

- 12.2.7 **Inspection of Fuel Containers:** Fuel containers will be subject to inspection by and approval of the Race Director and local fire marshal, if applicable.
- 12.2.8 **Fuel Disposal:** No disposal of fuel or lubricants is allowed. Any entrant disposing of fuels or lubricants in the pit area, on the racecourse or race site by pouring or spilling fuels or lubricants is subject to penalty and/or fine.

RULE 13 - CLOSED COURSE EVENTS

13.1 GENERAL START PROCEDURES

- 13.1.1 All riders must assemble in the “staging area” ready to race while the race prior to their race is in progress. It is the rider’s responsibility to know which heats and at which times they are scheduled to compete. If a rider is not on the line when their heat is called, the rider forfeits their opportunity to race.
- 13.1.2 The maximum number of watercraft per Closed Course heat should not exceed the following number of riders:

CLASS	SKI DIVISION	SPORT DIVISION	RUNABOUT DIVISION
BEGINNER/JUNIOR	12 (14*)	12 (14*)	10 (14*)
NOVICE/AMATEUR	14 (16*)	12 (16*)	12 (16*)
EXPERT	16 (18*)	14 (18*)	14 (18*)
PRO/PRO-AM	18 (20*)	16 (20*)	16 (20*)

* If a dual start first turn course design is used.

- 13.1.3 Due to varying shoreline and water conditions, the type of start utilized at an event will be explained at the Riders’ Meeting.
- 13.1.4 The method for determining starting lineup in a heat or qualifying race is by drawing for position. A computer may be used to determine the lineup for the first heat/moto. The number drawn will be the starting position, from the pole to the outside. (The pole position is always closest to the first turn buoy.) Starting-line positions for main events are determined by finish positions in heat or qualifying races. At the Race Director’s discretion, riders may be given their choice of starting-line position for main events based on their qualifying position.
- 13.1.5 No warm-up or practice starts will be allowed during staging or while getting positioned in the starting area.
- 13.1.6 The Race Director may penalize any rider whose method of start interferes with other participants.
- 13.1.7 A damaged watercraft may be prohibited from competition if, in the opinion of the Race Director, it presents a hazard to spectators, participants or the rider him/herself. The decision of the Race Director is final.

- 13.1.8 The use of a second or backup watercraft in a second moto, semi final, or final will be allowed, providing that the second watercraft meets all class and safety regulations. For those choosing to switch boats between a moto and/or final, the rider will be penalized his/her line position and must report to the Race Director. The Race Director will instruct the rider that has switched boats what position on the line he/she will line up in. Failure to notify the Race Director for switching boats will result in a penalty and/or disqualification.

13.2 RUBBER BAND/ShORE START

- 13.2.1 The race start procedures for a rubber band/shore start are as follows:
- 13.2.2 Watercraft must be pushed or ridden at idle to starting line.
- 13.2.3 The method for lining up on the starting line will be made by drawing for position or this may be done by a computer. The number drawn will be the starting position from the pole position to the outside. The pole position is always closest to the first turn buoy. When utilizing a dual-start line position is alternated between the inside and outside pole positions (inside pole is odd numbers and outside pole is even numbers). Starting positions for main events or finals may also be determined by finish positions in previous heat or qualifying races. At the Race Director's discretion, riders may be given their choice of starting line position for main events or finals based on their qualifying position.
- 13.2.4 If a rubber band type starting gate is used, riders should stay clear of the neutral zone to avoid any chances of the rubber band hindering their start or hitting the rider. All riders must position the nose of their boats behind the rubber band. A maximum staging distance of 2 feet from the rubber band will be allowed. Running starts are not allowed. Riders must be on the starting line at the start of the race to compete. Riders may not enter the race course unless they are on the starting line at the start of the race.
- 13.2.5 The starter will signal riders to start their engines and hold up a "2" card. After acknowledging the riders, the starter will turn to the "1" card. Within seconds, the card will be turned sideways signaling the race will start any moment. The race will start when the starting gate is tripped or the green flag is waved.
- 13.2.6 The start of the race may be delayed only while the "2" card is displayed. Once the starter has displayed the "1" card the start of the race can not be delayed. Only one "2 minute hold" will be granted per race, unless the race is officially restarted.
- 13.2.7 Ski classes are allowed one (1) holder and one (1) mechanic in the starting area. Junior Ski 10-12 class riders are allowed two (2) holders for the start of the race and one (1) mechanic in the staging area. Runabout classes are allowed two (2) holders and one (1) mechanic in the starting area. The Race Director may allow more holders depending on water conditions. Holders will not be allowed to use ropes, milk crates, or other implements to hold their riders' watercraft.

