

2025 AQUAX RULEBOOK[©]

SERIES PROMOTER
POWERBOAT P1 MANAGEMENT LTD.



1. INTRODUCTION

- AX1. Concept
- AX2. Approval of Races & Classification

2. LICENCING

- AX3. Membership and Licensing
- AX4. Age Regulation

3. CRAFT REGISTRATION/COMPLIANCE

- AX5. Control of Watercraft
- AX6. Entries
- AX7. Obtaining a race number

4. RACING RULES – GENERAL

- AX8. Rules for the AquaX series
- AX9. Terminology
- AX10. Applicability of Rules
- AX11. Interpretation of the Rules

5. WATERCRAFT AND EQUIPMENTSAFETY

- AX12. Tow Loop
- AX13. Sharp Edges
- AX14. Steering
- AX15. Engine Cut-Off
- AX16. Hull and Deck
- AX17. Engine Compartment
- AX18. Protective - helmet and clothing
- AX19. Fuel
- AX20. Fire Extinguisher
- AX21. Race number decals sizes
- AX22. Modifications/technical rules

6. RACING REGULATIONS

- AX23. Rider Responsibility
- AX24. Technical Director Inspections
- AX25. Engine eligibility
- AX26. Pre-Race Declaration
- AX27. Riders' Briefing, Signing in, All classes
- AX28. Racing Start Procedure – Enduro
- AX29. Alternative start procedures
- AX30. Valid starter
- AX31. Course definition and race duration
- AX32. General Racing Rules
- AX33. Incident procedure
- AX34. Turn Marks and missed marks.
- AX35. Stopping the Race
- AX36. Finishing a Race
- AX37. Curtailment of Race
- AX38. Retirement Procedure
- AX39. Championship Points Scoring – all classes.
- AX40. Flag Signals
- AX41. Results and Post Race Reviews

- AX42. Medical Examination
- AX43. Banned Substances and Banned Methods
- AX44. Gross Misconduct
- AX45. Championship Specific Penalties
- AX46. Appeals and Protests
- AX47. Failure to pay any fine
- AX48. Injured riders
- AX49. Identity Tags
- AX50. Podium Presentation/Prize Purse.

7. PRO ENDURO TECHNICAL RULES

- AX51. Class rules
- AX52. Craft compliance.
- AX53. Hull
- AX54. Handling
- AX55. Air/fuel delivery
- AX56. Driveline /pump
- AX57. Engine 4 stroke
- AX58. Ignition & Electronics
- AX59. Electronic Transmittal Devices

8. AM ENDURO TECHNICAL RULES

- AX60. Class rules
- AX61. Craft compliance.
- AX62. Hull
- AX63. Handling
- AX64. Air/fuel delivery
- AX65. Driveline / pump
- AX66. Engine 4 stroke
- AX67. Ignition & Electronics
- AX68. Electronic Transmittal Devices

9. JR ENDURO TECHNICAL RULES

- AX69. Class rules
- AX70. Craft compliance.
- AX71. Hull
- AX72. Handling
- AX73. Air/fuel delivery AX65.
- AX74. Driveline / pump AX66.
- AX75. Engine 4 stroke AX67.
- AX76. Ignition & Electronics
- AX78. Electronic Transmittal Devices

APPENDIX 1. RACER TRAINING

APPENDIX 2. RACE OFFICIALS

APPENDIX 3. RACE CRAFT

APPENDIX 4. GLOSSARY OF TERMS

APPENDIX 5. CLASS STRUCTURE

APPENDIX 6. CHAMPIONS

APPENDIX 7. FORMS

2025 P1 AQUAX RULEBOOK

1. INTRODUCTION

AX1. CONCEPT

These rules are intended to ensure safe and competitive racing 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.

‘Watercraft Racing’ means competitions between watercraft on the sea or on open surfaces of water.

In this series, all entered watercraft compete in the specified divisions: Permission to race in the series is at the discretion of the Series Organizer and the organizers reserve the right to refuse entry into the series.

The Rulebook is designed to provide the information a competitor will need to prepare their personal watercraft and themselves for competition. It also provides an overview of rules that apply to the racing program, along with a summary of offenses and penalties pertaining to rule infractions. The intent of a specific rule will override a competitor’s interpretation of a rule. The intent of a rule will be determined by competent officials. If any rule is unclear to the competitor, the competitor is advised to get written approval prior to any modifications.

The Series Organizer will answer any requests for rule clarifications or interpretations. Requests must be submitted in writing by the rider to the Series Administrator. Any prior verbal approval from staff or officials without a written statement from the Series Administrator regarding the interpretation of a rule or procedure will be deemed invalid.

Please note that while every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Director’s responsibility to make decisions regarding rules enforcement.

Any rule update, addendum will be posted on the AquaX website www.p1aquax.com.

AX2. APPROVAL OF RACES AND CLASSIFICATION

- (a) The race calendar is coordinated and managed by the Series Organizer and is subject to change. Please check P1aquax.com on the rulebook page for updates.
- (b) Local organizers, at their discretion, may add classes for promotional purposes when the need arises. Promotional classes may form a national series but will not be recognized on the P1 international calendar or score world ranking points.
- (c) Entrants are divided into classes according to watercraft engine capacity and/or ability. The series organizer retains the right to allow special dispensation to downgrade or upgrade a watercraft into a class less than or more than its OEM rated horsepower if deemed at a disadvantage or advantaged to another watercraft in its category. Watercraft that comes under this rule will be named in the specific class rules and will not be reassigned during the season.
- (d) Only craft listed in Appendix 3 are allowed to compete in an AquaX event. Craft not listed in Appendix 3 must apply for homologation by contacting the Series Organizers.
- (e) The decision of the Race Director or Technical Director regarding the legality of a craft or its modifications will be final. Any questions regarding the legality of modifications should be directed to the Series Organizer prior to use in competition.
- (f) Safety always takes priority over racing.
- (g) International AquaX Championship classification – Enduro

1. PRO ENDURO

The Pro Enduro class is open to all models of sit-down Personal Watercraft (PWC), though the rules will favor the use of higher rated HP craft.

The purpose of the Pro class is to attract the world's best PWC racers who want to compete at the highest level on a sustainable budget. The technical rules for the Pro category will allow for higher levels of modification than Amateur but will be capped to keep costs to an affordable level.

AX52 Pro Enduro technical rules.

2. UPGRADING TO PRO

Amateur racers must have a minimum of two seasons, or eight events whichever comes first, of AquaX Amateur class racing, this includes a period of time racing in the AM300 class. Amateurs must also finish in the top 10 overall AM300 class to automatically be eligible to move up to PRO Class. AM200 Class riders must race in the 300AM class before advancing to the PRO Class. Exceptions may be made for experienced riders to enter at Pro level from other categories i.e., closed course or for Amateur riders with less than two seasons / eight events racing experience who show the skill level to be upgraded to Pro. In both cases a racing CV / resume must be submitted to the Series Administrator within one month prior to the first event taking place. The series organizer reserves the right to deny advancement into the PRO Class.

3. DOWNGRADING FROM PRO TO AMATEUR.

Downgrades are not permitted during the season, but riders may apply in writing to the Series Administrator to downgrade to Amateur from Pro at the end of the season stating the reason. Downgrading, if permitted, will only be allowed one time.

4. MANDATORY DOWNGRADE FROM PRO TO AMATEUR

If the Race Director and Series Organizer judges a rider's ability to be less than the required standard to compete in the PRO class and is considered to be a hazard to themselves and others, the rider will be mandatorily downgraded to Amateur. In this case a rider will be notified in writing and will have no grounds for appeal. Advancement back up to PRO Class must be approved by the series organizer.

5. PRO ROOKIE

A rider moving from Amateur to Pro will be classified as a Pro Rookie in their first season of competing in the Pro category and therefore will be eligible to compete for the Pro Rookie title.

6. AMATEUR ENDURO

Am Enduro -300hp or 200hp.

The Amateur Enduro category is open to all makes and models of sit down PWC and is broken down into two classes based on horsepower of the craft - 300hp or 200hp. The purpose of the Amateur category is to provide an accessible and affordable racing platform and to encourage recreational riders to take part in organized competition. It will also function as a proving ground for those wishing to advance to the Pro level.

The 300hp & 200hp classes will race together on the same course at the same time but will be scored separately. At some venues, the Amateur classes may be merged with the Pro classes but scored separately subject to entry numbers, water conditions and timings. Riders will be informed at the Riders Briefing of any changes that affect the race and class structure.

7. UPGRADE TO PRO FROM AMATEUR

Amateur Riders may upgrade to the Pro class during season if they fulfil the required criteria.

see AX2 – 1-PRO ENDURO

The series organizer has the right to upgrade an experienced rider competing in the Amateur class who no longer meets the stated Amateur rider criteria. These criteria include the following...

An Amateur rider must be self-funded and receives no direct financial or product support from a PWC manufacturer. However, they may have local and aftermarket industry sponsors and can form part of a club team. Riders may remain within the Amateur ranks so long as they adhere to the above rules. Where a region does not offer a Pro level and yet Pro riders are in attendance, Pro riders will be governed by Amateur technical rules. A PRO/AM event will run under AM Enduro rules.

8. ROOKIE (BEGINNER IN THE AMATEUR CLASS)

A beginner to AquaX racing will be classified as a Rookie in his/her first season of competing in the Amateur category.

A Rookie rider will wear an orange race vest to differentiate themselves from experienced riders in the same class and adhere to Rookie-specific starting rules. If a beginner rider joins the series towards the tail of the season his/her Rookie status will continue into the following year.

9. ROOKIE UPGRADE

A Rookie may apply to the Series Administrator in writing to upgrade to Amateur status after completing six (6) individual races.

10. JR ENDURO

The Junior class is for ages 14-15 and will follow the Jr Enduro class rules.

