

## **RULE 16 – SUPERCOURSE, OFFSHORE & ENDURANCE EVENTS**

### **16.1 STARTING PROCEDURES - GENERAL**

- 16.1.1 In all type of starts the watercraft must be lined up with no less than 3 feet separating the sides of the watercraft.
- 16.1.2 Only one mechanic will be allowed in the starting area for each rider.
- 16.1.3 Holders will not be allowed to use ropes or other implements to hold their riders' watercraft. All other persons, excluding officials and/or designated media must be out of the starting area.

### **16.2 TYPES OF STARTS**

- 16.2.1 **LeMans Start:** A LeMans start can be used to start an entire field of riders or individual classes. Each rider will line up his/her watercraft in the designated starting area facing offshore or toward the first turn. Each rider will be allowed one holder to steady the watercraft. (The Race Director may allow more holders depending on water conditions.) Riders will line up on shore at equal distances away from their watercraft predetermined by the Race Director. At the signal from the Starter riders will race on foot to their watercraft, start the engine, and enter the racecourse.
- 16.2.2 **Rear Jump Start:** A Rear Jump Start can be used to start an entire field of riders or individual classes. Each rider will line up his/her watercraft in the designated starting area facing offshore or toward the first turn. The rider will stand with both feet on the ground behind the watercraft holding the rear of the watercraft holding the watercraft's lanyard/tether in hand. At the signal from the Starter, riders will maneuver into the proper riding position on their watercraft, plug in the lanyard/tether, start the engine and enter the racecourse.
- 16.2.3 **Timed Start:** A Timed start is used to start individual riders one at a time. Each rider is assigned a starting time. The race will start at a time predetermined by the Race Director. The first rider will start at the posted start time with each subsequent rider typically to be started in 15- or 30-second intervals until all riders have started. Each rider's individual finish time will be corrected depending on his/her start time.
- 16.2.4 **Moving/Running Start:** A Running start can be used to start the entire field of riders or individual classes. See Moving/Running Start under Closed Course starts for detailed description.

### **16.3 GENERAL RESTART PROCEDURES**

- 16.3.1 The Race Director may have a restart at his/her discretion. 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, or a downed rider whose presence potentially creates a hazard.
- 16.3.2 All machines will be stopped under the red flag. Course officials will notify riders when to move their watercraft, 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 including not being able to participate in the restart. The race may have a complete new start or start riders one at a time in the position that they were in at the time the race was stopped.

## 16.4 GENERAL COURSE REGULATIONS

- 16.4.1 **Rider Responsibility:** In long distance events it is a rider's responsibility to inform the nearest race official of any injured rider(s) or disabled boat(s) on the race course and/or stop to assist an injured rider if the rider is in the water "face down", or in a similarly dire situation.
- 16.4.2 **Switching boats:** Once the race has been officially started, the use of a backup boat in a Supercourse, Endurance or Offshore race is prohibited.
- 16.4.3 **Rider Responsibility:** In long distance events it is a rider's responsibility to inform the nearest race official of any injured rider(s) or disabled boat(s) on the race course.
- 16.4.4 **Course Abandonment:** If a rider abandons the race course, the rider or a team member must notify the Race Director immediately that the rider or team has exited or pulled out of the race. A rider or team may be penalized for failure to notify the Race Director within a reasonable amount of time.
- 16.4.5 **Course Marker Buoys:** A course marker is a mandatory negotiating point signified by a perfectly identifiable floating device whose position will be described during the riders meeting and/or posted on the course map posted on the pit board or distributed to the riders. Buoys or lines of buoys may be used to guide, slow down, or mark areas where a change of pace is expected. Any such buoy(s) shall be clearly identifiable by different size or color from other course marker buoys used on the course.
- 16.4.6 **Buoy Identification:** Red buoys signify a left-hand turn. Yellow buoys signify a right-hand turn. Blue, white, and other specially colored buoys are used for special uses. The Race Director will explain the purpose of all buoys at the riders meeting.
- 16.4.7 **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. 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.
- 16.4.8 **Missed Buoys:** A rider failing to negotiate a buoy or missing a marker buoy will be penalized for each missed buoy unless he/she goes back to pick up the buoy in a safe manner. The rider can be penalized a lap or a specific time penalty at the discretion of the Race Director.
- 16.4.9 **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.

