



2012 AquaX Rulebook – updated 16/04/12

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Glossary of Terms

These rules are intended to ensure safe and competitive racing in a race series at a reasonable cost to the participants; to expand and broaden the general base of participation and the enjoyment of leisure craft and to help the marine industry to develop and demonstrate the performance of its products particularly in the use of new environmentally friendly engines. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

INTRODUCTION

AX1. Concept

- (a) 'Watercraft Racing' means competitions between watercraft on the sea or on open surfaces of water.
- (b) In this series all entered watercraft compete in the following divisions: Permission to race in the series is at the discretion of the series organiser and the organisers reserve the right to refuse entry into the series.

- i. AquaX Rally racing

Entrants are divided into classes according to watercraft engine capacity. The series organiser retains the right to allow special dispensation to downgrade a watercraft into a class less than its OEM rated hp if it is deemed at a disadvantage. Watercraft that come under this rule will be named in the specific class rules and will not be reassigned during the course of the season.

The organisers, at their discretion, may add classes for promotional purposes when the need arises.

- i. 200bhp class – championship class
- ii. 250bhp class – championship class
- iii. 300bhp class – championship class
- v. AquaX Cup – event race

- (c) Only craft listed in Appendix 1 are allowed to compete in an AquaX event. No physical modifications may be made to the hull from the original design or specifications except where the rules permit.
- (d) The decision of the P1 Technical Scrutineer and/or P1 OOD regarding modifications will be final. Any question regarding the legality of modifications should be directed to the P1 AquaX Series Organiser prior to use in competition.
- (e) The riders have to rely on their own resources to plan and follow the pre-determined course.
- (f) Safety takes priority over racing at all times.

AX2. Classification and Approval of Races

- (a) The race calendar is co-ordinated and managed by the series organiser.

Licence to Race

AX3. Offshore – AquaX Racing Licence

- (a) All UK residents who wish to take part in Powerboat Racing in the United Kingdom or the Republic of Ireland must hold a valid Powerboat Racing licence issued by the Royal Yachting Association. Licences available are as follows:

There are three licence categories for AquaX:

- i. **AMATEUR:** (Newcomers to the sport)
Before an RYA Amateur AquaX Powerboat Racing Licence can be granted applicants must have taken the RYA PWC Competency Course *and* satisfactorily completed an AquaX race-training programme. The AquaX race-training programme need only to be completed once unless a rider has not held an RYA race licence for more than 2 years.

ELITE – (Riders with previous race experience) - Rider who have held an RYA race licence and successfully passed JSRA induction course. Elite riders will not be required to take the RYA PWC competency test but must complete the AquaX race-training programme. The AquaX race-training programme need only to be completed once unless a rider has not held an RYA race licence for more than 2 years.
- ii. **EVENT LICENCE** – issued by Race Organiser at Race Control to Riders. Event Licences will not be issued unless a Rider has undergone an official P1 AquaX or recognised training programme. Amateur riders must also have taken the RYA PWC competency test or JSRA induction test.
 - a) An Event licence provides a Rider with a temporary Powerboat Racing licence valid for only the duration of the event at which it was issued and restricted to the class as authorised by the organiser.
 - b) A medical 'self declaration' form will have to be completed and signed by the Rider prior to the issue of each Event Licence.
 - c) Event licences are unlimited – after the issue of two medical 'self declaration' form a full medical is then required if the competitor wishes to continue racing.
 - d) Event Licence holders are eligible for championship point unless competing in the AquaX Cup.

- (b) Foreign Riders who are resident within the UK and wish to obtain a UK licence must: Have written permission from their own National Authority. Proof of previous racing experience by the submission of a Powerboat Racing CV with their licence application form.

AX4. Age Regulations

- (a) In the 200 class the minimum age for a racer is 16 years old on the day of racing.
(b) In the 250 and 300 class the minimum age for a racer is 17 years old on the day of racing.
(c) All age regulations apply at the date of the race.
(d) All racers under 18 years of age must be accompanied at the event by a Parent/Guardian. All who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

AX5. Control of Watercraft

- (a) Only valid Licence Holders are permitted to control the watercraft whilst racing.
(b) Watercraft are allowed out on the water at the times designated in race instructions ONLY or with prior agreement with the P1 OOD. Non-conformance may result in disqualification from the event and/or a fine as stipulated in race instructions.
(c) Any rider competing in his or her first season of AquaX races must adhere Amateur coloured race numbers on his/her craft stipulated in rulebook AX21.

Watercraft Registration and Compliance

AX6. Entries

- (a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.
(b) Entry of any rider into any race of the championship is fully at the sole discretion of the series organiser who reserves the right to refuse entry.
(c) Entries are accepted as team entries. Riders are responsible for the behaviour of all team members and their associates. All rules are enforceable if breached by any team member or associates.
(d) The series organiser has the right to refuse any watercraft that they consider unsuitable and /or which does not conform to the requirements of the present rules. Reasons for refusal shall be submitted in writing.
(e) No individual or team who have been expelled from P1 AquaX events, or who are currently under suspension by the series organiser or their own National Authority shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance or participate as a watercraft owner or crew member in any racing event run by the series organiser. No watercraft belonging to that individual or team shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a P1 AquaX series sanctioned race. The series organiser reserves the right to deny future membership and entry to anyone who has previously been expelled or suspended.
(f) Race entries are only accepted on a pre-payment basis as described on the official AquaX race entry form, unless otherwise agreed with the series organiser in extenuating circumstances.
(g) No Refunds will be made in the event of any cancellation.

AX7. Obtaining a Race Number

- (a) Each Rider will be issued with a race number upon entering a P1 AquaX event for the first time. The number will be personal to them and valid for the duration of the P1 AquaX series. See also rule AX21 (b)

Racing Rules – General

AX8. Rules for AquaX Series Races

- (a) The rules for watercraft and riders competing in the P1 AquaX series are contained herein. On arrival in race pits/venue/event area, all teams are deemed to be under race rules and regulations. All rules will apply, as will penalties. The P1 AquaX rulebook shall be published on the P1 AquaX website and distributed via email, or post to P1 AquaX Riders and event attendees before the start of the race season.
- i. It is the responsibility of the Rider to obtain this information
 - ii. Rider addenda shall be announced and available at P1 AquaX events and published on the P1 AquaX website, distributed via email or posted to P1 AquaX Riders and event attendees.

AX9. Terminology

In these regulations the word “shall” and “must” are mandatory, whereas the word “should” and “may” are advisory.

AX10. Applicability of Rules

Except where otherwise indicated, the rules set out below apply to ALL classes.

AX11. Interpretation of the Rules

- (a) The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any rider who infringes any rules will be penalised.
- (b) **IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE SERIES ORGANISER.**

Watercraft and Equipment

AX12. Tow Loop

- (a) All watercraft must have a flexible tow loop attached to the bow eye.
- (b) Tow loop should be made of a flexible material (e.g. nylon strap, rope, etc.) so as not to create a hazard.
- (c) Tow hooks, which protrude beyond the plane of the hull, must be removed.

AX13. Sharp Edges

- (a) All sharp edges above the static waterline shall be adequately protected or removed.
- (b) All watercraft must run a permanently affixed nose bumper approved by the P1 Scrutineer. If plastic or metal hull supports are used, all edges must be smooth as not to create a hazard.
- (c) Equipment that is damaged, broken or lost during a race is not necessarily ground for penalty unless an infraction is determined during the race.

AX14. Steering

- (a) The condition of the steering mechanism should be adequate and adjusted correctly.
- (b) The throttle lever should work freely.
- (c) The grips should be secure.

AX15. Engine Cut-Off

- (a) The lanyard stop switch should function correctly and be in an adequate condition. The Lanyard should be attached to the Rider at all times when in the water.