(h) AQUAX NATIONAL & PROMOTIONAL CLASSES

AquaX Cup

(i) THE AQUAX TEAM TROPHY

All competitors who enter an AquaX event may also enter as a team by listing their team's name on the entry form. There is no limit to the number of riders allowed in one team, but only the top 5 overall scores per round will be calculated for the overall team Championship. Team and team members must be registered with the series administrator at the beginning of the season and prior to the first race. If a team member is added to a team once the season has started, points will only be counted once they are officially recorded as a team member. Any points awarded prior to becoming a team member will not be counted toward overall team points.

(j) THE AQUAX CUP

Cup event or class is designed to showcase the series to local sponsors/venues and riders in a new region. The event/class will follow the general and technical rules of AquaX racing. Riders whose craft are considered illegal for AquaX Enduro Championship racing may enter under Cup technical rules. Competitors will not be eligible for World Ranking points.

(k) **WORLD RANKING SYSTEM.**

The AquaX World Rankings, launched in 2014 to identify the most consistent and talented AquaX riders in the world, continues to add another element to competition as racers battle it out for that coveted number one vest each year.

The top fifty (50) will be announced every six months via the AquaX website and social media platforms. The rankings are calculated using two years' worth of results, with results from the last 12 months taking more precedence than those recorded between 12 and 24 months, to ensure those in form and still racing with the series are rightly the focus of the rankings.

1. THERE ARE 5 FACTORS THAT IMPACT ON YOUR RANKING POINTS. THESE ARE AS FOLLOWS:

- Race position – Where the rider finishes in an individual race.
- Number of racers – The number of riders on the start line in any given race.
- The water conditions – Surf, rough or flat.
- The level of race class - Pro, Pro/AM, or AM.
- The level of competition – The number of top 30 world ranked riders in a race.

In Amateur racing the world ranking points are taken from a rider's overall finishing position within all classes that raced.

For example: if AM 200 and 300 classes are raced together a rider finishing 10th behind two 200 class riders, they would record world ranking points for 10th place yet championship points for 8th place in the 300 class.

The world rankings are constantly changing with points from races over two years old dropping away as the season rolls on, ensuring an ever-changing landscape that allows new riders to make their mark after just a year or two years of racing on the AquaX Tour.

2. CALCULATION OF WORLD RANKING POINTS - RACES

- The points gained from the best twelve races within the previous 12 months (not rounds but individual races). The points gained from the best seven races older than 12 months but within 24 months.
- The points are re-calculated 4 times a year. The highest ranked rider is issued with the World No.1 rider vest.

3. CALCULATION OF WORLD RANKING POINTS – INFLUENCING FACTORS

- Position in race.
- Number of competitors in Class
- Condition of water
- Series weighting
- Year 1 or 2 (year 1 = best 12 races, year 2 = best 7 races)

These factors are brought together in the following formula to ascertain the World Ranking

$$WR = P \times N \times S \times Y \times C$$

4. POSITION IN RACE (P) IS CALCULATED AS FOLLOWS:

POSITION	WORLD RANKING POINTS		
	PRO	PRO/AM	AM
1	20	12	8
2	14	9	5
3	12	7	4
4	10	6	3.5
5	8	5	3
6	7	4.5	2.5
7	6	4	2
8	5	3	1.5
9	4.5	3	1
10	4	2.5	0.5
11	3	2	0.5
12	3	2	0.5
13	3	2	0.5
14	3	2	0.5
15	3	2	0.5
16	3	2	0.5
17	2	1	0.25
18	2	1	0.25

5. NUMBER OF RACERS IN CLASS (N)

RIDERS PER RACE	FACTOR
1-5	1.5
6	1.6
7	1.65
8	1.7
9	1.75
10	1.8
11	1.85
12	1.9
13	1.95
14	2
15	2.05
16	2.1
17	2.15
18	2.2

RIDERS PER RACE	FACTOR
19	2.25
20	2.3
21	2.35
22	2.4
23	2.45
24	2.5
25	2.5
26	2.5
27	2.5
28	2.5
29	2.5
30	2.5
31	2.5
32	2.5

6. CONDITIONS OF WATER (C)

WATER CONDITIONS		
SURF over 3FT	ROUGH UNDER 3FT	FLAT/CALM
1.50 points	1.25 points	1 point

7. SERIES WEIGHT / STRENGTH (S)

The Series strength will be calculated by the number of participating teams with World Rankings in the race, based on the following criteria:

- For every participating rider ranked 1-10 will increase the value of the race
- for WRPs by 5% For every participating rider ranked 11-20 will increase the
- value of the race for WRPs by 3% For every participating rider ranked 21-30 will increase the value of the race for WRPs by 1%

8. YEAR OF RACE (Y)

FACTOR

- Within 12 months 100%
- 13-18 months 60%

2. LICENCING

AX3. MEMBERSHIP & LICENCING

- (a) Riders taking part in a P1 sanctioned event must hold a P1 member card. The cost of membership is automatically included in the fee when registering for the first event of the season and is valid until the first event of the following year.
- (b) P1 AquaX Racer membership \$20.00 or local currency equivalent.
- (c) Any rider taking part in an AquaX event must hold a valid race license issued by their National Authority. Licensing structures may vary depending on the National Authority. Please contact the Series Administrator of the relevant series for information.
- (d) SERIES ADMINISTRATOR CONTACTS

P1 HQ	P1 USA
POWERBOAT P1 MANAGEMENT LTD	POWERBOAT P1 USA
QUEEN ANNE MANSIONS	2320 CLARK ST. SUITE A1
86/87 WIMPOLE STREET	APOPKA, FL 32703
LONDON, W1G 9RL	USA
+44 (0)77 1479 2572	C: (352) 572-8686
SPORT.USA@POWERBOATP1.COM	SPORT.USA@POWERBOATP1.COM

- (e) Visiting foreign riders must also hold a national license from their country of residence. If their country has no national authority, the rider must take out local membership when signing on: Visiting foreign riders are required to provide the following documentation to the series administrator at least 6 weeks prior to racing.
 - 1. **Written permission from their own National Authority with verification that he /she is a member in good standing.**
 - 2. **Proof of previous and verifiable racing experience by the submission of a watercraft Racing resume / CV.**
- (f) Riders living in a country without a National Authority must contact the Series Administrator before entering.

AX4. AGE REGULATIONS

- (a) Age regulations apply at the date of the race.
- (b) Rider under the age of eighteen (18) must provide evidence of their age.
- (c) Riders under 18 years of age must be accompanied at the event by a Parent/ Legal Guardian. All riders under 18 on the date of the race will be required to submit written consent from their parent or legal guardian to their participation in, and confirmation of their acceptance of the rules governing the race.

(d) Class age regulations.

ENDURO	AGE
AM 200	*16 yrs.
AM 300	*17 yrs.
PRO	17 yrs.
JR ENDURO	14 yrs.

*Special permission may be granted for AM 200 class 15-year-old or AM 300 class 16-year-old if the following paperwork is provided and can be verified.

1. Written letter from National Authority verifying the competitor is competent and able to race in the class.
2. A race resume that outlines all races the competitor has raced in in the previous two years, including race results, name of event and contact for the event organizer for verification purposes.
3. Parent or legal guardian must sign a minor waiver along with a written statement acknowledging that they are aware of the risks involved with racing personal watercraft.
4. The race director must approve the competitor based on the above documentation prior to the competitor entering.

** Please contact Series Administrator for age requirements in your region.

3. WATERCRAFT REGISTRATION AND COMPLIANCE

AX5. CONTROL OF WATERCRAFT

- (a) Only valid membership and License holders are permitted to control the watercraft whilst racing.
- (b) Once registered, watercraft are allowed out on the water ONLY at the times designated in race instructions or with prior agreement with the AquaX Race Director. Non-conformance may result in disqualification from the event and/or a fine as stipulated in race instructions.

AX6. ENTRIES

- (a) All entries must be made via the Official Entry Form on the P1 AquaX website 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 Organizer who reserves the right to refuse entry.
- (c) Riders are responsible for the behavior of all team members and their associates. All rules are enforceable if breached by any team member or associates of the team or rider.
- (d) The Series Organizer 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 events, or who are currently under suspension by the Series Organizer, 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 Organizer. No watercraft belonging to that individual or

team shall be allowed to compete, nor shall it be loaned/rented or otherwise transferred except by final sale to render it eligible for a P1 AquaX series sanctioned race. The Series Organizer reserves the right to deny future membership and entry to anyone who has previously been expelled or suspended.

- (f) Race entries are accepted on a pre-payment basis as described on the official AquaX entry form. Late entry is purely at the discretion of the Series Administrator and a late fee will be charged.
- (g) The Organizers may cancel or postpone the event or a race at any time in the event of bad weather, marine holds, equipment failure or otherwise. THE ENTRY FEE IS NOT REFUNDABLE unless specified by event Organizers.

AX7. OBTAINING A RACE NUMBER

- (a) Each rider will choose a race number upon entering a P1 AquaX event for the first time. If the entry form does not allow the selected number, the rider must choose another. Duplicate numbers are not permitted. If an existing rider has a number assigned to them, it cannot be used by any other rider. The selected number will be valid for the duration of the P1 AquaX series. See rule AX21.
 - 1. The only exception to the duplicate number rule is if there is an International and US National Champion in both PRO and AM classes where the number 1 may be used. In this case, the International Champion will race a white number with a black background. The National Champion will race a black number with a white background. World ranked number 1 rider must race their assigned number on their watercraft, however, they will be allowed to race in the World ranked number one race vest.
- (b) If a rider stops competing in AquaX, their race number will be held on file for a period of 2 years from the date of his/her last race, after which the number will be returned to the number pool.
- (c) If a rider stops competing, he / she may immediately release his /her number. This must be submitted in writing to the series administrator who will then release the number back into the number pool.

1. INTERNATIONAL CHAMPIONSHIP RANKED NUMBERS.

Any rider taking part in the AquaX International Championships who places in the top 5 will be given the choice to run that number for the following 12 months or until the next world championship event or whichever comes first. If they choose to run their ranked number for this period, their original race number will be held on file until his/her number is required. If the rider fails to compete during this time rule AX7. (b) will apply.

