by the series organiser.

Licence to Race

AX3. Offshore – AquaX Racing Licence – Please note; this licencing structure pertains to racing in the United Kingdom of Great Britain. Licencing structures will vary depending on national governing body.

- (a) All UK residents who wish to take part in Powerboat Racing in the United Kingdom or the Republic of Ireland must hold a valid Powerboat Racing licence issued by the Royal Yachting Association. Licences available are as follows:

There are two licence categories for AquaX: **Annual - Event**

i. ANNUAL

Before Racing Licence can be granted applicants must have completed the AquaX Racer-Training programme. The AquaX Racer-Training programme need only be completed once unless a rider has not held an Race Licence for more than 2 years. See training section at the front of the rulebook. **Subject to governing body regulation.**

ii. EVENT LICENCE – issued by Race Organiser at Race Control to riders. Event Licences will not be issued unless a Rider has undergone P1 AquaX Racer-Training programme. **Subject to governing body regulation.**

- a) An Event Licence provides a Rider with a temporary Powerboat Racing licence valid for only the duration of the event at which it was issued and restricted to the class as authorised by the organiser.
- b) Event Licence holders are eligible for championship points unless competing in the AquaX Cup where no championship points are awarded.

- (b) Foreign Riders who are resident within the country of the race and wish to obtain a national licence must: Have written permission from their own National Authority. Proof of previous racing experience by the submission of a Racing CV with their licence application form.

AX4. Age Regulations

- (a) In the 200 class the minimum age for a racer is 16 years old on the day of racing.
- (b) In the 250 and 300 class the minimum age for a racer is 17 years old on the day of racing.
- (c) All age regulations apply at the date of the race.
- (d) All racers under 18 years of age must be accompanied at the event by a Parent/Guardian. All who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race. Juniors may also be subject to further restrictions subject to the rules and regulations of the national governing body.

Watercraft Registration and Compliance

AX5. Control of Watercraft

- (a) Only valid licence holders are permitted to control the watercraft whilst racing.
- (b) Once signed on, watercraft are allowed out on the water ONLY at the times designated in race instructions or with prior agreement with the AquaX Race Director. Non-conformance may result in disqualification from the event and/or a fine as stipulated in race instructions.

AX6. Entries

- (a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.
- (b) Entry of any rider into any race of the championship is fully at the sole discretion of the series organiser who reserves the right to refuse entry.
- (c) Entries are accepted as team entries. Riders are responsible for the behaviour of all team members and their associates. All rules are enforceable if breached by any team member or associates.
- (d) The series organiser has the right to refuse any watercraft that they consider unsuitable and/or which does not conform to the requirements of the present rules. Reasons for refusal shall be submitted in writing.
- (e) No individual or team who have been expelled from P1 events, or who are currently under suspension by the series organiser or their own National Authority shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance or participate as a watercraft owner or crew member in any racing event run by the series organiser. No watercraft belonging to that individual or team shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a P1 AquaX series sanctioned race. The series organiser reserves the right to deny future membership and entry to anyone who has previously been expelled or suspended.
- (f) Race entries are accepted on a pre-payment basis as described on the official AquaX race entry form, unless otherwise agreed with the series organiser in extenuating circumstances.
- (g) No Refunds will be made in the event of any cancellation.

AX7. Obtaining a Race Number

- (a) Each rider will be issued with a race number upon entering a P1 AquaX event for the first time. The number will be personal to the rider and valid for the duration of the P1 AquaX series. See also rule AX21 (b)

Racing Rules – General

AX8. Rules for AquaX Series Races

- (a) The rules for watercraft and riders competing in the P1 AquaX series are contained herein. On arrival in race pits/venue/event area, all teams are deemed to be under race rules and regulations. All rules will apply, as will penalties. The P1 AquaX rulebook shall be published on the P1 AquaX website and distributed via email to P1 AquaX riders and event attendees before the start of the race season.
 - i. It is the responsibility of the rider to obtain this information
 - ii. Rider addenda shall be announced and available at P1 AquaX events and published on the P1 AquaX website and/or distributed via email to P1 AquaX riders and event attendees.

AX9. Terminology

In these regulations the word “shall” and “must” are mandatory, whereas the word “should” and “may” are advisory.

AX10. Applicability of Rules

Except where otherwise indicated, the rules set out below apply to ALL classes.

AX11. Interpretation of the Rules

- (a) The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any rider who infringes any rules will be penalised.

- (b) **IF THE RULES SAY - YOU CAN DO THIS - YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE SERIES ORGANISER.**

Watercraft and Equipment

AX12. Tow Loop

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

AX13. Sharp Edges

- (a) All sharp edges above the static waterline shall be adequately protected or removed.
- (b) All watercraft must run a permanently affixed nose bumper approved by the P1 Scrutineer. If plastic or metal hull supports are used, all edges must be smooth as not to create a hazard.
- (c) Equipment that is damaged, broken or lost during a race is not necessarily ground for penalty unless an infraction is determined during the race.

AX14. Steering

- (a) The condition of the steering mechanism must be adequate and adjusted correctly.
- (b) The throttle lever must work freely.
- (c) The grips must be secure.

AX15. Engine Cut-Off

- (a) The lanyard stop switch shall function correctly and be in an adequate condition. The Lanyard must be attached to the rider at all times when in the water.

AX16. Hull and deck

- (a) Hull and deck repairs may be made. However these repairs must not alter the standard configuration by more than 2.00mm (0.08in.).
- (b) All watercraft may be equipped with a maximum of two sponsons. Original equipment sponsons may be modified or aftermarket, or removed but must be replaced by an aftermarket version fitting to the technical rules.
- (c) Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (d) The condition of bumpers shall be inspected.
- (e) The numbers and background shall be inspected for the compliance and legibility.
- (f) All watercraft must display the hull identification number (HIN) assigned at the time of manufacture. The series organisers may also assign a further I.D number.

AX17. Engine Compartment

- (a) Hose clamps must be secure.
- (b) The battery must fit into battery box and straps must be secure.
- (c) The fuel tank must be secure.
- (d) The fuel pick up and fuel level sender must be secure.
- (e) If using a modified approved air filters (only legal for two stroke craft or fourstroke craft over 5years old) must be securely installed.
- (f) The fuel system must not leak and all fuel hoses must be secure.