AX16. Hull and deck

- (a) Hull and deck repairs may be made. However these repairs must not alter the standard configuration by more than 2.00mm (0.08in.).
- (b) All watercraft may be equipped with a maximum of two sponsons. Original equipment sponsons may be modified, aftermarket, repositioned, or removed. Overall length of each sponson shall not exceed 91.45cm (36.00in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (2.94in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 38.00mm (1.50in.). No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than 38.00mm (1.50 in.). Aftermarket or modified sponsons must exceed 6mm (0.24 in.) in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull.
- (c) Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (d) The condition of bumpers will be inspected.
- (e) The numbers and background will be inspected for the compliance and legibility.
- (f) All watercraft must display the hull identification number (HIN) assigned at the time of manufacture. P1 AquaX may also assign a further I.D number.

AX17. Engine Compartment

- (a) Hose clamps must be secure.
- (b) The battery must fit into battery box and straps must be secure.
- (c) The fuel tank must be secure.
- (d) The fuel pick up and fuel level sender must be secure.
- (e) If modified an approved air filters must be securely installed.
- (f) The carburettor/fuel system must not leak and all fuel hoses must be secure.

AX18. Protective Clothing/Equipment and Helmet

It is the responsibility of the Rider to select an approved helmet and suitable apparel that will provide appropriate protection. P1 AquaX does not endorse or guarantee specific products or manufacturers.

- (a) **Helmet:** A properly fitting, full coverage helmet with double D ring fastener and chin and mouth protection (motocross type) that meets current British or international recognised standards must be worn at all times while on the water.

- i. Comply British Standard BS 6658:1985 - kitemark
- ii. Comply Snell (DOT) safety standards for motorcycle use
- iii. Comply with UNECE Regulation 22.05
- iv. Comply with any standard accepted by a member of the European Economic Area which offers a level of safety and protection equivalent to BS 6658:1985

Helmets with bolt on chin guards and visors are not allowed. The helmets must be in excellent condition and devoid of any damage that could impair the structure and effectiveness of the helmet. Helmets will be approved and marked for use by the P1 Scrutineer at pre-race technical inspection.

- (b) **Life vest:** A 50N buoyancy aid (Coast Guard-approved personal floatation device - PFD) in sound condition must be worn at all times while on the water. The buoyancy aid must have 4-buckle fastening to front or 2-buckle fastening to side
- (c) **Back Protectors:** Motocross/snowboard back protectors that cover the entire spine are mandatory and must be worn at all times while on the water.
- (d) **Whistles:** Whistles attached to the rider's life jackets are mandatory. They must be easily accessible and must be worn at all times when on the water.
- (e) **Wetsuits/Drysuits:** Suitable protective waterproof clothing must be worn at all times while on the water.
- (f) **Footwear:** Wetsuit type booties or trainers are mandatory and must be worn at all times while on the water.

- (g) **Accessories:** Eye protection and gloves are recommended for all Riders in all P1 AquaX competition events.
- (h) **Tow Rope:** Each rider must have a suitable towing rope on board his/her craft at all times.

The P1 OOD or P1 Technical Scrutineer shall have the authority to prohibit the use of any helmet or PFD, and/or other equipment which he or she may consider to be unsafe, to offer insufficient protection or to be otherwise considered inadequate.

AX19. Fuel

- (a) Fuels are limited to petroleum-based fuels. Any additives deemed to be performance enhancing by the series organiser or Race Officials are not permitted. The Penalty for the use of performance enhancing additives will be disqualification and/or a £200 fine.
- (b) All fuel must be carried in suitable containers made for the purpose and marked 'Highly Flammable'.
- (c) Competitors are reminded to check current or relevant directives regarding the transportation.
- (d) Fuel may not be transferred between tanks during a race.
- (e) Fuel transfer outside any designated fuelling areas will result in a £200 fine.
- (f) The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (1993), or other comparable national or regional standards.
- (g) Where fuel is available to purchase from the event marina or other on-water facility, no other fuelling will be permitted.
- (h) In the event of a fuel sponsor agreement, all boats must use the fuel specified in race instructions. In these circumstances boats must arrive capable of taking fuel for a full race distance.
- (i) Except where a fuel sponsor has provided fuel, fuel must be standard road-side or marina available fuel. The fuel must be available to the public and dispensed by standard road-side or marina methods only.
- (j) Fuel sampling may take place during race events.
- (k) Any entrant disposing of fuels or lubricants in the pit area or on the racecourse by pouring or spilling such fuels or lubricants is subject to penalty.

AX20. Fire Extinguisher:

Due to the use of Fuel on the race site, all riders must have a minimum of a 2kg CO2 or powder fire extinguisher present in their pit area.

AX21. Race Number decals

- (a) Riders' number plates should be positioned as high as possible to allow efficient scoring. This is in the interests of the Riders because it will allow results to be released as soon as possible and prevents mistakes from being made.
- (b) The minimum height of figures must be 18cm and be black in colour. Numbers must be positioned on the front section of the watercraft and to both sides of the craft.
- (c) Elite licenced riders must use black numbers on white backgrounds, Amateur licenced riders must use black numbers on yellow backgrounds.
- (d) When signing on the Rider/s and his/her pit crew will receive identification wristbands/tags, which must be worn for the duration of the event.
- (e) When signing on Riders will receive a race bib with their personal number printed on to it. The bib must be worn at all times when on the water – No Bib no points. The race bib numbers will be coloured to distinguish different classifications. If a rider misplaces his/her bib they will be charged a replacement fee of £20.00.

AX22. Modifications

For technical rules for 200bhp class see rules AX52 - AX61
For technical rules for 250bhp class see rules AX62 – AX67
For technical rules for 300bhp class see rules AX68 – AX73

Racing Regulations

AX23. Riders' Responsibility

- (a) The Racer accepts responsibility for every eventuality that may occur as a result of entering a race. It is the Racer's sole and ultimate responsibility to decide whether or not to start or continue in a race once he/she has passed scrutineering.
- (b) ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS. Adequate signs will be posted to this effect and the pit marshals will rigorously apply the rule.

AX24. P1 Technical Scrutineer Inspections

- (a) P1 Technical Scrutineer shall work with the current scrutineering list as a guide and equipment listing – see Appendix 2.
- (b) Scrutineering does not constitute a condition survey of the boat.
- (c) The scrutineering sheet may not necessarily cover every item that P1 Technical Scrutineer may wish to check on a particular watercraft nor does every item necessarily refer to every class of watercraft. The P1 Technical Scrutineer shall reject a craft if it does not comply with all of the requirements of the organiser. The P1 Technical Scrutineer shall refer any noncompliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.
- (d) Any incomplete entry may, at the P1 Technical Scrutineer discretion, be put back to be re-examined later if time permits.
- (e) Post Race scrutineering will take place at the discretion of the P1 OOD /P1 Technical Scrutineer. Competitors must make their watercraft available when requested – failure to do so may result in disqualification.
- (f) The first three watercraft in each class and in any race may not leave Parc-Ferme without prior permission of the P1 Technical Scrutineer.

AX25. Engine Eligibility

- (a) The organisers appointed Technical Sub Committee may appoint a number of engine inspectors who can attend any engine inspection or carry out their own checks at any event.
- (b) If a Race Committee decides to check an engine in order to verify its eligibility, the cost shall be borne by the competitor if the engine fails the eligibility check otherwise the cost will be borne by the race organiser.
- (c) When a competitor raises a Protest against another competitor over the eligibility of an engine and in order to prove this eligibility an engine is required to be checked, then the costs involved are to be borne by the losing party. This means that following a Protest, if the

engine is found to be illegal the Protested shall pay for the checks. If however, the engine conforms to all the rules then the cost of checking shall be borne by the Protestor. Both parties to the protest may attend the engine inspection.