4. 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/event area, teams are deemed to be under race rules and regulations. All rules will apply, as will penalties. The AquaX rulebook shall be published on the P1 AquaX website and distributed via email to competitors and event attendees before the start of the race season.
1. IT IS THE RESPONSIBILITY OF THE RIDER TO OBTAIN THIS INFORMATION.
 2. RULE ADDENDA SHALL BE ANNOUNCED AND AVAILABLE AT P1 AQUAX EVENTS AND PUBLISHED ON THE P1 AQUAX WEBSITE AND SOCIAL MEDIA CHANNELS AND/OR DISTRIBUTED VIA EMAIL 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 Organizers shall judge, in accordance with the current rules, all cases not foreseen or inaccurately defined.
- (b) Any rider who infringes any rules will be penalized.
- (c) **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 ORGANIZER.**

5. WATERCRAFT AND EQUIPMENT SAFETY

AX12. TOW LOOP

- (a) All watercraft must have a flexible tow loop attached to the bow eye.
- (b) Tow loop must be made of a strong, flexible, non-tangling material such as wire loop designed specifically for towing PWC.
- (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 AquaX Technical Director. If plastic or metal hull supports are used, all edges must be smooth so 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.
- (d) Bumpers must be securely attached to craft. If, during a race, a bumper partially comes away from the craft and creates a hazard the rider may be black flagged and brought in to remove the bumper before being allowed to proceed.

AX14. STEERING

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

AX15. ENGINE CUT-OFF

- (a) The lanyard/kill cord - stop switch shall function correctly and be in an adequate condition.
- (b) The Lanyard/Kill cord must be always attached to the rider when on the water.
- (c) Sea-Doo Spark riders may add padding around the stop switch to prevent the lanyard from being accidentally knocked off during racing so long as the padding does not obstruct the lanyard from operating correctly.

AX16. HULL AND DECK

- (a) Hull and deck repairs may be made. These repairs must not alter the standard configuration by more than 2.00mm (0.08in.).
- (b) Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (c) Bumpers must be securely attached to craft. If, during a race, a rider' bumper partially comes away from the craft and creates a hazard the rider will be black flagged and brought in to remove the bumper.
- (d) The numbers and background must be rule compliant and legible.
- (e) All watercraft must display the hull identification number (HIN) assigned at the time of manufacture. The Series Organizers may also assign a further I.D number.
- (f) All watercraft must display engine serial number.

AX17. ENGINE COMPARTMENT

- (a) Hose clamps must be secure.
- (b) The battery must fit into the 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) Approved air filters must be securely installed.
- (f) The fuel system must not leak, and all fuel hoses must be secure.

AX18. PERSONAL PROTECTIVE CLOTHING (PPE) /EQUIPMENT

Riders must present a clean and tidy appearance.

It is the responsibility of the rider to select an approved helmet and suitable apparel that will provide appropriate protection. The series Organizer 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 international recognized standards must be always worn while on the water and that offers a level of safety and protection equivalent to the following examples.

- Comply with Snell M2020 or DOT FMVSS 128 Safety standards for motorcycle use.
 - Comply British Standard BS 6658:1985 - Kitemark
 - Comply with UNECE Regulation 22.05
 - 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 or better.
 - Helmets with bolt on chin guards and transparent face shields that cover the face 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.
 - The helmet must have a minimum of 50% coverage of hi-visibility/bright color – no solid black or dark colored helmets are allowed.
 - Helmets will be approved and marked for use by the P1 Technical Director at pre-race technical inspection.
- (b) **Life vest:** A 50N buoyancy aid (Coast Guard-approved personal floatation device - PFD) in sound condition must always be worn while on the water. The buoyancy aid must have 4-buckle fastening to front or 2-buckle fastening to side. If zipped PFD is used, the zip must be in full working order and accompanied by at least one buckle fastener.
- (c) **Back Protectors:** Motocross/snowboard back protectors that cover the entire spine are mandatory and must always be worn when on the water.
- (d) **Whistles:** Whistles attached to the rider's life jackets are mandatory. They must be easily accessible and must always be worn when on the water.
- (e) **Wetsuits/Dry suits:** Suitable full body/leg protective waterproof clothing must always be worn while on the water.
- (f) **Footwear:** Wetsuit type booties or trainers are mandatory and must always be worn while on the water.
- (g) **Leg Guards / leg protectors:** Are recommended.
- (h) **Accessories:** Eye protection and gloves are recommended for all Riders in all P1 AquaX competition events. If gloves are worn, a hi-visibility/bright color glove is highly recommended and preferred.
- (i) **Tow Rope:** Each rider must always have a suitable towing rope of a minimum of 5m / 15ft on board his/her craft.
- (j) The AquaX Race Director or AquaX Technical Director shall have the authority to prohibit the use of any PPE considered unsafe, offers insufficient protection, or to be otherwise considered inadequate.

AX19. FUEL

- (a) All fuel must be carried in fuel jugs with properly fitting spouts made for the purpose and marked 'Highly Flammable.' Open funnels are not allowed.
- (b) Competitors are reminded to check current or relevant directives regarding transportation of fuel.
- (c) Fuel may not be transferred between tanks during a race.
- (d) Fuel transfer outside any designated fueling areas will result in a fine.
- (e) Fuel sampling may take place during race events.
- (f) Any entrant disposing of fuels, fuel cans (including empty cans), oil or any lubricants in the pit area or on the racecourse by pouring or spilling such fuels or lubricants is subject to a fine and will be disqualified from the event.

- (g) The unleaded fuel must be as defined by national or regional standards. Except where a P1 AquaX fuel sponsor has provided fuel for exclusive use in the series, fuel must be standard roadside or marina available fuel. See AX53 (g) for Pro Enduro class fuel specification.
- (h) Fuels are limited to petroleum-based fuels. Any additives deemed to be performance enhancing by the Series Organizer or Race Officials are not permitted. The penalty for the use of performance enhancing additives will be disqualification.
- (i) See AX53 (g) for Pro Enduro class fuel specification.
- (j) The Series Organizer may provide fuel for special events when a supply is not readily available in the local area - for example for an International Championship or an international event. In this case riders will be mandated to use the fuel supplied by the organizer to ensure parity within the class. Riders will be informed of the specification pre-event.

AX20. FIRE EXTINGUISHER

All riders must have a minimum of one 5lb/2.27kg CO2 or powder fire extinguisher present in their pit area. (Standard rated ABC extinguisher). The extinguisher should show the date, rider's race number, service record and must be recently inspected, recharged and in working order. The extinguisher must be presented at safety inspection with PPE.

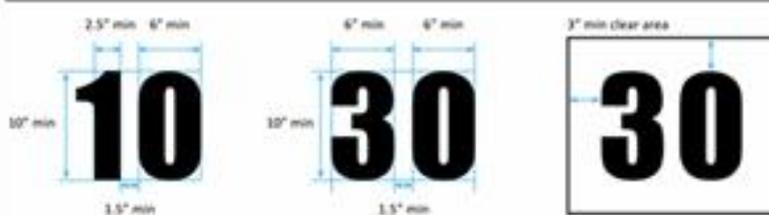
AX21. RACE NUMBER DECALS

- (a) Number/back plates are not mandatory. The background must be plain and in contrast to the number color – e.g., black on white, white on black.
- (b) The height of each figure must be a minimum of 254mm/10in by a minimum on 152mm/6in wide.
- (c) Numbers are to be bold in font and opposite in color to the background.
- (d) Numbers must have a minimum of a 40mm/1.5in between the numbers if double or triple digits are used.
- (e) Numbers must be positioned on the front of the watercraft and to both sides of the hull. See Pic.1.
- (f) When registering riders will receive a race vest with their personal number printed on it.
- (g) The vest must be worn at all times when on the water – NO VEST NO POINTS. see AX46 (a).
- (h) Race vests are colored to distinguish different classifications. Number backgrounds will be colored to distinguish rookie riders.
- (i) The vest is to be kept by the rider for the duration of the championships. If a rider misplaces his/her vest they will be charged areplacement fee.
- (j) **RACE NUMBER 911 WILL PERMANENTLY BE RETIRED FROM P1 AQUAX** – In honor and memory of Eric Casey Francis. No other racer will be permitted to race under this number henceforth. Special dispensation is awarded to Mrs. Sophie Francis only.

Pic.1



SIZE & SPACING



NUMBER PLATES



AX22. MODIFICATIONS/TECHNICAL RULES

- (a) For technical PRO Enduro and AM 300 rules – see from AX52.
- (b) For technical AM 200 Enduro rules – see from AX61.

6. RACING REGULATIONS

AX23. RIDER RESPONSIBILITY

The rider accepts responsibility for every eventuality that may occur as a result of entering a race. It is the rider's sole and ultimate responsibility to decide whether or not to start or continue in a race once he/she has passed technical inspection.

AX24. AQUAX TECHNICAL DIRECTOR INSPECTIONS

- (a) AquaX Technical Director shall work with the current technical list as a guide and equipment listing.
- (b) Pre-race technical inspection does not constitute a condition survey of the watercraft.
- (c) Pre-race technical inspection does not constitute the watercraft as legal for class participation in an AquaX event. If the inspector detects an illegal modification during pre-race technical inspection the rider will be alerted to the infringement and must resolve the issue prior to racing.
- (d) The Technical inspection sheet may not necessarily cover every item that Technical Director may wish to check, nor does every item necessarily refer to every class of watercraft.
- (e) The AquaX Technical Director shall reject a craft if it does not comply with all the requirements of the Organizer.
- (f) The AquaX Technical Director shall refer any noncompliance to the Race Director. Any decision related to eligibility shall be made in good time, when possible and before the start of the race.
- (g) Any incomplete entry may, at the discretion of AquaX Technical Director, be put back to be re-examined later if time permits.
- (h) Post-race technical inspection will take place at the discretion of the Race director and / or technical director.
- (i) Competitors must make their watercraft available when requested – failure to do so may result in disqualification.
- (j) The Technical Director or a member of the technical support team, with the authority of the Race Director, reserves the right to test ride any craft entered into the championship for technical legality reasons.

