



**FOR IMMEDIATE RELEASE**

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## **APBA UPDATE ON 2007 TECHNICAL RULES**

**EASTPOINTE, MICH.** – The American Power Boat Association (APBA) today issues an update on the Competition Rules that will be used for the 2007 racing season and an update on how the Hydrospace will fit into U.S. racing. The APBA is very thankful to all the individuals that have helped develop the 2007 Technical Rules as well as the positive support we have received from our members in our quest to improve the sport of personal watercraft racing. Below is a summary of our testing, research, and the changes we have made for the 2007 season.

### **APBA TO PRINT OWN RULEBOOK**

Over the last two months the APBA Technical Committee has worked nonstop on technical rules including testing the boost valve/switch on the Hydrospace to find a way to integrate the Hydrospace into U.S. racing. After reviewing all the important information pertaining to U.S. racing that the APBA felt all members should be aware of, the APBA made the decision to print our own rulebook so that these items would be included. Topics such as the U. S. Class structure, APBA National High Points System, National Tour classes and points system, Supercourse and Endurance racing rules, Promoter Contact Info, Freestyle technical rules and important rule clarifications are not covered in the IJSBA book. Hundreds of hours of research, testing and work have gone into the development of the APBA's new rulebook. We have now finished the testing on the Hydrospace, have completed the rules, and will be sending the book to the printer next week. We will post the rulebook online in a few days.

The IJSBA is still in the process of finalizing the 2007 IJSBA rules and rulebook, and once completed racers will be able to view the IJSBA book online or order one directly from the IJSBA, if needed. We are confident that making the move to print our own rulebook will allow us to get rulebook in racers hands at a much earlier date in the future. The APBA will prepare and post on the APBA a complete list of the differences between the APBA and IJSBA rules once the 2007 IJSBA rulebook is released and we can review it.

For the most part the APBA and IJSBA technical rules are very similar in content, however, there are some differences such as how the APBA has integrated the Hydrospace into U.S. racing. While some of the rules are different, the APBA's tried to develop the rules where racers will be able to make easy and cost effective changes to their boats to be able to compete at the World Finals. Example – The APBA rules require the Hydrospace a maximum boost of 4psi for participation in Stock Ski classes. The IJSBA will allow 7psi or Stock plus 10% (we are still waiting on a final ruling from the IJSBA on this) of boost for the Hydrospace in Stock class. To participate in the World Finals all racers will need to do is increase the setting on a boost regulator valve. So, except for a few minor differences racers can race at APBA and IJSBA events with minor changes to their watercraft.

The APBA rules have been worded a little different and/or have additional information added to clarify a rule. When writing and organizing the new rulebook we worked hard to try to make the book easy to understand. The APBA has developed lists at the end of each technical section (Stock, Limited, Open, etc.) that explains what items need not be OEM for each class, as well as a list of common reasons for disqualification in each class. We are certain that these simple lists will help answer most racers technical questions. After review of the new rulebook, the APBA would appreciate any input that it members may have as to how to make it better in the future.

## **INTEGRATING THE HYDROSPACE INTO U.S. RACING**

Instead of creating additional classes such as Lites and separate Four-Stroke classes, the APBA has created rules to integrate the Hydrospace into U.S. racing competitively. The APBA's position is that we would not allow a boat that has an overwhelming competitive advantage over other boats in a class that will disrupt the current Stock Ski class. The APBA is confident that we have spent more time and effort than any other sanctioning body to try to find a place for the Hydrospace to compete fairly with existing Kawasaki, Yamaha and Polaris watercraft.

The APBA has chosen to not allow current Stock class competitors to do additional modifications and spend additional money to bring their boats up to the same performance level as the turbocharged Hydrospace S4 to compete in an entry level class. Instead we will require the Hydrospace to reduce the turbo boost pressure to 4psi producing similar performance to existing Stock class boats. Reducing the Hydrospace boost pressure to 4psi can be accomplished with a boost control valve/switch or by simply unplugging the boost control switch to the waste gate controller that comes on the Hydrospace S4 in stock form.

The APBA welcomes Hydrospace and looks forward to a great year of racing with 4 different brands on the starting line in the Stock Ski classes.