- (d) Parts not supplied by the original engine manufacturer shall not be fitted to any engine unless specifically allowed within the rules.
- (e) Engine scrutineering checks will be made in comparison with standard production parts and/or P1 engine homologation parts

AX26. Pre- Race Declarations

- (a) All Riders who are racing must sign the indemnity form provided by the organiser who will be responsible for the provision of the insurance. Details of this insurance are available from the organiser.
- (b) All competitors who are under 18 on the day of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.
- (c) Each team must designate a representative that is present on event that is responsible for team equipment, trailers, and vehicles and is the designated point of contact for the team at that event.

AX27. Riders' Briefing, Signing in, Signing off All Classes

- (a) All Riders shall 'sign in' to signify their attendance prior to the start of their briefing. Only Riders and race officials will be allowed to attend this briefing.
- (b) Failure to sign in by the time stated will result in a £50 fine per person.
- (c) Non-attendance at this briefing may result in a £100 fine per person, with a re-scheduled briefing being held at the P1 OOD's convenience.
- (d) All classes will race together unless stated otherwise at Riders Briefing. If numbers dictate staggered starts will be used.

Riders will line up in order the following order 300class, 250class, 200class – AquaX Cup

Superpole	Starting positions will be decided by drawing numbers at Rider's Briefing.
Race One	Starting positions will be decided by finishing position of Superpole.
Race Two	Starting positions will be decided by finishing position of race one.

- (e) All Riders must sign off within 1 hour of the final race of the day failure to sign off will result in disqualification

AX28. Starting procedure for Rally racing

(a) **MINIMUM VISIBILITY**

- i. For Aqua X races there must be a minimum of one-mile visibility over the whole racecourse and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.

(b) **FROM WET PITS AREA**

- i. Safety Marshal (PWC) – Whistle Signal - two minutes to commence leaving wet pits.
- ii. All watercraft to be escorted by the Safety Marshal and his assistant to Muster Area in position order as agreed at Riders' Briefing. **NO WATERCRAFT MAY PROCEED AHEAD OF THE SAFETY MARSHAL.**
- iii. Red flag raised at wet pits signals wet pits closed. Riders may not leave the wet pits at this time. A late start procedure may be given at Riders' briefing.
- iv. A practice session of 3 laps, if not already completed, around the course maybe executed before the start of the race.
- v. Practice procedure will be described at Riders' Briefing.
- vi. A parade lap, where possible, around the course to the muster and/or start area will be described at the briefing.

(c) **FROM MUSTER AREA**

- i. The Muster Area will be described in the Race Instructions.
- ii. In the muster area, the yellow flag will be raised by the Start Boat meaning riders must follow the alignment procedure as described in Riders Briefing.
- iii. Start boat - Yellow flag – when the Start Boat passes the muster area, towards the start run, the Safety Marshal will line up the watercraft in the pole position order 20m ASTERN of the Start Boat. Riders must observe a safe spreading distance (minimum 2 metres) between boats with absolutely no contact between watercraft. The penalty for not staying 20m behind the Start Boat (jump start) will be a 2-minute addition to the rider's overall race time.
- iv. A race official on the Start boat will use whistles and flags to control the fleet prior to the start as described in the Race instruction. They will have the authority to impose penalties, as detailed below.
- v. When the starter is satisfied that all watercraft are in a satisfactory line, at a satisfactory speed, he raises the green flag, lowering the yellow flag simultaneously. The raising of the green flag indicates the start of the race.
- vi. The start boat speed should be at a speed of approximately 20mph when the green flag is raised.
- vii. The official timing starts when the leading craft crosses the start-finish line, unless otherwise designated in racing instructions. Crossing the line constitutes the start of Lap 1 of the race.
- viii. If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all riders must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.
- ix. Any rider that fails to line up in the muster area will not be allowed to start.
- x. Should a rider fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start provided the Rider:
 - a. Gets permission from the Safety Officer / P1 OOD to start
 - b. Starts at the start position and
 - c. Follows the start run going to the start/finish line when it is safe to do so.
- xi. A description of the start will be published in Race Instructions.
- xii. During the start run, if a rider passes the start boat before the green flag, it will be disqualified. Rider must hold their line until clear of the start RIB. And only then, and if they are four or more watercraft lengths in front of adjacent watercraft are they allowed to move across. Any rider deemed reckless by moving across too soon or weaving on the start straight will be penalised.
- xiii. Safety takes precedence over racing **AT ALL TIMES**. Competitors should do nothing to endanger crew, spectators or other participants.
- xiv. Video camera evidence may be used by Race Committee for any reason.

(d) RESTARTING A RACE

- i. The P1 OOD may have a restart at his/her discretion. Reasons for restart may include (but are not limited to) loose buoy, an accident on the first lap involving several riders, or a downed rider whose presence potentially creates a hazard.
- ii. All machines will be stopped under the red flag. The Safety Marshal will notify riders when to move their machines, and will escort them back to the muster area.
- iii. If the race is restarted, riders not having previously started in that race will be allowed to enter with the restart.
- iv. If a race is stopped with fewer than three laps completed, a total restart may be used. Riders will be assembled on the starting line in the order of the original start. Any rider penalized on the original start will be required to restart under the same penalty.
- v. If a race is stopped after three or more laps have been completed and a restart is required, a flying start may be used. The riders will be positioned in a single-file line in the order in which the last complete lap was scored. The riders will be led around the course in single file at slow speed behind the start boat flying the yellow flag, maintaining three boat length between them. When the starter waves the green flag, the riders may resume racing. No passing will be allowed until the green flag is waved by the starter.