AX25. ENGINE ELIGIBILITY

- (a) The Organizer's appointed Technical Sub Committee may appoint a number of engine inspectors who can attend any engine inspection or conduct their own checks at any event.
- (b) If the Technical Sub Committee decides to check an engine to verify its eligibility, the competitor shall bear the cost.
- (c) Parts not supplied by the original engine manufacturer shall not be fitted to any engine unless specifically allowed within the rules.
- (d) Engine technical inspection checks of OEM parts will be made in comparison with standard production parts and/or OEM engine homologation papers.

AX26. PRE-RACE DECLARATIONS

- (a) All riders who are racing must sign the indemnity/wavier form provided by the Series Organizer who will be responsible for the provision of third-party public liability insurance whilst racing. Details of this insurance are available from the organizer.

P1 STRONGLY ADVISE THAT COMPETITORS TAKE OUT THE FOLLOWING INSURANCES BEFORE RACING:

- Personal Accident and Death Benefit.
- Legal Expenses cover.
- Loss of Earnings insurance.
- Travel and Medical Insurance.
- Year-Round Third-Party Public Liability (for activities outside P1 organized watercraft Racing events) or Comprehensive cover on your craft.
- Fire, Theft insurance cover on your own craft/trailer – check to see if your car policy covers trailing.
- Check all your insurance policies to ascertain whether you are covered whilst racing.

PLEASE NOTE: It may be a requirement of the National Authority/ law of the country that a rider provides their own PA & medical insurance / Civil insurance before being allowed to take part in the event. Check with the Series Organizer prior to entering.

- (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 rider must provide contact/next of kin details when registering to compete in an AquaX event.
- (d) Privacy, Cookie and GDPR.

THE GENERAL DATA PROTECTION REGULATION LAWS (GDPR) HAVE CHANGED THE WAY WE ASK FOR YOUR INFORMATION.

Please note when registering as a racer you automatically consent for P1 to contact you via email, message, and phone call and to send you regular race and safety information for the event, championship, or series.

When you enter a Powerboat P1 competition you are consenting to allow your appearance, image, race data and race statistics to be shared across the P1 media platform, which forms an integral part of the historical record of the event, championship and series and cannot be removed when consented to.

If you wish to have your information permanently deleted, other than racer information, from our database, please contact the ~~Series~~ Administrator

AX27. RIDERS BRIEFING - SIGNING IN - SIGNING OFF ALL CLASSES

- (a) A roll call shall signify a rider's attendance prior to the start of the briefing. Only riders and race officials will be allowed to attend this briefing.
- (b) Late or non-attendance at this briefing will result in an instant \$250.00 or local currency equivalent fine per person, with a re-scheduled briefing being held at the P1 Director's convenience. The fine will be payable prior to racing. Multiple non or late attendance will result in further penalties at the race director's discretion. If there are extenuating circumstances causing a rider to be late or not able to attend, the race secretary must be notified as soon as possible.

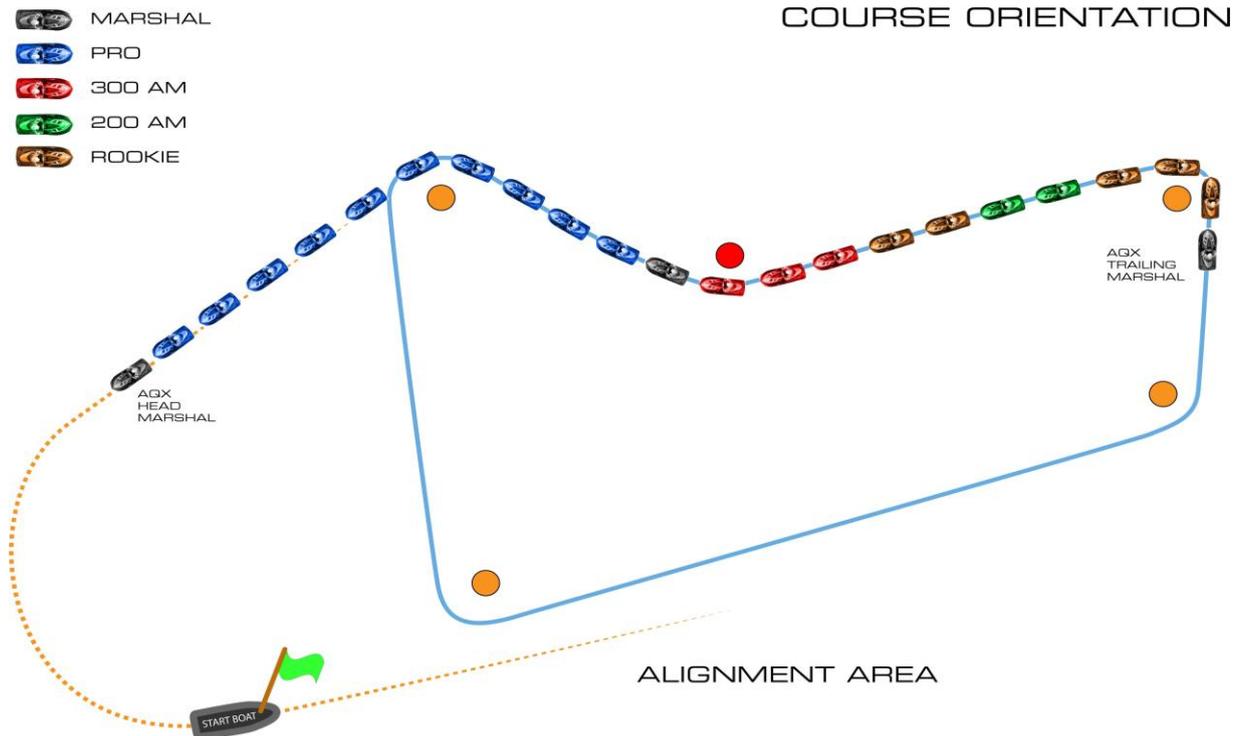
AX28. ENDURO STARTING PROCEDURE RACING

ENDURO - PRO, 300, 200, classes will race together unless stated otherwise in the Race Instructions or at Riders Briefing. If numbers dictate, a staggered start may be used. Start system will be explained at Riders Briefing. Jr Enduro Class will not be raced with another class.

- (a) Starting positions will be determined by the following method.
 - Race One Starting positions will be decided by random pick when registering.
 - Race Two Starting positions will be decided by finishing position of Race 1.
 - Race Three Starting positions will be decided by finishing position of Race 2

- (b) Pro/Am & Am classes will line up for the start in the following order. PRO, 300, 200
- (c) Rookie riders, those wearing orange vests, will be positioned on the outside of the class line. If a staggered start is used the Rookie 300hp riders may be positioned in the second row on the inside of the Am 200 class riders.
- (d) Minimum Visibility
 - There must be clear visibility over the entire 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.
- (e) FROM WET PITS AREA – PIC 1 – COURSE ORIENTATION
 1. Start Marshal (PWC) – Whistle Signal - two minutes to commence leaving wet pits.
 2. The Start Marshals will lead/escort the riders to the start area in the position order given at signing on/or position gained in the previous race. Other start marshals will split the pack as described at the Riders' Briefing. A trailing marshal will seal the line.
 3. Riders must remain in single file, maintaining the pace of the lead marshal and be vigilant of other water users.
 4. AT NO TIME MUST ANY RIDER PROCEED AHEAD OF THE START MARSHALS.
 5. Once the convoy has left the launch area the pit marshal will blow a whistle confirming the pit is closed. Riders may not leave the wet pits after this time. A late start procedure may be given at the discretion of the AquaX Race Director.
 6. The start marshals will lead the riders in start order position to the start area and into the alignment procedure.
 7. A practice session of 3 laps, if not already completed, including the start run and the penalty mark as described at Riders Briefing, will be executed before the start of the race. Further practice sessions may be conducted at the Race Director's discretion.

