

## **RULE 11 – COMPETITION RULES**

### **11.1 HOMOLOGATION**

**11.1.1 Requirements:** For a manufacturer to be eligible to race at an APBA sanctioned racing events the manufacturer must meet the following requirements.

#### **11.1.2 STOCK AND LIMITED CLASSES**

- a. To be eligible to race in APBA Stock and Limited classes the manufacturer must produce a minimum of 300 identically manufactured units of a model and make those units available for sale through a normal distribution network established for the purpose of selling watercraft in the United States of America. The Hydrospace S4 is grand fathered in and eligible to race.
- b. Only upon formal approval from the APBA will the watercraft be eligible to race at APBA sanctioned events.
- c. The manufacturer must provide APBA with a current service manual, owners manual, parts catalogs, and additional technical information for each model the manufacturer would like to homologate.
- d. The manufacturer must provide APBA, upon request, a production model watercraft and/or separate components for examination and testing for each model considered for homologation. The items will be returned after completion of examination and testing.
- e. Mid-year production changes to a homologated model must be approved by the APBA. The APBA should be notified of any and all changes and updates to homologated models.
- f. The APBA reserved the right to reuse, withhold, or withdraw a homologated watercraft or component for reasons deemed to be in the best interest of the sport and racing in the United States.
- g. The manufacturer must supply proof to APBA that they have met the homologation requirement set forth in the APBA rulebook. If a physical inspection of distribution facilities be deemed necessary to prove that the manufacturer has met the homologation requirement the manufacturer is responsible for all reasonable expenses related to an APBA official inspection of the distribution facility.

#### **11.1.3 OPEN CLASSES**

- a. To be eligible to race in APBA Open classes the manufacturer must produce a minimum of 100 identically manufactured units of a model and make those units available for sale through a normal distribution network established for the purpose of selling watercraft in the United States of America to be eligible to race in Open classes.
- b. Only upon formal approval from the APBA will the watercraft be eligible to race at APBA sanctioned events.
- c. The manufacturer must provide APBA with a current service manual, owners manual, parts catalogs, and additional technical information for each model the manufacturer would like to homologate.

- d. The manufacturer must provide APBA, upon request, a production model watercraft and/or separate components for examination and testing for each model considered for homologation. The items will be returned after completion of examination and testing.
- e. Mid-year production changes to a homologated model must be approved by the APBA. The APBA should be notified of any and all changes and updates to homologated models.
- f. The APBA reserved the right to reuse, withhold, or withdraw a homologated watercraft or component for reasons deemed to be in the best interest of the sport and racing in the United States.
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## **11.2 GENERAL RULES**

- 11.2.1 The rules and conditions governing a race shall apply to all boats in such race.
- 11.2.2 While on water, a competitor shall be governed by all rules, from the time of leaving the pits and until returning to the pits.
- 11.2.3 The owner of a competing boat, or his crew, shall not be allowed on the premises used and occupied as the Scoring Stand by the Race Committee after the preparatory signal has been given until the last boat has finished the race. If requested to come to Headquarters or the Scoring Stand, said owner or crew may do so, but shall immediately depart there from when the matter which prompted the request has been attended to. Failure to leave said Headquarters or Scoring Stand when so requested will subject to disqualification of the boat owned or operated by the party so refusing. The Race Committee may designate a riders' representative to act as agents for all riders in matters that come before the Race Committee and Race Director.
- 11.2.4 No owner, rider, contestant, or representative thereof shall hold any other owner, rider, contestant, or representative thereof liable for any personal injuries or damage resulting from an accident of racing occurring in a sanctioned race, except as a result of deliberate collision or other premeditated acts of unsportsmanlike nature. The question whether the act was deliberate or premeditated shall be determined by the Race Director, subject to review by APBA National Headquarters, or the APBA Executive Committee, if applicable.
- 11.2.5 No person who has been expelled from the Association or who is under suspension from the Association shall be permitted to officiate or assist in any capacity in connection with a sanctioned race or participate in such race as a committee member, rider, mechanic, or holder.