Diagram 1 – Rally Racing start procedure under yellow flag

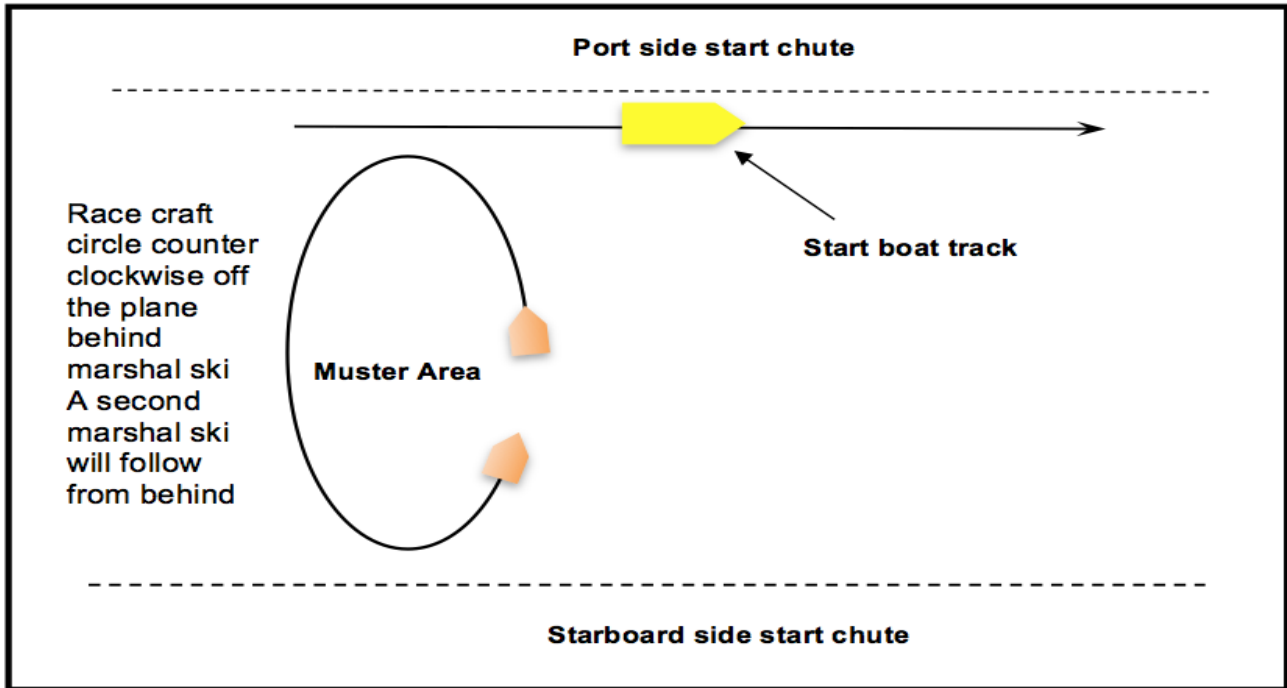
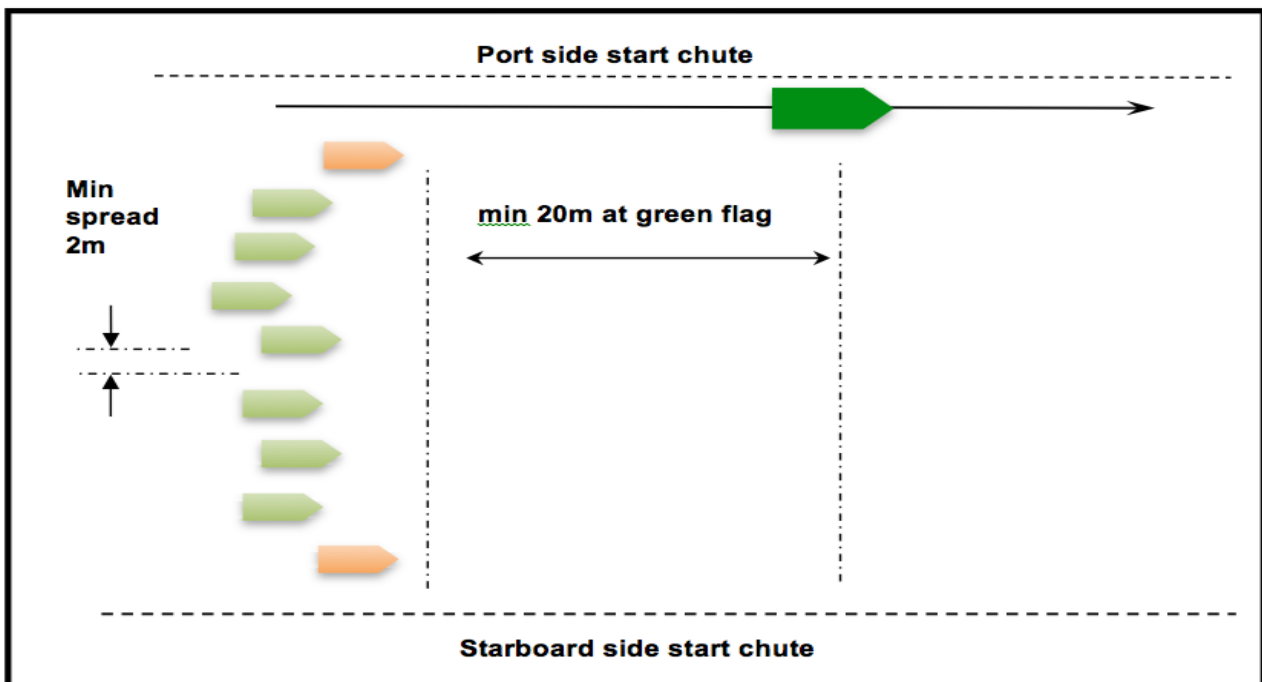


Diagram 2 – Rally Racing start procedure, green flag



AX29. Alternate start procedures for Rally Racing: depending on the venue and conditions.

- i. A Le Mans start can be used to start an entire field of Riders or individual classes. Each Rider will line up on shore his/her watercraft in the designated starting area facing offshore. Each Rider will be allowed one holder to steady the watercraft. (The P1 OOD may allow more holders depending on water conditions.) Riders will line up on shore at equal distances away from their watercraft predetermined by the P1 OOD. At the signal from the Starter, Riders will race on foot to their watercraft, start the engine and enter the course as described at the Rider's Briefing.
- ii. 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 P1 OOD. 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.

AX30. Valid Starters

An entry accepted by the organisers and having satisfactorily completed scrutineering, attending all required briefings and having crossed the start line as described in the rulebook at the prescribed time, under the starting arrangements specified by the race programme or at drivers' briefing, is considered to be a valid starter.

AX31. Alternative Races

(a) Pole position Race

When there is sufficient water time the series organisers may choose to run a pole position race to determine the start position for Rally One. There will be no points awarded for the pole position race. Starting positions for Pole Position will be explained at Riders' Briefing.

(b) The AquaX Cup

The AquaX Cup will run in conjunction with AquaX Rally. The Cup will not be a Championship class and points will not be awarded. Its purpose is to acknowledge the overall winner of the race at each individual round.

The Cup is open to all comers, including those with modified craft, whose craft are technically illegal for the AquaX championships, but wish to experience the thrill of AquaX. All entrants must adhere to the general rules and regulations of competing in an AquaX event.

(c) Match Racing

Match racing is a timed knock out competition. Starting procedure and race instructions will be described at Riders' Briefing.

Riders will be paired with another to negotiate two identical courses against the clock. Both riders will then complete one circuit of each course at the same time. The winning rider will qualify through to the next round. The loser will be knocked out.

- i. The same watercraft must be used for both runs.
- ii. First place finishes or the fastest combined time will decide the winner of the round.
- iii. A rider failing to properly negotiate a course marker will be penalised 10 seconds for each buoy missed.
- iv. It is strictly forbidden to go back and retake a missed marker buoy.

AX32. Racing Rules

General - It is the duty of each rider to ensure that their watercraft is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Different watercraft and different classes of watercraft handle and respond in different ways and different weather and sea conditions affect the way watercraft handle. The amount of sea room required and time needed to make a manoeuvre or avoid a collision will vary from watercraft to watercraft and race to race. This must be taken into account when reading these rules. AquaX racing is a non-contact sport and Riders may be penalised at the discretion of the P1 OOD if contact occurs. Whilst not racing or participating in official practice sessions, watercraft are bound by the International Rules for the Prevention of Collision at Sea. All watercraft must observe the International Rules for the Prevention of Collisions at Sea when encountering any other non-racing craft.

- (a) **Responsibility of all riders** - It is the responsibility of each rider to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other watercraft in their immediate vicinity. All riders must take any action necessary to avoid a collision. A constant look out must be maintained and Riders are reminded of the importance of good and efficient communication at all times.
- (b) **Flag Signals** – Riders must obey all flag signals given by officials during practice or racing. Failure to comply with flag signals may result in a penalty or disqualification.
- (c) **Riders** - The maximum number of Riders per vehicle is one. No two-up or tandem racing allowed.
- (d) **Riding on the course:** Riding will not be allowed on the racecourse at anytime without permission from the P1 OOD.
- (e) **Reckless/Dangerous Riding:** Any reckless or dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking or breaking of a course marker buoy, or unsportsmanlike conduct on the course or off, may result in the Rider being penalized. In the case of a team effort, the complete team may be penalized at the discretion of the P1 OOD.
- (f) **Collision** – if ever facing a potential head on collision – ALWAYS TURN RIGHT to avoid it.
- (g) **Blocking:** The deliberate blocking of a faster machine is cause for penalty at the discretion of the P1 OOD.
- (h) **Spin Outs:** It is expressly forbidden to ride in a direction opposite of that in, which the event is being run. A rider whose craft has spun out is permitted to turn around to continue the event provided such action is taken only when the course is clear. The Rider must give right of way to other Riders on the course. Riders going in the wrong direction may be penalised.