(f) COURSE ORIENTATION – PIC 1

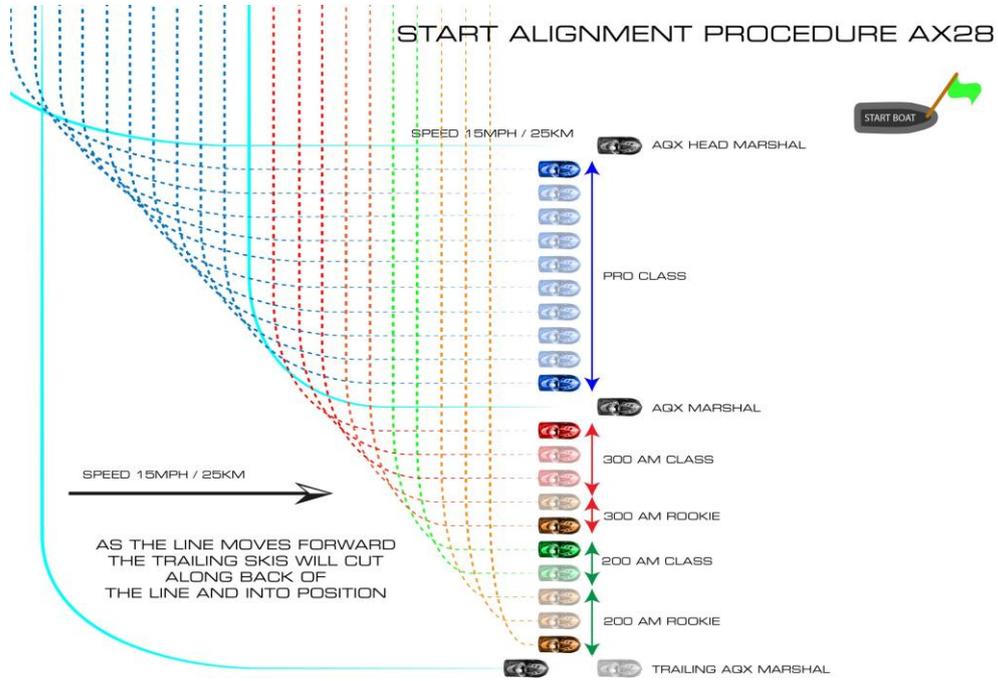


(g) FROM START ALIGNMENT AREA – PIC 2 & 3 – ALIGNMENT & START

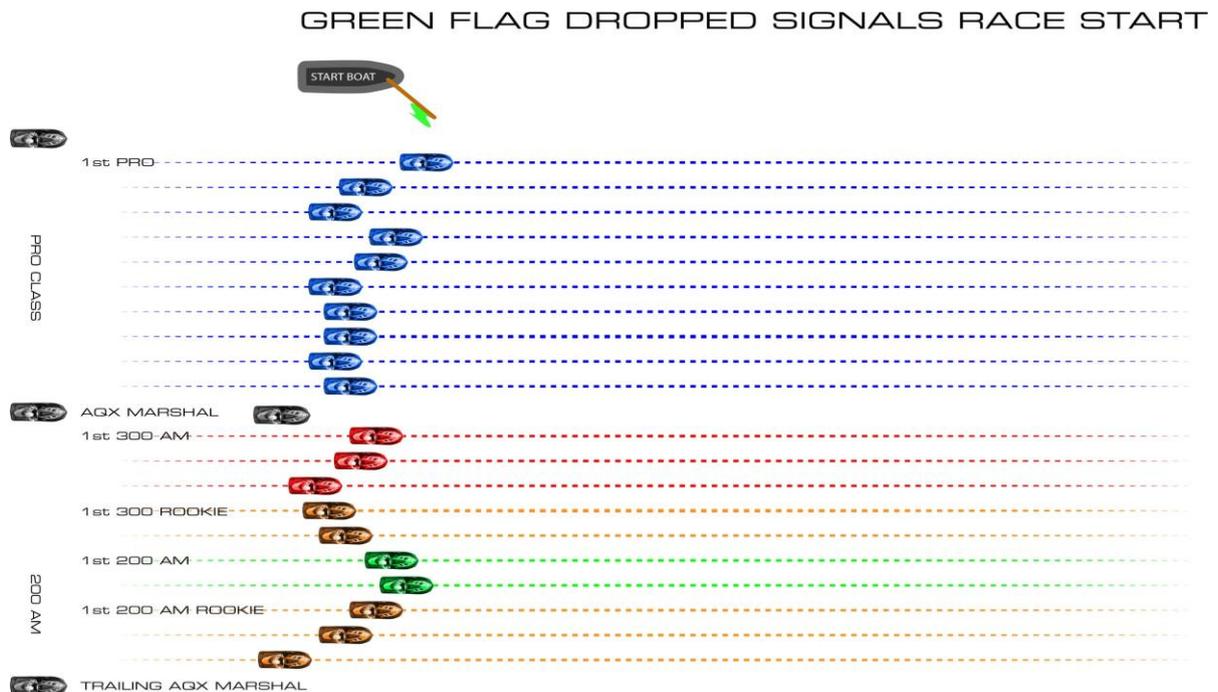
1. Nearing the completion of the final practice lap the Start Boat will raise the green flag - riders must follow the start procedure -as described at Riders Briefing.
2. A race official on the Start Boat and Start Marshals (PWC) will use whistles and flags to control the fleet prior to the start as described at Riders Briefing. They will have the authority to impose penalties.
3. The Start Marshals will begin the start alignment procedure 30m/30yrds ASTERN and perpendicular to the Start Boat. Depending on the length of the line (number of riders) the start marshal may choose to reduce the fleet's speed to idle, or to standstill allowing the trailing riders to catch up with the pack and fall in to position.
4. Riders must observe a distance of 2m/6ft between craft.
5. When the trailing Marshal seals the line and the head marshal is satisfied that all riders are in line, holding a satisfactory line he will lift the speed to an approximate speed of 15mph/25km (pushing water but not on the plane). The riders must stay a ski length behind the marshals at all times - Any rider moving head of the start marshals will be in jeopardy of receiving a jump start penalty. See Pic.2. The penalty for not staying behind the Start Marshals will be a 5-position penalty applied at the end of the race when all scores are settled.
6. The Race Official on the Start Boats will drop the Green Flag and the race is underway.
7. The official timing starts when the leading rider crosses the start-finish line, unless otherwise communicated at the Riders' Briefing. Crossing the line constitutes the start of Lap 1 of the race.

8. If at any time during the start procedure a red flag is raised and the start is aborted, all riders must return, at a safe speed, to the start area for restart or follow specific instructions from the Head Marshal.
9. Any rider that fails to line up in the start area will not be allowed to start.

(h) START ALIGNMENT. PIC 2 –



(i) RACE START - PIC 3–



- (j) Should a rider fail to start after having lined up in the start area, he/she may start provided that:
- The rider Follows the start run through the start/finish line when it is safe to do so.
 - The Rider merges into the racing pack safely and gives way to riders on the course.
- (k) A description of the start and the start procedure will be explained at the Riders' Briefing.
- (l) During the start run, if a rider passes the start marshals before the green flag is dropped, he/she will receive a 5-position penalty when the race is completed.
- (m) Rider must hold their line until clear of the Start Boat and only then, and if they are four or more watercraft lengths in front of adjacent watercraft are they allowed to move across.
- (n) Any rider deemed reckless by moving across too soon or weaving on the start run will be penalized. The procedure will be explained at the Riders' Briefing.
- (o) **SAFETY TAKES PRECEDENCE OVER RACING AT ALL TIMES.** Competitors should do nothing to endanger crew, spectators, or other participants.
- (p) The Race Committee may use any official video evidence to assess whether a rider is in breach of the start procedure rules.
- (q) **RESTARTING A RACE**
1. The AquaX Race Director may restart the race 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.
 2. All machines will be stopped under the red flag. The Start Marshal (PWC) will notify riders when to move their machines and will escort them back to the start area.
 3. If the race is restarted, ~~riders not having previously started in that race will be allowed to enter in the restart provided they create no additional delay.~~ **Only riders who were in the original start may restart the race. Any rider who was not on the original start for any reason, will not be permitted to join the restart.**
 4. If a race is stopped with fewer than 3 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.
 5. If a race is stopped after 3 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 (30mph/48km) behind the Start Boat or Head Marshal flying the green flag, maintaining a three-boat length between them. When the green flag drops, the riders may resume racing. No overtaking will be allowed until the riders pass through the start gate. Any penalties received from the first start will be applied at the end of the race.

AX29. ALTERNATE START PROCEDURES

- (a) 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 two holders 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 pre-determined by the Race Director. 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.
- (b) Staggered start: A staggered start may be used if the class entry exceeds 40 riders, or the venue is not of a sufficient size to safely start all competitors at one time. The higher horsepower, or higher-ranking riders depending on the class structure of the event will start first. Remaining classes/and Rookie ranked riders will be released after a minimum of 20 seconds or when it is safe to do so. If a staggered start is required, then the system will be explained at the Riders Briefing.
- (c) Riders must be prepared for any type of start procedure at any time.

AX30. VALID STARTERS

An entry accepted by the organizers and having satisfactorily completed training, technical inspection, attending all required briefings and having taken part in practice as described in the race instruction at the prescribed time, under the starting arrangements specified by the race program or at Riders' briefing, is a valid starter.

AX31. COURSE DEFINITION AND RACE DURATION

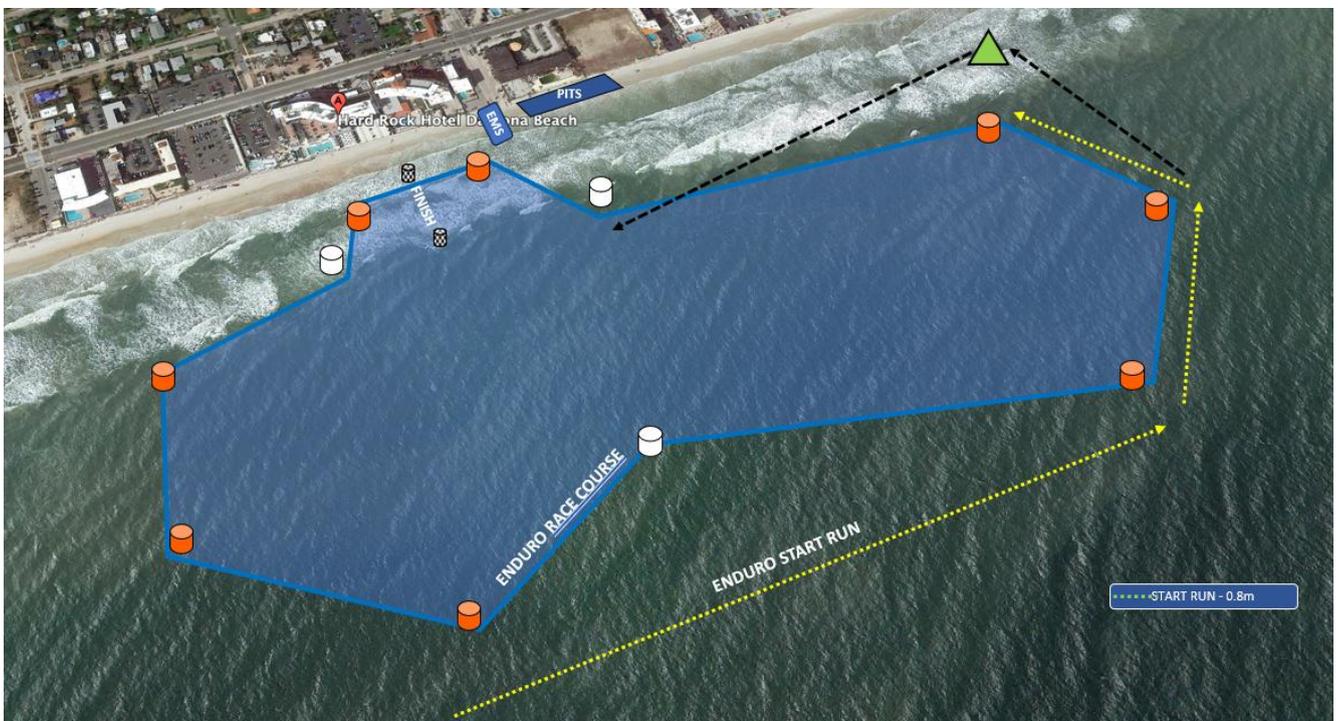
(a) ENDURO COURSE

1. The length of the Enduro racecourse will be determined by the number of riders on the racetrack at any one time and the ability levels of the class. i.e., Pro or Pro/Am or Am. The figures stated below are approximate, however the final length and design of the track will be determined by the Series Organizer and Race Director based on the local environment and sea conditions on the day.
2. The length of the race will be determined by the average fuel consumption of the class and transiting requirement to and from the racecourse from the wet pit area.