AX18. Personal Protective Clothing (PPE) /Equipment and Helmet

It is the responsibility of the rider to select an approved helmet and suitable apparel that will provide appropriate protection. The series organiser does not endorse or guarantee specific products or manufacturers.

- (a) Helmet: A properly fitting, full coverage helmet with double D ring fastener and chin and mouth protection (motocross type) that meets current British or international recognised standards must be worn at all times while on the water.
 - i. Comply British Standard BS 6658:1985 - kitemark
 - ii. Comply Snell (DOT) safety standards for motorcycle use
 - iii. Comply with UNECE Regulation 22.05
 - iv. Comply with any standard accepted by a member of the European Economic Area which offers a level of safety and protection equivalent to BS 6658:1985

Helmets with bolt on chin guards and visors are not allowed. The helmets must be in excellent condition and devoid of any damage that could impair the structure and effectiveness of the helmet. Helmets will be approved and marked for use by the P1 Scrutineer at pre-race technical inspection.

- (b) Life vest: A 50N buoyancy aid (Coast Guard-approved personal floatation device - PFD) in sound condition must be worn at all times while on the water. The buoyancy aid must have 4-buckle fastening to front or 2-buckle fastening to side
- (c) Back Protectors: Motocross/snowboard back protectors that cover the entire spine are mandatory and must be worn at all times while on the water.
- (d) Whistles: Whistles attached to the rider's life jackets are mandatory. They must be easily accessible and must be worn at all times when on the water.
- (e) Wetsuits/Drysuits: Suitable full body protective waterproof clothing must be worn at all times while on the water.
- (f) Footwear: Wetsuit type booties or trainers are mandatory and must be worn at all times while on the water.

- (g) Accessories: Eye protection and gloves are recommended for all Riders in all P1 AquaX competition events.
- (h) Tow Rope: Each rider must have a suitable towing rope of a minimum of 5.5m on board his/her craft at all times.

The AquaX Race Director or AquaX Technical Scrutineer 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.

AX19. Fuel

- (a) Fuels are limited to petroleum-based fuels. Any additives deemed to be performance enhancing by the series organiser or Race Officials are not permitted. The Penalty for the use of performance enhancing additives will be disqualification and/or a £200 fine.
- (b) All fuel must be carried in fuel jugs with properly fitting spouts made for the purpose and marked 'Highly Flammable'. Open funnels are not allowed.
- (c) Competitors are reminded to check current or relevant directives regarding the transportation.
- (d) Fuel may not be transferred between tanks during a race.
- (e) Fuel transfer outside any designated fuelling areas will result in a £200 fine.
- (f) The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (1993), or other comparable national or regional standards.
- (g) Where fuel is available to purchase from the event marina or other on-water facility, no other fuelling will be permitted unless stated in the race instruction.
- (h) In the event of a fuel sponsor agreement, all watercraft must use the fuel specified in race instructions. In these circumstances watercraft must arrive capable of taking fuel for a full race distance.
- (i) Except where a fuel sponsor has provided fuel, fuel must be standard road-side or marina available fuel.
- (j) Fuel sampling may take place during race events.
- (k) Any entrant disposing of fuels or lubricants in the pit area or on the racecourse by pouring or spilling such fuels or lubricants is subject to a £500 penalty and will be disqualified from the event.

AX20. Fire Extinguisher:

All riders must have a minimum of a 2kg CO2 or powder fire extinguisher present in their pit area. The extinguished should show the date and service record.

AX21. Race Number decals

- (a) Number plates should be positioned as high as possible on each watercraft to allow efficient scoring.
- (b) The height of each figure must be a minimum of 30cm by a minimum on 20cm wide. They are to be bold in font and black in colour. A white background must be used for Elite licence holders, and yellow background must be used for Beginner licence holders. The background must have a minimum of a 10cm frame around the outside of the numbers. Numbers can be positioned on the front or rear of the watercraft and to both sides of the hull.
- (c) When signing on riders will receive a race vest with their personal number printed on to it. The vest must be worn at all times when on the water – NO vest NO POINTS. The race vest may be coloured to distinguish different classifications. The vest to be kept by the rider for the duration of the championships. If a rider misplaces his/her vest they will be charged a replacement fee of £20.00.

AX22. Modifications

For technical rules – see AX51 – AX57

Racing Regulations

AX23. Rider Responsibility

- (a) The rider accepts responsibility for every eventuality that may occur as a result of entering a race. It is the rider's sole and ultimate responsibility to decide whether or not to start or continue in a race once he/she has passed scrutineering.
- (b) SMOKING IS PROHIBITED IN THE PIT AREAS. Adequate signs will be posted to this effect and the pit marshals will rigorously apply the rule.

AX24. AquaX Technical Scrutineer Inspections

- (a) AquaX Technical Scrutineer shall work with the current scrutineering list as a guide and equipment listing – see Appendix 2.
- (b) Scrutineering does not constitute a condition survey of the boat.
- (c) The scrutineering sheet may not necessarily cover every item that Technical Scrutineer may wish to check on a particular watercraft nor does every item necessarily refer to every class of watercraft. The AquaX Technical Scrutineer shall reject a craft if it does not comply with all of the requirements of the organiser. The AquaX Technical Scrutineer shall refer any noncompliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.
- (d) Any incomplete entry may, at the AquaX Technical Scrutineer discretion, be put back to be re-examined later if time permits.
- (e) Post Race scrutineering will take place at the discretion of the AquaX Race Director/AquaX Technical Scrutineer. Competitors must make their watercraft available when requested – failure to do so may result in disqualification.

AX25. Engine Eligibility

- (a) The organisers appointed Technical Sub Committee may appoint a number of engine inspectors who can attend any engine inspection or carry out their own checks at any event.
- (b) If the Technical Sub Committee decides to check an engine in order to verify its eligibility, the cost shall be borne by the competitor if the engine fails the eligibility check otherwise the cost will be borne by the Series organiser.
- (c) When a competitor raises a protest against another competitor over the eligibility of an engine and in order to prove this eligibility an engine is required to be checked, then the costs involved are to be borne by the losing party. This means that following a protest;

if the engine is found to be illegal the protested shall pay for the checks. If however, the engine conforms to all the rules then the cost of checking shall be borne by the protestor. Both parties to the protest may attend the engine inspection.