- (i) **Obstruction:** If for any reason a Rider is forced to stop on or near the course during an event, it is the Rider's first duty to remove his or her craft from the course in safe manner so as not to endanger or obstruct other Riders. Riders should move into the centre of the course and wait for instruction.
- (j) **Passing:** A Rider must always be prepared for another Rider to pass and must therefore be aware of other Riders approaching from behind. The overtaking Rider must consider the safest route to pass and must do so without forcing the overtaken Rider to suddenly alter course.
- (k) **Lapping:** A Rider being lapped must move over, but can continue racing. If or when possible a Rider about to be lapped will be shown a blue flag to alert them to a lapping rider.
- (l) **Hand Signals:** A Rider who has spun out, fallen or stalled must raise one or both hands overhead to indicate that he or she is not injured. Re-entry into the course must be done in a safe and careful manner with the right-of-way given to oncoming Riders.
- (m) **On-course assistance:** Riders may receive on-course assistance from another Rider or course marshal. If mechanical or other assistance is needed, the Rider must safely pull into the middle of the course removing them self from the racing line. Riders re-entering the course in an unsafe manner may be penalised. The decision by the PI OOD will be final.
- (n) **Finish line:** Once a rider receives the chequered flag he/she must not stop abruptly, but continue on raising a hand and looking before turning into the centre of the track to wait for further instruction.
- (o) **Changing craft between motos:**
 - 1. All craft used in racing must be scrutineered and affixed with a Tech sticker and race numbers
 - 2. Racers may change craft between motos (see below), providing they inform both the Scrutineer and the Race secretary, and the craft abides by the above. Failure to do so will incur a penalty or possible disqualification.
 - 3. Racers changing craft will incur a two-position penalty at the end of the event when all scores are settled.

AX33. Incident Procedure

- (a) In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet.
- (b) There is NO OVERTAKING in the vicinity of the incident / yellow flags will mark the area.
- (c) When it is deemed the course is clear yellow flags will be removed.
- (d) In the event of a serious incident the red flag procedure will apply.
- (e) It is the Rider's responsibility to monitor the all flag signals whilst deployed.

AX34. Accident Aid

- (a) It is mandatory for a watercraft(s) to stop to give aid at an accident if there is no marshal present – however, riders must only offer assistance if there is no help or insufficient help at the scene of an incident.
- (b) Watercraft that have stopped to assist at an incident shall immediately alert the safety crew.
- (c) The rider involved in the incident shall inform safety marshal at the scene if they resume racing.
- (d) Any rider which stops to render assistance because there was no help or insufficient help will be awarded the championship points related to the position they held at the time they responded to the incident. No other finishers will have their points or positions affected by this action. However, should the watercraft that rendered assistance restart the race and improve its position from when it stopped to render assistance, it will keep its better position and points, podium places will only be allocated to riders that finish the race in first, second and third place.
- (e) Fallen riders must use their whistles to attract attention.

AX35. Turn Marks and Missed Marks

- (a) All marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to ride close enough to the course marks to ensure that they have been seen to pass them correctly.
- (b) Unless otherwise specified in the Event Race Instructions or at Riders Briefing the colour of the course buoys will be as follows:
 - i. All Outside Course Marks: YELLOW (to be left to port when racing anti-clockwise).
 - ii. All Inside Course Marks: ORANGE (to be left to starboard when racing anti-clockwise)
- (c) Should a buoy go missing the rider must pass through the approximate geographical position directed by a waterborne marshal.
- (d) If a watercraft hits a turn mark – A Yellow Card penalty may be applied.
- (e) If a watercraft destroys a buoy or cuts the securing line – A Yellow Card may be applied.
- (f) If a rider damages a buoy a fine of up to £300 will be applied.
- (g) A competitor may NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous riding resulting from missing marks will result in further penalties.
- (h) The missed mark penalty is 1 minute per missed mark or as stated in the race instruction.

AX36. Stopping the Race

- (a) In case of force majeure or an accident.
- (b) In the event of the race being aborted by the use of the Red Flag procedure.
- (c) On seeing red flags.

AX37. Finishing a Race

- (a) When the leading watercraft in each class completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winner' of the race and the start of the finish procedure of the race.
- (b) The chequered flag will also be given to all subsequent watercraft that cross the finish line after the first watercraft.
- (c) Watercraft shall not begin a new lap if they cross the finish line after the leading watercraft has taken the chequered flag.
- (d) A watercraft shall be timed for completing a race when her bow crosses the finishing line.
- (e) All riders crossing the finishing line after the 'winning watercraft' will be classified as having finished the race provided they have covered the minimum number of laps.
- (f) Upon completion of a race, a watercraft shall;
 - i. check the course is clear and turn in to the centre of the course,
 - ii. conform with the International Regulations for Preventing Collisions at Sea,
 - iii. not hinder other watercraft that are still racing and await escort back to the Wet Pits.
- (g) Time Limit: All watercraft have a maximum of 10 minutes from the time the winning watercraft crosses the finish line to complete their final lap.

- (h) To be eligible for points, a watercraft does not need to cross the finish line after the winning watercraft but must have completed a minimum of 70% of the laps completed by the winning watercraft in their class, rounded up to the nearest full lap.
- (i) Watercraft will be ranked according to the number of laps completed and then the time it has taken to complete those laps.
- (j) The race may be curtailed or stopped at the finish line at any time by waving the chequered flag.

AX38. Curtailment of a Race

A curtailment decision can be made at any time during a race provided the curtailment is signalled on the Start/Finish line to the leading watercraft. The leading watercraft shall then stop racing immediately. All other watercraft shall stop racing when they next cross the Start/Finish line. Retiring from a curtailed race prior to curtailment will not preclude a Rider from receiving points.

AX39. Retirement Procedure

- (a) On retiring from a race, all watercraft must when practical to do so turn into the centre of the course and wait for assistance. If the watercraft stalls on the track, the Rider should signal a waterborne marshal by using his whistle as described at the Rider's briefing.
- (b) A watercraft which has retired after completing 70% of the laps completed by the winning watercraft in their is eligible for the award of championship points.

AX40. Championship Points Scoring System – all classes

- (a) Points will be awarded to the individual Rider (regardless of watercraft used).
- (b) Points are not transferable into other classes or between craft.
- (c) No points will be awarded if a watercraft is disqualified for an infringement of the technical rules.
- (d) Points will be awarded for each individual Rally. There will be no points awarded for the Qualifiers or the AquaX Cup.

First place	20 points	Fourth place	14 points
Second place	17 points	Fifth place	13 points
Third place	15 points	Sixth place	12 points

Reducing by one point for each subsequent position.

- (e) The round results are determined by adding together points accumulated from every race over of the weekend. In case of a tie the rider with the highest place finish in the final Rally will take the position.
- (f) The Championship results are determined by adding together the finishing points from every race over the season. In case of a tie, the rider with the most round wins will receive the higher ranking. If still tied the rider with the most race wins will receive the higher ranking. If still tied the rider with the highest place finish in the final Rally of the series will take the position.

AX41. Flag Signals

The following flags having the meanings shown and will be used in all AquaX races unless Race Instructions state otherwise:

- (a) **YELLOW FLAG** – on seeing the yellow flag signal from an official boat, competitors **MUST ACKNOWLEDGE THE SIGNAL** proceed with caution, not overtake other watercraft whilst in the area of the yellow flag and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal may be penalised.
- (b) **RED FLAG** – on seeing the red flag signal, all riders shall stop racing immediately raise their hand and slow down, turn in to the centre of the course and await further instructions. Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.
- (c) **BLACK FLAG** - any race craft deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous, will be shown the black flag and must report to the OOD immediately. If a rider is disqualified he/she must wait by OOD boat until the race is finished. Riders warned may continue to race but must re-enter the course in a safe manner.