(b) Course definition & length table

CLASS	NUMBER RIDERS	OF	MINIMUM LENGTH OF TRACK	MAX LENGTH OF RACE	
PRO ENDURO	Up to 15		.8 mile	1.2km	30mins + 1 lap
PRO ENDURO	15 - 25		1.2 mile	1.9km	30 - 40mins + 1 lap
PRO ENDURO	30 - 45		1.8 mile	2.9km	30 - 40mins + 1 lap
AM and PRO/AM ENDURO	Up to 15		1.mile	1.6km	30mins + 1 lap
AM and PRO/AM ENDURO	15 - 30		1.6 mile	2.5km	30mins + 1 lap
AM and PRO/AM ENDURO	30 - 45		2.mile	3.2km	30mins + 1 lap
JR ENDURO	Up to 15		.3 mile	.5km	20mins + 1lap
JR ENDURO	15 – 30		.8 mile	1.2km	20mins + 1 lap

(c) Example course design



AX32. GENERAL RACING RULES

It is the duty of each rider to ensure that their watercraft is ridden 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. Different weather and sea conditions may also affect the way a watercraft handles. The amount of sea room required, and time needed to make a maneuver or avoid a collision will vary from watercraft to watercraft and race to race. This must be considered when reading these rules.

AquaX racing is a non-contact sport and riders may be penalized at the discretion of the AquaX Race Director if avoidable contact occurs. Whilst racing or participating in official practice sessions watercraft riders are bound by the International Rules for the Prevention of Collision at Sea. All watercraft racers 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 riders in their immediate vicinity. All riders must take any action necessary to avoid a collision. A constant lookout must be maintained, and riders are always reminded of the importance of good and efficient communication.
- (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 vessel is one.
- (d) Riding on the course - Riding will not be allowed on the racecourse at any time without permission from the AquaX Race Director.
- (e) Performance Obligation - All competitors are expected to demonstrate their highest level of effort and compete to the best of their ability, aiming to achieve the highest possible finishing position. Any attempt by a competitor to intentionally manipulate or influence the final outcome of the competition, or to encourage, persuade, or motivate others to do so, will result in disqualification or penalty, at the race director's discretion.
- (f) 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 team may be penalized at the discretion of the AquaX Race Director.
- (g) Collision – if facing a potential head on collision – ALWAYS TURN RIGHT to avoid it.
- (h) Blocking - The deliberate blocking of a faster machine is cause for penalty at the discretion of the AquaX Race Director.
- (i) Spin Outs - It is expressly forbidden to ride in a direction opposite to that of the approved racecourse. A rider whose craft has spun out is permitted to turn around to continue the race 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 penalized.
- (j) 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 center of the course and wait for instruction.
- (k) 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.
- (l) Lapping - A rider being lapped must allow the overtaking rider to pass 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 faster rider approaching.

- (m) Hand Signals - A Rider who has spun out, fallen, or stalled must raise one hand 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.
- (n) 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 themselves from the racing line.
- (o) Riders re-entering the course in an unsafe manner will be penalized. The decision by the Race Director will be final.
- (p) Finish line - Once a rider receives the checkered flag, he/she must NOT STOP abruptly, but continue raising a hand and looking before turning into the center of the track to wait for further instruction. Any rider turning back and riding through the finish line buoys when the track is still live will be disqualified. This procedure will be described at the Riders Meeting.
- (q) Changing craft:
 1. Riders in all classes will only be permitted to have one (1) back up watercraft. A rider may change from their primary watercraft to their secondary watercraft and back to their primary watercraft if all criteria are met regarding changing watercraft. The appropriate penalties will be applied to each change.
 2. All craft used in racing must pass technical inspection and affixed with a tech sticker, legal sized race numbers and AquaX logos stickers. If changing just the engine (short block), the engine must pass tech in situ.
 3. Riders may not change craft between races unless the craft has received considerable hull or engine damage.
 4. The rider must receive the Technical and Race Director's permission before changing craft. They must also inform the Race Secretary before launching an alternate craft. These three points must be observed otherwise the rider will be disqualified without appeal. The form in Appendix 7 must be used when switching craft.
 5. Any rider changing craft due to hull damage, engine damage or changing engine will incur a two-position penalty at the end of the next race when all scores are settled. This rule applies to any rider returning to his/her original craft.
 6. Once the fleet has left the launch area, and the rear marshal has signaled all competitors have launched and are ready to commence practice laps, no further craft changes will be permitted until the race is over.

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) All riders must take a wide berth around the point of the incident and ride with caution.
- (d) When deemed the course is clear yellow flags will be removed, and normal racing will resume.
- (e) In the event of a serious incident the red flag procedure will apply.
- (f) It is the rider's responsibility to monitor all flag signals whilst deployed.

AX34. TURN MARKS AND MISSED MARKS

- (a) All marks will be laid in the approximate positions referred to in the race instructions or described at Riders Briefing. It is the riders 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 Race Instructions or at Riders' Briefing the color of the course marks will be as follows:
 - All Outside Course Marks: ORANGE with a BLACK BAND (to be left to port when racing anticlockwise).
 - All Inside Course Marks: ORANGE with a WHITE BAND (to be left to starboard when racing anticlockwise).
- (c) Should a mark go missing the rider must pass through the approximate geographical position directed by a waterborne marshal.
- (d) If a rider hits a turn mark – the penalty mark must be taken on the next lap.
- (e) If a rider destroys a mark or cuts the securing line – the penalty mark must be taken, and a buoy replacement fine will be applied.
- (f) If a rider damages a mark, the penalty mark must be taken, and a fine will be applied.
- (g) A rider 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) If a rider misses a mark, they must take the penalty mark on the following lap. The penalty mark cannot be taken on the start run. If a mark is missed on the first lap, it must be taken on the second lap.
- (i) If the penalty mark is not taken a rider will receive a one lap penalty. If a penalty mark is not present, a rider will incur 2 position penalty at the end of the race when all scores are settled.
- (j) *If a rider misses a mark and the advantage is considered greater than taking the penalty mark (straight line) the rider will incur a one lap penalty. A second violation in the same race will result in a DQ from that race. Further violations will result in an event weekend DQ.

AX35. STOPPING THE RACE

The race director may stop or curtail a race at any time for any reason.

- (a) In case of force majeure or an accident.
- (b) Marine mammals on the racecourse.
- (c) In the event of the race being aborted using the Red Flag procedure.
- (d) On seeing red flags.

AX36. FINISHING A RACE

- (a) When the leading rider in each class completes a race and crosses the finishing line the checkered flag will be waved. It designates the winner of the race and the start of the finish procedure.
- (b) The checkered flag will be given to all subsequent riders who cross the finish line irrespective of class.
- (c) All riders crossing the finishing line after the winning rider will be classified and scored as having finished the race provided, they have covered 70% (percent) of the laps completed by the winning rider in their specific Enduro class.
- (d) Upon completion of a race the rider shall:
 - 1. Raise their hand, check the course is clear, look to make sure it is safe and then turn into the center of the course as described in the Riders Briefing.
 - 2. Conform with the International Regulations for Preventing Collisions at Sea.
 - 3. Not hinder other riders who are still racing and await escort back to the Wet Pits.
 - 4. Time Limit: All riders shall have a maximum of 5 minutes from the time the winning rider crosses the finishing line to complete their race.
 - 5. The race may be curtailed or stopped at the finish line at any time by waving the checkered flags.

AX37. CURTAILMENT OF A RACE

A curtailment decision can be made at any time during a race provided the curtailment is signaled on the Start/Finish line to the riders. The leading rider shall then stop racing immediately by turning safely into the center of the course. All other riders 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.

AX38. RETIREMENT PROCEDURE

- (a) On retiring from a race all riders must, when practical to do so, turn their watercraft into the center of the course and wait for assistance. If the watercraft stalls on the track, the rider should signal a waterborne marshal by using his/her whistle as described at the Riders’ briefing.
- (b) A rider who has retired after completing 70% of the laps by the winning rider in their class is eligible for championship points based on the number of laps completed.

AX39. CHAMPIONSHIP POINTS SCORING SYSTEM – ALL CLASSES

- (a) AquaX Points Table

AQUAX POINTS TABLE - 1 -10 PLACE	
First place	25 points
Second place	20 points
Third place	17 points
Fourth place	15 points
Fifth place	14 points
Sixth place	13 points
Seventh place	12 points
Eighth place	11 points
Ninth place	10 points
Tenth place	9 points

AQUAX POINTS TABLE CON’T - 11 -18 PLACE	
Eleventh place	8 points
Twelfth place	7 points
thirteenth place	6 points
Fourteenth place	5 points
Fifteenth place	4 points
Sixteenth place	3 points
Seventieth place	2 points
Eighteenth place	1 point