- (d) Parts not supplied by the original engine manufacturer shall not be fitted to any engine unless specifically allowed within the rules.
- (e) Engine scrutineering checks will be made in comparison with standard production parts and/or P1 engine homologation papers.

AX26. Pre-Race Declarations

- (a) All riders who are racing must sign the indemnity form provided by the series organiser who will be responsible for the provision of third party public liability insurance whilst racing. Details of this insurance are available from the organiser.
- (b) All competitors who are under 18 on the day of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.
- (c) Each rider must provide a contact/next of kin details when signing on to an AquaX event.

AX27. Riders' Briefing, Signing in, Signing off All Classes

- (a) A roll call shall signify a rider's attendance prior to the start of the briefing. Only riders and race officials will be allowed to attend this briefing.
- (b) Non or late attendance at this briefing may result in a £100 fine per person, with a re-scheduled briefing being held at the P1 Director's convenience.

AX28. Starting procedure for Rally racing

- (a) All classes will race together unless stated otherwise at Riders' Briefing. If numbers dictate staggered starts will be used. The size and design of the course will be explained within the race instructions.
- (b) Starting positions will be determined by the following method.
 - i. Superpole Starting positions will be decided by drawing numbers at Riders' Briefing.
 - ii. Race One Starting positions will be decided by finishing position of Superpole.
 - iii. Race Two Starting positions will be decided by finishing position of race one.
- (c) Classes will line up for the start in the following order.
 - i. 300 class
 - ii. 250 class
 - iii. 200 class
 - iv. AquaX Cup
- (d) All Riders must sign off within 1 hour of the final race of the day failure to sign off may result in disqualification.
- (e) **MINIMUM VISIBILITY**
For Aqua X races there must be a minimum of one-mile visibility over the whole racecourse and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.
- (f) **FROM WET PITS AREA**
 - i. Start Marshal (PWC) – Whistle Signal - two minutes to commence leaving wet pits.
 - ii. The Start Marshal will lead/escort the riders to start area in the position order agreed at Riders' Briefing/or position gained in the previous race. Riders must remain in single file and be vigilant of other water users and **AT NO TIME PROCEED AHEAD OF THE START MARSHAL.**
 - iii. Once the convoy has left the pit area a second marshal will blow a whistle confirming the pit is closed. Riders may not leave the wet pits after this time. A late start procedure may be given at the discretion of the AquaX Race Director.
 - iv. The start marshal will lead the riders in position order around the race track to the start area and into the alignment procedure.
 - v. A practice session of 3 laps, if not already completed, including the start run as described at Riders' Briefing, maybe executed before the start of the race.
- (g) **FROM START ALIGNMENT AREA**
 - i. Immediately before the race start, the Start Boat will raise the yellow flag - riders must follow the start procedure as described at Riders Briefing.
 - ii. The Start Marshals (PWC) will line up the riders/watercraft in the position order 30m ASTERN and perpendicular to the Start Boat. Riders must observe a safe spreading distance (minimum 2 metres) between watercraft with absolutely no contact between watercraft. The penalty for not staying 30m behind the Start Boat (jump start) will be a 2-minute addition to the rider's overall race time. **See pic 1 and 2.**

- iii. A race official on the Start Boat and Start Marshals (PWC) will use whistles and flags to control the fleet prior to the start as described at Riders Briefing. They will have the authority to impose penalties, as detailed below.
 - iv. When a race official on the Start Boat is satisfied that all watercraft are in a satisfactory line, at a satisfactory speed, he/she raises the green flag, lowering the yellow flag simultaneously. The raising of the green flag indicates the start of the race.
 - v. The official timing starts when the leading craft crosses the start-finish line, unless otherwise designated in racing instructions. Crossing the line constitutes the start of Lap 1 of the race.
 - vi. If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all riders must return, at a safe speed, to the start area for restart, or follow specific instructions from the Start Boat. Any rider that fails to line up in the start area will not be allowed to start.
 - vii. Should a rider fail to start, having lined up in the start area, he/she may start within ten minutes of the time of the start provided the Rider:
 - a. Gets permission from the AquaX Race Director to start.
 - b. Starts at the start position and follows the start run going to the start/finish line when it is safe to do so.
- (e) A description of the start will be explained at Riders' Briefing.
- (h) During the start run, if a rider passes the start boat before the green flag, they will be disqualified.
- (i) Rider must hold their line until clear of the Start Boat and only then, and if they are four or more watercraft lengths in front of adjacent watercraft are they allowed to move across. Any rider deemed reckless by moving across too soon or weaving on the start straight will be penalised.
- (j) **SAFETY TAKES PRECEDENCE OVER RACING AT ALL TIMES. Competitors should do nothing to endanger crew, spectators or other participants.**
- (k) Video camera evidence may be used by the Race Committee for any reason.

Start Alignment Procedure



Pic 1 – The riders are lead out in single file to the starting area.



Pic 2 – Head Marshal begins the start alignment procedure by lining up the riders in starting order. 300 first, followed by 250, followed by 150 class.