## 11.3 FLAG SIGNALS

- 11.3.1 The use of flags is the primary communication between racers and officials. Flags will be displayed on the starting tower and by course officials. It is of primary concern that racers pay attention of flags displayed. Riders not adhering to flag signals may be disqualified or penalized. All flags should be a minimum of two feet by two feet in size. Brief descriptions as to their purpose are as followed:
- 11.3.2 **Green Flag:** Signifies course is clear and the start of the race is in progress.
- 11.3.3 **Yellow Flag:** Warns of hazard on the course. After the yellow flag is displayed, riders should continue with caution and be aware of hazards, however, they are allowed to continue racing in a safe manner. Competitors may be penalized if they continue to race in an unsafe and improper manner (not slowing down or trying to overtake another rider).
- 11.3.4 **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 told otherwise at the riders' meeting. At the discretion of the Race Director, the red flag will be used if the race course has become hazardous or there is a serious accident or injury.
- 11.3.5 **Black Flag:** Is the consulting flag and signifies that a rider must leave the course immediately and report to the Race Director. Receiving the black flag does not necessarily mean a penalty or disqualification will be given, however, failure to obey the black flag may result in additional penalties.
- 11.3.6 **Blue Flag w/Diagonal Yellow Stripe:** Signals that a rider is being overtaken and lapped by a faster rider. The slower rider must make way for the overtaking rider(s) to pass safely. Failure to obey this flag may result in a penalty.
- 11.3.7 **Crossed Checkered and White Flags:** Signifies the halfway point of the race has been reached. For events with an odd number of scheduled laps, the halfway point will be rounded up (e.g., in a 15-lap race, the halfway point is decided when the lead rider passes the finish line after 8 laps have been completed).
- 11.3.8 **White Flag:** When the white flag is displayed riders have entered their last lap.
- 11.3.9 **Checkered Flag:** Signifies the completion of the race or event. As a rider passes the checkered flag, he/she has completed the last lap of the race. Riders must return to the pit area in a cautious and responsible manner. Racers may first be required to report to post-race technical inspection.

## 11.4 COURSE MARKINGS

Huge colorful buoys are used to indicate turns on the racecourse. While some event promoters use other colors, the following is the basic description of buoy colors and their meaning at the majority of races. Every boat must go fairly around the course without destroying,

damaging, or dislodging any buoy unless forced to do so by another boat. In that event, only the offending boat will be disqualified or penalized at the discretion of the Race Director.

- 11.4.1 **Red Buoy:** A red buoy indicates a left turn. Two or more red buoys may be put in a line to form a large sweeping left-hand turn.
- 11.4.2 **Yellow Buoy:** A yellow buoy indicates a right turn. Two or more yellow buoys may be put in a line to form a large sweeping right-hand turn.
- 11.4.3 **Checkered Buoys:** Checkered buoys indicate the Start/Finish line. A rider must pass through these buoys for a lap to be counted.
- 11.4.4 **White/Other Color Buoys:** White buoys are used to mark the outside lane of a racecourse utilizing a two-lane split start. White buoys are also used to mark turns on the Slalom event and to mark the merge lane in the case of a “split” type racecourse. Long “hot-dog” inflatables are also used to establish a merge lane on a split-type racecourse. Other Color buoys are often used on the outside of the racecourse to control boat traffic from entering the racecourse.

## **RULE 12 - COURSE/PIT REGULATIONS**

### **12.1 COURSE REGULATIONS**

- 12.1.1 **Riding Tune-Up/Practice Area:** If space allows, an area will be designated as a “Riding Tune-Up/Practice Area.” All riders must wear approved life jacket (PFD) and helmet while tuning/testing watercraft in this area. This includes all mechanics and pit crew members that may be testing a watercraft. Riders in this area must obey local boating laws and must ride in a safe manner.
- 12.1.2 **Riding on the Race Course:** Riding will not be allowed on the race course at any time without permission from the Race Director. This includes before, during and after a racing event.
- 12.1.3 **Reckless/Dangerous Riding:** Any reckless or dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking or breaking of a course marker buoy, or unsportsmanlike conduct on or off the race course, may result in the rider being penalized. In the case of a team effort, the complete team may be penalized at the discretion of the Race Director.
- 12.1.4 **Blocking:** The deliberate blocking of a faster machine is cause for penalty at the discretion of the Race Director.
- 12.1.5 **Spin Outs:** It is expressly forbidden to ride in a direction opposite of that in which the event is being run. A rider whose boat has spun out is permitted to turn around to continue the event provided such action is taken only when the course is clear. The rider must give right of way to other racers on the course. Riders going in the wrong direction may be penalized.
- 12.1.6 **Obstruction:** If for any reason a rider is forced to stop on or near the course during an event, it is the rider’s first duty to remove his or her