

9.3.2 **Amateur and Pro Freestyle:** Amateur and Pro Freestyle will earn their National ranking from their finish at the APBA Watercross Nationals.

## 9.4 INDIVIDUAL SERIES CHAMPIONSHIPS

9.4.1 Racers will also have the opportunity to win individual series championships. Titles such as the Surf & Turf Promotions Champion or Monster Energy Midwest Watercross Tour Champion can be earned. Most regional promoters present overall awards to the riders based on points earned from their individual series. Regional series championship awards are the responsibility of the individual regional promoters. Not all promoters offer series championship awards and this is not an APBA requirement. Contact your regional promoter or check the promoter's web site for more information.

## 9.5 APBA REGIONAL CHAMPIONS

9.5.1 The APBA is pleased to announce the return of the APBA Regional Championship program. The APBA will award Regional #1 championship plaques to the top rider in each region. The top ten event scores (rounds) will count toward regional championships from events that have taken place from October 31, 2008 until October 31, 2009. Only the recognized APBA regional classes will be awarded APBA Regional Championships. There must be at least 3 races in a region for that region to be awarded regional #1 plates.

9.5.2 The APBA will send the Regional #1 championship plaques to the regional promoter that has the last event of the season before the October 31, 2009 date. If a rider does not attend the last race of the season in their region, and is the regional champion for that region, he/she may have their award sent to them after they have paid the cost for shipping and handling of the plaque to the regional promoter.

## RULE 10 - GENERAL SAFETY RULES

The following General Safety Rules will apply to all APBA sanctioned events and classes. All APBA members and other event participants, including but not limited to owners, mechanics, pit crew, sponsors, and promoters are deemed to be fully aware of all safety rules and will be expected to abide by them at events.

### 10.1 RACE COURSES

10.1.1 The American Power Boat Association (APBA) does not certify or inspect every course used at APBA sanctioned events. Participants are responsible for their safety at APBA sanctioned events, and the participant should determine their own ability and skill level regarding being able to negotiate each particular race course, as well as their watercraft being suitable for racing. Participants that have concerns about the safety of the race course, doubt the competence of the officials, doubt the competence of fellow participants, doubt their own ability to compete or their watercraft, should not participate in the event and request the return of their entry fee before competitive activity of the event begins.

10.1.2 APBA sanctioned events take place on public waterways that may use routes used by other boaters. The APBA and its event promoters are not responsible for the conditions of the waterway or for the actions of other individuals that may be using the public waterway.

- 10.1.3 The APBA does not attend each and every race that is run under its sanction. The Promoter of the event is solely responsible to ensure that all rules relating to safety and compliance with APBA General Safety Rules are followed and to organize a safe competition. The Promoter of the event is responsible for purchasing the required insurance through the APBA's official insurance carrier.

## **10.2 SAFETY GEAR**

- 10.2.1 It is the responsibility of the participant to select a helmet and other safety equipment that will provide adequate protection during competition. The APBA does not endorse or guarantee specific products or manufacturers of safety equipment. Riders must rely on their own judgment in the selection of safety equipment to be used in competition for safety and durability.
- 10.2.2 A rider, his/her mechanic, and any pit crew members, when operating registered equipment bearing APBA numbers or designation at any time while at a sanctioned event, must wear complete safety equipment including helmet and life jacket at all times while on the water.
- 10.2.3 Helmets -
- a. A properly fitting helmet that meets the current Department of Transportation (DOT) or current Snell standards is required to be worn at all times in competition.
  - b. The only time a helmet is not required to be worn is during a Freestyle competition.
  - c. It is highly recommended that any helmet involved in an accident be returned to the appropriate manufacturer for inspection and repair, if necessary.
  - d. A full face helmet is mandatory. Without exception, no face shields/guards of any kind will be allowed. Helmets with bolt-on face shields are not allowed.
  - e. No plastic, bicycle type, BMX, or similar designed headgear will be allowed.
- 10.2.4 Life Jackets -
- a. A U.S. Coast Guard approved, type I or III, full jacket personal flotation device (life jacket) will be worn by all participants at all times while on the water.
  - b. Every rider shall certify his/her flotation equipment to function properly when requested by an APBA official.
  - c. It is recommended that all jackets have buckle-type straps across closures.
- 10.2.5 Eye protection in the form of goggles shall be highly recommended for all personal watercraft racing.
- 10.2.6 Back protection and protective footwear are recommended for all riders at all APBA sanctioned events.
- 10.2.7 The Race Director of an event shall have the authority to prohibit the use of any helmet, personal flotation device (life jacket), or other equipment which the Race Director may consider unsafe, insufficient protection or inadequate.