Diagram 1 – Rally Racing start procedure under yellow flag

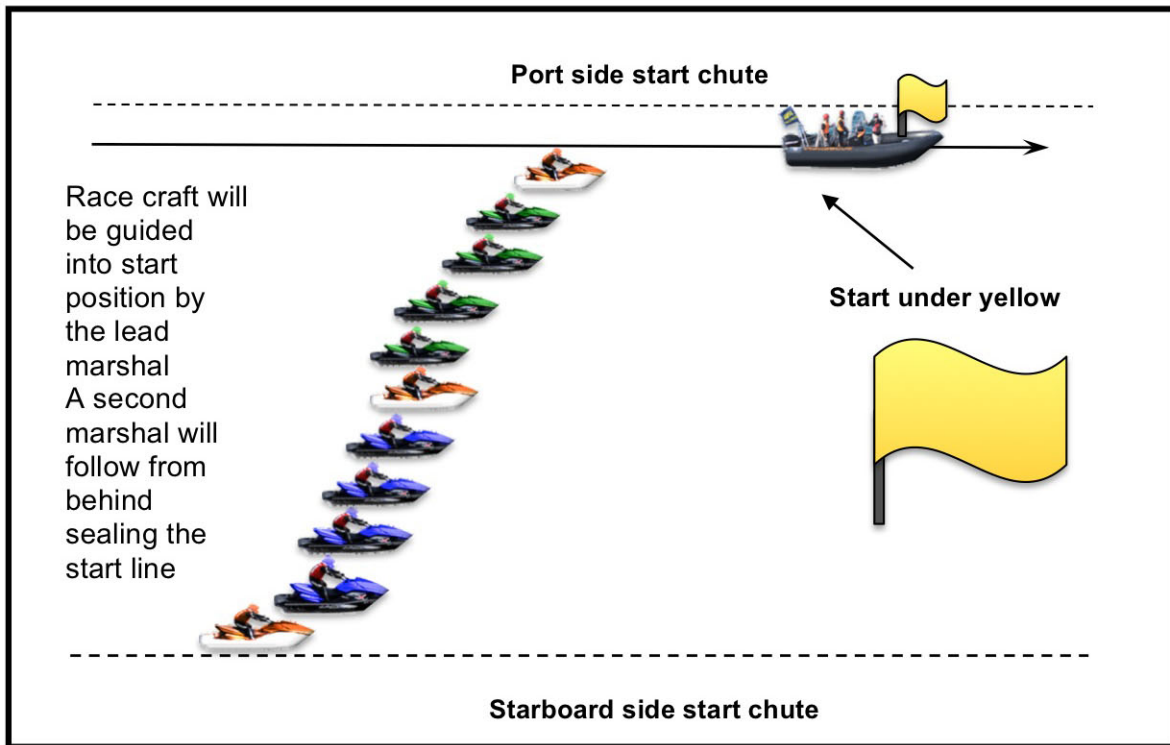
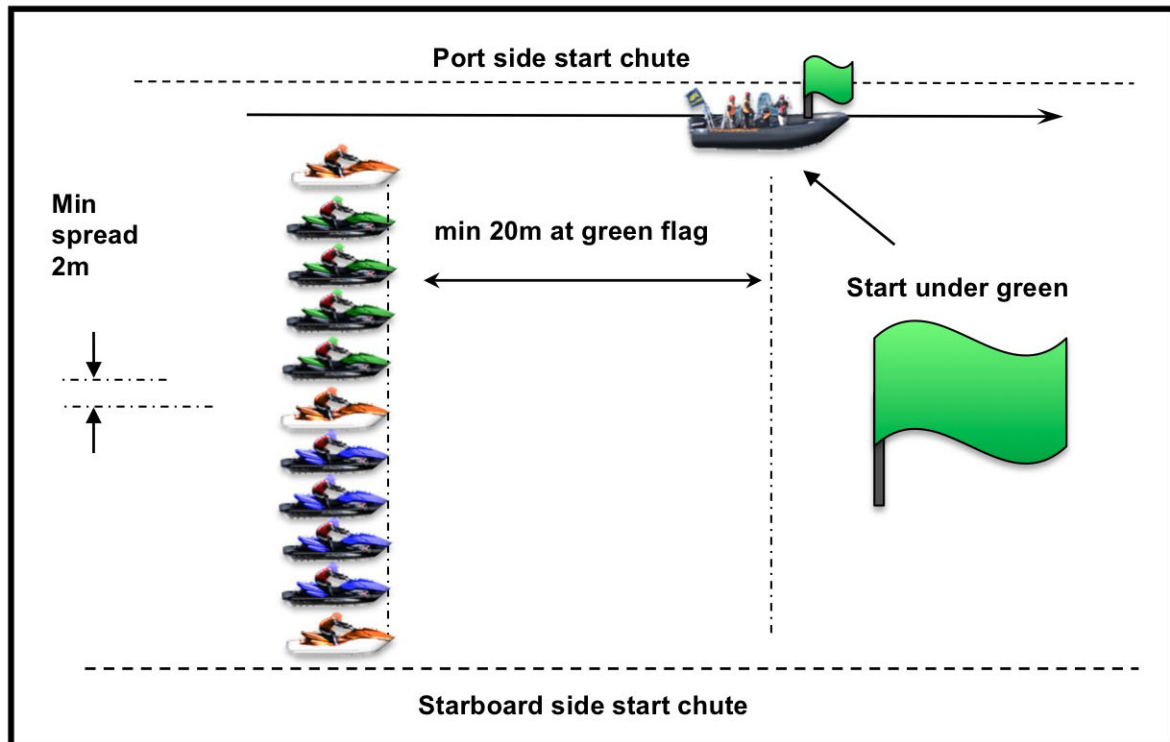


Diagram 2 – Rally Racing start procedure, green flag



(a) **RESTARTING A RACE**

- i. The AquaX Race Director may restart the race at his/her discretion. Reasons for restart may include (but are not limited to) loose buoy, an accident on the first lap involving several riders, or a downed rider whose presence potentially creates a hazard.
- ii. All machines will be stopped under the red flag. The Start Marshal (PWC) will notify riders when to move their machines, and will escort them back to the start area.
- iii. If the race is restarted, riders not having previously started in that race will be allowed to enter in the restart.
- iv. If a race is stopped with fewer than three laps completed, a total restart 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.
- v. 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 behind the Start Boat flying the yellow flag, maintaining three boat length between them. When the starter waves the green flag, the riders may resume racing. No overtaking will be allowed until the riders pass through the start gate. Any penalties received from the first start will be applied at the end of the race.

AX29. Alternate start procedures for Rally Racing: depending on the venue and conditions.

