



**JET SKI RACING**  
**NEW ZEALAND INC**  
**RULEBOOK**  
**2023-24**

# CONTENTS

<b>FOREWORD</b> .....	<b>6</b>
<b>MISSION STATEMENT</b> .....	<b>6</b>
<b>VALUES</b> .....	<b>6</b>
<b>ABBREVIATIONS / GLOSSARY OF TERMS</b> .....	<b>7</b>
<b>1. RACE OFFICIALS</b> .....	<b>8</b>
1.1 RACE COMMITTEE .....	8
1.2 RACE DIRECTOR .....	8
1.3 RACE SECRETARY .....	8
1.4 RACE MARSHALLS .....	8
1.5 TECHNICAL OFFICER .....	8
1.6 RIDERS REPS .....	8
1.7 PROTEST JUDGE .....	8
<b>2. RACING LICENCES</b> .....	<b>9</b>
2.1 COMPULSORY LICENCE .....	9
2.2 VALIDITY OF LICENCES .....	9
2.3 COST OF LICENCE.....	9
2.4 EXAMINATION OF LICENCES.....	9
<b>3. GENERAL RACING RULES</b> .....	<b>9</b>
3.1 INTERPRETATION OF THE RULES .....	9
3.2 ORGANIZATION .....	10
<b>4. DISCLAIMER</b> .....	<b>10</b>
<b>5. ENTRIES</b> .....	<b>10</b>
5.1 GENERAL REQUIREMENTS.....	10
5.2 RIDERS BRIEFING .....	11
5.3 MODIFICATIONS OF THE RACE INSTRUCTIONS AND NOTIFICATIONS .....	12
5.4 ADVERTISING .....	12
<b>6. SAFETY RULES</b> .....	<b>12</b>
6.1 ORGANISATION .....	12
6.2 RESCUE CRAFT .....	12
6.3 TEST ON CONSUMPTION OF ALCOHOL .....	13
6.4 ANTI-DOPING REGULATIONS .....	13
<b>7. INSURANCE</b> .....	<b>13</b>
<b>8. RACE NUMBERS</b> .....	<b>14</b>
<b>9. SPORT RULES</b> .....	<b>14</b>
9.1 RESPONSIBILITY OF THE RIDERS .....	14
9.2 DISCLAIMER.....	14
<b>10. RACE SCHEDULE</b> .....	<b>15</b>
10.1 POSTPONEMENTS .....	15
<b>11. RACING FORMAT</b> .....	<b>16</b>
11.1 JSRNZ CATEGORIES.....	16
11.2 NUMBER OF RIDERS .....	16
<b>12. CIRCUIT</b> .....	<b>17</b>
12.1 COURSE MARKER BUOYS.....	17
12.2 MISSING TURN BUOYS.....	17

<b>13.</b>	<b>FLAG SIGNALS.....</b>	<b>18</b>
13.1	GENERAL .....	18
13.2	GREEN FLAG .....	18
13.3	YELLOW FLAG .....	18
13.4	RED FLAG .....	18
13.5	BLACK FLAG .....	18
13.6	WHITE FLAG .....	19
13.7	CHEQUERED FLAG .....	19
<b>14.</b>	<b>RACE .....</b>	<b>19</b>
14.1	FORMAT .....	19
14.2	MANDATORY TRAINING .....	19
14.3	QUALIFYING HEATS .....	19
14.4	START .....	20
14.5	RACE INTERRUPTION.....	21
14.6	FINISH.....	21
<b>15.</b>	<b>CLOSED PIT .....</b>	<b>21</b>
15.1	TECHNICAL CHECK.....	21
<b>16.</b>	<b>RIDING RULES .....</b>	<b>21</b>
16.1	BLOCKING OR RECKLESS / DANGEROUS RIDING.....	21
16.2	CONTROL OF THE JET SKI DURING PRACTICE AND RACE .....	21
16.3	OBSTRUCTION .....	22
16.4	OVERTAKING .....	22
16.5	ACCIDENTS .....	22
16.6	INJURED RIDERS / DAMAGED JET SKI .....	22
16.7	RD REPORT .....	22
16.8	OUTSIDE ASSISTANCE.....	22
<b>17.</b>	<b>CLASSIFICATION AND POINTS SYSTEM .....</b>	<b>23</b>
17.1	FINAL CLASSIFICATION .....	23
17.2	RACE CLASSIFICATION .....	23
17.3	JSRNZ POINTS .....	23
<b>18.</b>	<b>FINES, PENALTIES AND DISQUALIFICATION .....</b>	<b>23</b>
18.1	PENALTIES .....	23
18.2	DISQUALIFICATION.....	24
<b>19.</b>	<b>FREESTYLE .....</b>	<b>25</b>
19.1	DEFINITION .....	25
19.2	CONDUCT .....	25
19.3	JURY .....	25
19.4	RELEGATION.....	26
<b>20.</b>	<b>JURISDICTION .....</b>	<b>26</b>
20.1	DEFINITIONS.....	26
20.2	PROTEST PROCEDURES .....	26
20.3	HEARING OF THE PROTEST .....	28
20.4	PENALTIES .....	29
20.5	JET SKI PROTEST FORM.....	32
<b>21.</b>	<b>TECHNICAL RULES .....</b>	<b>33</b>
21.1	PERSONAL WATERCRAFT/JET SKI .....	33
21.2	HOMOLOGATION .....	33

<b>22.</b>	<b>SKI DIVISION</b> .....	<b>33</b>
22.1	SKI DIVISION CATEGORY S4 (FOUR STROKE LITES).....	33
22.2	SKI DIVISION CATEGORY S3 .....	38
22.3	SKI DIVISION CATEGORY S2 .....	42
22.4	SKI DIVISION CATEGORY S1 .....	48
<b>23.</b>	<b>RUNABOUT</b> .....	<b>50</b>
23.1	RUNABOUT CATEGORY R4 .....	50
23.2	RUNABOUT CATEGORY R3 .....	54
23.3	RUNABOUT CATEGORY R2 .....	60
23.4	RUNABOUT CATEGORY R1 .....	65
<b>24.</b>	<b>SEATS</b> .....	<b>67</b>
<b>25.</b>	<b>FUEL</b> .....	<b>67</b>
<b>26.</b>	<b>FUEL TESTS</b> .....	<b>68</b>
<b>27.</b>	<b>CHANGE OF JET SKI</b> .....	<b>68</b>
<b>28.</b>	<b>RADIO COMMUNICATION</b> .....	<b>68</b>
<b>29.</b>	<b>PERSONAL EQUIPMENT</b> .....	<b>68</b>
<b>30.</b>	<b>ENVIRONMENTAL CARE IN RACE AREAS</b> .....	<b>70</b>
30.1	RE-FUELLING .....	70
30.2	PROTECTION OF GROUND AND WATER .....	70
30.3	REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY SPECTATORS.....	71
<b>31.</b>	<b>PROTECTION OF WATERWAYS</b> .....	<b>71</b>
31.1	BIOSECURITY .....	71
31.2	SERVICE AREAS .....	71
31.3	AFTER THE EVENT .....	71
31.4	GENERAL MANAGEMENT OF VENUES.....	72

## FOREWORD

**Jet Ski Racing New Zealand Incorporated** is the premier independent non-affiliated provider of Jet Ski Racing events in New Zealand.

With independence comes a responsibility to provide not only as safe a race environment as is practical at any given venue, but also a responsibility to provide and administer a clear framework for participants to compete under.

A framework that is mindful of safety, the environment, practical to administer, and also aligns with other administrators of our sport worldwide.

The basic premise of racing Jetskis from A to B is simple and most of the rules of competition are the same worldwide.

**Jet Ski Racing New Zealand Incorporated** undoubtedly draws inspiration from and leans toward the world leading UIM model with many of our regulations.

We are intent on providing opportunities for our riders to be familiar with, and prepared for, international conditions and categories but all the while retaining our “local” identity.

The following pages contain our Rules of Engagement.

## MISSION STATEMENT

To promote enjoyable, safe, fair, and competitive personal watercraft events with minimal impact to the environment.

## VALUES

The values and ethics that the JSRNZ Committee promote and endorse for all members and Riders include professionalism, integrity, a commitment to promoting fair competition, with open and honest communication, respect for all and for time management at events.

## ABBREVIATIONS / GLOSSARY OF TERMS

JSRNZ	Jet Ski Racing New Zealand Incorporated
Exec	The appointed Jet Ski Racing New Zealand Incorporated Executive Committee
Aftermarket	A replacement or replica part replacing or used in addition to the OEM part. Aftermarket parts must provide the same function as their OEM counterparts.
Bond Flange	The bond flange is the overlapping/mating section where the deck (upper) and the hull (lower) portions are joined.
Race Marshall	Assists the RD control the race and attends to stopped Riders on the course. Most often is positioned inside the course perimeter riding a jet ski.
Deck	The upper structural body of the Jet Ski located above (and including) the upper bond flange.
Fuel Injection	A means of forcing fuel into a cylinder other than a carburettor. Any unit that does not depend on the engines vacuum to draw fuel into the engine will be considered a fuel injection unit.
HIN	Hull Identification Number. A unique serial number generated by the manufacturer and affixed to each jet ski.
Hole Shot buoy	The first Marker buoy(s) of the starting chute.
Hull	The lower structural body of the Jet Ski located below (and including) the lower bond flange.
Race	The race is one of the races that comprises the Event. When the number of entries is less than or equal to the maximum number of Jet Skis allowed on the course at one time, there is no qualifying and the race system is in effect. The race system uses results of two or more separate races to mathematically determine overall results.
NA	Naturally Aspirated
OEM	Original Equipment Manufacturer. OEM parts are defined as those that were installed on each model of Jet Ski at the time of manufacture.
PFD	Personal Flotation Device. A device used to keep Riders afloat.
RC	Race Committee
RD	Race Director
RS	Race Secretary
Rider	Competitor, participant in race.
Rear Sponson	Added vertical surface on the hull abaft the beam designed to maintain the direction of the bike in the turns.
Front Sponson	Added vertical surface with some horizontal build to the front 1/3 of the Jet Ski hull designed to improve turning grip and increase buoyancy of the bow.
Starting Area	The place near the starting line where Jet Skis and Riders wait for their scheduled race.
Starting Line	A straight boundary, either real or imaginary, that denotes the beginning point of the race.
Supercharged	Types of compressors mechanically driven directly by the engine via a belt-drive or direct.
Turbocharged	Types of compressors driven from exhaust gases.

# **1. RACE OFFICIALS**

## **1.1 RACE COMMITTEE**

The Race Committee consists of members of the JSRNZ Executive Committee, with the responsibility to supervise the organisation of the event. The race committee will undertake various roles across the day to support the Race Director and Secretary.

## **1.2 RACE DIRECTOR**

The Race Director (**RD**) will be approved by the JSRNZ Executive for all events. The RD runs the riders briefing and directs all the Officials involved in the race. They are part of the Race Committee.

## **1.3 RACE SECRETARY**

The Race Secretary (**RS**) is responsible on behalf of the RD for the practical side of the meeting and organization. They must collect all documents. Protests must be received by the race secretary. Timekeepers are appointed by the Secretary.

## **1.4 RACE MARSHALLS**

The Race Marshalls main duty is to rescue any injured/fallen Rider during any activity in the water. They also help the Race Committee as race Officials ensuring that all the rules are adhered to by the Riders.

## **1.5 TECHNICAL OFFICER**

The Technical Officer oversees all inspections of the jet Skis according to the technical rules.

## **1.6 RIDERS REPS**

The Riders Reps are appointed by the RD at the start of the event for both Ski and Runabout classes. The Rider's Rep is the first point of contact for all Riders in the case of any issues or disputes, on course or off course.

## **1.7 PROTEST JUDGE**

A protest judge will be nominated by the JSRNZ Executive for each event and will adjudicate on all protests.

## **2. RACING LICENCES**

### **2.1 COMPULSORY LICENCE**

No one can take part in a race without being in possession of a race licence.

A Rider can race on a Temporary Licence for their first two race meetings only.

### **2.2 VALIDITY OF LICENCES**

Licences are valid from the 1<sup>st</sup> of November until the 31<sup>st</sup> of October each year.

### **2.3 COST OF LICENCE**

The cost of the yearly licence is to be fixed by the JSRNZ Executive.