- 10.2.8 No participant shall participate in an APBA sanctioned event with any type of splint, including but not limited to, a cast or brace applied to his/her body, without written approval from a doctor and approval by the Race Director of the event.
- 10.2.9 No rider shall be allowed to compete if it is determined by an official that the rider is under the influence of alcohol or drugs.
- 10.2.10 It is the Race Director's authority to deny participation of any rider that, if in the opinion of the Race Director, the rider may be hazardous to the other participants, spectators, or themselves.
- 10.2.11 Any participant that exhibits dangerous or unsportsmanlike conduct at any time during a sanctioned event may be fined, penalized, or removed from an event.
- 10.2.12 Flipped riders, if uninjured, should wave hands above head as an "okay" signal.
- 10.2.13 After crossing the finish line, a rider/boat shall not interfere with any other rider/boat still in the race so as to affect the time of such boat at the finish or create a safety hazard.

### **10.3 PERSONAL WATERCRAFT VEHICLE SAFETY REQUIREMENTS**

- 10.3.1 All watercraft, with the exception of those used for freestyle competition, must be equipped with a properly functioning lanyard-type start/stop switch installed (tether). Engines may idle at any time provided that the lanyard is connected to the watercraft.
- 10.3.2 All external discharge ports must deflect water downwards or in a fashion that will sufficiently disperse water without causing a hazard to other riders.
- 10.3.3 All watercraft will be required to pass a pre-race safety inspection before being allowed to practice or compete. The Technical Director or Race Director may remove and watercraft from competition that does not meet safety requirements.
- 10.3.4 Damaged or broken safety equipment not detected before or during a race is not grounds for disqualification after completion of that race, unless rider is black flagged during that event.
- 10.3.5 The Race Director shall have the authority to stop any event that he/she deems necessary to ensure the safety of the participants, spectators and/or officials because of technical problems.
- 10.3.6 It is mandatory that all watercraft be equipped with permanently affixed nose bumpers except those watercraft not equipped with bumpers as original equipment.
- 10.3.7 All watercraft are required to have a tow strap on the front of the craft. It is the rider's responsibility to provide an adequate tow strap that will not break if a watercraft needs to be towed during a race. Failure to have a

tow strap on a watercraft, or if a tow strap breaks during the tow of the watercraft, is grounds for fine or disqualification at the discretion of the Race Director.

- 10.3.8 The maximum number of participants allowed per vehicle is one. No tandem or two-up racing is allowed at APBA sanctioned events.
- 10.3.9 Riders are allowed two (2) tethers/lanyards on their person while racing. One will be the primary, and the 2nd will be a backup in the event that the primary lanyard should fail or get lost. Riders plugging in a back up lanyard, while the primary lanyard is held above head, in the case of a dead engine restart (penalty), will receive an automatic disqualification.
- 10.3.10 The Tether/Lanyard may not be wrapped around the handlebar or any other part of the watercraft during a race. The lanyard must be attached to the rider and be able to disconnect and stop the engine in the event the rider becomes separated from their watercraft. Riders wrapping the tether around the handlebar will be subject to penalty or fine at the discretion of the Race Director.

## **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.