- i. A Le Mans start can be used to start an entire field of riders or individual classes. Each rider will line up on shore his/her watercraft in the designated starting area facing offshore. Each Rider will be allowed one holder to steady the watercraft. (The AquaX Race Director may allow more holders depending on water conditions.) Riders will line up on shore at equal distances away from their watercraft predetermined by the AquaX Race Director. At the signal from the Starter, riders will race on foot to their watercraft, start the engine and enter the course as described at the Rider's Briefing.
- ii. A Timed start is used to start individual riders one at a time. Each Rider is assigned a starting time. The race will start at a time predetermined by the AquaX Race Director. The first rider will start at the posted start time with each subsequent rider typically to be started in 15- or 30-second intervals until all riders have started. Each rider's individual finish time will be corrected depending on his/her start time.

AX30. Valid Starters

An entry accepted by the organisers and having satisfactorily completed training, scrutineering, attending all required briefings and having crossed the start line as described in the rulebook at the prescribed time, under the starting arrangements specified by the race programme or at drivers' briefing, is considered to be a valid starter.

AX31. Alternative Races

(a) The AquaX Cup

The AquaX Cup will run in conjunction with AquaX Rally. The Cup will not be a Championship class and points will not be awarded. Its purpose is to acknowledge the overall winner of the race at each individual round.

The Cup is open to all comers, including those with modified craft and whose craft are technically illegal for the AquaX championships, but wish to experience the thrill of AquaX. All entrants must adhere to the general rules and regulations of competing in an AquaX event.

(b) Match Racing

Match racing is a timed knock out competition. Starting procedure and race instructions will be described at Riders' Briefing.

Riders will be paired with another rider to negotiate two identical courses against the clock. Both riders will then complete one circuit of each course at the same time. The winning rider will qualify through to the next round. The loser will be knocked out.

- i. The same watercraft must be used for both runs.
- ii. First place finishes or the fastest combined time will decide the winner of the round.
- iii. A rider failing to properly negotiate a course marker will be penalised 10 seconds for each buoy missed.
- iv. It is strictly forbidden to go back and retake a missed marker buoy.

AX32. Racing Rules

General - It is the duty of each rider to ensure that their watercraft is driven in a manner that does not compromise the safety of themselves any other competitor or any spectator. Different watercraft and different classes of watercraft handle and respond in different ways and different weather and sea conditions affect the way watercraft handle. The amount of sea room required and time needed to make a manoeuvre or avoid a collision will vary from watercraft to watercraft and race to race. This must be taken into account when reading these rules. AquaX racing is a non-contact sport and riders may be penalised at the discretion of the AquaX Race Director if contact occurs. Whilst not racing or participating in official practice sessions watercraft are bound by the International Rules for the Prevention of Collision at Sea. All watercraft must observe the International Rules for the Prevention of Collisions at Sea when encountering any other non-racing craft.

- (a) Responsibility of all riders - It is the responsibility of each rider to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other watercraft in their immediate vicinity. All riders must take any action necessary to avoid a collision. A constant look out must be maintained and riders are reminded of the importance of good and efficient communication at all times.
- (b) Flag Signals – Riders must obey all flag signals given by officials during practice or racing. Failure to comply with flag signals may result in a penalty or disqualification.
- (c) Riders - The maximum number of riders per vessel is one.
- (d) Riding on the course: Riding will not be allowed on the racecourse at anytime without permission from the AquaX Race Director.
- (e) 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 AquaX Race Director.
- (f) Collision – if ever facing a potential head on collision – ALWAYS TURN RIGHT to avoid it.
- (g) Blocking: The deliberate blocking of a faster machine is cause for penalty at the discretion of the AquaX Race Director.
- (h) Spin Outs: It is expressly forbidden to ride in a direction opposite of that of the approved racecourse. A rider whose craft 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 riders on the course. Riders going in the wrong direction may be penalised.
- (i) 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 craft from the course in safe manner so as not to endanger or obstruct other riders. Riders should move into the centre of the course and wait for instruction.
- (j) 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.
- (k) Lapping: A rider being lapped must move over, but can continue racing. If or when possible a rider about to be lapped will be shown a blue flag to alert them to a faster rider approaching.
- (l) 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.
- (m) On-course assistance: Riders may receive on-course assistance from another Rider or course marshal. If mechanical or other assistance is needed, the Rider must safely pull into the middle of the course removing themselves from the racing line. Riders re-entering the course in an unsafe manner may be penalised. The decision by the AQUAX RACE DIRECTOR will be final.
- (n) Finish line: Once a rider receives the chequered flag he/she must not stop abruptly, but continue on whilst raising a hand and looking before turning into the centre of the track to wait for further instruction.
- (o) Changing craft:
 - 1. All craft used in racing must be scrutineered and affixed with a tech sticker and race numbers.
 - 2. Racers may not change craft between motos unless the craft has received considerable hull damage and is taking on water.
 - 3. Racers changing craft will incur a two-position penalty at the end of the event when all scores are settled.

AX33. Incident Procedure

- (a) In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet.
- (b) There is NO OVERTAKING in the vicinity of the incident / yellow flags will mark the area.
- (c) When deemed the course is clear yellow flags will be removed and racing will resume.
- (d) In the event of a serious incident the red flag procedure will apply.
- (e) It is the rider's responsibility to monitor the all flag signals whilst deployed.

AX34. Turn Marks and Missed Marks

- (a) All marks will be laid in the approximate positions referred to in the race instructions. It is the riders' responsibility to ride close enough to the course marks to ensure that they have been seen to pass them correctly.
- (b) Unless otherwise specified in the Race Instructions or at Riders' Briefing the colour of the course buoys will be as follows:
 - i. All Outside Course Marks: YELLOW (to be left to port when racing anti-clockwise).
 - ii. All Inside Course Marks: ORANGE (to be left to starboard when racing anti-clockwise).
- (c) Should a buoy go missing the rider must pass through the approximate geographical position directed by a waterborne marshal.
- (d) If a watercraft hits a turn mark – A Yellow Card penalty may be applied.
- (e) If a watercraft destroys a buoy or cuts the securing line – A Yellow Card may be applied.
- (f) If a rider damages a buoy a fine of up to £300 will be applied.

- (g) A competitor may NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous riding resulting from missing marks will result in further penalties.
- (h) The missed mark penalty is 1 minute per missed mark or as stated in the race instruction.