FLAG CHART

	Flown From	Reason
Yellow Flag	Start Boat	Start procedure underway
Yellow Flag	Patrol Boat Safety Marshal Safety Boat	Incident in vicinity, proceed with caution. No overtaking
Green Flag	Start Boat	Signifies Start
Red Flag	Start Boat Patrol Boat Safety Marshal Safety Boat	Start aborted, race aborted, Stop Racing
Chequered Flag	Finish Line	End of Race
Blue Flag	Start/Finish line	Faster/lapping rider approaching/ hold racing line and do not block
Chequered Flag & Red Flag	Finish Line	Race curtailed
Black Flag	Finish Line Safety Marshal	Rider must stop and report to OOD failure to do so will penalty or disqualification
White Flag	Finish Line	Last Lap

AX42. Posting of Results

- (a) The provisional results will be posted within one hour of the end of the races, where possible.
- (a) The P1 OOD must sign the results and state the time of posting on the provisional results. The P1 OOD will be present for one hour from the time of posting the results to receive any protests.
- (b) Provisional results will become official one hour after posting provided no protests have been received.
- (c) It is the Riders' responsibility to monitor the posting of the provisional results.

AX43. Medical Examination

- (a) The Race Committee may instruct the Medical Officer (Doctor) who is present at any AquaX Racing Event, to submit any Rider entered to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended from the event and reported to the RYA for possible suspension. The maximum alcohol level for crew members, mechanics and officials is the same as that defined by the legislation, in the country in which racing is taking place, relating to driving a motor vehicle on the public highway.
- (b) The results of such examinations shall be communicated to the P1 OOD /Race Committee who, based on the report of the Medical Officer, may exclude the Rider from the competition.

AX44. Banned Substances and Banned Methods

- (a) Any Rider, mechanic or race official suspected of being under the influence of alcohol should be reported to the P1 OOD who has the authority to ask for a breath test. A Rider failing or refusing a test shall be suspended from the event by the jury and reported to the National Authority.
- (b) Banned Substances and Banned Methods.
 - i. A competitor shall neither take a banned substance nor use a method banned by the current edition of the World Anti Doping Agency (WADA) list of Doping Classes and Methods.
 - ii. Doping control is governed by RYA. rule 205.02.02 and competitors are subject to the control, procedures and penalties described in the RYA. anti doping appendix.
- (c) Control of Banned Substances and Doping Control Procedures
 - i. Competitors selected for testing must not refuse to be tested and shall appear at the Control Centre at the time appointed by the Sampling Officer.
 - ii. Any infringement of this rule will be reported immediately to the Race Jury and subsequently to the RYA.

No competitor shall protest another competitor for an infringement of this rule.

ANTI-DOPING – These are as per the RYA. 2011 regulations, amended from time to time as required.

AX45. Gross Misconduct and Unacceptable behaviour

- (a) In order to protect the interests all those involved in the sport, the following actions can be penalised by the P1 OOD, or by the National Authority of the Licence Holder;
 - i. any deliberate act taken to gain unfair advantage,
 - ii. any false act made or statement given,
 - iii. any attempt to bribe or the taking of a bribe,
 - iv. any abusive or unsportsmanlike behaviour,
 - v. any instances of verbal or physical abuse against any race or event official.
- (b) **Penalties may include yellow cards, red cards, suspension or disqualification from an event, exclusion from the Championship and the imposition of a points or financial penalty.**

AX46. Yellow Cards, Red Cards and Associated Additional Penalties

- (a) Yellow and red cards can be given to any Rider or member of the Rider's team by the P1 OOD
- (b) Up to two yellow cards and a warning can be given for each incident of dangerous driving, unsportsmanlike conduction, abuse of an official or fellow racer, or champion specific penalties noted in rule AX47.
- (c) A Rider or his team member given a red card is immediately disqualified from the event and loses any points obtained in that event.
- (d) A Rider or his team member given a red card is immediately disqualified from the series.
- (e) The organiser shall inform the National Authority of the Rider within three days if any cards are issued.
- (f) Each yellow card is valid for 12 months from the date of issue.
- (g) Yellow and red cards will be recorded in the Commissioners report.
- (h) Yellow and red cards may be issued on the evidence of any media/TV footage.
- (i) Associated Additional Penalties;
 - i. In addition to the above, the associated additional penalties listed in the table below will be applied. If the resulting associated additional penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on water offence.

Penalty Card	Number of offences	Associated Additional penalty
Yellow Card	Yellow card	Warning
	Second yellow card	£200 fine plus 1 minute penalty
Red Card		Disqualification from that event
	Second offence in calendar year	£500 fine and disqualification from the rest of the series for rider and team.

AX47. Championship Specific Penalties/Appeal

At the discretion of the P1 OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

- (a) Smoking in the defined wet or dry pits: £200 fine.
- (b) Fuel transfer outside the designated fuelling areas: £200 fine.

- (c) Launching: persons on watercraft whilst being lifted or craned: £200 fine to the rider.
- (d) Failure in launch/ramp discipline;
 - i. first offence: warning and/or £100 fine,
 - ii. second offence: £200 fine.
- (e) Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: £150 fine
- (f) Not wearing race bib at podium presentation: £100 fine.
- (g) Failure to present engine or craft for technical examination: disqualification.
- (h) Misrepresentation or providing untrue statements.
- (i) Failure to report retirement to Race / Safety Control: £100 fine

These penalties are not exclusive and do not protect the offender from further action by the organisers. Penalties will be applied by the P1 OOD. Penalties (a) to (i) above may be protested. Protests must be lodged within one hour of the penalty being issued.

Any rider wishing to appeal his/her penalty must first attend mandatory arbitration meeting with the P1 OOD before lodging their appeal through the Race Secretary within an hour of the penalty being applied. The appeal will be presented to the residing race jury for further deliberation. A decision will be announced before the end of the event, unless further investigation is required.

AX48. Failure to pay any fine

Teams will not be allowed to participate in the next event of the AquaX series until all outstanding fines are paid. This will be carried over between seasons if applicable.

AX49. Injured Riders

If during an event a rider member is injured their licence may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor.

AX50. Identity Tags

All crewmembers will be issued with waterproof temporary identification, which must be worn on, the right wrist at all times during racing or testing.

AX51. Podium Presentations/Prize monies

- i. Trophies will be presented to the top 3 in each class and the AquaX Cup winner.
- ii. Prize money will be awarded to the top 3 in each class based on entries. If less than 5 entries only the winner of the class will receive a prize money.
- iii. All podium finishers must wear their race bibs and any race winner's cap if provided. Failure to do so will result in penalties as detailed above.

P1 AquaX Technical Rules for the 200bhp Class

AX52. AquaX 200 Class Rules

All Two-stroke craft and naturally aspirated four stroke craft up to 160bhp when furnished by the manufacturer are allowed to compete in the 200bhp class.

- (a) Watercraft competing in this class must conform to the specifications that follow.
- (b) All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Changes or modifications not listed here are not permitted. Some original equipment components may not comply with rules.
- (c) Hull Identification Numbers must be displayed as furnished by the manufacturer.
- (d) The AquaX 200 is open to watercrafts that are designed for two or more people and have a seat.
- (e) AquaX 200 is not open to stand on or single seater type watercraft.
- (f) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the racer to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- (g) Original equipment parts may be updated or backdated to original equipment parts of the same model. The part must be a bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.
- (h) Replacement parts shall not be restricted to original equipment. Like for like parts that do not offer any performance enhancing characteristics may be used. If unsure contact the P1 Technical Director for assistance.
- (i) Sound level shall not exceed 96 dB(a) at 22.86m (75 ft.).
- (j) Watercraft competing in the 200bhp Division must conform to the following criteria:
 - i. Dry weight must be greater than 216kg.

