

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 to read 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 number placement.
- 8.1.5 **Penalty for Improper Numbers: Use of improper numbers and running other racers earned numbers has been a huge complaint by the membership. Because of this it was voted to implement a penalty to help stop the reoccurring problem. For the 2009 the following fines will be imposed for those running improper numbers. First offense is a warning. The second offense is a \$100 fine. The 3rd offense is a**

\$100 fine and the racer will forfeit all points earned during the event. All fines imposed are to be sent to the APBA and will be applied to a Marketing Fund set up to help promote the sport.

- 8.1.6 **Permanent Numbers: New for 2009.** Racers now have the opportunity to purchase the right to any number from 51 to 999 to be run in their specific racing classes. Numbers 1-50 are earned numbers and are awarded each year based on National Highpoints. Numbers are awarded on a first-come first-served basis. It is not required that a racer purchase a permanent number, however, in the case of a duplicate number at a race the racer that does not own the right to that number will have to change his/her number. The cost to purchase a permanent number is \$15 for the first class and \$5 for each additional class. The permanent number will be automatically renewed as long as the racer keeps his/her APBA membership current. Permanent numbers can be purchased on the APBA web site or by contacting APBA. Proceeds from permanent numbers will go toward a Marketing Fund set up to help promote the sport.

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 2009 race season. This program was put in place to reward racers from their accomplishments and also to help reduce 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 on the internet.

8.2.2 Exceptions to the Rule:

- If a racer is at a event 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 the duplicate number is not an earned number and one of the riders has purchased the right to that number, the other riders must change his number or add an "X". and the end of their number. The rider that is the rights holder of the permanent number should select a new number and change his/her number by the following race.
- 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 **51 to 999** and is not eligible to run an earned number from another class.

- If from one year to the next two classes get combined into one class, the class with the higher skill level earns the right to run their earned numbers. Riders in the lower skill level must choose a number from 51-999.
- 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, 3Slalom or other points earned (e.g., Expert Ski Limited Closed Course, Pro Freestyle, etc.) is the greater number of 1st-place finishes in the class. If still tied, the rider with the greater number of 2nd-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.