AX35. Stopping the Race

- (a) In case of force majeure or an accident.
- (b) In the event of the race being aborted by the use of the Red Flag procedure.
- (c) On seeing red flags.

AX36. Finishing a Race

- (a) When the leading watercraft in each class completes the course and crosses the finishing line, the chequered flag will be waved. It designates the winner of the race and the start of the finish procedure.
- (b) The chequered flag will be given to all subsequent watercraft that cross the finish line irrespective of class.
- (c) All riders crossing the finishing line after the winning watercraft will be classified and scored as having finished the race provided they have covered 70% of the laps completed by the leading rider in their specific class.
- (d) Upon completion of a race, a watercraft shall;
 - i. Check the course is clear and turn in to the centre of the course,
 - ii. Conform with the International Regulations for Preventing Collisions at Sea,
 - iii. Not hinder other watercraft that are still racing and await escort back to the Wet Pits.
- (e) Time Limit: All watercraft have a maximum of 5 minutes from the time the winning watercraft crosses the finish line to complete their final lap.
- (f) To be eligible for points, a watercraft does not need to cross the finish line after the winning watercraft but must complete a minimum of 70% of the laps completed by the winning watercraft in their class, rounded up to the nearest full lap.
- (g) Watercraft will be ranked according to the number of laps completed and the order in which they finished.
- (h) The race may be curtailed or stopped at the finish line at any time by waving the chequered flag.

AX37. Curtailment of a Race

A curtailment decision can be made at any time during a race provided the curtailment is signalled on the Start/Finish line to the leading watercraft. The leading watercraft shall then stop racing immediately. All other watercraft shall stop racing when they next cross the Start/Finish line. Retiring from a curtailed race prior to curtailment will not preclude a Rider from receiving points.

AX38. Retirement Procedure

- (a) On retiring from a race all watercraft must, when practical to do so, turn into the centre of the course and wait for assistance. If the watercraft stalls on the track, the rider should signal a waterborne marshal by using his whistle as described at the Riders' briefing.
- (b) A watercraft, which has retired after completing 70% of the laps by the winning watercraft in their class, is eligible for championship points.

AX39. Championship Points Scoring System – all classes

- (a) Points will be awarded to the rider and his watercraft. The same watercraft must be used in all races.
- (b) Points are not transferable across classes or between craft.
- (c) Points will be awarded for Superpole and Rally races.
- (d) No points will be awarded if a watercraft is disqualified for an infringement of the technical rules.
- (e) No points will be awarded if a rider fails to complete 70% of the laps recorded by the winning rider in their class.
- (f) No points will be awarded for the AquaX Cup.

Superpole Scoring – 20mins + 1 lap

First place	10 points	Fourth place	6 points
Second place	8 points	Fifth place	5 points
Third place	7 points	Sixth place	4 points

Reducing by one point for each subsequent position.

Rally Scoring – 30 mins + 1 lap

First place	20 points	Fourth place	14 points
Second place	17 points	Fifth place	13 points
Third place	15 points	Sixth place	12 points

Reducing by one point for each subsequent position.

- (g) The round results are determined by adding together points accumulated from each race over of the weekend. In case of a tie the rider with the highest place finish in the final race will take the position.
- (h) The Championship results are determined by adding together the finishing points from every race over the season. In case of a tie, the rider with the most round wins will receive the higher ranking. If still tied the rider with the most race wins will receive the higher

ranking. If still tied the rider with the highest place finish in the final race of the series will take the position.

AX40. Flag Signals

The following flags having the meanings shown and will be used in all AquaX races unless Race Instructions state otherwise:

- YELLOW FLAG** – on seeing the yellow flag signal from an official vessel, competitors MUST ACKNOWLEDGE THE SIGNAL proceed with caution, not overtake other watercraft whilst in the area of the yellow flag and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal may be penalised.
- RED FLAG** – on seeing the red flag signal all riders shall stop racing immediately raise their hand and slow down, check to see if it is safe to turn, then turn in to the centre of the course and await further instructions. Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.
- BLACK FLAG** - any race craft deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous, will be shown the black flag and must report to the Start Boat immediately. If a rider is disqualified he/she must wait by start boat until the race is finished. Riders warned may continue to race but must re-enter the course in a safe manner.

FLAG CHART

Race Flags - Explained



Flag	Flown From	Reason
Yellow Flag	Start Boat - before the racing commences	Start procedure underway
Yellow Flag	Patrol Boat, Water Marshal, Safety Boat once racing has started	Incident in vicinity, proceed with caution. No overtaking
Green Flag	Start Boat	Signifies Start
Red Flag	Start Boat, Patrol Boat, Water Marshal Safety Boat	Start aborted, Race aborted, proceed with caution raising hand. Turn into centre of course.
Blue Flag	Start Boat, Water Marshal	Faster rider approaching
Black Flag	Finish Line Water Marshal	Rider penalised - stop and report to OOD
Chequered Flag & Red Flag	Finish Line	Race curtailed
White Flag	Finish Line	Last Lap
Chequered Flag	Finish Line - raise hand	End of Race

AX41. Posting of Results

- The provisional results will be posted within one hour of the end of the races where possible.
- The AquaX Race Director must sign the results and state the time of posting on the provisional results. The AquaX Race Director will be present for one hour from the time of posting the results to receive any protests.
- Provisional results will become official one hour after posting provided no protests have been received.
- It is the Riders' responsibility to monitor the posting of the provisional results.

AX42. Medical Examination

- The Race Committee may instruct the Medical Officer who is present at any AquaX Racing Event, to submit any rider entered to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended from the event and reported to the RYA for possible suspension. The maximum alcohol level for crew members, mechanics and officials is the same as that defined by the legislation, in the country in which racing is taking place, relating to driving a motor vehicle on the public highway.
- The results of such examinations shall be communicated to the AquaX Race Director /Race Committee who, based on the report of the Medical Officer, may exclude the Rider from the competition.