- ii. Hull length cannot exceed 394.0cm (156 in.)
- iii. Hull width must be greater than 96.5cm (38 in.)

(k) Unleaded Fuels only

AX53. Hull

- (a) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.
- (b) Hull and deck repairs may be made. However, these repairs must not alter the standard configuration by more than 2.00mm (0.08 in.). Hull, bulkhead and deck may be internally reinforced.
- (c) The decision of the P1 Technical Scrutineer and/or P1 OOD regarding modifications will be final. Any question regarding the legality of modifications should be directed to the P1 AQUAX Series Organiser prior to use in competition.

AX54. Handling

- (a) Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
- (b) Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 177.80mm (7.00 in.). The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (c) Aftermarket trim tabs, either fixed, automatic and/or rider controlled, may be used. Original equipment trim plates that are detachable from the hull may be removed or replaced when installing aftermarket trim tabs. Trim tabs cannot exceed the width of the planing surface or extend rearward more than 100mm (3.94 in.) beyond the end of the original planing surface. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be radiused so as not to create a hazard. Fins, skegs, rudders and other appendages that may create a hazard are not allowed.
- (d) Replacement bumpers may be used provided a hazard is not created.
- (e) Water-spray deflector - A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured by a plumb line.
- (f) Steering system may be after market. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.
- (g) Seat assembly may be modified or aftermarket. Seat height may be changed.
- (h) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot peened or painted.
- (i) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- (j) Storage covers, hatches, instrument cowlings and engine covers may be modified or aftermarket provided a hazard is not created and the OEM appearance is maintained. Additional engine compartment ventilation is allowed. Original equipment vents may be shielded or plugged.
- (k) Handles, drop-in type storage buckets and bolt-on type mirrors may be modified, after-market or removed provided a hazard is not created.

AX55. ENGINE - TWO-STROKE ONLY

- (a) Engines may be modified. Original equipment crankcases must be used.
- (b) Cooling system may be modified or aftermarket. Additional cooling lines may be added. Aftermarket water bypass systems may be used. Cooling system bypass fittings may be modified or aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by means of actuation) that alter the flow of cooling water during operation are not allowed. Original cooling system thermostat may be removed, modified or aftermarket. Cooling system flush kits are allowed.

AX56. AIR/FUEL DELIVERY - TWO-STROKE ONLY

- (c) Carburetor(s) may be modified or aftermarket provided they do not vent or spill fuel at any attitude with or without the engine running. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket crankcase pressure operated fuel pumps may be used.
 - i. Modified or aftermarket vapor/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
 - ii. Aftermarket fuel-injection systems and components are allowed provided the following regulations are adhered to: High-pressure fuel hose meeting SAE J30R9 must be used; A.N. threaded-type fittings or equivalent and non-removable, crimped-type clamps must be used on the high-pressure portion of the system (i.e., hose clamps, tie wraps, etc. are not allowed); only metal-type fuel filters may be used on the high-pressure portion of the system; all other in-line filters must be installed on the low-pressure portion of the system. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
 - iii. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock may be removed and/or aftermarket parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.
 - iv. Approved airfilters may be used which satisfy the P1 Scrutineer. Intake silencer may be removed.
 - v. Reed valve assemblies may be modified or aftermarket. Rotary valve may be modified or aftermarket.

AX57. IGNITION AND ELECTRONICS - TWO-STROKE ONLY

- (a) Ignition system, electrical box, flywheel and flywheel cover may be modified or aftermarket.
- (b) Battery charging circuit may be disabled and/or removed. An additional battery and battery box may be used. Batteries must fit into a proper battery box and be securely fastened. Batteries may be relocated.
- (c) Engine temperature sensor assembly may be disconnected and/or removed.

AX58. DRIVELINE - TWO-STROKE ONLY

- (a) Impeller, impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket.
- (b) Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment.
- (c) Aftermarket nozzle trim systems may be used.
- (d) Additional cooling fittings may be installed.
- (e) Visibility spout must be removed or plugged. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet.
- (f) Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.

AX59. ENGINE - FOUR-STROKE ONLY – up to and including 160bhp

- (a) Engine must remain stock as furnished by the OEM.
- (b) Engines affixed with superchargers or turbochargers are not allowed.
- (c) Valve cover may be replaced for cosmetic purposes and/or weight reduction only.
- (d) Replacement starter motor and bendix may be used.
- (e) Replacement engine mounts may be used.
- (f) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- (g) Replacement of general maintenance parts (e.g., gaskets, seals, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, fuel filters, oil filters, clamps and fasteners) shall not be restricted to original equipment. Stripped threads may be repaired. Fasteners may integrate locking mechanisms.
- (h) An aftermarket battery and battery box may be used. Batteries must fit into a proper battery box and be securely fastened.

AX60. AIR/FUEL DELIVERY - FOUR-STROKE

- (a) Flame arresters (air filters) may be aftermarket. They must meet current marine standards and must be used. Airflow sensor may be modified, aftermarket or removed. Ducting between the flame arrestor and throttle body may be modified or aftermarket.

AX61. DRIVELINE – FOUR-STROKE

- (a) Impeller may be aftermarket.

P1 AquaX Technical Rules for the 250bhp class

AX62. AquaX 250 Class Rules

All craft up to and including 250bhp when furnished by the manufacturer are allowed to compete in the 250bhp class.

Special dispensation has been made for the Seadoo RXP X pre-2012 (255hp) two-seater model to compete in the 250hp class

- (a) Watercraft competing in this class must conform to the specifications that follow.
- (b) All watercraft must remain strictly stock except where rules allow or require substitutions or modifications. Changes or modifications not listed here are not permitted. Some original equipment components may not comply with rules.
- (c) Hull Identification Numbers must be displayed as furnished by the manufacturer.
- (d) The AquaX 250 class is open to watercrafts that are designed for two or more people and have a seat.
- (e) AquaX 250 class is not open to Sport or Ski type watercraft.
- (f) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the racer to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- (g) Original equipment parts may be updated or backdated to original equipment parts of the same model.
- (h) Replacement parts shall not be restricted to original equipment. Like for like parts that do not offer any performance enhancing characteristics may be used. If unsure contact the P1 Technical Director for assistance.
- (i) Sound level shall not exceed 96 dB(a) at 22.86m (75 ft.).
- (j) Watercraft competing in the 250bhp division must conform to the following criteria:
 - iv. Dry weight must be greater than 216kg.
 - v. Hull length cannot exceed 394.0cm (156 in.)
 - vi. Hull width must be greater than 96.5cm (38 in.)
- (k) Unleaded Fuels only

AX63. Hull

- (a) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.
- (b) Hull and deck repairs may be made. However, these repairs must not alter the standard configuration by more than 2.00mm (0.08 in.). Hull, bulkhead and deck may be internally reinforced.
- (c) The decision of the P1 Technical Scrutineer and/or P1 OOD regarding modifications will be final. Any question regarding the legality of modifications should be directed to the P1 AQUAX Series Organiser prior to use in competition.

AX64. Handling

- (a) Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
- (b) Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 177.80mm (7.00 in.). The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (c) Replacement bumpers may be used provided a hazard is not created.
- (d) Water-spray deflector - A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured by a plumb line.
- (e) Steering system may be after market. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.

- (f) Seat assembly may be modified or aftermarket. Seat height may be changed.
- (g) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot peened or painted.
- (h) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- (i) Storage covers, hatches, instrument cowlings and engine covers may be modified or aftermarket provided a hazard is not created and the OEM appearance is maintained. Additional engine compartment ventilation is allowed. Original equipment vents may be shielded or plugged.
- (j) Handles, drop-in type storage buckets and bolt-on type mirrors may be modified, after-market or removed provided a hazard is not created.