### **2.4 EXAMINATION OF LICENCES**

At any meeting, the holder must produce proof of their licence at the request of any official of the meeting.

## **3. GENERAL RACING RULES**

### **3.1 INTERPRETATION OF THE RULES**

The rules contained herein shall be used and strictly adhered to at all JSRNZ events. All members and racing personnel, including mechanics, staging area personnel and sponsors are deemed to be fully aware of all rules and will be expected to always abide by them. All entries are subject to technical and safety inspection prior to an Event.

A Rider shall have no claim for damages or recompense of any kind for any advertising, publishing their name, picture or the picture of their Jet Ski or publishing the achievements of any product used by the Rider relating to the Riders participating in the event.

It is the Rider's responsibility to inspect the racing area to determine that it is in a safe and rideable condition and that they voluntarily assume the risks of and has no claim for damages against JSRNZ, its promoters or their officers, Officials, or employees by reason of damage to either the jet ski, the Rider and/or pit crew. All such Riders assume full responsibility for any injuries sustained, including death and property damage, any time they are in the racing area, practice course or pits, etc. to themselves or any other Rider.

While at the race venue a Rider and all associated persons will be governed by all rules from the time of arriving at the race venue until leaving the race venue.



## **3.2 ORGANIZATION**

The JSRNZ Executive may update these rules whenever necessary.

## **4. DISCLAIMER**

By participating in JSRNZ governed races any participant (Rider, team member, spectator, race official or other involved person) acknowledges the following:

- JSRNZ is the governing rule making body of JSRNZ racing events.
- The JSRNZ sport and technical rules are intended to minimize risks. Residual risks might remain.
- Enforcement of the rules by JSRNZ or other race Officials and in particular but not limited to the technical scrutineering does not guarantee the safety of racing or the safety of the scrutineered boat. Scrutineering is not intended as a construction/ condition survey. The racing license issued by JSRNZ does not guarantee that a Rider is physically able to race safely or that they have sufficient experience or education.
- Riders are solely responsible for their own safety including but not limited to their physical and educational ability to race in the relevant class, the safety of their boats and other gear and the safety of their racing activity. This responsibility includes racing with prudence and taking technical measures which are not mandatory in the rules but deemed necessary.
- JSRNZ shall not be liable for any damage, injury, or death due to inadequate rules, breach of existing rules by participants or failure to enforce rules by the race Officials.

## **5. ENTRIES**

### **5.1 GENERAL REQUIREMENTS**

#### **5.1.1 AGE ON RACE DAY**

Minimum age limit for racing is 15 years old (except for junior's categories). Riders below the age of 18 are required to have parent(s) or legal guardian signature on Rider Registration form. Birth certificates or other appropriate identification is required for age verification.

#### **5.1.2 CLASSES**

Ladies' classes and Veteran classes may be offered dependent on numbers eligible for the class they would otherwise qualify for.

At any event a ski may be reclassified to a different class, subject to Rider ability and ski type, at the discretion of the RD.

A minimum of five jet Skis are required for a race, with a minimum of three jet Skis in a class. If these numbers are not achieved classes may be combined.

## **5.2 RIDERS BRIEFING**

### **5.2.1 Mandatory Attendance**

It is mandatory that one or more Riders' briefings are held before the start of the racing day.

Any Rider who is late or absent from this briefing must report to the RD for a special safety briefing prior to competition. A penalty may be imposed.

### **5.2.2 Briefing Instructions**

Special racing rules not included in this *Rule Book* may be deemed necessary by the JSRNZ Executive for a particular event on account of location conditions (*e.g., weather*). These changes must be announced at the Riders briefing.

The Riders briefing shall include the following items, after the Riders' roll call:

- An introduction to the organising Officers and their duties.
- An introduction to the race Officials and protest judge.
- Flag positions and descriptions.
- Schedule for all activities.
- Start and Finish procedures.
- Circuit description.
- Criteria regarding the qualifying heats.
- Race area, riding direction, the approach to the start area, riding after the chequered flag, number of laps or duration, etc.
- Special conditions for race/race site.
- Safety: fire fighting points, ambulance and personnel, rescue boats, rules of conduct in the pits, etc.
- Location of information board, results, etc.
- Time and place of Prize Giving Ceremony.
- Questions.

Any instruction specific to the venue, given by the RD, becomes obligatory for the Riders and race Officials to follow. Not abiding by these instructions may involve penalties being applied.

## 5.3 MODIFICATIONS OF THE RACE INSTRUCTIONS AND NOTIFICATIONS

Any modifications of the race program and/or instructions, as well as any notifications and/or decisions, must be precise and clear with the reference to the rule changed and announced at Riders briefing.

## 5.4 ADVERTISING

Advertising at any event is solely at the discretion of the JSRNZ Executive.

# 6. SAFETY RULES

## 6.1 ORGANISATION

The JSRNZ Executive requires that any event has:

- Adequate facilities are available for the efficient conduct of the race before the testing or racing begins.
- Suitable medical resources that meet the requirements of the local authority shall be present at all times during testing or racing.
- A minimum of one rescue craft and more if conditions warrant, must be active during the event as rescue craft. Only authorised personnel shall operate.

## 6.2 RESCUE CRAFT

Signals and safety on the water circuit must be done by rescue craft.

The following points are **mandatory**:

- The rescue craft must be capable of safely towing any Jet Ski and assisting the Rider.
- The rescue craft will tow the Jet Ski back to the pits area or the main Event beach. This will only be done when all hazardous traffic is clear and there is an open pathway.
- All Marshalls must wear appropriate protective gear at any time while on the water during an Event.
- When a Marshall needs to leave the racecourse, they must go outside the circuit and return to the pits area at slow speed respecting the in-out procedure as instructed in the Riders' briefing.
- In case of injury or when assistance is required, the Marshall must remain sitting down on the vessel and communicate back to race control. If immediate assistance is deemed necessary, the Marshall will enter the water. This will necessitate an immediate stoppage of the race. The RD will stop the race with the red flag.
- In case the Rider falls off the Jet ski, the Marshall will present a safe zone where assistance can be given while presenting a yellow flag. The Marshall will assist the Rider to the Jet Ski as soon as the conditions are safe.

- If a Rider falls off the Jet ski, it is idling or not functioning properly and could become a hazard to the other competitors, the Marshalls have the right to tow any Rider and their Jet Ski out of the racecourse.
- If any Jet Ski parts or goggles are discovered and retrieved during the race or on the racecourse, they will be transported and placed at the registration area.
- The rescue craft shall have radio communication with the RD. A rescue boat shall consist of a minimum of two persons.
- No Event shall be started if there is a warning of other boats in the area in which the racecourse is situated with the exception of a protected course, which may be accepted at the discretion of the Race Committee.
- No RED articles, such as clothing, umbrellas or placards shall be allowed in the vicinity of the RD or Officials during the running of any Event.
- No Rider shall participate in a race nor shall an official serve in an official capacity after having consumed alcohol or controlled substances or while intoxicated.
- The RD shall have the authority to stop any event as they deem necessary to ensure the safety to participants, spectators and/or Officials.

### **6.3 TEST ON CONSUMPTION OF ALCOHOL**

Competitors, team members and Officials shall not be under the influence of alcohol during the entire racing event. Testing when carried out shall be by using an alcoholmeter.

A competitor, team member or official shall, if requested by an authorised official, submit to an alcohol test. Written or verbal notification of selection for testing will be given to selected person by an authorised official. Refusal or failure to do so in time limit 15 minutes from notification may be taken as if a positive test had been ordered and dealt with accordingly.

Any competitor found to have more than 0.00 micrograms of alcohol in 100 millilitres of blood (*0.00 on the breath analysing machine*) one hour before or during testing or racing shall be immediately suspended and disqualified from the whole event, except if the event is more than one day in which case the RD may order another test.

### **6.4 ANTI-DOPING REGULATIONS**

Anti-doping regulations will be based upon international anti-doping rules for motorsport.

## **7. INSURANCE**

The Organizer assures appropriate third-party liability insurance for the entire event, covering third party claims against the Organizer and/ or against participating Riders and Officials. The minimum amount insured shall be \$6 million for each single event.

## 8. RACE NUMBERS

Each Rider is designated a Race Number at the beginning of the season. A Rider's Race Number remains the same for the entirety of the membership and the ensuing 12 months.

The size of the background of the numbers is at least 300 x 300mm. The height of the numbers must be (at least) 220mm and the distance between the numbers must be (at least) 13mm. Numbers will be printed black on white background or white on black background for all categories in Arial Bold font (not italics).

Race numbers that do not conform to the regulations **may** be accepted at the discretion of the Timing Officers and Race Officials as long as clearly readable at a minimum of 50m.

## 9. SPORT RULES

The JSRNZ Jet Ski rules are applicable from the time the Rider enters the circuit until the moment they leave at the end of the race. Once entered and registered, no Jet Ski shall leave the circuit until the end of the last race and last technical inspection without express permission of the RD or Race Committee.

The free practice and training are similar to the races and where not differently specified the same rules are applicable.

The Rider can test the machine during the hours and in the area specified with the permission of the RD.

### 9.1 RESPONSIBILITY OF THE RIDERS

Each registered Rider is responsible for, but not limited to, the following:

- Jet Ski and racing number.
- All support crews.
- To check any documentation posted.
- To comply with the signs and orders given by any club official or the RD.

### 9.2 DISCLAIMER

No claim for damages arising from an infringement of any of the JSRNZ rules or the advance notice or any of the race instructions shall be adjudicated upon by any race committee or appeal authority. All competitors will be required to sign an indemnity form prior to racing. The Indemnity form states the follow:

*"I understand that motorsport is hazardous and that by participating in this event I am voluntarily exposing myself to the risk of personal injury or death.*

*I hereby indemnify Jet Ski Racing New Zealand (the Association), each and every member of the Executive, fellow competitors, staff employed by, volunteering or working under the authority of the association and promoters or partnering sports codes against any claims or demands whatsoever which may arise from or in respect of my participation in the event, including but without limitation, any claims in respect of personal injury (whether wholly or partially covered by the provisions of the Accident Compensation Act or otherwise) and claims in respect of property, whether owned by me or any other person and whether relating to boats and their equipment or any property owned by authority and I agree and confirm that the associations and their subsidiaries shall not be in any way liable for any such claims whether made by me or any persons under my name or my authority, or by any action of mine.*

*I adhere to the rules of the Association and will follow safety instructions issued by the officials.*

*I declare the following:*

- That I am of sound mind and do not suffer from any medical condition or disability that may make it unsafe for me to participate*
- That I am not under the influence of drugs or alcohol at the time of participating in this event*
- I have read this form and understand the contents.*
- I am over the age of 15 years. If I am over 15 and under 18 years a parent must fill out this form and be present.”*

Any person competing in a JSRNZ event does so at their own risk.

The rider of a racing Jet Ski which acknowledges infringing a rule does not thereby admit liability for damages. The findings of fact and the decision of the protest committee shall be relevant only to the purposes of the racing rules and shall not be referred to in any proceedings for damage without the written consent of all parties to the protest.

## **10. RACE SCHEDULE**

### **10.1 POSTPONEMENTS**

The Race Committee shall adhere to the racing schedule as advertised in the advanced program. In case of force majeure the race committee is allowed to modify the timetable at any time. The Race Committee will publicly announce all postponements as far in advance as possible.

The Race Committee may postpone an event, race, or races.

Should unfavourable weather or circumstances make a postponement advisable, an event, race or heat may be re-run. The Executive, at their discretion, shall decide whether the event, race or heat postponement shall be considered a new race, and hence open to all entrants or restricted to the valid entries at the time registration was closed.

Should it be necessary to postpone a race during an event, the red flag will be permanently displayed at the official starting line and at such points on the racecourse as they are authorised by these rules.

If a race is cancelled by the RD for any reason deemed necessary, points will be awarded based on the races completed.