- (b) Points will be awarded to the rider and his watercraft. The same watercraft must be used in all races unless the craft suffers irrevocable damage whilst competing and a craft change is allowed – see AX32 (q).
- (c) To be eligible for points, a rider does not need to cross the finish line/pass through the checkers but must complete a minimum of 70% of the laps completed by the winning rider in their class, rounded down to the nearest full lap. e.g., If the winning rider completes 12 laps (70% of 12 = 8.4 laps) the rider must complete 8 laps to score.
- (d) Riders will be ranked according to the number of laps completed and the order in which they finished.
- (e) Riders completing the race (passing through the checkered flags) will be scored higher than those scored on same number of laps but not finishing the race (not passing through the checkered flags).
- (f) If a race is curtailed a minimum of 4 laps need to be counted for a race to be scored.
- (g) If a race is curtailed and scored, the final placement will be scored on the last complete lap. i.e., if 7 laps have been scored and the race is curtailed during lap 8, the final score will be counted from lap 7.
- (h) Points are not transferable across classes.
- (i) Points will be awarded for all races except for qualifying heats unless stated in the race instructions.
- (j) No points will be awarded if a rider is disqualified for an infringement of the rules.
 - 1. DQ – Disqualified will be noted on the result sheet.
- (k) No points will be awarded if a rider fails to complete 70% of the laps recorded by the winning rider in their class.
 - 1. DNS – Did not score will be noted on the result sheet.
- (l) No points will be awarded if a rider fails to finish within the point scoring positions. 1 -18 positions.
 - 1. DNS – Did not score will be noted on the result sheet.
- (m) No points will be awarded if a rider fails to finish due to mechanical breakdown or personal injury and did not complete 70% of the laps recorded by the winning rider or fails to finish within point scoring positions.
 - 1. DNF – Did not finish will be noted on the result sheet.
- (n) If a rider is penalized 1 lap for a track infringement, they will be relegated to the top of the preceding lap. e.g., a rider who completes 12 laps and is then docked 1 lap he/she will be scored as the first rider to complete 11 laps.
- (o) The round results are determined by adding together points accumulated from each race. In case of a tie the rider with the highest place finish in the final race will take the overall win or position.
- (p) The Championship results are determined by adding together the finishing points from every round over the season. In case of a tie, the rider with the most race wins will receive the higher ranking. If still tied the rider with the most second place finishes, if still tied the rider with the most third place finishes and so on. If still tied the rider with the highest place finish in the final race of the championship will take the overall championship win or position.
- (q) AquaX Points table – Team Trophy
 - 1. All competitors who enter an AquaX event may also enter as a team by listing their team's name on the entry form. There is no limit to the number of riders allowed in one team, but only the top 5 overall scores per round will be calculated for the overall team Championship.
 - 2. Team managers must register their team's name and team members with the race secretary prior to the start of the first round. Teammates may be added to the team during the season, however, any points accumulated by the added team member prior to being added to the team will not be counted.

3. Once the team is formed, the team name cannot be retracted, or points reallocated to other team once the season has started. The teams can be made up of any rider in any class except for those classed as Cup Only entries. The team with the highest score at the end of the season will be awarded the team trophy.

AX40. FLAG SIGNALS

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

FLAG	FLOWN FROM	REASON
	START BOAT /FINISH LINE	START PROCEDURE UNDERWAY. ONCE DROPPED SIGNIFIES THE START OF THE RACE. HALFWAY POINT
	WATER MARSHAL, SAFETY BOAT / FINISH LINE	HAZARD INCIDENT IN VICINITY, PROCEED WITH CAUTION. NO OVERTAKING
	START BOAT, WATER MARSHAL SAFETY BOAT/FINISH LINE	RACE ABORTED, PROCEED WITH CAUTION RAISING HAND. TURN INTO COURSE.
	START BOAT/ WATER MARSHAL/ FINISH LINE	FASTER RIDER APPROACHING - YOU ARE ABOUT TO BE LAPPED.
	START BOAT / WATER MARSHAL/ FINISH LINE	RIDER PENALISED - STOP AND REPORT TO START BOAT
	FINISH LINE	LAST LAP
	FINISH LINE	END OF RACE OR RACE CURTAILED

- (a) GREEN FLAG – The flying green flag signifies the start alignment procedure is underway. Once dropped signifies the start of race. Green Flag also signifies the half waypoint in the race.
- (b) YELLOW FLAG – on seeing the yellow flag signal from an official vessel, 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 penalized.
- (c) RED FLAG – on seeing the red flag signal all riders shall stop racing immediately raise their hand and slow down, check to see if it is safe to turn, then turn into the center 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.
- (d) 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 Start Boat immediately. If a rider is disqualified, he/she must wait by start boat until the race is finished. Riders warned may continue to race but must re-enter the course in a safe manner.
- (e) BLUE FLAG – Lapping/faster riders approaching. Stay on course, continue to race, and allow them to pass without hindrance.
- (f) WHITE FLAG – flown from the finish line – signifies 1 lap to go.
- (g) CHECKERED – signifies end of the race or race curtailed.

AX41. RESULTS AND POST RACE REVIEWS

- (a) Results capture.
Official transponders/ Tracker system may be utilized by the Series Organizer for scoring purposes (mandatory equipment assigned by Timing and Scoring).
- (b) Provisional Results
1. The provisional results will be posted on the pit board or in the series online Facebook group within one hour of the end of the races when possible.
 2. The AquaX Race Director must sign the results and state the time of posting on the provisional results.
 3. The AquaX Race Director will be available for one hour from the time of posting the results to receive any protests.
 4. It is the Riders' responsibility to monitor the posting of the provisional results.
 5. Provisional results will become official one hour after posting provided no protests have been received.
- (c) Official Results
1. After one hour, or immediately following the end of post technical inspection (whichever comes first), the provisional results will become official assuming no protest(s) have been received.
 2. The AquaX Race Director must sign the results as official and state the time of posting on the provisional results. As from this period no protests can be lodged by competitors.
 3. The issuing of official results does not exempt riders who competed in the event from penalties for rule violations and technical infringements determined by the Race Committee following the protest period.
 4. Should an infringement of the rules by a rider be determined by an independent and pre-nominated third party to have taken place, the official results can be revised. These infringements include but are not limited to:
 - Fuel Testing
 - Anti-doping test
 - Appeal lodged by rider.
 - Complete engine inspection
 - Review of electronic data capture.
- (d) Post-race review of official electronic data capture and other evidence
1. The Race Committee has the power to review all electronic data capture, including video footage and other evidence resulting from any race and is permitted to correct any errors up to five days after the event.
 2. Any change/penalties applied in the posted results according to this rule may be protested, by the rider, within 1 day of the issue date.

AX42. MEDICAL EXAMINATION

- (a) The Race Committee may instruct the Medical Officer who is present at any AquaX Racing Event, to submit any rider entered to a physical, alcohol or drug test at any time during the event. Anyone refusing any test shall be suspended from the event and reported to series organizer for 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 AquaX Race Director who, based on the report of the Medical Officer, may exclude the Rider from the competition.

AX43. BANNED SUBSTANCES AND BANNED METHODS

- (a) Any Rider, mechanic, or race official or crew suspected of being under the influence of alcohol should be reported to the AquaX Race Director 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.

Banned Substances and Banned Methods.

- (b) 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.

Control of Banned Substances and Doping Control Procedures

- (c) Competitors selected for testing must not refuse to be tested and shall appear at the Control Center at the time appointed by the Sampling Officer.
- (d) Any infringement of this rule will be reported immediately to the Race Jury and subsequently to the national governing body.
- (e) No competitor shall protest another competitor for an infringement of this rule.

AX44. GROSS MISCONDUCT AND UNACCEPTABLE BEHAVIOUR BY RIDER, PIT CREW, RIDER SUPPORT STAFF OR FAMILY

- (a) To protect the interests of all those involved in the sport, the following actions can be penalized by the AquaX Race Director, the Race Committee, or the Series Organizer.
 1. Failure to abide by the rules of AquaX.
 2. Any deliberate act taken to gain unfair advantage.
 3. Any false act made, or statement given.
 4. Any attempt to bribe or the taking of a bribe to falsify a result.
 5. Any abusive, aggressive, or unsportsmanlike behavior towards any rider, team member, event official, public or event partner.
 6. Any instances of verbal or physical abuse against any rider, team member, event official, public or event partner.
 7. Pursuing legal action against the series organizer, event officials, event partners and racers.
 8. Bringing the championship into disrepute by way of posting defamatory comments on any social media, including but not limited to Podcast interviews.
 9. Failure to attend podium without previously tendering notice to Race Secretary will result in DQ for the weekend.
- (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.
- (c) Riders do not have the right to appeal. AX44. (a) 5. 6. 7. 8.

AX45. CHAMPIONSHIP SPECIFIC PENALTIES, WARNINGS AND FINES

The penalties contained within are not exclusive and do not protect the offender from further action by the Race Director or Series Organizer.

- (a) At the discretion of the AquaX Race Director/Race Committee, a card penalty may also be applied in conjunction with the fines listed below or contained within the Race Instruction document.

\$100	fine.	Smoking in the defined wet or dry pits
\$150	fine.	Fuel transfer outside the designated fueling areas
\$150	fine.	Launching: persons on watercraft whilst being lifted or craned
\$150	fine.	Not wearing correct PPE when on the water
\$80	fine.	Failure in launch/ramp discipline
\$250	fine.	Late or non-attendance to riders briefing: A second infringement will result in further penalties at the discretion of the Race Director
\$300	fine.	Damaging a race mark - repair
\$1500	fine.	Destroying a race (mega) mark - replacement
\$250	fine.	Aggressive riding
\$250	fine.	Not wearing AquaX Race Vest during racing A second infringement will result in a DQ.
\$100	fine.	Late or non-attendance to prize giving
\$100	fine.	Not wearing Race Vest at podium presentation
\$500	fine.	Gross misconduct -physical altercations between riders, pit crew, rider support staff or family members.

NB: The above fines will be converted into local currency.

- (b) Verbal Warnings and Yellow Cards will be served for, but not limited to, incidents involving unsportsmanlike conduct, abuse of a race official or rider/team member or infringements noted in rules AX44. This rule also applies to the conduct of a Rider’s team members, pit crew, support staff and family members. In this situation, the penalty will be served to the Rider.

PENALTY	# PENALTY	ACTION TAKEN
VERBAL WARNING	1st	Logged with race secretary for 12 months from date of incident
YELLOW CARD	2nd	Logged with race secretary for 12 months from date of incident
RED CARD	3rd	Disqualification from that event
SERIES DISQUALIFICATION	4th	\$1000 fine and disqualification from the rest of the series for rider and team.