## **AMATEUR SKI STOCK CLASS II**

The APBA has created the new Amateur Ski Stock Class II as a second class for both two & four stroke racers to compete. This class will be a testing ground for a future "Super Stock" class that the APBA is researching as a possible replacement for the Stock class at the Pro-Am level. In this class the Hydrospace S4 may race with boost pressure not to exceed the OEM specification of 7lbs with a stock ECU. Two-stroke watercraft will be allowed additional simple and cost effective modifications to their skis (nozzle and pump cone) as well as all other Stock class rules. A stock Hydrospace with a stock ECU (7psi) will be used as the baseline to determine what modifications will be necessary to bring current and future stand-up watercraft to an equal playing field. We anticipate in the near future that new stand-up models will enter the market so participation in this class is very important. Allowed modifications for this class will be reevaluated at the July 14-15 National Tour race in Michigan. The APBA encourages all ski racers to participate in this new class that will help pave the way to the future of our sport.

## **SUPERJET IN STOCK CLASS**

As announced earlier the APBA will allow all Yamaha SuperJets to race in Stock Ski classes with a wet pipe and hull extensions. Specific rules regarding this change have been added to the new rulebook. The APBA will also allow Yamaha SuperJets to run an OEM WaveBlaster II metal gasket so that Technical Directors may inspect the watercraft without requiring the racer to purchase a new head gasket each time inspected.

## **REEDS IN STOCK CLASS**

The APBA will allow aftermarket reeds in all Stock classes. The allowance of aftermarket reeds provide no (minimal, if any) gain over stock reeds while allowing aftermarket reeds provides a cost savings to the racer and allows a safer alternative to metal reeds.

## **DISPLACEMENT IN STOCK SKI AND LIMITED CLASSES**

The APBA has increased the displacement limit to 803 cc to allow the 83.0mm bore (800.77cc) piston with adequate piston to wall clearance. The cost benefit to a racer of extending the life of a cylinder far outweighs the minimal benefit (if any) in performance gained from allowing 83.0mm bore. Under the current rule, 82.96 mm bore was the maximum oversize under 800 cc.

## **FOUR STROKE RUNABOUTS COMPETING IN LIMITED CLASSES**

IJSBA rules require that all four-stroke watercraft run by Stock class rules. Instead of creating a separate Four-Stroke Limited Runabout class, the APBA has integrated the four-strokes into the current Limited class. While four-stroke turbo/supercharged runabouts must run by Stock class rules, the APBA has made a few allowances that it determined were necessary to create a competitive playing field in the class. Specific modifications are allowed for turbo/supercharged watercraft and specific modifications allowed to four-stroke non turbo/supercharged boats.

## **SUPERCOURSE AND ENDURANCE RULES**

We felt it necessary to adequately cover the topics of Supercourse and Endurance racing for the way these types of events are being organized in the United States. Detailed rules regarding these types of racing have been developed and are included in the new rulebook. For Supercourse and Endurance racers, we suggest you read all the new rules.

## **FREESTYLE TECHNICAL RULES**

As we were developing the new rulebook, one thing we noticed is that there were really no technical rules for Freestyle. Upon discussions with freestyle competitors, freestyle aftermarket parts manufacturers, APBA promoters and the IJSBA regarding Freestyle rules, as well as researching the rules of countries with healthy freestyle competition programs, we realized that an entire set of technical rules needed to be developed for Freestyle.

The APBA realizes that there are a substantial number of freestyle/freeride riders in the United States. Unfortunately there are very few of these riders competing. These riders have a substantial amount of time and investment in modifying their freestyle boats. Some of these boats have stock hulls and many have aftermarket top decks or complete aftermarket hulls. Instead of turning these freestyle riders away we need to find a place for them to compete. The APBA has created two separate Amateur Freestyle classes, one that requires a stock hull and one that allows a complete aftermarket hull. Hull is everything in freestyle and dictates what kind of tricks can pull off. There are at least eight manufacturers of aftermarket hulls that we know of so access to these hulls are readily available, and already in the hands of a large number of current and potential competitors. Freestyle is very important to the sport.

The APBA appreciates all the assistance from the Technical Committee, racers and aftermarket companies that helped with the development of the new rules and new rulebook.

Good Luck Racers!

Patrick Mell  
APBA PWR Chairman