## 11. RACING FORMAT

The Jet Ski Discipline is divided into the following four sub-disciplines:

1. Closed course (*circuit*)
2. Freestyle
3. Endurance
4. Any other discipline deemed acceptable by the Executive.

Jet Ski sub-disciplines may be run in different divisions (**Ski or Runabout**) and category (**S1-4 & R1-4**)

### 11.1 JSRNZ CATEGORIES

Category	JSRNZ Class	UIM Equivalent	2 Strokes	4 Strokes	Comments
Ski Juniors	S3.1	GP3.1	Max 800 cc	N/A	Age13 15 years
Ski Division	S4	GP4	N/A	Max 1100cc	4-stroke lites
Ski Division	S3	GP3	Max 800cc	N/A	2-stroke lites
Ski Division	S2	GP2	Max 850cc	Max 1300cc	
Ski Division	S1	GP1	Open	Open	Open
Runabout	R4	GP4	Max 800cc	Max 1050cc	Max 110hp
Runabout	R3	GP3	Max 1300cc	Max 2000cc	Max 200hp
Runabout	R2	GP2	Max 1300cc	Max 2000cc	
Runabout	R1	GP1	Open	Open	Open
Freestyle	FO			Free Open	
Freestyle	FA	Amateur	Max 800 cc		

### 11.2 NUMBER OF RIDERS

Category	JSRNZ Class	UIM Equivalent	Number
Ski Juniors	S3.1	GP3.1 Maximum	6 Riders
Ski Ladies	S1	GP1 Maximum	8 Riders
Ski Division	S4	GP4 Maximum	16 Riders
Ski Division	S3	GP3 Maximum	16 Riders
Ski Division	S2	GP2 Maximum	16 Riders
Ski Division	S1	GP1 Maximum	16 Riders
Runabout Ladies	R2, 3, 4	GP2, 3, 4 Maximum	10 Riders
Runabout	R4	GP4 Maximum	16 Riders

Category	JSRNZ Class	UIM Equivalent	Number
Runabout	R3	GP3 Maximum	16 Riders
Runabout	R2	GP2 Maximum	16 Riders
Runabout	R1	GP1 Maximum	16 Riders
Freestyle	FO / FA	Free Unlimited	

In case of special safety needs on a race site the RD may decide the maximum number of Riders allowed in any race.

Excluding freestyle, in case the number of Rider is lower than five registered to the race, any category may be run together with another category at discretion of the Race Committee.

## 12. CIRCUIT

### 12.1 COURSE MARKER BUOYS

All Riders must negotiate the course marker buoys as instructed in the Riders Briefing. All buoys will be round or cylindrical, triangular, square, inverted conical, inflatable and with minimum dimension of 650mm x 650mm.

Main course:

- Buoys of matching colour must be used for same direction turns.
- Acceptable colours include red, orange, yellow and/or green.
- Chequered buoy - Finish line.
- Penalty buoy - According to specification in the briefing.
- Alternate Course - Yellow, red, or green buoys as specified in the briefing.
- Safety Demarcation buoys - According to specification in the briefing.

If a buoy is missing or is misplaced during a race, the Race Committee will replace it whenever it is possible.

### 12.2 MISSING TURN BUOYS

Any Rider passing the course marker buoy on the wrong side or riding a Jet Ski over the course marker buoy will be judged as missing it no matter what side of the Jet Ski the buoy re-appears.

A Rider who misses a buoy must, when re-entering the circuit, yield the passage to the Jet Ski arriving normally on the circuit under penalty of sanctions for dangerous driving.

A Rider who misses a buoy, directing the Jet Ski straight to the next one and reaching it, is considered to have cut the course.

A Rider who misses a buoy on the circuit must take the penalty buoy placed at the end of the circuit by the conclusion of the following lap. A Rider coming from the penalty buoy must, when re-entering the circuit, yield the passage to the Jet Ski arriving normally on the circuit under penalty of sanctions for dangerous driving.



In case of missing a buoy and not passing the penalty buoy by the conclusion of the following lap, the Rider will be penalised with a one lap penalty reduction.

If the Rider misses two buoys in the same lap, they can pass the penalty buoy in the next two consecutive laps. Failure to do so would result in a one lap penalty reduction per missed penalty buoy.

Only race Officials are allowed to report Riders missing buoys.

## **13. FLAG SIGNALS**

### **13.1 GENERAL**

The Use of flags is the primary communication between Riders and Officials.

Flags will be displayed by the RD and Marshalls, both on start/stop line and on Marshall jet Skis. It is of primary concern to be aware of flags displayed. Riders not adhering to flag signals may be disqualified or have other penalties.

### **13.2 GREEN FLAG**

Signifies the circuit is open and the race can start.

### **13.3 YELLOW FLAG**

A yellow flag warns of a safety hazard on the course. Riders are allowed to continue racing in a safe manner (*considerable decrease in speed, all Riders holding position*). Riders will be disqualified if they continue to race in an unsafe manner (*not slowing down or trying to overtake another Rider*).

### **13.4 RED FLAG**

A red flag signifies the event will stop immediately regardless of position of machines on the course. Riders are to return to the starting line unless instructed differently at the Riders briefing. In the event of single injury being the reason for the red flag, that Rider could be disqualified from the events of the day.

### **13.5 BLACK FLAG**

A black flag is shown to remove a Rider from that race/practice. The flag will be directed to the Rider concerned who must stop racing immediately and report to the RD.

A Rider who has been black flagged may be removed from the competition in cases of blatant dangerous driving or unsportsmanlike behaviour.

## **13.6 WHITE FLAG**

When the white flag is displayed the Riders are entering their last lap.

## **13.7 CHEQUERED FLAG**

Race completed. All Riders stop.

# **14. RACE**

## **14.1 FORMAT**

The Race is composed of different racing sessions:

- Free Practice
- Look Laps
- Qualification (if needed)
- Races

## **14.2 MANDATORY TRAINING**

Prior to racing, all riders must have participated in familiarisation laps. A Rider that has not participated in the look laps may lose the right to be shown on the race results.

## **14.3 QUALIFYING HEATS**

The qualifying heats will define the participants for the categories of Ski Division and Runabout, according to the number of registered Riders.

The qualification will proceed as follows:

Option 1 – Sprint Race

- Ski Juniors - 5 minutes + 1 Lap
- Ski Division - 5 minutes + 1 Lap
- Runabout - 5 minutes + 1 Lap

The line-up for the start will be given by peg draw.

Option 2 – Timed trial

The qualification session will be run on a fastest lap basis.

For a duration not shorter than 10 minutes (*to be announced at Riders briefing*).

## **14.4 START**

The start will be a beach, or a rolling start.

Every Rider must be ready for the starting procedure before the end of the previous race.

It is Riders' responsibility to maintain their lane until the designated marker buoy placed on the start straight.

Maintaining the lane means keeping their relative position according to the starting grid.

### **14.4.1 BEACH OR ROLLING START**

Once all Riders are lined up in the correct order, the starter will show a "2" board (turn your engines on) and check all Riders. At this point any Rider have the chance (by raising the hand) to call a 2-minute countdown if required. If no Rider calls the 2 minutes Countdown, the starter will show a "1" board (ready to go) and will start the race from 0 to 5 seconds.

When "1" board is displayed, there is no opportunity to raise a hand and to interrupt the start.

After 2 minutes countdown has been carried out, no more interruptions (by raising the hand) are allowed in second start.

The race can be started by start lights, flag, or elastic band. In case of an elastic band start, all jet Skis shall be in a line with approximately the same distance between the front of their Jet Ski and the elastic band.

#### ***Line up***

Peg draw defines the position on the starting grid. Once started, all Riders must maintain their lane until the marker buoy placed on the start straight as specified at Riders briefing.

#### ***Holders***

**Runabout:** 2 holders

**Ski Division:** 1 holder and Riders must keep both feet on the ground until the race starts.

Junior Riders over the age of 12 may start with one foot on the ground.

Junior Riders under the age of 12 may kneel in the tray.

All holders must wear closed shoes.

### **14.4.2 ROLLING START**

In case of a rolling start it is the Riders responsibility to make sure they respect line and position during the start procedure.

All Riders must line up behind the transom line of the starter Marshalls. Any Jet Ski passing this line will be considered to have jumped the start.

The start will be given by flag signal.

## **14.5 RACE INTERRUPTION**

The Rider causing a restart during the start procedure/chute will be penalised with a dead engine start for the restart procedure. The Rider repeatedly causing an interruption of the start procedure will be disqualified.

## **14.6 FINISH**

After the winner passes the chequered flag, the race is finished and all Riders still racing must complete their final lap.

A Rider and their Jet Ski shall be considered a unit in order to finish. The Rider must pass the chequered flag riding their Jet Ski under power. The Rider who does not pass the finish line or does not complete 50% of the class winner's number of laps will not be eligible for points.

## **15. CLOSED PIT**

### **15.1 TECHNICAL CHECK**

At the end of each race the first five classified Riders may be required to present their Jet Ski at the closed pit and will remain at disposal of JSRNZ Technical Representative. This would be announced at Riders Brief. Riders failing to present their Jet Ski to the closed pit at the end of the race will be disqualified.

No bonnets, seats, or hoods may be opened or lifted. No changes or work is allowed on the Jet Ski before technical inspection. Any Riders that do not follow this rule will be immediately disqualified from the event.

A Rider who enters the closed pit without authorization will be disqualified from the race. Refuelling, mechanical intervention and/or work on the hull are strictly forbidden in the closed pit.

## **16. RIDING RULES**

### **16.1 BLOCKING OR RECKLESS / DANGEROUS RIDING**

The deliberate blocking of a faster machine is cause for disqualification or a one lap penalty at the discretion of the RD. Any reckless/dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking, breaking a course marker buoy or unsportsmanlike conduct on the course or off may subject the Rider to disqualification and other sanctions and if in the case of a team effort, the complete team may be penalised.

### **16.2 CONTROL OF THE JET SKI DURING PRACTICE AND RACE**

It is forbidden to ride a Jet Ski in a direction opposite to which the event is being run. A Rider who has spun out is permitted to turn the Jet Ski around and to continue provided such action is taken only when the course is clear and must give the right of way to other Riders on the course. Riders running in the wrong direction will be disqualified from that race.

### **16.3 OBSTRUCTION**

If for any reason, a Rider is forced to stop on or near the course during a race, it is the Rider's first duty to signal to the other participants and/or water marshals by raising their hand and removing their Jet Ski from the course as soon as possible so not to endanger or obstruct other Riders.

For not respecting this procedure, a Rider can be penalized as deliberate blocking.

Once the Rider is hooked and/or towed by Marshall they are not allowed to return to the race.

### **16.4 OVERTAKING**

A Rider must be prepared for another Jet Ski to overtake and must always be aware of other jet Skis approaching from behind. The overtaking Rider must consider the safest route to pass and must do so without forcing the other Rider to suddenly alter their course.

### **16.5 ACCIDENTS**

No Rider or representative thereof shall hold any other Rider or representative liable for any personal injuries or damage resulting from an accident or racing occurring in a sanctioned race.

### **16.6 INJURED RIDERS / DAMAGED JET SKI**

An injured or otherwise incapacitated Rider shall be prohibited from racing unless, in the RD's judgement following an examination by qualified medical personnel, the Rider is determined not to be a danger to themselves or any other competitor.

It is up to the decision of the Race Committee under the advice of the Technical Inspector to deem a damaged Jet Ski as safe to continue competition. The Race Committee's decision is final.

### **16.7 RD REPORT**

The RD shall report all accidents requiring medical attention to the relevant local or national authority. Race Officials will assist local authorities in completing their reports where necessary. JSRNZ Executive will retain a copy of the report.

### **16.8 OUTSIDE ASSISTANCE**

The Rider that has fallen and has been brought back to their Jet Ski can continue the race. If a Rider gets towed back to the pits, they will not be allowed to re-enter the race. The Rider that has some mechanical issues can go back on shore to get assistance under the control of the JSRNZ technical Inspector and resume their race.

## 17. CLASSIFICATION AND POINTS SYSTEM

### 17.1 FINAL CLASSIFICATION

In the event of equality, it is the number of better positions in races which will be determining, if the equality remains, it is the classification of the last Race which will be determining.

### 17.2 RACE CLASSIFICATION

In the event of equality, it is the number of better positions which will decide the place, if the equality remains it is the classification of the last race which will be decider.

### 17.3 JSRNZ POINTS

The assignment of the points for every race will be according to following scale:

1st	25 pts	6th	15 pts	11th	10 pts	16th	5 pts
2nd	22 pts	7th	14 pts	12th	9 pts	17th	4 pts
3rd	20 pts	8th	13 pts	13th	8 pts	18th	3 pts
4th	18 pts	9th	12 pts	14th	7 pts	19th	2 pts
5th	16 pts	10th	11 pts	15th	6 pts	20th	1 pt

## 18. FINES, PENALTIES AND DISQUALIFICATION

### 18.1 PENALTIES

Any race official can inform the RC about any infringement of the rules. The race committee will subsequently judge upon the matter and impose penalties where necessary. If not specified differently at Riders briefing, a 1 lap penalty or disqualification may be applied by the RC for any infringement of the rules not mentioned in the penalties list (see 18.1.1).

