

- 19.4.6 The Technical Director may not work in official capacity when he has a vested interest in that class.

19.5 CHIEF SCORER AUTHORITY

- 19.5.1 The eyes and ears of APBA Headquarters from a paperwork standpoint is the Chief Scorer of an event. Without the proper flow of paperwork and information, an event can undoubtedly come to a complete stop.
- 19.5.2 The Chief Scorer shall be in charge of registration and scoring and shall be responsible for maintaining only qualified personnel to assist in the duties of the same.
- 19.5.3 The Chief Scorer shall obtain, accurately compile, and record all necessary timing and scoring information for each racing competition.
- 19.5.4 The Chief Scorer is responsible for reviewing and submitting all APBA paperwork including summary sheets, event results, entry blanks, waiver and releases, minor release forms, and any other paperwork to APBA Headquarters or prepares the information for the Promoter of the event to return to APBA Headquarters.

RULE 20 – RULE INFRACTIONS

20.1 GENERAL REGULATIONS

- 20.1.1 All infractions of the rules reported by an official pertaining to a watercraft or rider, whether or not resulting in disqualification and/or fine, may be noted in the involved rider's APBA membership file.
- 20.1.2 The Race Director may, with or without a protest, disqualify any watercraft, should it come to his knowledge before the awarding of prizes, that the contestant(s) has committed a breach of the rules.
- 20.1.3 Failure of the Race Committee, Judges, or any other official directly or indirectly connected with the handling of a race or any other details, to carry out any provisions of the rules or regulations, shall have no bearing whatsoever on the right of any contestant or upon a contestant's duty to obey all rules.
- 20.1.4 Should any boat or owner commit a breach of the rules, which is of a minor or technical nature, and in the judgment of the Race Director has had no direct effect on the relative position of the boats at the finish, the Race Director shall have the power to decide whether or not such boat shall be disqualified.

20.2 EJECTION FROM RACE SITE

- 20.2.1 Race officials have the right to eject any person(s) from the pit, race course or event grounds.

20.3 DISCIPLINE/RIDER CONDUCT

- 20.3.1 The Race Director may disqualify, exclude or eject the rider, owners, mechanics, sponsors or pit crew member(s) for any of the following violations:
- Vulgarity, offensive language or unsportsmanlike actions directed towards officials, spectators or other participants.
 - Failure to abide by the race rules of the APBA (not including equipment violations) and the race site policies.
 - Failure to comply with watercraft requirements.
 - Writing check(s) not backed by sufficient funds.
 - Pit crew non-compliance with regulations.
 - Use of intoxicating beverages and/or drugs.
 - Unwillingness to accept an official's decision.
 - Verbal or physical abuse of any official, fellow rider, pit crew member or spectator.
- 20.3.2 Participation in an event without holding a valid membership card or involvement in the use of another member's card.
- 20.3.3 Providing inaccurate or false information to officials or on any official document.
- 20.3.4 In addition to ejection from an event, the APBA may impose additional penalties including a fine, loss of points, suspension, disqualification or any combination of the above.
- 20.3.5 The decision to discipline a rider for any of these violations can not be appealed.
- 20.3.6 For a first conduct infraction the rider may also receive a suspension of up to 30 days from APBA events, may lose all accumulated series points to that date in that class, and/or may receive a fine of up to \$250.
- 20.3.7 Should there be a second conduct infraction the rider may receive a suspension up to 60 days from APBA events and a maximum fine up to \$500.
- 20.3.8 Should a third conduct infraction occur, it will result in automatic suspension from competition for the remainder of the calendar year and a maximum fine up to \$1,000.
- 20.3.9 All fines must be paid by cashier's check or money order to the APBA before the rider will be allowed to compete in any APBA sanctioned event.
- 20.3.10 If a conduct infraction involves physical abuse and/or contact with an official, fellow rider, pit crew member or spectator, the altercation will be reviewed by APBA National Headquarters and a penalty and/or fine will be accessed.

20.4 RIDER/PIT CREW LIABILITY

- 20.4.1 The rider and his/her pit crew members, in signing the Waiver and Release, elect to participate in the event at their own risk, acknowledge that there may be both known and unknown risks, and thereby release the sanctioning organization and principals together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property, and/or reputation that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

20.5 RIDER RESPONSIBILITY

- 20.5.1 The registered rider is responsible for the condition of his/her watercraft as stated in the APBA rulebook. Any rider, whether sponsored by or riding a watercraft owned by someone other than the registered rider, will still be held responsible for complying with all APBA rules. If the rider or the rider's watercraft is found to be in violation of the rules, the rider will receive the penalty.
- 20.5.2 The rider is responsible for and may be disciplined for his/her personal conduct as well as the conduct of people in his/her party, including but not limited to owners, sponsors, mechanics, holders, pit crew and family members.

20.6 PENALTIES/TECHNICAL INFRACTIONS

- 20.6.1 Any rider found to be competing on a boat that is determined to be illegal in a particular class by the Technical Director of the event will be disqualified and will not be permitted to compete in any remaining heats or final events for the class the rider is being disqualified for and will receive no points. If moto scoring is being used, the rider will be disqualified from the class and will not be allowed to compete in the second moto.
- 20.6.2 For a first technical infraction the rider may also receive a suspension of up to 30 days from APBA events, may lose all accumulated series points to that date in that class, and/or may receive a fine of up to \$250.
- 20.6.3 Should there be a second technical infraction the rider may receive a suspension up to 60 days from APBA events and a maximum fine up to \$500.
- 20.6.4 Should a third technical infraction occur, it will result in automatic suspension from competition for the remainder of the calendar year and a maximum fine up to \$1,000.
- 20.6.5 All fines must be paid by cashier's check or money order to the APBA before the rider will be allowed to compete in any APBA sanctioned event.

20.7 ENFORCEMENT

- 20.7.1 Any penalty imposed for violation of the rules and regulations set forth by the APBA rulebook by an APBA promoter must be enforced by all other APBA promoters.

RULE 21 - PROTESTS AND APPEALS

21.1 PROTESTS

- 21.1.1 Any registered racer of an event shall have the right to protest any violation of the rules from sanctioned events affecting their particular class.
- 21.1.2 There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the starter/flagman or the assigned official on the course.
- 21.1.3 No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.
- 21.1.4 Only the registered rider may have discussion with the Race Director about riding complaints or other infractions unless otherwise requested by the Race Director.
- 21.1.5 A protest must be valid in the eyes of the Race Director and he/she has the option not to accept it for action.
- 21.1.6 It shall not be possible to protest or appeal technical inspection equipment, scoring, or timing equipment.

21.2 PROTEST PROCEDURE FOR EQUIPMENT VIOLATIONS

- 21.2.1 If the protest concerns the eligibility or legality of a participant's watercraft, the protest must be filed in writing no later than 30 minutes after the official results have been posted from the race in question.
- 21.2.2 A separate protest must be filed in writing for each suspected infraction specifying a violation within the following categories:
- Hull
 - Electrical system
 - Engine
 - Exhaust system
 - Fuel/carburetion system
 - Drive system
- 21.2.3 When a protest is made against a watercraft's eligibility, the person protesting must post with the Race Director a cash bond of \$150 to protest a two-stroke and **\$300 to protest a four-stroke** to cover the costs of any disassembly, inspection and assembly required, regardless if any disassembly will be required. The cash bond must be filed for each item in question.