AX43. Banned Substances and Banned Methods

- (a) Any Rider, mechanic or race official suspected of being under the influence of alcohol should be reported to the AquaX Race Director who has the authority to ask for a breath test. A Rider failing or refusing a test shall be suspended from the event by the jury and reported to the National Authority.
 - (b) Banned Substances and Banned Methods.
 - i. A competitor shall neither take a banned substance nor use a method banned by the current edition of the World Anti Doping Agency (WADA) list of Doping Classes and Methods.
 - ii. Doping control is governed by the Governing body.
 - (c) Control of Banned Substances and Doping Control Procedures
 - i. Competitors selected for testing must not refuse to be tested and shall appear at the Control Centre at the time appointed by the Sampling Officer.
 - ii. Any infringement of this rule will be reported immediately to the Race Jury and subsequently to the Governing body.
- No competitor shall protest another competitor for an infringement of this rule.

AX44. Gross Misconduct and Unacceptable behaviour

- (a) In order to protect the interests all those involved in the sport, the following actions can be penalised by the AquaX Race Director, or by the National Authority of the Licence Holder;
 - i. Any deliberate act taken to gain unfair advantage,
 - ii. Any false act made or statement given,
 - iii. Any attempt to bribe or the taking of a bribe,
 - iv. Any abusive or unsportsmanlike behaviour,
 - v. Any instances of verbal or physical abuse against any race or event official.
- (b) Penalties may include yellow cards, red cards, suspension or disqualification from an event, exclusion from the Championship and the imposition of a points or financial penalty.

AX45. Warnings, Yellow Cards, Red Cards and Associated Additional Penalties

Penalty	Number Penalty	Action taken
Verbal warning	1st	Logged with race secretary for 12 months
Yellow Card	2nd	Logged with race secretary for 12 months
Red Card	3rd	Disqualification from that event
Series Disqualification	4th	£500 fine and disqualification from the rest of the series for rider and team.

- (a) A verbal warning will be logged with the race secretary for a period of 12 months from the date of the offence. Another incident in this period will result in a Yellow card being served.
- (b) Verbal warnings and Yellow cards will be served for, but not limited to, incidents involving unsportsmanlike conduction, abuse of an official or fellow racer, or champion specific penalties noted in rule AX46.
- (c) If deemed necessary a Yellow card can be given to any rider/team member without previously receiving a warning.
- (d) If deemed necessary a Red card can be given to any rider/team member without previously receiving a warning or Yellow Card.
- (e) A rider/team member given a red card is immediately disqualified from the event and loses any points obtained in that event.
- (f) A rider/team member given a second Red card is immediately disqualified from the series.
- (g) The organiser shall inform the rider's National Authority within three days if any cards are issued.
- (h) All penalties are valid for 12 months from the date of issue, unless stated otherwise.
- (i) Yellow and Red cards will be recorded by the race secretary.
- (j) Yellow and Red cards may be issued on the evidence of any media/TV footage.
- (k) Associated Additional Penalties;

AX46. Championship Specific Penalties/Appeal

At the discretion of the AquaX Race Director, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty.

- (a) Smoking in the defined wet or dry pits: £200 fine.
- (b) Fuel transfer outside the designated fuelling areas: £200 fine.
- (c) Launching: persons on watercraft whilst being lifted or craned: £200 fine to the rider.
- (d) Failure in launch/ramp discipline;
 - i. first offence: warning and/or £100 fine,
 - ii. second offence: £200 fine.
- (e) Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: £150 fine
- (f) Not wearing race bib at podium presentation: £100 fine.
- (g) Failure to present engine or craft for technical examination: disqualification.
- (h) Misrepresentation or providing untrue statements: disqualification.
- (i) Failure to report retirement to Race / Safety Control: £100 fine

These penalties are not exclusive and do not protect the offender from further action by the organisers. Penalties will be applied by the AquaX Race Director. Penalties (a) to (i) above may be protested. Protests must be lodged within one hour of the penalty being issued.

Any rider wishing to appeal his/her penalty must first attend mandatory arbitration meeting with the AquaX Race Director and Series Organiser before lodging their appeal through the Race Secretary within an hour of the penalty being applied. The appeal will be presented to the residing race jury for further deliberation. A decision will be announced before the end of the event, unless further investigation is required.

AX47. Failure to pay any fine

Teams will not be allowed to participate in the next event of the AquaX series until all outstanding fines are paid. This will be carried over between seasons if applicable.

AX48. Injured Riders

If during an event a rider member is injured their licence may be suspended until a suitably qualified medical doctor has given the rider the all clear.

AX49. Identity Tags

All crewmembers will be issued with waterproof temporary identification, which must be worn on, the right wrist at all times during racing or testing.

AX50. Podium Presentations/Prize monies

- i. Trophies will be presented to the top 3 in each class and the AquaX Cup winner.
- ii. Prize money will be awarded to the top 3 in each class based on entries. If less than 5 entries only the winner of the class will receive prize money. Prize purse will be announced before the start of the season.
- iii. All podium finishers must wear their race bibs and any race winner's caps on the podium. Failure to do so will result in penalties as detailed above.

General Technical Rules for AquaX

IF THE RULES SAY - YOU CAN DO THIS - YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE SERIES ORGANISER.

AX51. AquaX Class rules

- (a) The AquaX 200hp, 250hp, 300hp and AquaX Cup are open to watercraft designed for two or more people and have a seat.
 - i. 300hp - all craft up to and including 300bhp when furnished by the manufacturer are allowed to compete in the 300bhp class.
 - ii. 250hp - all craft up to and including 250bhp when furnished by the manufacturer are allowed to compete in the 250bhp class.
 - iii. 200hp - All two-stroke craft and naturally aspirated four stroke craft up to 180bhp when furnished by the manufacturer are allowed to compete in the 200bhp class. **RULE CHANGE – SUBJECT TO WATER TEST**
 - iv. AquaX Cup - The purpose of the AquaX Cup is to acknowledge the overall winner of each individual round of the championship. Please note: this is not a Championship class and points will not be carried forward to the next round. The Cup is open to all competitors, including those with modified watercraft, whose craft are illegal for AquaX Championship classes (200, 250, 300) but wish to experience the thrill of competition. Riders with modified craft may enter on an event licence.