A report from the Official that sanctioned the infringement will be handed to the race direction when necessary. The following Penalties may be applied:

#### 18.1.1 RACE PENALTIES

**Missing a buoy** - penalty buoy to be taken on same or following lap

**Missing two buoys in same lap** - penalty buoy to be taken on same and following laps consecutively

**Not respecting penalty buoy** - 1 lap

**Cutting the course** - 2 laps

**Unsportsmanlike riding** - 1 lap or disqualified\*

**Dangerous riding** - 1 lap or disqualified\*

**Ignoring signals** - 1 lap or disqualified\*

**Disobeying RD's orders** - 1 lap or disqualified\*

*\*Penalty given according to the Fault*

### **18.1.2 RACE START PENALTIES**

RESTART (only applicable on beach start)

If a Rider and their Jet Ski moves during '1' board shown before the start is given a "false start" will be implemented. The start sequence will be stopped by showing a red flag and the Riders will return to their positions on the start gate. The Rider/s that jumped the start must restart with a dead engine. The Rider/s must remove the lanyard from the kill switch and hold it overhead, while maintaining a prone position until the start is given. There will be no holder for ski class and only one holder for runabout class unless surf or rough conditions.

When this procedure is applied, the Rider/s not maintaining the lane until the designated point or not respecting position at the start will incur in a placing penalty after the race. When necessary, if decided by the RC, the Rider may be penalized with an up to 4 position loss. If this procedure is applied, this must be announced at Riders briefing.

### **18.1.3 FINAL CLASSIFICATION ACCORDING TO THE PENALTIES**

The final classification is done in the order:

- a) Number of the laps
- b) Time of arrival (*Electronic Timing*)
- c) Order of arrival (*Manual Timing*)

If a Rider receives a penalty in time the final classification will be made by taking into account the number of laps and then the final time of arrival corrected.

If a Rider receives a penalty other than a lap penalty, the classification will be made by taking into account the number of laps corrected and then the final time of arrival.

## **18.2 DISQUALIFICATION**

A disqualification, for whatever reasons, may only be pronounced by the RD or a JSRNZ Executive Representative. In the event of disqualification, according to the gravity of the fault, the case can be denounced at the JSRNZ Jet Ski Committee which will be able to take other sanctions including the withdrawal of the race licence.

### **18.2.1 DISQUALIFICATION**

<b>Non conformity of race number</b>	Disqualified
<b>Jet Ski not conform</b>	Disqualified

<b>Invading other alternate course</b>	Disqualified
<b>Not respecting safety demarcation buoys</b>	Disqualified*
<b>Jet Ski exiting the paddock during the event</b>	Disqualified

*\*In exceptionally dangerous situation the Race Committee will judge upon Riders that have missed the buoy for safety reasons.*

## **19. FREESTYLE**

### **19.1 DEFINITION**

The Freestyle will take place in 2 or 3 sessions. Every competitor will have 3 minutes maximum for their exhibition. The duration of the exhibition is defined during the Riders briefing.

The departure order will be decided by peg drawer.

### **19.2 CONDUCT**

The departure is given by blowing a horn and the presentation of the green flag. The Rider indicates to the Jury that they are ready to start their exhibition by raising an arm or the duration is taken into account since the first figure. To signal to the Rider the remaining 30 seconds, a brief horn blow will be given, and the green and red flags will be shown. The end will be indicated by a long horn blow and the presentation of the red flag. A tolerance of 3 seconds is allowed.

### **19.3 JURY**

The jury will be composed of minimum 5 members and 1 timing officer. The points will be allocated according to the following framework:

On a total of a 100 points:

- 25 points maximum will be allocated for the total number of figures executed 1 point every figure executed.
- 40 points maximum will be allocated on the variety of figures according to the following: Aerials: 4 points every different figure executed.
- On water: 2 point every different figure executed.
- 5 points maximum will be allocated for figures where extremities (no hands etc.) are released (1x figure).
- Negative point (-1) for each Minor fall or body contact with water which is not a part of figure.
- 30 points will be allocated by the judges on the quality of execution, the Rider's imagination, the Use of the water plan and the sequence between the figures. Every judge will dispose of 10 points maximum, the highest and the lowest score will be automatically eliminated.



The judges may unanimously decide to allocate 10 extra points to the freestyler that is performing new freestyle or a particularly spectacular show.

In Case of Equality the score given by the judges will determine the positions.

## **19.4 RELEGATION**

If during the exhibition, a competitor enters in the jury zone, endangers the public or the Officials, or damages the facilities, they will be classified last of the event.

## **20. JURISDICTION**

### **20.1 DEFINITIONS**

Jurisdiction applies to: The JSRNZ Jet Ski Circuit and Endurance Rules.

### **20.2 PROTEST PROCEDURES**

#### ***20.2.1 VALIDITY OF PROTESTS***

Only a Rider may protest against facts pertaining only to the races in which they take part.

Joint protests signed by several Riders will not be considered.

All protests must be in writing type written or handwritten in printed characters in English.

It must state the reason for the protest and be accompanied by any relevant documents that shall provide evidence within the given time and any protest fee as stipulated by the JSRNZ Executive.

All protests must be signed by the Rider or by their registered Team Manager.

The protest must be handed to the Race Secretary who must, in the presence of the protester, record the time of receipt.

Any costs involved in verification are to be borne by the losing party.

A written protest can be withdrawn by the protester, they then lose the protest fee.

#### ***20.2.2 PROTEST FEE***

The amount of the Protest fee must be decided by the JSRNZ Executive. The maximum amount for a Protest fee will be decided by the JSRNZ Executive. It will be **\$500.00** plus any associated costs involved in the verification are to be borne by the losing party.

### **20.2.3 RIGHT OF PROTEST**

A protest can be lodged against the posted provisional results or against any decision made by the Race Committee or against one or several competitors.

In the event of one Rider protesting a penalty imposed on them and/or one or more Riders protesting simultaneously against this competitor due to the same incident, the Jury will have only one meeting with all concerned Riders being party of this protest procedure. The same applies if several Riders protest the same Protest Judge decision.

A protest can only be lodged on a subject which directly concerns the protester themselves. A protest which complies with these rules cannot be refused by the Jury.

Only one follow-up-protest is allowed against a Protest Judge decision following an initial protest that was lodged according to the first paragraph of this rule. All parties of the initial protest will automatically become party to this follow-up-protest and must be invited to the hearing. No protest is permitted against a protest judge decision about a follow-up-protest. Such Protest Judge decision can only be contested by appeal.

### **20.2.4 TIME OF LODGING A PROTEST/ PROTEST PERIOD**

A protest regarding the eligibility of a jet ski, an engine, or a Rider, must be made before the first Rider briefing. Starting in a race is considered as acceptance of the conditions and the eligibility of the other competitors. The only exception to the above is when the protester can prove the facts were not given to them before the Rider briefing, then a protest can be lodged up to one hour after the posting of the results.

Any other protest must be lodged within one hour of the first results being posted with the following exceptions: A protest of a Rider (Rider "A") against another Rider (Rider "B") can be lodged within 30 minutes after the posting of the protest form if Rider "B" has been penalized and themselves protested this penalty. Without lodging such a protest Rider "A" shall not be entitled to appeal against the protest judge decision.

A protest against any other decision, posted after the posting of the first results can be lodged within one hour after the posting of this decision.

### **20.2.5 JUDGEMENT**

A protest is to be decided by the Protest Judge, nominated by JSRNZ Executive.

In the event of a protest, penalties may be agreed, rejected, or changed by the Protest Judge. If a protest is upheld by the Protest Judge, the fee must be returned to the protester.

### **20.2.6 NOTIFICATION OF DECISION**

All decisions by the Protest Judge, the minutes of the meeting and the justification of the decision must be notified to the concerned parties in writing, including their right of appeal. A copy of the Protest Judge decision must be posted in the same way as the results. The time of posting must be noted on this copy.

### **20.2.7 AVAILABILITY OF DOCUMENTS**

All documents relevant to any decision by the Protest judge must be filed with JSRNZ.

## **20.3 HEARING OF THE PROTEST**

### **20.3.1 RIGHT TO A HEARING**

Any Person being party to a protest or being charged for an offence against the rules shall have the right to be heard before the Protest Judge to defend themselves.

### **20.3.2 WITNESSES AND EVIDENCE**

It is the responsibility of the parties involved in a protest to ensure that witnesses appearing on their behalf together with any other evidence are present and the Protest Judge, at their sole discretion, may take their availability into account when determining the time of the hearing.

Any costs incurred by the appearance of witnesses shall be borne by the respective parties unless decided otherwise by the Protest Judge.

### **20.3.3 THE HEARING PROCEDURE**

The following procedure must be followed in all hearings unless otherwise stated elsewhere in these rules:

- A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy.
- Together with a copy of the protest, the Protest Judge must give written notice to all parties of where and when the hearing will take place. Reasonable time shall be allowed to the parties for the preparation to the hearing.
- If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default i.e., the missing party shall lose the protest.
- Written minutes must be taken. Using of secretary for taking minutes for Protest Judge is allowed. Secretary has no right to vote (or act as interpreter).
- All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Protest Judge makes its decision.
- If the hearing meeting involves a junior (less than 18 years of age) then they must be accompanied throughout the meeting by an adult (parent/guardian).
- The protest shall be read out to the parties.
- A party to the hearing who believes that a member of the Jury is an “interested party” or otherwise not suitable to decide upon the protest shall object at the beginning of the hearing and before they state their own case. Failing to do so will result in acceptance of the relevant jury member unless the party can prove that the circumstances and facts resulting in the Ineligibility of the jury member came to their knowledge only after

this moment. In this case the party must object immediately after having obtained the relevant information.

- Then the Protest Judge shall decide whether all formal requirements of the protest are fulfilled and possible additional rules of the relevant class). Failures shall lead to the protest being void. The parties shall be given the opportunity to give statements if failures are found and before a final decision on the formal legality of the protest is taken.
- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given their account of the case, may be questioned by all parties and by the Protest Judge. Any other evidence available may be presented.
- The witnesses shall withdraw, and the parties shall be invited to make a final statement of their cases.
- The Protest Judge may recall any party, previous witness or new witness and call on any other evidence to verify the facts.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.
- After all evidence has been assessed the situation with the protest may be discussed. The hearing will then be closed, and the Jury shall debate the case and take a decision in a closed meeting and no other person, but the jury members have a right to be present.

## **20.4 PENALTIES**

### **20.4.1 GENERAL**

Any proven breach of applicable rules may be penalised.

If the rules do not determine a special penalty for the relevant breach, the penalty to be given must be proportional to the seriousness of the breach. The proportionality is at the discretion of the decision maker.

The JSRNZ Executive shall only impose penalties, when they deem the relevant infringement to be so serious, that it must be penalized although the deadlines for penalizing or lodging a protest have already expired. After the expiry of the deadlines, a penalty for an ordinary breach of the rules shall in general not be imposed.

### **20.4.2 DEADLINES FOR PENALIZING**

The first posted results are provisional for one hour.

The JSRNZ Exec can only impose penalties within 3 months from the day, the infringement occurred.

These deadlines are not valid for penalties imposed by the RD for the reason of post-race technical scrutineering and under the condition that this is stated on the results sheet.

In this case, the results will remain provisional until one hour after the finalization of the post-race scrutineering. The date and time of finalization of the post-race scrutineering must be recorded by the JSRNZ Technical Inspector or other

technical inspector in charge.

If the post-race scrutineering can't be finalised until the end of the Event and the RD has already left the race site, the penalty must be imposed as soon as possible after the receipt of the scrutinizing results.

### **20.4.3 UNACCEPTABLE BEHAVIOUR**

To protect the interests of the sporting community, the following actions may also be penalised by the RD by the JSRNZ Exec:

- Any deliberate act taken to gain unfair advantage.
- Any false act made, or statement given with the intention of suppressing facts required for the proper conduct of the race.
- Any attempt to bribe or the taking of a bribe.
- Any abusive or unsportsmanlike behaviour.

