

- 6.4.3 Should it be necessary to postpone a race, the black flag will be displayed at the official starting line and at such points on the race course as are authorized by these rules.
- 6.4.4 If a race or heat has been stopped with more than half the laps completed the event may be scored as complete at the discretion of the Race Director.
- 6.4.5 If a two moto system is used for scoring an event, and an event is stopped due to weather, time, injury or some other circumstance, the event may be scored based on results from the first moto.

## **6.5 TUNE-UP AREA**

- 6.5.1 Tune-up of the engine will be performed in the proper area only when available. Riders must consult with the Race Director to determine the proper tune-up area at each event. The tune-up area should be held in an area, completely free of obstructions, which provides adequate and safe run-off areas at the end so competitors may slow down and exit safely. All rider entry fees must be paid before a rider may use the designated tune-up area.
- 6.5.2 All riders and pit crew in said tune-up area must have signed the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and be wearing the event specific wristband.
- 6.5.3 All appropriate safety gear and tethers are required in the tune-up area.

## **RULE 7 - PRIZES AND AWARDS**

### **7.1 PRIZE AND AWARD POLICY**

- 7.1.1 The amount of cash prizes and how it is to be divided will be specified on the race flyer, the promoter's web site, posted on the pit board, or announced at the Riders' Meeting. Any other type of prizes will also be listed on race flyer, the promoter's web site, posted on the pit board or announced at the Riders' Meeting.
- 7.1.2 No prizes shall be presented for a protested event until all protests that might affect the prizes have been decided. In a sanctioned event, if any owner or rider gives notice of his intention to appeal from any decision of the Race Director or Race Committee, the awarding of the prizes in that event shall not be made until said appeal has been decided.
- 7.1.3 Any promoter that requests the return of any trophy, prize, or prize money, shall be required to put said demand in writing and mail it to the contestants involved by registered mail, return receipt requested, with a copy to APBA National Headquarters.
- 7.1.4 Should any contestant refuse or fail to return any trophy, prize, or prize money so demanded by any Promoter, he/she shall be immediately be suspended from all racing. Should the award need to be shipped, it is the responsibility of the Promoter to bear the cost for any shipping and handling fees to ship the award back to the promoter if it was the Promoter's mistake.

- 7.1.5 All prizes, awards and paybacks shall be presented to the official winners or their appointed representatives at the close of the event day unless another time and place for awards is specifically advertised.
- 7.1.6 Riders will not be required to attend award banquets or ceremonies to receive prizes and awards, although they are encouraged to attend as a courtesy to the Promoter and/or sponsors. Riders that do not attend the awards ceremony must claim their award within 60 days or forfeit the award. Should the award need to be shipped, it is the responsibility of the racer to bear the cost for any shipping and handling fees to ship the award to the racer.

**7.2 RIDER PAYOUT**

- 7.2.1 A rider cash payout is up to the discretion of the Race Promoter. The promoter may determine which, if any, classes will receive a cash award. If the event will have a cash payout, the cash payout, or the system in which the cash payout will be determined, should be published on the pit board, on the promoter’s web site, or announced at the Riders’ Meeting. Payout is normally based on the number of rider entries in each paying class. Payout will generally be for Pro, Pro-Am, and Expert classes only – if offered.
- 7.2.2 Any rider with over \$600 in winnings from an individual promoter or the APBA at the end of the calendar year will be issued a 1099 tax form for the following year for tax purposes.
- 7.2.3 It is the rider’s responsibility to know what manufacturers and other sponsors contingency program requirements are and to follow up on all necessary procedures to collect on these programs.

**RULE 8 - BOAT NUMBERING SYSTEM**

**8.1 NUMBERS AND BACKGROUNDS**

- 8.1.1 Racing numbers and backgrounds should be color-coordinated according to rider classification.

| <u>Class</u> | <u>Number</u> | <u>Background</u>           |
|--------------|---------------|-----------------------------|
| Junior.....  | Black.....    | Orange (PMS 021)            |
| Novice.....  | Black.....    | Orange (PMS 021)            |
| Expert.....  | Black.....    | Yellow (PMS Process Yellow) |
| Pro.....     | Black.....    | White                       |

- 8.1.2 Racing number backgrounds must be clearly located on the hull on the left and right hand sides of the watercraft. Racers should make sure to not place them in a location that will obscure them from the scorers (e.g., they should not be placed in the footwell or on a horizontal surface). Only numbers can appear on the background. Racers with backgrounds in a location that make reading the number hard for the Scorers will be required to fix the problem before they will be allowed to race. If the numbers and backgrounds are not the correct size and color, and the Scorers can not read the numbers, the rider will not be scored.

