

## 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** - Visions must be removed from all helmets.

### 17.2.3 **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. Personal Flotation Device must meet 100 mph impact standards or more.
- b. A Class XX Personal Flotation device with neck collar can be worn by any and all participants.

17.2.4 **Protective Eyewear** - It is mandatory that eye protection in the form of DOT approved goggles/eyewear be worn at all times while practicing and/or racing.

17.2.5 **Gloves and Footwear** - It is mandatory that every rider wear gloves and closed toe-footwear at all times while practicing and/or racing.

17.2.6 **Neoprene Riding Gear** – It is mandatory that every rider wear, at minimum, neoprene shorts, or shorts with a neoprene liner at all times while practicing and/or racing. Shorty, spring, full neoprene wetsuits, and drysuits are also acceptable.

17.2.7 **Neck Protection** - It is highly recommended that neck protection be worn by the participants. Considering the fact that there is no safest neck protection device that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable neck protection device that they feel will provide the proper safety protection for racing.

## 17.3 **GENERAL SAFETY RULES - DRAG RACING**

17.3.1 Any person in the staging and starting line area will be required to wear safety eye protection.

17.3.2 All watercraft are to be “cleaned/blown out” (clean fuel delivery system and exhaust system) in the designated warm up area only. The starting line area is off limits to these actions, and all riders must stay at least 100 feet behind the starting line while staging and remain at idle with-in 200 feet of starting line/system area at all times.

17.3.3 An operable tether (engine kill switch) must to be attached to the operator and the watercraft anytime the watercraft is running.

17.3.4 The rider must have both feet completely down in/on the footwell, forward of the rear end of the seat for the entire duration of the race (no “Supermans” and no placing feet behind rear most point of the seat, in case of three-seater/two-piece seat PWC, rider can not place feet behind rear most point of forward half of two piece seat).

17.3.5 Each PWC must have its seat securely attached at all time during tuning, practice, and competition.

17.3.6 A racer’s pit/race crew may only be in staging area during the times that the participant’s watercraft is racing.

17.3.7 Any added weight must be secured safely in the watercraft where it will not shift or bounce during racing. A driver cannot wear weight belts or any weight adding device.

17.3.8 The Race Director or any tech personal can disqualify any one that does not follow safety rules.

## 17.4 **RACE COURSE**

17.4.1 **Course Length:** Other than the maximum course length and minimum lane width, variations in course dimensions may be set by the promoter.

- 17.4.2 **Course Length National Events:** The course length for all National and National Championship events shall be 660 feet (1/8th mile). Official APBA Drag Racing records will be set only at approved APBA National events.
- 17.4.3 **Course Width:** The minimum lane width is twenty five (25) feet. The individual lanes will be separated by a series of buoys to clearly mark the lanes or buoy line string the length of the track.
- 17.4.4 **Finish Line:** The finish line should be clearly marked with large buoys with two officials in line to determine winner. A video camera for "photo finish" calls is recommended.

## 17.5 DRAG RACING RULES

- 17.5.1 The following rules apply to all APBA sanctioned Personal Watercraft Racing (PWR) events. There may be some variations in the format from event to event. All such variations must be advertised for the information and must be convenience of the competitors.
- 17.5.2 **Single Elimination Racing Format**
1. In all classes, up to two watercraft will race per elimination heat.
  2. Heat qualifiers will advance until up to two finalists remain.
  3. Points will be awarded only to the driver of the watercraft.
- 17.5.3 **Double Elimination Racing Format**
1. The competitors will be aligned in a bracket system with random placements to start competition.
  2. A double elimination format will be utilized. Winning rider of a race heat moves to next level of the bracket. Losing rider of a heat race (being his or her first heat loss) moves to losing bracket in attempt to continue.
  3. Following two heat losses competitor is eliminated from the competition in that class.
  4. The rider who reaches the final round and wins that race will be named the event champion in that class.
  5. Points will be awarded only to the driver of the watercraft.
- 17.5.4 **Order of Classes:** The order of classes to be run will be determined by the Promoter or Race Director and properly publicized or posted for the convenience and information of the competitors.
- 17.5.5 **False Starts:** If a competitor false starts, or jumps the gate the racer will be red flagged and the racer will be penalized or disqualified for that heat at the discretion of the Race Director. The racer will be disqualified from that particular race upon the second violation.
- 17.5.6 **Interference:** If a competitor interferes with another competitor - coming over, squeezing, drifting, etc - causing spray or wakes that interfere with the other competitors ability to navigate the track safely, the racer at fault will be disqualified for that heat. The racer will be disqualified from that particular race upon the second violation.
- 17.5.7 **HydroDrag Starting System - the Launch Pad** – A new and innovative starting system will be utilized that is designed entertain the crowd with a visual spectacle of large shower of water upon the start of each race. The system will also provide an absolute equal starting opportunity for both competitors from a fixed, floating dock. A double bunk system will be utilized in which both craft will sit atop a double bunk starting gate in

which competitors personal watercraft will be raised out of the water to the point only the crafts' jet pump intake is submerged, allowing for the pump to be loaded. Upon the start signal, the "gate" will be dropped, dropping the double bunk system roughly 6", floating the personal watercraft, beginning the race. If a competitor false starts, or jumps the gate (driving off of the bunks) he or she will be red flagged and disqualified for that heat at the discretion of the Race Director. The racer will be disqualified from that particular race upon the second violation.

## **RULE 18 - GENERAL TECHNICAL RULES**

### **18.1 PERSONAL WATERCRAFT**

18.1.1 A Personal Watercraft (PWC) is defined as a water vehicle designed for one to three persons, that utilizes a single jet drive or enclosed prop propulsion system that is defined as a Class A inboard boat by the United States Coast Guard. Under the heading of Personal Watercraft the APBA has separated these vehicles into three different racing divisions. The three APBA racing divisions for PWC are Ski, Sport and Runabout. For watercraft to be eligible for competition in a class, the watercraft must not exceed the displacement limit outlined in Rule 5.

### **18.2 SKI DIVISION WEIGHTS AND DIMENSIONS**

18.2.1 The Ski Division includes PWC that are designed for one person to stand on. They are steered and controlled from a pivoting handlepole directing a rear jet or fully enclosed prop system. Personal watercraft competing in the Ski Division must conform to the following criteria:

1. Dry weight must be greater than 260 lbs (114kg);
2. Hull length cannot exceed 10 feet (304.8cm);
3. Hull width must be between 20 in. (50.8cm) and 30 in. (76.2cm).

### **18.3 SKI DIVISION DISPLACEMENT LIMITS**

The following are the approved displacement limits for APBA events.

#### **18.3.1 SKI STOCK CLASSES**

1. Normally Aspirated Two Stroke: 803cc
2. Normally Aspirated Four Stroke: 1100cc
3. Super/Turbocharged Two or Four Stroke: 800cc

#### **18.3.2 SKI LIMITED CLASSES**

1. Normally Aspirated Two Stroke: 850cc
2. Normally Aspirated Four Stroke: 1100cc
3. Super/Turbocharged Two or Four Stroke: 800cc

#### **18.3.3 SKI OPEN CLASSES**

1. Normally Aspirated Two Stroke: 850cc
2. Normally Aspirated Four Stroke: 1100cc
3. Super/Turbocharged Two or Four Stroke: 800cc

#### **18.3.4 GP SKI CLASS**

1. Normally Aspirated Two Stroke: 1100cc
2. Normally Aspirated Four Stroke: 1100cc
3. Super/Turbocharged Two or Four Stroke: 900cc