### **20.4.4 REPRIMAND**

A Reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the RS. A reprimand must be witnessed. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given. A reprimand is valid for 12 months.

A reprimand can be given by the RD or the National Authority of the Licence Holder.

### **20.4.5 DISQUALIFICATION**

Disqualification deletes a competitor from the results of the race or event where the offence occurred. Disqualification is done by the RC.

### **20.4.6 TEMPORARY SUSPENSION**

Temporary suspension suspends a competitor, a competitor together with crew, a crew member, or an Official from all or part of an event. Temporary Suspension may be given for serious indiscipline. Temporary Suspension will be imposed by the RC.

### **20.4.7 PROLONGED SUSPENSION**

Prolonged suspension can be imposed on a competitor, an Official or an organisation for deliberate fraud, repeated or very serious indiscipline or very serious misconduct. Prolonged Suspension can be imposed only by the JSRNZ Executive Committee.

#### **20.4.8 EXCLUSION**

Exclusion means a permanent loss of all rights to take part in any activities falling under the JSRNZ. A Person or an organisation who has committed a moral or sporting offence of extreme gravity is liable to be excluded. A sentence of exclusion can be pronounced only by the JSRNZ Executive Committee.

## 20.5 JET SKI PROTEST FORM

**NAME OF EVENT:**

**DATE OF RACE OR HEAT:**

**HEAT NUMBER:**

**CLASS:**

**MY NAME (PROTESTOR):**

**MY SKI NUMBER:**

I (*the Protestor*) am protesting: (*tick as appropriate*)

**To seek redress from the Race Organising Committee for actions or omissions.**

**Another Rider, Name:**

**SKI NUMBER:**

**The Results as posted.**

Time of alleged incident:

On which lap was the alleged incident:

Location of alleged incident:

Which rule has been allegedly infringed:

Either explain incident with another Rider; in writing and by drawing or, explain your reason for Protesting against the Race Committee or Results as Posted: (*you can add any explanations on backside of this form or additional pages, if needed*)

What is the desired result of protest:

Signature of protestor:

This section to be completed by the official receiving the Protest

Protest fee paid (protest is not valid unless fee has been paid and received by Officials):

\$500

Time of a results or sanction posted:

Name of Official:

Signature of Official

## **21. TECHNICAL RULES**

A safety technical inspection is held before the race by the technical inspector as per JSRNZ safety checklist. No Jet Ski shall enter the water before passing this inspection.

In case of infringement, the technical inspector will judge upon its nature and decide if this is cause of disqualification for the single race or the whole event.

All infringement must be communicated in writing to the JSRNZ Exec and RD.

### **21.1 PERSONAL WATERCRAFT/JET SKI**

Personal Watercraft (PWC)/Jet Ski shall mean a mono Hull vessel which uses an inboard engine (including thermal, electric and without exclusion of prototypes or new technologies) powering a water-jet pump as its primary source of motive power. It is designed to be operated by a Person sitting, standing, or kneeling on the vessel rather than inside it. They are steered from the front directing a rear jet by fully enclosed prop drive system.

The Ski Division includes PWC/Jet Skis which are designed for one Person to stand on and are controlled from a pivoting handle pole.

The Runabout Division includes PWC/Jet Skis which are designed for one or more people and have a seat.

### **21.2 HOMOLOGATION**

#### ***21.2.1 HOMOLOGATION S1-4 and R1-4***

To take part in the various JSRNZ events, the Jet Ski must be marketed and available on the market. It must have been at least manufactured with 50 specimens. The Jet Ski must have a certificate of homologation attesting that the characteristics are in conformity with the chart provided by the manufacturer. The certificate of homologation must be carried out by the official services of navigation of the manufacturer country or by an independent private expert. The Jet Ski must be in conformity with the JSRNZ technical rules.

## **22. SKI DIVISION**

### **22.1 SKI DIVISION CATEGORY S4 (FOUR STROKE LITES)**

1. Intended to promote interest in stock personal watercraft competition and to enable individuals to become active competitors with relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the following specifications:



2. All Jet Skis must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.
3. 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 Jet Ski operates safely in competition.
4. Sound level shall not exceed 86 dB(A) at 24m.
5. Fuel must be made available on petrol stations of New Zealand, as regular unleaded fuel RON 95-98 -100, 95E10. All other fuel types are not allowed to use.
6. Requirements based on IJSBA Lites 4 stroke standard.

### **22.1.1 MAIN CRITERIA**

Jet Skis competing in this category must conform to the following criteria:

- a) The maximum engine cubic capacity: Atmospheric, 4 Strokes, 1100cc
- b) Dry weight must be greater than 160kg.
- c) Hull length cannot exceed 2500mm.
- d) Hull width must be between 500mm and 800mm.

### **22.1.2 HULL**

#### **Definition:**

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

**Hull:** The lower structural body of the Jet Ski located below (and including) the lower bond flange.

**Bonding:** The bonding area is the section that connects the deck (upper) and the hull (bottom)

1. All jet Skis 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.
2. Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5mm.
3. Handles, drop-in type storage buckets, gauges and engine compartment ventilation tubes may be modified, aftermarket or removed providing this does not increase the air intake and does not create a hazard.
4. All jet Skis may be equipped with a maximum of two sponsons / tubbies / wedges on each side. Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 1260mm. Sponsons shall not protrude from the side of the hull by more than 100mm when

measured in a level horizontal plane. If two sets of sponsons are installed, the front sponson must adhere to the hull and the total sponson length shall be limited to 1530mm in a connected or separated sponson configuration.

The vertical channel created by the underside of the sponson shall not exceed 52mm.

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 50mm.

5. Aftermarket or modified sponsons must exceed 6mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings, and other appendages that may create a hazard will not be allowed.
6. Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50mm below the lower part of the bond flange (bumper removed). Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.
7. Replacement bumpers may be used provided a hazard is not created.
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 must exceed the perimeter of the bumpers of origin or the external edge of the hull, measured using a plumb line.
9. 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 should be padded or OEM. Quick turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
10. Handle pole and mounting bracket may be modified, or aftermarket provided it functions as originally designed. Handle pole attaching point may be reinforced. Handle pole spring may be modified or aftermarket.
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 panned or painted.
12. Original bilge pump may be modified, disconnected, or removed. Aftermarket bilge draining systems that do not create a hazard are allowed.
13. The front engine support can be reinforced or replaced.
14. Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps, and fasteners) shall not be restricted.
15. Replacement bumpers may be used provided a hazard is not created.
16. 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 must exceed the perimeter of the bumpers of origin or the external edge of the hull, measured using a plumb line.

17. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Original switches must be used but switch housings may be modified or aftermarket. Position of the switches can be changed. 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 should be padded or OEM. Quick turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
18. Handle pole and mounting bracket may be modified, or aftermarket provided it functions as originally designed. Handle pole attaching point may be reinforced. Handle pole spring may be modified or aftermarket.
19. 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 panned or painted.
20. Original bilge pump may be modified, disconnected, or removed. Aftermarket bilge draining systems that do not create a hazard are allowed.
21. The front engine support can be reinforced or replaced.
22. Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps, and fasteners) shall not be restricted to original equipment providing the following:
  - a. Stripped threads must be repaired to the original size.
  - b. Replacement hoses must maintain their original inside diameter.
  - c. Fasteners (e.g., bolts, nuts, and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.
23. 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 below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
24. Ride plate may be modified or aftermarket. An extension may be added to the rear of the ride plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 100.00mm beyond the end of the original equipment. 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.

### **22.1.3 ENGINE 4 STROKES**

1. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.

2. Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
3. Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
4. Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other Riders. No water exit can be added to the cylinder head, the cylinder, or the casing.
5. The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc.). The systems of electronic injection of water are not authorized unless they are of origin.
6. 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.
7. Engine vapour catch-can may be installed.

#### **22.1.4 AIR/FUEL DELIVERY 4 STROKES**

Equivalent aftermarket air filters available on the market are allowed.

The ducting between the flame arrester and throttle body/ intake manifold inlet may be modified or aftermarket.

#### **22.1.5 IGNITION AND ELECTRONICS 4 STROKES**

1. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
2. The Electronic control unit must be original, but the software can be reprogrammed. Engine temperature sensors may be disabled.
3. Aftermarket spark plugs with a different heat rating may be used.

#### **22.1.6 DRIVELINE**

1. Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
2. No internal modification including grinding, surfacing, polishing, machining, shot blasting, etc, is authorized on any component of the transmission (ex; stator, cone of exit, etc).

## **22.2 SKI DIVISION CATEGORY S3**

1. Intended to promote interest in stock personal watercraft competition and to enable individuals to become active competitors with relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the specifications which follow:
2. All Jet Skis must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted.
3. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.
4. 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.
5. Sound level shall not exceed 86 dB(A) at 24m.
6. Fuel must be available at petrol stations within New Zealand, as regular unleaded fuel RON 91-98 -100, 95E10. All other fuel types are not allowed.
7. Requirements based on IJSBA Lites 2 stroke standard.

### **22.2.1 MAIN CRITERIA**

Jet Skis competing in this category must conform to the following criteria:

1. The maximum engine cubic capacity: Atmospheric, 2 Strokes, 800cc.
2. The maximum OEM engine power: 85Hp
3. Dry weight must be greater than 135kg.
4. Hull length cannot exceed 2500mm.
5. Hull width must be between 500mm and 780mm.
6. Hull height cannot exceed 860mm measuring from the lowest point of the hull to the handle pole in its position rested against the hood.
7. The handle pole must be mounted in front of the engine compartment and must have a minimum movement of 75 degrees.

## 22.2.2 HULL

### **Definition:**

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

**Hull:** The lower structural body of the Jet Ski located below (and including) the lower bond flange.

**Bonding:** The bonding area is the section that connects the Deck (upper) and the Hull (bottom)

1. All Jet Skis 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.
2. Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5mm.
3. Handles, drop-in type storage buckets, gauges and engine compartment ventilation tubes may be modified, aftermarket or removed providing this does not increase the air intake and a hazard is not created.
4. All Jet Skis may be equipped with a maximum of two sponsons/ tubbies / wedges on each side. Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 126cm. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.
5. If two sets of sponsons are installed, the front sponson must adhere to the hull and the total sponson length shall be limited to 153 cm in a connected or separated sponson configuration.
6. The vertical channel created by the underside of the sponson shall not exceed: 52mm.
7. 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: 50mm.
8. Aftermarket or modified sponsons must exceed 6mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings, and other appendages that may create a hazard will not be allowed.
9. Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50mm below the lower part of the bond flange (bumper removed). Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.
10. Replacement bumpers may be used provided a hazard is not created.
11. 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 must exceed the perimeter of the bumpers of origin or the external edge of the hull, measured using a plumb line.

12. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Original switches must be used but switch housings may be modified or aftermarket. Aftermarket switches and switch housings may be used. Position of the switches can be changed. 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. Quick turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
13. Handle pole and mounting bracket may be modified, or aftermarket provided it functions as originally designed. Handle pole attaching point may be reinforced. Handle pole spring may be modified or aftermarket.
14. 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 panned or painted.
15. Original bilge pump may be modified, disconnected, or removed. Aftermarket bilge draining systems that do not create a hazard are allowed.
16. The front engine support can be reinforced or replaced.
17. Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps, and fasteners) shall not be restricted to original equipment providing the following:
  18. Stripped threads must be repaired to the original size.
  19. Replacement hoses must maintain their original inside diameter.
  20. Fasteners (e.g., bolts, nuts, and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms. With sand filter not of origin is authorized.
21. 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 below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
22. Ride plate may be modified or aftermarket. An extension may be added to the rear of ride plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 100mm beyond the end of the original equipment. 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.

### **22.2.3 ENGINE 2 STROKES**

1. External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
2. No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.

3. The exhaust system must remain entirely of origin as delivered by the manufacturer.
4. Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within  $\pm 25.00\%$  of original equipment. Engine displacement must not exceed class designation (e.g., 550cc in 550 Limited, 800cc in 800 Limited, etc.). When not original, chamfering of cylinder ports must not exceed 1.00mm(0.04 in.) at a 30-degree maximum angle.
5. Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within  $\pm 5.00\%$  of original equipment. Crankpins may be welded and/or keyed to the counterweights.
6. Cylinders may be interchanged between homologated watercraft of the same manufacturer. Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 0.8mm and the intake and exhaust diagram must stay as originally.
7. Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
8. Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other Riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, 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.