- 13.2.8 Once the 2 minute card is shown, the mechanics must move to the back of the starting area. All other persons except officials or designated media personnel must be out of the starting area.
- 13.2.9 Ski riders are not allowed to place knees or feet in tray before the race starts. Both feet must remain flat on the ground. The exceptions are: 1) Junior Ski 10-12 riders are allowed to have both knees in the tray prior to the start and 2) Junior Ski 13-15 riders are allowed one knee in the tray prior to the start. All ski riders must be in the standing position immediately after the start of the race and well before reaching the first turn buoy.
- 13.2.10 Runabout and Sport class riders may sit or stand for the start.
- 13.2.11 No rider will be allowed to use special devices (i.e.: milk crates, cinder blocks, rocks, etc) to aid his or her starting procedure unless all riders are given the same opportunity and it is announced by the Race Director. Riders not obeying these rules will be penalized.

13.3 MOVING/ROLLING START – PACE BOAT

- 13.3.1 The race start procedures for a moving/rolling start are as follows:
- 13.3.2 Riders will line up at a predetermined area behind the pace boat.
- 13.3.3 Riders will line up in the order that is determined before the start of the race. Pole position is the first position closest to the inside of the first turn buoy. Starting positions may also be determined by the finish of previous heat or qualifying races.
- 13.3.4 There will be a 2 minute hold allowed prior to the green flag being displayed horizontally. Once the green flag is displayed horizontally a rider may not call for a 2 minute hold. The rider will signal for a 2 minute hold by waving their hand above their head and signaling the course marshal. Only one 2 minute hold will be granted unless the race is officially restarted. If difficulties develop after the green flag drops, the rider may continue to race or withdraw from the race. If a rider withdraws to the pit area during the race, the rider is not eligible for a second start in the event of a restart.
- 13.3.5 When all riders are aligned in their correct positions, the course marshal will blow his whistle and display the green flag in the horizontal position. This signals all riders to start their engines and proceed forward at a slow pace behind the course marshal boat.
- 13.3.6 When watercraft are lined up to the satisfaction of the course marshal, the course marshal will wave the green flag to signal the start of the race. The riders will be made aware of this during the riders' meeting.
- 13.3.7 Boats may not be more than one boat length ahead or behind of each other for the start. Riders failing to align themselves properly behind the pace boat at the start of the race will be penalized with a false start.
- 13.3.8 Ski division riders must keep at least one knee in the tray until the course

marshal officially starts the race. In rough water the course marshal may require riders to keep both knees in the tray before the race is officially started. Riders will be penalized one (1) lap for standing up in the tray before the course marshal waves the green flag and officially starts the race. All riders must be in the standing position immediately after the race is started and well before the first turn buoy.

13.3.9 In the event of a false start, the race will be red flagged. The rider/riders who are at fault for the red flag will re-start forming a second line behind the other riders in the race.

13.3.10 A false start shall be defined as followed:

- a) Any rider who brings his watercraft on plane before the green flag is waived;
- b) Any rider who aligns himself more than one (1) machine length ahead of one or more of other machines in the starting line up;
- c) Any rider that fails to align himself with the pace boat.

13.3.11 The course marshal may disqualify or penalize a rider if the rider's method of start interferes with other riders.

13.4 MOVING/ROLLING START – SHORE/FLAG TOWER

13.4.1 Above rules apply except paragraph (5). Riders will line up and pace behind the course marshal, but will be watching the flag tower (instead of the course marshal) for the green flag to wave and signal the start of the race.

13.5 GENERAL RESTART PROCEDURES

13.5.1 At the discretion of the Race Director, a race may be restart for several reasons. Reasons for a restart may include (but are not limited to) a jumped start, loose buoy, an accident on the first lap involving several riders, a racer not holding their line to the first turn, or a downed rider whose presence potentially creates a hazard.

13.5.2 All machines will be stopped under the red flag. The flagman/starter will notify riders when to move their machines, and will have them proceed slowly to the point of restart. Any rider causing the stoppage of a race and subsequent restart, or any rider unable to immediately restart, may be penalized.

13.5.3 If the race is restarted, rider's that were not on the starting with his/her boat at the time of a start is not eligible to participate in a restart. As long as both the boat and rider are on or behind the starting line, even if the rider never enters the race, the rider is eligible to participate in a restart should the race be stopped before three laps have been scored. If the lead rider has completed his/her third lap and the race is stopped, a rider that has not entered the race is not eligible to participate in the restart. A lap is scored each time the riders go through the finish line buoys.