8.1.3 Race number backgrounds size minimums are as follows:

| <u>Racing No</u>  | <u>Background Size</u>      |
|-------------------|-----------------------------|
| One digit .....   | 8 inch high by 6 inch wide  |
| Two digits.....   | 8 inch high by 9 inch wide  |
| Three digits..... | 8 inch high by 12 inch wide |

8.1.4 Racing numbers must be a minimum of 7 inch high and spaced at least 0.50 inch apart. Standard block type numbers without shading or outlining must be used. It is the rider's responsibility to ensure that the numbers are easy to read. Racers with numbers that make reading the numbers hard for the Scorers will be required to fix the problem before they will be allowed to race. If the numbers can not be read by the Scorers, the racer will not be scored. See Appendix D for proper number placement.

## 8.2 WHAT NUMBER CAN YOU RUN?

8.2.1 **Overview:** Racers in the United States earn the right to run a number based on the APBA National High Points system. It is extremely important that racers run their earned APBA National Highpoints number on their boat for the 2008 race season. This program was put in place to reward racers from their accomplishments and also to help eliminate the number of three digit numbers to make scoring events easier. These numbers help show to spectators what your national ranking is so wear your earned number with pride. To check your earned number or you may call APBA National Headquarters or visit: [www.apbaracing.com/national\\_highpoints.html](http://www.apbaracing.com/national_highpoints.html) on the internet.

### 8.2.2 Exceptions to the Rule:

- If a racer is at a race and another racer has his/her earned number on their watercraft, the person who has not earned that number will be asked to change their number to their earned number. We understand that in some cases multiple riders use a boat (e.g., father and son) or race a boat in multiple class (e.g., race in Stock and Limited). If that is the case, the APBA will allow the rider that has not earned that number to add an "X" at the end of their number. If that is not the case you will be required to purchase new numbers and put the correct number on your watercraft.
- If a rider finished first at the 2008 IJSBA World Finals in an Expert, Pro-Am or Pro class, then the rider has earned the right to run his/her earned APBA number or a white #1 with a black background.
- If a racer moves up in skill level (i.e.: Novice to Expert) he/she must choose a number from 101 to 999 and is not eligible to run an earned number from another class.

8.2.3 **Supercourse and Sprint Racing:** The APBA also awards earned numbers for Supercourse racing based on the APBA National Highpoints system. Sprint numbers are earned from a points total on the RPM Sprint series. These earned numbers are only valid for those events. Racers racing different disciplines (e.g., Supercourse and Closed

Course) must observe the earned numbers of racers at these events – and visa versa.

- 8.2.4 **Racing Outside the U.S.:** All riders competing outside the United States must display the national code for their home country in front of their racing number. The code is “US” for the United States. Letters must be a minimum of 6 inch in height and must be the same color as the racing numbers.

## **RULE 9 - POINTS SYSTEMS AND CHAMPIONSHIPS**

### **9.1 RIDER POINT SYSTEM**

- 9.1.1 The official rider point system will be in effect for all APBA sanctioned events unless announced to racers on the web sites or in a press release. For tabulating series points promoters have the option of utilizing the standard APBA points system or offer a special points scale. Promoters can take the top “X” number of events when tabulating overall championships, drop rounds, or offer double points at certain events.
- 9.1.2 Points are awarded for final event positions only. No points are awarded in heats, last chance qualifiers (LCQs), semi-finals or exhibition events. Points will not be awarded to riders who are disqualified or have not been scored on at least one lap in a final event.
- 9.1.3 **Points Tiebreaker for Class Championships:** The points tiebreaker for individual class championships based on Closed Course, Supercourse, Slalom or other points earned (e.g., Expert Runabout 1200 Limited Closed Course, Novice Ski Stock Slalom, Pro Freestyle, etc.) is the greater number of first-place finishes in the class. If still tied, the rider with the greater number of second-place finishes will receive the higher ranking, and so on. If still tied, the rider with the better finish in the final event of the series will receive the higher ranking.
- 9.1.4 **Points Tiebreaker for Overall Championships:** The points tiebreaker for a combined overall championship based on points earned in Closed Course added with points earned in Slalom (e.g., Expert Ski Limited Closed Course points combined with Expert Ski Limited Slalom points, etc.) is the rider with the greater number of Closed Course points. If still tied, the rider with the greater number of first place Closed Course finishes will receive the higher ranking. If still tied, the rider with the greater number of second place Closed Course finishes will receive the higher ranking, and so on. If still tied, the rider with the better finish in the final Closed Course event of the series will receive the higher ranking.
- 9.1.5 **Moto Scoring:** When the number of entries in a class is less than or equal to the maximum number of watercraft allowed on the starting line in that class the Moto Scoring system may be used. The Moto Scoring system uses the combined results of two separate races to mathematically determine the overall finishing order for riders in a class. Overall results are determined by adding the finishing positions from each of two motos together. The rider with the lowest sum will receive the higher ranking. In case of a tie, the rider with the better finish in the second moto will receive the higher ranking. A DNR (did not race) in one