#### **22.2.4 AIR/FUEL DELIVERY 2 STROKES**

1. Aftermarket flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine standards may be used. The ducting/support/adaptor between the flame arrester and carburetor may be modified or aftermarket. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburetor modifications will be allowed.



2. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any altitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.

#### **22.2.5 IGNITION AND ELECTRONICS 2 STROKES**

1. RPM limiter function may be bypassed or eliminated.
2. CDI unit may be modified or aftermarket.
3. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed.
4. Original equipment charging system must be used.
5. No other ignition system modifications will be allowed.
6. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
7. Engine temperature sensor may be disconnected and/or removed.
8. Aftermarket spark plugs with a different heat rating may be used.

#### **22.2.6 DRIVELINE**

Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.

### **22.3 SKI DIVISION CATEGORY S2**

1. Intended to promote interest in personal watercraft competition with a limited number of modifications, and to enable individuals to become active competitors with a relatively modest investment. Watercraft competing in this class must conform to the specifications which follow.
2. All Jet Skis must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer. All modification permitted in S3 Class are allowed.
3. 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.
4. Sound level shall not exceed 86 dB(A) at 24m.

5. Fuel must be available at petrol stations in New Zealand, as regular unleaded fuel RON 91-98 -100, 95E10. All other fuel types are not allowed to use.

### **22.3.1 MAIN CRITERIA**

Jet Skis competing in this category must conform to the following criteria:

1. The maximum engine cubic capacity:
  - a. Atmospheric 2 Strokes 850 cc
  - b. Atmospheric 4 Strokes 1300cc
  - c. Turbo 800 cc
2. Dry weight must be greater than:
  - a. 135 kg for atmospheric 2 Strokes
  - b. 165 kg for atmospheric 4 Strokes
3. Hull length cannot exceed 2800mm.
4. Hull width must be between 500mm and 780mm.
5. Hull height cannot exceed 860mm measuring from the lowest point of the hull to the handle pole in its position rested against the hood.
6. The handle pole must be mounted in front of the engine compartment and must have a minimum movement of 75 degrees.

### **22.3.2 HULL**

1. In addition to the ones already foreseen for the S3/R3 category, all the following modifications/specifications are allowed:
  - a. Aftermarket hoods can be used, and OEM hoods may be modified.
  - b. Jet Skis may be equipped with a maximum of two sponsons / tubbies / wedges on each side. Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 1530mm. Sponsons shall not protrude from the side of the hull by more than 100mm. when measured in a level horizontal plane. If two sets of sponsons are installed, the front sponson must adhere to the hull and the total sponson length shall be limited to 2100mm in a connected or separated sponson configuration.

### 22.3.3 ENGINE 2 STROKES

1. Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within  $\pm 25.00\%$  of original equipment. Engine displacement must not exceed class designation. Cylinders may be machined to accept girdle system cylinder heads.
2. Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within  $\pm 5.00\%$  of original equipment. Crankpins may be welded and/or keyed to the counterweights.
3. Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
4. External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
5. No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.
6. Cylinder head and gasket may be modified or aftermarket.
7. Exhaust manifold, head pipe, expansion chamber, gaskets and hose between expansion chamber and OEM water box may be modified/altered or aftermarket. Exhaust location of the exhaust gases may not be relocated. Original size opening and position must be maintained for exhaust exit. Original equipment waterbox must be used and may not be modified. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed.
8. Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other Riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, 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.
9. Replacement starter motor and bendix may be used.
10. Replacement engine mounts may be used.
11. Oil-injection system may be disconnected or removed.

12. Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps, and fasteners) shall not be restricted to original equipment providing the following:
13. Stripped threads must be repaired to the original size.
14. Fasteners (e.g., bolts, nuts, and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.
15. Cylinders may be interchanged between homologated watercraft of the same manufacturer.
16. Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 1.52mm.
17. If the OEM cylinders or the cylinders allowed don't provide for a displacement within 10% of the maximum allowable displacement then an aftermarket cylinder sleeve may be utilized. The aftermarket sleeve must maintain the same port sizes and specifications as the original OEM cylinder sleeve.

#### **22.3.4 ENGINE 4 STROKES**

1. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.
2. Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
3. Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
4. Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other Riders. No water exit can be added to the cylinder head, the cylinder, or the casing.
5. The valves used in the system of cooling must be of the fixed or automatic type; thermostats, regulating pressure valve etc. may be bypassed or removed. The systems of electronic injection of water are not authorized unless they are of origin.
6. 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.
7. Engine vapour catch-can may be installed.
8. Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

9. Valve spring, valve washer and valve retainer washer may be modified or aftermarket. The valves itself must remain original.
10. The HSR-Benelli S4 boost pressure is limited to a scale of 10-14 psi. Intercooler and intercooler lines can be replaced or aftermarket.

**Belassi:** Only the Belassi B3S dynamic 135 HP can race in this category.

### **22.3.5 AIR/FUEL DELIVERY 2 STROKES**

1. Carburettor(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 carburettors are allowed. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket crankcase-pressure-operated fuel pumps may be used. Additional carburettor pulse line fittings may be installed on the crankcase.
2. Modified or aftermarket vapour/air separators must not exceed 50mmx 150mm and must always have a return line to the fuel tank open. 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.
3. Aftermarket fuel-injection systems and components are allowed provided the following regulations are adhered to: High pressure fuel hose meeting SAE J30R9 must be used; A.N. threaded-type 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 low-pressure 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.
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. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or after-market 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.
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 will be allowed. Intake silencer may be removed.
6. Reed valve assemblies may be modified or aftermarket. Rotary valve may be modified or aftermarket.

### **22.3.6 AIR/FUEL DELIVERY 4 STROKES**

1. Equivalent aftermarket air filters/ flame arresters available on the market are allowed.
2. The ducting between the flame arrester and throttle body/ intake manifold inlet/ compressor may be modified or aftermarket.
3. The Use of an aftermarket crankcase vent catch-can is allowed. Excess oil/fuel exiting the catchcan must be caught and not spill into the engine compartment.
4. Blow-by oil system may be installed.
5. Fuel pump ducting may be reinforced with cable ties.

### **22.3.7 IGNITION AND ELECTRONICS 2 STROKES**

1. RPM limiter function may be bypassed or eliminated. CDI unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed.
2. Flywheel cover may be modified to accept a crankshaft-end bearing support.
3. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
4. Relocation of electrical components (e.g., battery, box, or housing) is allowed in order to fit an aftermarket exhaust system (only the strict minimum needed).
5. Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger.
6. The alternator and the flywheel may be modified or aftermarket.

### **22.3.8 IGNITION AND ELECTRONICS 4 STROKES**

1. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
2. RPM limiter function may be bypassed or eliminated. CDI ECU unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed. Engine temperature sensors may be disabled.
3. Aftermarket spark plugs with a different heat rating may be used.

### **22.3.9 DRIVELINE 2 STROKES**

1. Impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. No titanium driveshaft, impeller housing or stator vane assemblies. Impeller 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 longer than original equipment. Aftermarket nozzle-trim systems may be used.
2. 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. Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.

### **22.3.10 DRIVELINE 4 STROKES**

1. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
2. No modification interns that it is, including grinding, surfacing, polishing, machining, shot-blasting, etc, is not authorized on one of the components of the transmission (ex; stator, cone of exit, etc).
3. Impeller may be modified or aftermarket.

## **22.4 SKI DIVISION CATEGORY S1**

1. Intended to promote interest in personal watercraft competition with a higher degree of modification. Jet Skis competing in this class must conform to the specifications which follow.
2. 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.
3. Sound level shall not exceed 98 dB(A) at 24 m.
4. Fuel must be in conformity with the criteria defined by Rule 23.
5. Ballast weight may be added prior to competition to meet the required weight limit (see 504.4.07).
6. The weight control will be done with the fuel tank empty and all other liquids at the race level.
7. Turbo housing and exhaust manifold must be of the full circulating water type at all times when the engine is running.

### **22.4.1 MAIN CRITERIA**

Jet Skis competing in this category must conform to the following criteria:

1. The maximum engine cubic capacity:
  - a. Atmospheric 2 Strokes 1300cc
  - b. Atmospheric 4 Strokes 1620cc
  - c. Turbo 4 Strokes 1000cc
2. Dry weight must be greater than 135kg.
3. Hull length cannot exceed 2800mm.
4. Hull width cannot exceed 850mm.
5. Hull height cannot exceed 860mm measuring from the lowest point of the hull to the handle pole in its position rested against the hood.
6. The handle pole must be mounted in front of the engine compartment and must have a minimum movement of 75 degrees.

### **22.4.2 HULL**

1. All Jet Skis 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.
2. All Jet Skis may be equipped with a maximum of two sets of sponsons / tubbies / wedges (2 front + 2 rear). Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 1530mm. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.
3. If two sets of sponsons are installed, the front sponson must adhere to the hull and the total sponson length shall be limited to 2100mm in a connected or separated sponson configuration.
4. The vertical channel created by the underside of the sponson shall not exceed: **52mm**.
5. 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: 50mm.
6. Sponsons must exceed 6mm min thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings, and other appendages that may create a hazard will not be allowed.



7. Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50mm below the lower part of the bond flange (bumper removed). Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.
8. 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 12mm below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard. The projecting member must be filed not to create a hazard.
9. Ride plate must not extend more than 100mm beyond the end of the pump itself. 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.
10. Trim tabs cannot exceed the width of the planing surface or extend rearward more than 100mm beyond the transom. All edges must be radiused so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
11. Safety Bumpers are compulsory.
12. Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the Jet Ski 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.
13. Fuel tanks may be modified or aftermarket. The fuel tank must answer the criteria as safety as regards fuel and not presenting a danger to the Rider and the other users.
14. The fuel filler neck must be located outside the engine compartment.
15. During the safety inspection the JSRNZ technical commissioner will report to the race committee on any Jet Ski that presents any modification or element considered dangerous. The RC will then decide if the Jet Ski is allowed to take part to the event.

## **23. RUNABOUT**

### **23.1 RUNABOUT CATEGORY R4**

1. Intended to promote interest in stock personal watercraft Competition and to enable individuals to become active competitors with relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the specifications which follow:
  - a. All Jet Skis must remain strictly stock, except where rules allow or require substitutions or modifications.

- b. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.
  - c. 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 Jet Ski operates safely in Competition.
2. Sound level shall not exceed 86 dB(A) at 24m.
  3. Fuel must be made available on petrol stations of the organizer country, as regular unleaded fuel RON 95-98 - 100, 95E10. All other fuel types are not allowed for use.
  4. Where numbers of jet Skis allow a Shop Stock (SS) class may be offered. The Jet Ski must be as presented by the relevant manufacturer with only the following modifications allowed:
    - a. Seat cover, wear ring, impeller – these may be aftermarket but must match the manufacturer’s dimension / profile.

### **23.1.1 MAIN CRITERIA**

Jet Ski competing in this category must conform to the following criteria:

1. The maximum engine cubic capacity:
  - a. Atmospheric 4 Strokes 1050cc
2. Dry weight must be greater than 180kg.
3. Hull length cannot exceed 320cm.
4. Hull width must be between 96.5cm and 127cm.

### **23.1.2 HULL**

#### **Definition:**

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

**Hull:** The lower structural body of the Jet Ski located below (and including) the lower bond flange.

**Bonding:** The bonding area is the section that connects the Deck (upper) and the Hull (bottom)

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.
2. Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5mm.
3. Hull can be sanded with sandpaper, grinded and polished, but must not in any way change the original shape

of the hull.

4. Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created.
5. Jet Skis must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 920mm, each side.
6. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.
7. The vertical channel created by the underside of the sponson shall not exceed: 63.5mm
8. 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
9. Aftermarket or modified sponsons must exceed 6mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings, and other appendages that may create a hazard will not be allowed.
10. Replacement bumpers may be used provided a hazard is not created.
11. 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 mouldings as measured using a plumb line.
12. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed and may be modified or aftermarket. 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.
13. Original equipment seats for that model and type must be securely fitted as per OEM. Seat cover may be changed. If original seat is equipped Back rest height must not exceed 180mm when Rider seated.
14. 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 panned or painted.
15. Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
16. No other modifications to the hood will be allowed.
17. No additional penetration or enlargements to existing penetrations to the hull will be allowed.
18. The kill switch may be moved from its original position.
19. Start/stop switches can be replaced or aftermarket.
20. Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps,

wiring, water hoses, fuel lines, clamps, and fasteners) shall not be restricted to original equipment providing the following:

- a. Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts.
- b. Stripped threads must be repaired to the original size.
- c. Replacement hoses must maintain their original inside diameter.
- d. Fasteners (e.g., bolts, nuts, and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.