AX65. ENGINE

- (a) Engine must remain stock as furnished by the OEM.
- (b) Valve cover may be replaced for cosmetic purposes and/or weight reduction only.
- (c) Replacement starter motor and bendix may be used.
- (d) Replacement engine mounts may be used.
- (e) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- (f) Replacement of general maintenance parts (e.g., gaskets, seals, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, fuel filters, oil filters, clamps and fasteners) shall not be restricted to original equipment. Stripped threads may be repaired. Fasteners may integrate locking mechanisms
- (g) Aftermarket battery and battery box may be used. Batteries must fit into a proper battery box and be securely fastened.

AX66. AIR/FUEL DELIVERY

Flame arresters (air filters) maybe aftermarket. Flame arresters that meet current marine standards must be used. Airflow sensor may be modified, aftermarket or removed. Ducting between the flame arrestor and throttle body may be modified or aftermarket.

AX67. DRIVELINE

Impeller may be aftermarket.

P1 AquaX Technical Rules for the 300bhp class

AX68. AquaX 300 Class Rules

All craft up to and including 300bhp when furnished by the manufacturer are allowed to compete in the 300bhp class.

Special dispensation has been made for the Seadoo RXP X pre-2012 (255hp) two-seater model to compete in the 250hp class

- (l) Watercraft competing in this class must conform to the specifications that follow.
- (m) All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Changes or modifications not listed here are not permitted. Some original equipment components may not comply with rules.
- (n) Hull Identification Numbers must be displayed as furnished by the manufacturer.
- (o) The AquaX 300 class is open to watercrafts that are designed for two or more people and have a seat.
- (p) AquaX 300 class is not open to Sport or Ski type watercraft.
- (q) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the racer to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- (r) Original equipment parts may be updated or backdated to original equipment parts of the same model.
- (s) Replacement parts shall not be restricted to original equipment. Like for like parts that do not offer any performance enhancing characteristics may be used. If unsure contact the P1 Technical Director for assistance.
- (t) Sound level shall not exceed 96 dB(a) at 22.86m (75 ft.).
- (u) Watercraft competing in the 300bhp division must conform to the following criteria:
 - vii. Dry weight must be greater than 216kg.
 - viii. Hull length cannot exceed 394.0cm (156 in.)
 - ix. Hull width must be greater than 96.5cm (38 in.)

- (v) Unleaded Fuels only

AX69. Hull

- (d) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.
- (e) Hull and deck repairs may be made. However, these repairs must not alter the standard configuration by more than 2.00mm (0.08 in.). Hull, bulkhead and deck may be internally reinforced.
- (f) The decision of the P1 Technical Scrutineer and/or P1 OOD regarding modifications will be final. Any question regarding the legality of modifications should be directed to the P1 AQUAX Series Organiser prior to use in competition.

AX70. Handling

- (k) Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
- (l) Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 177.80mm (7.00 in.). The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (m) Replacement bumpers may be used provided a hazard is not created.
- (n) Water-spray deflector - A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured by a plumb line.
- (o) Steering system may be after market. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.
- (p) Seat assembly may be modified or aftermarket. Seat height may be changed.
- (q) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot peened or painted.
- (r) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- (s) Storage covers, hatches, instrument cowlings and engine covers may be modified or aftermarket provided a hazard is not created and the OEM appearance is maintained. Additional engine compartment ventilation is allowed. Original equipment vents may be shielded or plugged.
- (t) Handles, drop-in type storage buckets and bolt-on type mirrors may be modified, after-market or removed provided a hazard is not created.

AX71. ENGINE

- (h) Engine must remain stock as furnished by the OEM.
- (i) Valve cover may be replaced for cosmetic purposes and/or weight reduction only.
- (j) Replacement starter motor and bendix may be used.
- (k) Replacement engine mounts may be used.
- (l) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- (m) Replacement of general maintenance parts (e.g., gaskets, seals, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, fuel filters, oil filters, clamps and fasteners) shall not be restricted to original equipment. Stripped threads may be repaired. Fasteners may integrate locking mechanisms
- (n) Aftermarket battery and battery box may be used. Batteries must fit into a proper battery box and be securely fastened.

AX72. AIR/FUEL DELIVERY

Flame arresters (air filters) may be aftermarket. Flame arresters that meet current marine standards must be used. Airflow sensor may be modified, aftermarket or removed. Ducting between the flame arrestor and throttle body may be modified or aftermarket.

AX73. DRIVELINE

Impeller may be aftermarket.

Appendix 1

Honda Aquatrax
Yamaha Wave Runners
Kawasaki Jetski
BRP Seadoo
Polaris PWC

Appendix 2

Scrutineering Check List

1. Tech form
2. Safety gear and equipment – helmet, back protector, life vest
3. Fire Extinguisher
4. Right-sized numbers/colours and backgrounds displayed on the watercraft.
5. AquaX and associated sponsors decals displayed.
6. Lanyard stop switch not working properly.
7. Handlebar grips not secure.
8. Flexible tow loop on bow eye not installed.
9. Battery not connected or charged.
10. Air filters not installed and fuel lines not secured with tie wraps.
11. Intake grate extending more than 12mm below the bottom of the hull.
12. Sponsons too deep or too sharp.
13. Throttle cable housing not secured to an aftermarket throttle lever.

Glossary Of Terms

Aftermarket Part	A part replacing or used in addition to the original equipment part. Aftermarket parts are not limited to providing the same function as their original equipment counterparts.
AquaX commission	Group of 3 persons whose sole responsibility is to resolve rider appeals
Deck	The upper structural body of the watercraft located above (and including) the upper bond flange.
HIN.	Hull Identification Number. A unique serial number generated by the manufacturer and affixed to each watercraft.
Homologation	The process of officially approving or allowing a component or watercraft to compete in an AQUAX events.
Hull	The lower structural body of the watercraft located below (and including) the lower bond flange.
Like for like part	Replacement parts that do not offer any performance enhancing characteristics.
Muster Area	An area on the water described in the race instruction where riders gather, circulating in anti-clockwise direction before the start of a race.
OEM	Parts that were installed on each model of watercraft at the time of manufacture.
P1 OOD	Officer of the Day
Park Ferme	An impound inspection area marked out by the Scrutineer.
PFD	Personal Flotation Device (life vest). A device used to keep riders afloat, required in all forms of AquaX activity.
Pit Area	Area used by riders and mechanics to make machine repairs, refuel and make rider changes.
PW or PWC	Personal watercraft
Race Instruction	An information document sent to competitors pre-event. The race instruction shall include important information pertaining to the race.
Replacement parts	Non-original equipment part used to replace an original equipment part.

(Like for like)	Replacement parts are limited to providing only the dimensions, performance and function that their OEM counterparts provide. Replacement parts must not offer any performance enhancing characteristics.
Scorers	Score the riders, watches for penalties and liaises with the Race Secretary and OOD over scoring issues.
Scrutineer	The person who checks all competing watercraft for rules compliance and eligibility.
Series promoter	Person or body controlling a facility where events are organized, promoted and staged.
Sponson	A special surface which may be attached to the hull sides or transom for stability.
Starter	The person who officially gives the signal to begin the race.
Trim Tab	Trim tabs are attached to the transom of the hull and may be angled up or down to alter the running angle of the craft.
Safety Marshal	Waterborne PWC rider that helps the OOD control the race by use of flags, whistles and radios. Assists fallen riders back to their watercraft or injured racers back to shore.
Water spray deflector spray.	Splashguard, a flexible piece of material fitted to the bow of the watercraft to reduce spray.