- 13.5.4 If a rider is not on the starting line for the first start, the rider is not eligible to participate in the second restart. If a rider is not on the starting line for the first and second restart, the rider is not eligible to participate in the third restart - and so on.
- 13.5.5 A rider who jumps the start and causes a restart must restart in the same position with a dead engine. The rider must remove the lanyard from the engine stop switch and hold it with his/her arm extended overhead. The rider must be standing or sitting in an upright position. After the green flag is waved or the starting gate is tripped, the lanyard may be connected and the engine started.
- 13.5.6 If a race is stopped with fewer than three laps completed and a restart is required, a total restart (i.e., previously run laps will not count) may be used. Riders will be assembled on the starting line in the order of the original start. Any rider penalized on the original start will be required to restart under the same penalty.
- 13.5.7 If a race is stopped after three or more laps have been completed and a restart is required, a flying start may be used. The riders will be positioned in a single-file line in the order in which the last complete lap was scored. The riders will be led around the course in single file at slow speed, maintaining one boat length between them. When the starter waves the green flag, the riders may resume racing. No passing will be allowed until the green flag is waved by the starter.

13.6 COURSE MARKINGS, REGULATIONS AND PENALTIES

- 13.6.2 **Buoy Identification:** Red buoys signify a left-hand turn. Yellow buoys signify a right-hand turn. Blue, White and other specially colored buoys are for special use (e.g., split starting lane, merge lanes, perimeter boundaries, etc.). The Race Director will explain their purpose at the Riders' Meeting.
- 13.6.3 **Negotiating Buoys:** All riders must negotiate completely around any course marker buoy and the nose of the watercraft must be clearly steered around any marker buoy. Any competitor riding over the top of a course marker buoy will be judged to have missed the buoy no matter what side of the watercraft the buoy reappears. The rider will be required to renegotiate the turn buoy going in the proper direction, and will be required to do so in a safe manner so as not to create a hazard or danger to other riders on the course.
- 13.6.4 **Missed Buoys:** A rider failing to negotiate a buoy or missing a marker buoy in a closed course event will be penalized one lap for each missed buoy unless he/she goes back to pick up the buoy. If a "pick-up-buoy" is utilized, the rider must properly negotiate around the pick-up-buoy to avoid getting docked a penalty for a missed buoy.
- 13.6.5 **Damaging Course Buoys:** 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 may be disqualified or penalized at the discretion of the Race Director.

- 13.6.6 **Merge Lanes:** A rider crossing over the line created by merge lane buoys will be penalized one lap. Going back to renegotiate the merge lane is not allowed.
- 13.6.7 **Finish Line Buoy:** Finish line buoys should be clearly marked with contrasting colored checkerboard and/or the word “Finish” repeating around the central circumference of each buoy. A rider incorrectly negotiating a finish line buoy will be penalized two positions. Going back to renegotiate a finish line buoy is not allowed. For Supercourse/Endurance racing a time penalty may be assessed for missing a finish line buoy at the discretion of the Race Director.
- 13.6.8 **At the Finish:** A rider and his/her watercraft shall be considered a unit to constitute a finish. The rider must be in reasonable control to be scored as finishing an event. Riders should be aware that other riders may be racing for position behind them and ride completely through the finish line before stopping or slowing down.
- 13.6.9 **Switching Boats Between Races:** The use of a second or backup watercraft in a second moto, semi final, or final will be allowed, provided that the second watercraft meets all class and safety regulations. For those choosing to switch boats between a moto and/or final, the rider will be penalized his/her line position and must report to the Race Director. The Race Director will instruct the rider that has switched boats which position on the line he/she will line up in. Failure to notify the Race Director for switching boats will result in a penalty and/or disqualification.
- 13.6.10 **Rough Riding:** Any dangerous or foolish driving, crowding, chopping or unsportsmanlike conduct on the course could subject rider to disqualification at the discretion of the Race Director.

RULE 14 – SLALOM

14.1 GENERAL REGULATIONS

- 14.1.1 Each rider will be allowed two runs with a maximum of one minute between each run. The same watercraft must be used in all slalom runs per class.
- 14.1.2 **Missed buoys:** A rider failing to properly negotiate a course buoy in slalom will be penalized 10 seconds for each buoy missed, unless he/she goes back to pick up the buoy in the proper direction.
- 14.1.3 **Tie breaker:** The finishing position tie breaker for slalom events is a rider’s second fastest run (i.e.: assuming two or more riders have identical best runs), the rider with the best second-fastest run will receive the higher ranking. If still tied, the event will be scored as such and the position will be considered a tie.