Aftermarket sand filters are allowed.

21. 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.
22. Ride plate may be modified or aftermarket. An extension may be added to the rear of the ride plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 177.80mm for Runabout Division. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

### **23.1.3 ENGINE 4 STROKES**

1. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or ScotchBrite®. Repairs to the cylinder head affecting one cylinder bank are allowed.
2. Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
3. Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
4. No water exit can be added to the cylinder head, the cylinder, or the casing. Derivations of water exit can be modified and/or replaced but must be directed in bottom and/or backwards not to create a danger to other competitors.
5. The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc). The systems of electronic injection of water are not authorized unless they are of origin.
6. The manually ordered devices (some is the means of order) which change the water run-off of cooling are not authorized. The kits of rinsing of the engine are authorized.

#### **23.1.4 AIR/FUEL DELIVERY 4 STROKES**

1. Equivalent aftermarket air filters/ flame arresters available on the market are allowed.
2. The ducting between the flame arrester and throttle body/ intake manifold inlet may be modified or aftermarket.
3. Flame arrestor / Air restrictor downstream throttle body may be removed.

#### **23.1.5 IGNITION AND ELECTRONICS 4 STROKES**

1. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
2. The Electronic control unit must be original, but the software can be reprogrammed. Engine temperature sensors may be disabled.
3. Aftermarket spark plugs with a different heat rating may be used.

#### **23.1.6 DRIVELINE**

1. Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
2. No modification interns that it is, including grinding, surfacing, polishing, machining, shot blasting, etc, is not authorized on one of the components of the transmission (ex; stator, cone of exit, etc).
3. The reverse gate must be disabled.
4. Original trim system can be replaced by a manual system without nozzles modifications.

### **23.2 RUNABOUT CATEGORY R3**

1. Intended to promote interest in stock personal watercraft competition and to enable individuals to become active competitors with relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the specifications which follow:
2. All watercraft Jet Skis must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.
3. 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.
4. Sound level shall not exceed 86 dB(A) at 24m.

5. Fuel must be made available on petrol stations of the organizer country, as regular unleaded fuel RON 95-98 - 100, 95E10. All other fuel types are not allowed to use.
6. Where numbers of jet Skis allow a Shop Stock (SS) class may be offered. The Jet Ski must be as presented by the relevant manufacturer with only the following modifications allowed:
  - a. Seat cover, wear ring, impeller – these may be aftermarket but must match the manufacturer’s dimension / profile.

### **23.2.1 MAIN CRITERIA**

Jet Ski competing in this category must conform to the following criteria:

1. The maximum engine cubic capacity:
  - a. Atmospheric 2 Strokes 1300cc
  - b. Atmospheric 4 Strokes 2000cc
2. The maximum engine power: 200Hp
3. Dry weight must be greater than 216kg.
4. Hull length cannot exceed 3600mm.
5. Hull width must be between 965mm and 1270mm.
6. For Endurance only, the Hull length cannot exceed 3940mm.

### **23.2.2 HULL**

#### **Definition:**

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

**Hull:** The lower structural body of the Jet Ski located below (and including) the lower bond flange.

**Bonding:** The bonding area is the section that connects the Deck (upper) and the Hull (bottom).

1. All Jet Skis 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.

2. Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5mm.
3. Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created.
4. Jet Skis must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 920mm each side.
5. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.
6. The vertical channel created by the underside of the sponson shall not exceed: 63.5mm
7. 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
8. Aftermarket or modified sponsons must exceed 6mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings, and other appendages that may create a hazard will not be allowed.
9. Replacement bumpers may be used provided a hazard is not created.
10. 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 must exceed the perimeter of the bumpers of origin or the external edge of the hull, measured using a plumb line.
11. 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. Position of the switches can be changed. 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. Quick turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
12. Original equipment base for that model and type must be used. Seat cover may be changed. Back rest height must not exceed 180mm when Rider seated.
13. 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 panned or painted.
14. Original bilge pump may be modified, disconnected, or removed. Aftermarket bilge draining systems that do not create a hazard are allowed.
15. The engine support can be reinforced or replaced.

16. Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps, and fasteners) shall not be restricted to original equipment providing the following:
  - a. Stripped threads must be repaired to the original size.
  - b. Replacement hoses must maintain their original inside diameter.
  - c. Fasteners (e.g., bolts, nuts, and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms. With sand filter not of origin is authorized.
17. 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 (0.47in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
18. Ride plate may be modified or aftermarket. An extension may be added to the rear of the ride 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. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

### **23.2.3 ENGINE 2 STROKES**

1. External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
2. No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.
3. The exhaust system must remain entirely of origin as delivered by the manufacturer.
4. Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within  $\pm 25.00\%$  of original equipment. Engine displacement must not exceed class designation.
5. Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within  $\pm 5.00\%$  of original equipment. Crankpins may be welded and/or keyed to the counterweights.
6. Cylinders may be interchanged between homologated watercraft of the same manufacturer.



7. Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 0.8mm and the intake and exhaust diagram must stay as originally.
8. Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
9. Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other Riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, 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.

#### **23.2.4 ENGINE 4 STROKES**

1. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or ScotchBrite®. Repairs to the cylinder head affecting one cylinder bank are allowed.
2. Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
3. Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
4. No water exit can be added to the cylinder head, the cylinder, or the casing. Derivations of water exit can be modified and/or replaced but must be directed in bottom and/or backwards not to create a danger to other competitors.
5. The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure, etc.). The systems of electronic injection of water are not authorized unless they are of origin.
6. The manually ordered devices (some is the means of order) which change the water run-off of cooling are not authorized. The kits of rinsing of the engine are authorized.
7. Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

### **23.2.5 AIR/FUEL DELIVERY 2 STROKES**

1. Aftermarket flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine standards may be used. Carburettor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburettor modifications will be allowed.
2. 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. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.

### **23.2.6 AIR/FUEL DELIVERY 4 STROKES**

1. Equivalent aftermarket air filters/ flame arresters available on the market are allowed. The ducting between the flame arrester and throttle body/ intake manifold inlet may be modified or aftermarket.
2. The Use of an aftermarket crankcase vent catch-can is allowed. Excess oil/fuel exiting the catchcan must be caught and not spill into the engine compartment.

### **23.2.7 IGNITION AND ELECTRONICS 2 STROKES**

1. RPM limiter function may be bypassed or eliminated.
2. CDI unit may be modified or aftermarket.
3. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed.
4. Original equipment charging system must be used.
5. No other ignition system modifications will be allowed.
6. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
7. Engine temperature sensor may be disconnected and/or removed.
8. Aftermarket spark plugs with a different heat rating may be used.

### **23.2.8 IGNITION AND ELECTRONICS 4 STROKES**

1. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
2. The electronic control unit must be original but may be reflashed. Engine temperature sensors may be disabled.
3. Aftermarket spark plugs with a different heat rating may be used.

### **23.2.9 DRIVELINE**

1. Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
2. The reverse gate must be removed or disabled.

### **23.3 RUNABOUT CATEGORY R2**

1. Intended to promote interest in personal watercraft Competition with a limited number of modifications, and to enable individuals to become active competitors with a relatively modest investment. Watercraft competing in this class must conform to the specifications which follow.
2. All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer. All modification permitted in S3/R3 Class are allowed.
3. 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.
4. Sound level shall not exceed 86dB(A) at 24m.
5. Fuel must be made available on petrol stations of the organizer country, as regular unleaded fuel RON 95-98 - 100, 95E10. All other fuel types are not allowed to use.
6. Where numbers of jet Skis allow a Shop Stock (SS) class may be offered. The Jet Ski must be as presented by the relevant manufacturer with only the following modifications allowed:
  - a. Seat cover, wear ring, impeller – these may be aftermarket but must match the manufacturer's dimension / profile.

#### **23.3.1 MAIN CRITERIA**

1. PWC competing in the Runabout must conform to the following criteria:
2. The maximum engine cubic capacity:
  - a. Atmospheric 2 Strokes - 1300cc.
  - b. Atmospheric 4 Strokes - 2000cc.
  - c. Supercharged 4 Strokes - 2000cc.
3. Dry weight must be greater than 310kg.
4. Hull length cannot exceed 3600mm.

5. Hull width must be between 960mm and 1270mm.
6. For Endurance only, the Hull length cannot exceed 3940mm.

### **23.3.2 HULL**

1. In addition to the ones already foreseen for the S3/R3 category, all the following modifications/specifications are allowed:
  - a. Aftermarket hoods can be used, and OEM hoods may be modified.

### **23.3.3 ENGINE 2 STROKES**

1. Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within  $\pm 25.00\%$  of original equipment. Engine displacement must not exceed class designation. Cylinders may be machined to accept girdle system cylinder heads.
2. Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within
3.  $\pm 5.00\%$  of original equipment. Crankpins may be welded and/or keyed to the counterweights.
4. Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
5. External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
6. No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.
7. Cylinder head and gasket may be modified or aftermarket.
8. Exhaust manifold, head pipe, expansion chamber, gaskets and hose between expansion chamber and OEM water box may be modified/altered or aftermarket. Original size opening and position must be maintained for exhaust exit. Original equipment waterbox must be used and may not be modified. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed.

9. Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other Riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, 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.
10. Replacement starter racer and bendix may be used.
11. Replacement engine mounts may be used.
12. Oil-injection system may be disconnected or removed.
13. Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps, and fasteners) shall not be restricted to original equipment providing the following:
  - a. Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 1.52mm.
  - b. Stripped threads must be repaired to the original size.
  - c. Fasteners (e.g., bolts, nuts, and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.
14. Cylinders may be interchanged between homologated watercraft of the same manufacturer subject to restrictions.

#### **23.3.4 ENGINE 4 STROKES**

1. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.
2. Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
3. Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
4. Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other Riders. No water exit can be added to the cylinder head, the cylinder, or the casing.

5. The valves used in the system of cooling must be of the fixed or automatic type; thermostats, regulating pressure valve etc. may be bypassed or removed. The systems of electronic injection of water are not authorized unless they are of origin.
6. 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.
7. Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.
8. Valve spring, valve washer and valve retainer washer may be modified or aftermarket. The valves itself must remain original.

### **23.3.5 AIR/FUEL DELIVERY 2 STROKES**

1. Carburettor(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 carburettors are allowed. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket crankcase-pressure-operated fuel pumps may be used. Additional carburettor pulse line fittings may be installed on the crankcase.
2. Modified or aftermarket vapour/air separators must not exceed 5cm x 15cm 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.
3. Aftermarket fuel-injection systems and components are allowed provided the following regulations are adhered to: High pressure fuel hose meeting SAE J30R9 must be used; A.N. threaded-type 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 low-pressure 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.
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. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or after-market 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.
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 will be allowed. Intake silencer may be removed.
6. Reed valve assemblies may be modified or aftermarket. Rotary valve may be modified or aftermarket.

### **23.3.6 AIR/FUEL DELIVERY 4 STROKES**

1. Equivalent aftermarket air filters/ flame arresters available on the market are allowed. The ducting between the flame arrester and throttle body/ intake manifold inlet/ compressor may be modified or aftermarket. The air intake manifold may be reinforced at the extremities with screws, rivets, or by adding a metal plate fixed on the sides. No other modification, internal or external is allowed. Intake manifold must always conform to the original model.
2. Blow-by oil system may be installed.
3. Fuel pump ducting may be reinforced with cable ties.

### **23.3.7 IGNITION AND ELECTRONICS 2 STROKES**

1. RPM limiter function may be bypassed or eliminated. CDI unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed.
2. Flywheel cover may be modified to accept a crankshaft-end bearing support.
3. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
4. Relocation of electrical components (e.g., battery, box, or housing) is allowed in order to fit an aftermarket exhaust system (only the strict minimum needed).
5. Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger.
6. The alternator and the flywheel may be modified or aftermarket.