- 16.4.10 **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.
- 16.4.11 **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.
- 16.4.12 **Rough Riding:** Any dangerous or foolish driving, crowding, chopping or unsportsmanlike conduct on the course could subject rider to disqualification or penalty at the discretion of the Race Director.

## 16.5 FUEL SYSTEM, FUELING, AND PIT STOPS

- 16.5.1 The entire fuel system must be a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank of the same model must be used and may not be modified. Fuel filler assembly may be aftermarket or modified. The fuel filler assembly must be mounted thru the deck or through a plate that completely blocks off a storage opening (i.e., no internal refueling allowed and no spilt fuel may enter engine compartment). The fuel pickup and fuel filter(s) may be removed and/or aftermarket parts may be used. Fuel tap assembly may be modified, aftermarket or removed. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Modified or aftermarket vapor/air separators must not exceed 2 inch x 6 inch, and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used.
- 16.5.2 **Designated Refueling Areas:** Fueling and refueling must be performed in areas designated by the Race Director.
- 16.5.3 The Race Director may prohibit any method of refueling that creates a potential hazard to spectators, other participants or the rider him/herself. The decision of the Race Director is final.
- 16.5.4 **Fuel Bibs:** Fuel bibs are required when refueling in the water and/or during a race. Riders may be penalized and/or disqualified for spilling fuel.
- 16.5.5 All riders must operate his/her watercraft at 5 mph while entering and exiting the designated lane leading to the pit and refueling areas. Riders may be penalized for exceeding the 5 mph speed limit.
- 16.5.6 **Fuel Cells:** For specific long distance races where refueling is not an option, fuel cells will be allowed at the discretion of the race promoter and APBA approval. If allowed, the promoter must announce to all competitors in the event that fuel cells will be allowed a minimum of 60 days prior to the event. The fuel cell must be from an approved manufacturer. Current approved fuel cell Manufacturers are Aero Tec Laboratories (ATL) and Fuel Safe.

## 16.6 SPECIAL EQUIPMENT

- 16.6.1 To participate in Endurance/Offshore events, special equipment may be required by the Race Director and/or local authorities and may include, but is not limited to the following:
- Compass and/or other navigational equipment (GPS)
  - Flexible tow loop attached to front of watercraft
  - Tow rope
  - VHF radio or cellular phone
  - Drinking water and/or rations
  - Radar reflector
  - First Aid kit
  - Flares or other signaling device
  - Emergency repair kit and tools

## 16.7 PENALTIES

- 16.7.1 Stop-and-go and/or time penalties for course and other infractions may be imposed by the Race Director. A rider signaled by the Race Director or an appointed official must bring their watercraft to a complete stop in a manner so as not to create a hazard to oncoming riders and turn off the engine. When signaled by the official, the rider may restart the engine and continue racing. The rider must reenter the race in a safe manner and observe any lane speed limits. The length of stop-and-go and/or time penalties will be determined by the Race Director and explained at the riders meeting.
- 16.7.2 Special speed limit rules may apply to certain areas of the race course and/or refueling areas. Any competitor failing to observe the speed limit rules may be penalized.
- 16.7.3 Any competitor entering an area prohibited to navigation may be penalized.

## RULE 17 - DRAG RACING

### 17.1 GENERAL REGULATIONS

- 17.1.1 **Overview:** Drag racing is an event where two competitors race side-by-side on a straight course of a set distance with the winner advancing to the next round through a bracket system. A double elimination format is the most common format. The standard length for a drag racing event is to use a 1/8 mile (660 feet) format, however, other length courses can be used based on the event and race site. For National events the standard 1/8 mile format should be used.

### 17.2 GENERAL SAFETY EQUIPMENT - DRAG RACING

- 17.2.1 In addition to the APBA General Safety Rules outlined in Rule 10 on page 20 the following additional safety rules must be adhered to for all drag racing events. It is the responsibility of the participant to select the proper 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.
- 17.2.2 **Helmets** - Visors must be removed from all helmets.