AX52. Technical Rules – all classes

- (a) Watercraft competing in AquaX must conform to the specifications that follow.
- (b) All watercraft must remain strictly stock as supplied by the OEM except where rules allow or require substitutions or modifications. Changes or modifications not listed here are not permitted. Some original equipment components may not comply with rules.
- (c) Hull Identification Numbers must be displayed as furnished by the manufacturer.
- (d) 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.

- (e) Original equipment parts may be updated or backdated to original equipment parts of the same make and model providing there is no performance gain. The part must be a bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications. Like for like parts that do not offer any performance enhancing characteristics may be used. If unsure contact the Series Organiser for assistance.
- (f) Watercraft competing in AquaX 200hp - 250hp - 300hp classes craft must conform to the following criteria:
 - i. Dry weight must be greater than 216kg.
 - ii. Hull length cannot exceed 394.0cm (156 in.)
 - iii. Hull width must be greater than 96.5cm (38 in.)
- (g) Unleaded Fuels only
- (h) The decision of the AquaX Technical Scrutineer and/or AquaX Race Director regarding modifications will be final. Any question regarding the legality of modifications should be directed to the Series Organiser prior to the use in competition.

AX53. Hull – all classes

- (a) 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.
- (b) Hull and deck repairs may be made. However, these repairs must not alter the standard configuration by more than 2.00mm (0.08 in.). Hull, bulkhead and deck may be internally reinforced.
- (c) All watercraft may be equipped with a maximum of two sponsons. Stock sponsons may be modified or aftermarket. Sponson shall not exceed 91.45cm (36.00in.). 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 (2.50in). 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 38.00mm (1.50 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.

AX54. Handling – all classes

- (a) 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.
- (b) Ride Plate - 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 than 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. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (c) Replacement bumpers may be used provided a hazard is not created.
- (d) Water-spray deflector - 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. When a spray deflector is used the tow loop must be extended in length allowing for easy hook up should the craft need towing.
- (e) Steering system may be after market. 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.
- (f) Seat must remain stock, covers maybe aftermarket. Seat height may be changed. No extra air intake allowed
- (g) 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.
- (h) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- (i) Storage covers, buckets, hatches, mirrors, instrument cowlings and engine covers may be modified or aftermarket provided seals are intact and no extra air intake is provided and a hazard is not created.

AX55. Air and fuel delivery – four stroke – all classes

(a) Air and fuel delivery must remain stock as furnished by the OEM.

(a) Craft over 5 years old - date determined by the year of manufacture stated on hull – may use aftermarket air filters. They must meet current marine standards. Ducting between the flame arrestor and throttle body may be modified or aftermarket subject to suitability by the P1 Technical Scrutineer.

AX56. Driveline – all classes

(a) Driveline must remain stock as furnished by the OEM. Two stroke maybe aftermarket.

(a) Impeller may be aftermarket.

AX56. Engine - four-stroke – all classes

(b) Engine must remain stock as furnished by the OEM.

(c) Engines affixed with superchargers or turbo chargers are not allowed in the 200hp class.

AX57. Two Stroke only - 200hp

(a) Two stroke craft will be classified within the 200hp class regardless of engine specification. Engines, drivelines, air and fuel delivery may be modified.

(b) Original equipment crankcases must be used.

Appendix 1

Honda Aquatrax
Yamaha Wave Runners
Kawasaki Jetski
BRP Seadoo
Polaris PWC

Appendix 2

Scrutineering Check List

1. Tech form.
2. Safety gear and equipment – helmet, back protector, life vest.
3. Fire Extinguisher.
4. Right-sized numbers/colours and backgrounds displayed on the watercraft.
5. AquaX and associated sponsors decals displayed.
6. Lanyard stop switch not working properly.
7. Handlebar grips not secure.
8. Flexible tow loop on bow eye not installed.
9. Battery not connected or charged.
10. Air filters not installed and fuel lines not secured with tie wraps.
11. Intake grate extending more than 12mm below the bottom of the hull.
12. Sponsons too deep or too sharp.
13. Throttle cable housing not secured to an aftermarket throttle lever.

Glossary Of Terms

Aftermarket Part	A part replacing or used in addition to the original equipment part. Aftermarket parts are not limited to providing the same function as their original equipment counterparts.
AquaX Race Jury	Group of 3 persons whose sole responsibility is to resolve rider appeals.
Deck	The upper structural body of the watercraft located above (and including) the upper bond flange.
Dry Pit Area	Area used by riders and mechanics to make machine repairs, refuel and make rider changes.

HIN.	Hull Identification Number. A unique serial number generated by the manufacturer and affixed to each watercraft.
Homologation	The process of officially approving or allowing a component or watercraft to compete in an AQUAX events.
Hull	The lower structural body of the watercraft located below (and including) the lower bond flange.
OEM	Parts that were installed on each model of watercraft at the time of manufacture.
OOD	Officer of the Day or Race Director.
Park Ferme	An impound inspection area marked out by the Scrutineer.
PFD	Personal Flotation Device (life vest). A device used to keep riders afloat, required in all forms of AquaX activity.
PPE	Personal Protection Equipment.
PWC	Personal Watercraft.
Race Instruction	An information document sent to competitors pre-event. The race instruction shall include important information pertaining to the race.
Replacement parts (Like for like)	Non-original equipment part used to replace an original equipment part. Replacement parts are limited to providing only the dimensions, performance and function that their OEM counterparts provide. Replacement parts must not offer any performance enhancing characteristics.
Scorers	Score the riders, watches for penalties and liaises with the Race Secretary and OOD over scoring issues.
Scrutineer	The person who checks all competing watercraft for rules compliance and eligibility.
Series Organisers	Person or body controlling a facility where events are organized, promoted and staged.
Sponson	A special surface which may be attached to the hull sides or transom for stability.
Starter	The person who officially gives the signal to begin the race.
Safety Marshal	Waterborne PWC rider that helps the OOD control the race by use of flags, whistles and radios. Assists fallen riders back to their watercraft or injured racers back to shore.
Water spray deflector	Splashguard, a flexible piece of material fitted to the bow of the watercraft to reduce spray.