### **23.3.8 IGNITION AND ELECTRONICS 4 STROKES**

1. Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
2. RPM limiter function may be bypassed or eliminated. CDI ECU unit may be modified. No aftermarket units are allowed. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed. Engine temperature sensors may be disabled.
3. Aftermarket spark plugs with a different heat rating may be used.

### **23.3.9 DRIVELINE 2 STROKES**

1. Impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. No titanium driveshaft, impeller housing or stator vane assemblies. Impeller 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 longer than original equipment. Aftermarket nozzle-trim systems may be used.
2. 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. Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.
3. The reverse gate must be removed or disabled.
4. It is authorized to change the floating ring and the c-clip on the transmission shaft, being able to leave the c-clip fixed on the floating ring, welding both pieces and with another system of union.

### **23.3.10 DRIVELINE 4 STROKES**

1. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
2. No modification interns that it is, including grinding, surfacing, polishing, machining, shot-blasting, etc., is not authorized on one of the components of the transmission (ex; stator, cone of exit, etc.).
3. The reverse gate must be removed or disabled.
4. Impeller may be modified or aftermarket.
5. It is authorized to change the floating ring and the c-clip on the transmission shaft, being able to leave the c-clip fixed on the floating ring, welding both pieces or with another system of union.

## **23.4 RUNABOUT CATEGORY R1**

1. Intended to promote interest in personal watercraft Competition with a higher degree of modification. Watercraft competing in this class must conform to the specifications which follow.
2. 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.
3. Sound level shall not exceed 98dB(A) at 24 m.
4. Fuel must be in conformity with the criteria (R. 30).



5. Ballast weight may be added prior to Competition to meet the required weight limit (see 23.04.02-07).
6. The weight control will be done by the fuel tank empty and all other liquids at the race level.
7. Turbo housing and exhaust manifold must be of the full circulating water type at all times when the engine is running.

#### **23.4.1 MAIN CRITERIA**

1. PWC competing in the Runabout must conform to the following criteria:
2. The maximum engine cubic capacity:
  - a. Atmospheric 2 Strokes - 1300cc.
  - b. Atmospheric 4 Strokes - 2000cc.
  - c. Turbocharged/Supercharged 4 Strokes - 2000 c.
3. Dry weight must be greater than 300kg.
4. Hull length cannot exceed 3600mm.
5. Hull width cannot exceed 1270mm.
6. For Endurance only, the Hull length cannot exceed 3940mm.

#### **23.4.2 HULL**

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.
2. Jet Skis must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 92 cm, each side.
3. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.
4. The vertical channel created by the underside of the sponson shall not exceed: 63.5mm
5. 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
6. Sponsons must exceed 6mm min thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings, and other appendages that may create a hazard will not be allowed.
7. Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.

8. 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 12mm below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard. The projecting member must be filed not to create a hazard.
9. Ride plate must not extend more than 100mm beyond the end of the pump itself. 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.
10. Trim tabs cannot exceed the width of the planing surface or extend rearward more than 100mm beyond the transom. All edges must be radiused so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
11. Safety Bumpers are compulsory.
12. Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the Jet Ski 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.
13. Fuel tanks may be modified or aftermarket. The Fuel tank must answer the criteria as safety as regards fuel and not presenting a danger to the Rider and the other users.
14. The fuel filler neck must be located outside the engine compartment.
15. During the safety inspection the JSRNZ technical commissioner will report to the race committee on any Jet Ski that presents any modification or element considered dangerous. The Race Committee will then decide if the Jet Ski is allowed to take part to the event.

## **24. SEATS**

Any aftermarket, modified, or prototype seat must respect structure and measurements of those available on the market for pleasure navigation homologated PWC. Padding may be added or removed; seat height may be modified up to 10% from the original model. Back rest height must not exceed 180mm when Rider seated. Seat must fully contain the engine compartment.

## **25. FUEL**

It is recommended that regular unleaded fuel, available at the service stations, or other cleaner fuels provided by the organizers, without additives, except oil for two stroke engines, is used.

The use of alternative energies such as biofuels, hydrogen, or electricity, if they are no more noxious for the environment, must be encouraged in conformity with the relevant technical regulations. For the purposes of protecting the environment, provisions regarding fuel storage mentioned in the relevant rules must be respected.

## 26. FUEL TESTS

Fuel or fuel / oil mixture may be checked at any time using JSRNZ approved equipment and standard procedures. Meters and equipment will be calibrated each time in accordance with the JSRNZ fuel testing guidelines obtainable from the JSRNZ Secretary.

## 27. CHANGE OF JET SKI

1. Only the JSRNZ RD can authorize a change of Jet Ski or engine during the event. Changes of major parts such as crankshaft, crankcase and cylinder block also count as “engine”.
2. The replacement Jet Ski (or parts) must be in conformity with the class in question and must pass the technical inspection on completion of any repairs or alterations, prior to racing.
3. The Rider changing their Jet Ski must maintain their racing number, where possible, on the jet ski.
4. No change of Jet Ski will be allowed once the race has started (in case of restarts, it is the first start given that counts).
5. Only one change of Jet Ski is permitted during an event, unless the Rider is changing back to the original ski.

## 28. RADIO COMMUNICATION

Radio communication with the Riders is not allowed.

## 29. PERSONAL EQUIPMENT

1. A properly fitting helmet that meets the current Snell or Dot standard or ECE 22.05 or better, is required to be securely worn by all Riders. Helmets must have DD closures. Mountain bike helmets are not allowed. Helmets are optional in Freestyle class.
2. At scrutineering, a visual inspection for cracks, frayed straps etc. will be conducted. If any defects are found, the helmets will not be accepted.
3. It is further recommended that any helmet involved in an accident be returned to the appropriate manufacturer for inspection.
4. At least 50% of the helmet MUST be high-vis and the colours must be fluorescent in either yellow, orange, red, magenta/pink, or green. Unacceptable colours include black, white, and blue. It is highly recommended that these colours are fluorescent, so they can be clearly visible in the water.

5. A PFD3 personal floatation device will be worn by all Riders and at all times when on the water. It is required that the PFD shall be designed for racing. It is required that all jackets have a minimum of 2 closures, including two buckles or a buckle and buckle and zip combination. It is **highly recommended** to have 2 or more buckle-type fasteners. Every Rider will be required to verify their PFD prior to racing or when requested.
6. During the look laps and the races, it is mandatory to wear dorsal back protection and closed footwear.
7. Hand grips and mats are compulsory and may be after market.
8. It is recommended that Riders wear goggles and gloves.
9. A wetsuit must be worn during all competitions, practice, training, and race, except for freestyle.
10. A full wetsuit must be worn during all winter competitions, practice, training, and race except for freestyle.
11. The RD or Technical Inspector has the authority to prohibit the use of any helmet, life jacket or other equipment which they may consider unsafe, insufficient protection or inadequate.
12. No Rider shall participate in an event with any type of splint, including but not limited to, a cast or brace applied to their body without showing written authorization from an approved medical doctor and approval by the RD at the Event.
13. The RD or Technical Inspector may forbid a Rider to race, should they find any equipment inadequate. In the event of an accident a new inspection can be required by the RD.
14. All jet Skis will be required to pass a safety inspection before being allowed to compete. The Technical Inspector will remove any Jet Ski from Competition that does not meet all safety requirements. Damaged or broken safety equipment not detected before or during a race, is no grounds for disqualification after completion of that race, unless Rider is black flagged.
15. The question of how many jet Skis in each class shall be inspected is left to the discretion of the RD and the Technical Inspector, except in those cases where the procedure is set forth in the Technical Rules for any given class. During the Riders Briefing, it shall be the duty of the Technical Inspector to announce how many of the lead jet Skis in each class shall report to the Inspector for inspection immediately after the running of their Event.
16. For any events, the requirements of additional personal equipment will be mentioned in the race instructions.
17. The ski holders will wear closed shoes while holding the ski in the pre-grid area on the start line.
18. Certified protective equipment (**PPE**) should be allowed to be worn as desired for the user's own safety. Every Rider should be allowed to protect themselves as best as possible with certified protectors for their own safety and injury prevention.

## **30. ENVIRONMENTAL CARE IN RACE AREAS**

1. JSRNZ will appoint a responsible person or persons to make necessary arrangements to control the environment of the venue during an event.
2. This Code includes competitive activities for members running all JSRNZ racing classes included in the JSRNZ rulebook.
3. The JSRNZ will seek to establish at all times the highest environmental standards during the organization of events at all levels and will promote environmental consciousness among all attendees. The JSRNZ will do this in co-operation with the National Authorities and all involved stakeholders.
4. These standards refer to:
  - a) Fuel
  - b) Protection of the water
  - c) Behaviour of the spectators, organizers, officials, and race participants.
5. Non-conformance of any requirement by a racer or the Person responsible for their racing team is liable to a fine, a disqualification from the Event or a suspension. Moreover, the Participant/Rider/Rider may be liable for the damages caused by their non-respect of the environmental provisions.
6. The JSRNZ Executive will promote environmental responsibility in the planning and staging of JSRNZ events, ensuring compliance of affiliated members.

### **30.1 RE-FUELLING**

All re-fuelling must be completed away from the water. Every care must be taken not to spill fuel or oil. An absorbent material must be used to avoid any spillage on to the ground. Any additional local authority requirements must be met.

### **30.2 PROTECTION OF GROUND AND WATER**

1. Measures must be taken to prevent leaks of fuel into the ground and water.
2. The Use of an environmental mat, (or other effective device) protecting the ground and water, is compulsory to be used where servicing of machines is permitted by the organizer, amongst others in the paddock and repair areas.
3. Each Rider is responsible for the waste generated by their team during the event. All waste will be removed from the venue by the rider / team at the end of the event and disposed of in an environmentally responsible manner, off site.

4. Any infringement by the Participant or Rider/Rider (who is responsible for their team) of the JSRNZ regulations can result in a fine, disqualification from the event or suspension, and may also result in the participant or Rider/Rider being liable for any costs of rectification.

### **30.3 REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY SPECTATORS**

Visitors to a JSRNZ event play an important role in keeping the environment clean and undamaged.

1. Provide clear signs to indicate race venues.
2. Avoid parking on vulnerable places (verges, water-damaged reserves).
3. Provide sufficient sanitary facilities.
4. Inform the spectators about responsible behaviour on the site.
5. Specify in contracts with catering firms a requirement to sell drinks and food packaged in recyclable, reusable, or biodegradable material, and to provide and maintain sufficient waste containers.

## **31. PROTECTION OF WATERWAYS**

### **31.1 BIOSECURITY**

1. JSRNZ will make riders aware of all biosecurity hazards present in the local authority when hosting an event. Measures for limiting the spread of biosecurity hazards are specified when the event is advertised and monitoring of compliance will be undertaken during scrutineering, prior to the event.
2. Riders will be encouraged to consider biosecurity in all on-water activities through the publication of biosecurity updates from local councils obtained from local harbourmasters and councils through the permit application process.

### **31.2 SERVICE AREAS**

1. Provide sufficient containers for the rubbish and recycling for use of the public and participants.
2. Provide and maintain sufficient and clean sanitation, with proper provisions for waste and water, for riders and spectators.

### **31.3 AFTER THE EVENT**

1. Signposts, billboards, and posters must be removed after the event.
2. Waste left behind on the site and the surroundings must be cleaned up and removed.

## 31.4 GENERAL MANAGEMENT OF VENUES

1. Keep up the maintenance of the venue and take care that it is always kept clean and tidy.
2. Cordon off sensitive areas.
3. Appoint a member of the Executive to oversee all environmental aspects.
4. Ensure proper disposal of waste from sanitary facilities.
5. Take all necessary care when adjusting to the site and consult the appropriate authorities.
6. When locating the starting areas, take acoustic impacts into account.
7. Following every Event and at regular intervals, make an evaluation of the impact of the Event on the environment and make recommendations to correct any shortcomings and errors.
8. Remember that our seas/lakes/rivers belong to the overall community.

*The Rules and/or regulations set forth herein are designed to provide for the orderly conduct of competitive events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all JSRNZ events. By participating in the events, all JSRNZ members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.*

*Version 23.4* These rules are published on the JSRNZ Website.

© (2023) Copyright by JSRNZ. All rights reserved. No part of this document/publication may be reproduced, distributed, or transmitted in any form or by any means without the prior written consent of the JSRNZ, except for the non-commercial use within the scope of authority of the JSRNZ and its affiliated members.