1. A Verbal Warning will be logged with the race secretary for a period of 12 months from the date of the offence. Another incident in this period will result in a yellow card being served.
2. If deemed necessary, a yellow card can be given to any rider/team member without previously receiving a Verbal Warning.
3. If deemed necessary, a red card can be given to any rider/team member without previously receiving a Verbal Warning or Yellow Card.
4. A rider/team member given a Red Card is immediately disqualified from the event and loses any points obtained in that event.
5. A rider/team member given a second Red Card is immediately disqualified from the series.
6. All penalties are valid for 12 months from the date of issue, unless stated otherwise.
7. Yellow and Red Cards will be recorded by the race secretary.
8. Yellow and Red cards may be issued on the evidence of any photographic/TV footage.
9. The Race Director retains the right to impose a further fine, suspend or disqualify any rider/team member from any event.
10. A rider/team will not be allowed to compete until the penalty and fine are paid in full.

AX46. APPEAL AND PROTEST PROCEDURES

A Mandatory arbitration session with the Race Director or appointed person is to be held before any formal protests or appeals will be accepted. If unresolved the rider will be given a P1 AquaX protest or appeal form. Formal protests or appeals must be made in writing by the rider involved and will be logged with the Series Administrator. Protests from third parties will not be accepted.

(a) Appeal Procedure

1. During an event, a rider appealing a penalty must first attend a mandatory arbitration meeting with the Race Director or appointed person before lodging their appeal through the Race Secretary within the time allocation. The Race secretary will provide the appealing rider with the necessary forms.
2. The appeal will be presented to the Race Jury for further deliberation. A decision will be announced before the end of the event, unless further investigation is required, in which case the Rider will be kept up to date with the proceeding of the protest by the Series Administrator.
3. Appeal process after a race meeting: If an official result is revised and a rider is disqualified following further investigation of engine parts, data capture, video evidence. The rider will be informed immediately of the revised result.
4. Any revision of any results after the posting of the official results may be appealed within 1 day after the revision date. The appeal will be presented to the Race jury for further deliberation. A decision will be announced within 3 days of receiving the appeal.

(b) Protest procedure.

A Mandatory pre-protest arbitration session with Race Director or appointed person is to be held before any formal protest will be accepted. A Protest must be given in writing, on the official P1 AquaX protest form, one hour after the publishing of the provisional results.

1. When a competitor raises a protest against another competitor over the eligibility of an engine and to prove 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 rider shall pay for the checks. If 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.

2. The Protest form must be filled out, clearly stating the area of the craft that is in dispute and signed and dated by the rider. The form must be handed in with the fee (in cash), stated on the form, to the Race Secretary.

AX47. FAILURE TO PAY ANY FINE

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

AX48. INJURED RIDERS

If during an event a rider is injured their license may be suspended until the medical team has given the rider all clear to continue to compete.

AX49. IDENTITY TAGS

All team members will be issued with waterproof temporary identification (wristband), which must be always worn on the right wrist during racing or testing.

AX50. PODIUM PRESENTATIONS/PRIZE PURSE

- (a) Podium attendance is mandatory for podium finishers (top 3). Riders failing to show without prior approval from the Race Director will be disqualified.
- (b) Trophies will be presented to the top 3 in each class.
- (c) Prize purse will be announced before the start of the season and posted on the AquaX website.
- (d) All podium finishers must wear their race vests on the podium. Failure to do so will result in penalties as detailed above.
- (e) Podium finishers must wear wetsuits on the podium along with their AquaX race vests.
- (f) Riders are asked to refrain from inviting family members to join them on the podium until after the official presentation, photography and filming has taken place. Riders may then ask for further time for family photos.

7. P1 AQUAX PRO ENDURO & AM 300 TECHNICAL RULES



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 ORGANIZER.

AX51. PRO ENDURO & AM 300 CLASS RULES

- (a) The AquaX Pro Enduro and AM300 Enduro are open to personal watercraft designed for two or more people and have a seat. The craft must remain strictly stocked as supplied by OEM except where rules allow.

The Pro Enduro and AM 300 class is open to all models of seated PWC, though the rules will favor the use of higher rated HP craft.

- **The Seadoo 325 watercraft has been given special dispensation to compete in the PRO Enduro and the AM 300 class.** This watercraft is to remain stock except for the following:
 - Intake grate
 - Ride plate.
 - Seat cover
 - Steering, including switches, controls, and steering cable.
 - Sponsons
 - The GPS speed restrictor may be removed only.
 - **The original electronic control unit may be reprogrammed so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added except for air fuel ratio, exhaust gas temperature and detonation sensor for data logging applications. Engine temperature sensors may be disabled.**
 - **The hull may be reinforced at the bow for model for 2024 and 2025 models.**
 - No other modifications are allowed.

~~As with other models that have been released in the past, this watercraft will be observed by the tech and race directors during the 2024 season.~~ The series organizer will maintain the right to amend rules during the season accordingly to ensure the racing fleet is on a level playing field as much as possible. The series organizer reserves the right to place data measuring tools or equipment on any watercraft as a means to assess the Sea-doo 325 models.

PRO / AM - all 4-stroke craft up to and including 325hp when furnished by the manufacturer are allowed to compete in the PRO Class and AM 300 class.

Once a specific race series/championship has started, new craft that are produced and launched before the completion of the series will not be accepted to race in that series.

To clarify - If a series starts in April and finishes in November, new models produced and launched by the manufacturers in September will not be allowed to compete in the remainder of the series. New models can be used in competition in events that begin after September. This ruling only affects brand new models and not current models that have received no performance enhancing upgrades from the previous year.

AX52. CRAFT COMPLIANCE

- (a) Riders competing Pro Enduro and AM 300 must conform to the specifications that follow. All watercraft must remain strictly stock as supplied by OEM except where rules allow. Changes or modifications not listed here are not permitted. The Series Organizer may allow additional modifications to stock classified PWC to parts and components that have known risks of failure in race conditions.

Updates will be issued on the website.

- (b) Hull & engine identification numbers must be displayed as furnished by the manufacturer.
- (c) When rules permit, or require equipment to be installed, replaced, altered, or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- ~~(d) Original equipment parts may be updated/backdated to original equipment parts of the same make and model providing there is no performance gain. The part must be a bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.~~
- (e) Like for like parts that do not offer any performance enhancing characteristics may be used. If unsure contact the Series Organizer for assistance.
- (f) Bonding agents may be used on threads and shafts.
- (g) Engine fuel - must consist of unleaded gasoline only. "Gasoline," for the purpose of this Rule Book, is defined as a mixture of hydrocarbons and oxygen bearing compounds with the following clarifications:
 1. Oxygen content must not increase the specific energy of gasoline.
 2. Oxygen content must not exceed 3.7% by weight.
 3. Oxygen content must have been blended in by the refiner or the fuel manufacturer.
 4. Specific gravity must be between .715 - .770 at 60°F (15°C).
 5. The only allowable oxygenates are ethers and alcohols. Epoxides (e.g., propylene oxide) will not be considered ethers.
 6. Nitrogen-bearing compounds are not allowed.

NOTE: Most commercially produced unleaded fuels and oils will meet these criteria. However, some may contain additional additives which do not meet these criteria. Additional rules pertaining to fuel regulations can be found at AX19.

Watercraft must conform to the following criteria:

- 7. The OEM published dry weight for model.
 - 8. Hull length cannot exceed 395.0cm (156 inches)
 - 9. Hull width must be greater than 96.5cm (38 inches)
- (h) The decision of the AquaX Technical Director and/or AquaX Race Director regarding modifications will be final. Any question regarding the legality of modifications should be directed to the Series Organizer prior to the use in competition.

AX53. HULL

- (a) All watercraft must have a flexible tow loop attached to the bow eye. Tow loop must be made of a strong, flexible, non-tangling material such as wire loop designed specifically for towing PWC 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. Hulls can be internally reinforced. However, these repairs must not alter the standard configuration by more than 2.00mm (0.08 in.).
- (c) Bumpers rails must remain stock. Fasteners or rivets may be used to secure the bumper rail in place. However, there must not be any sharp edges or hazards as a result. If a bumper comes loose during a race the rider will be black flagged.
- (d) 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.

- (e) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- (f) **Hatches**, mirrors, speakers, **and instrument cowlings** may be **modified, or aftermarket** removed provided seals are intact and no extra air intake or airflow is provided, and a hazard is not created. If speakers remain intact, the rider must not play music during the races as this is considered a distraction and may impede communication to rider from water borne marshals.
- (g) Yamaha models will be permitted to use the Wamiltons FX-GP Keil Reinforcement or equivalent on the 2021 and prior year models only.
- (h) **Seadoo 325 will be permitted to reinforce the hull at the bow for 2024 and 2025 models.**

AX54. HANDLING

- (a) Ride Plate - 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.
- (b) All watercraft may be equipped with a maximum of two sponsons. Stock sponsons may be modified or aftermarket. Sponsons shall not exceed 91.45cm (36.00in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (3.94 in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 63.5mm (2.50in). 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. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (c) 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.
- (d) The steering system may be after market. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. The 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.
- (e) Seat structure must remain stock. No additional air intake allowed special dispensation may be allowed. Please contact the Series Administrator.
 - 1. Seat cover may be aftermarket.
 - 2. The OEM seat height cannot be raised by more than 50mm (2in). The original shape and design, including the backrest, must not change.
 - a Sea-Doo RXPX 2021 only
Seat height cannot be changed by more than +/-12.7mm (0.5 in). Seat configuration must remain in two pieces as supplied by the manufacturer and maintain the original fixings. Seat covers maybe utilized. Exception - if back rest is not utilized rule AX.54(e)2. with apply.
 - 3. Sea-Doo RXTX 2017 models are required to have the removable rear seat in position on the watercraft while racing.

~~4. Kawasaki Ultra 300/310—Additional air intake is allowed via the rear seat only. The seat must resemble the same shape and size as the original.~~

- (f) Original equipment braking devices may be disabled for safety purposes.
- (g) Seats and supporting structure must not be discarded during a race. Riders may remove seats to tend to their engine but must not discard and continue racing. Riders that discard seat/s and continue racing may be disqualified.
- (h) Reverse buckets may be removed or disabled (modified to disable reverse function is acceptable so long as a hazard is not created) but reverse control cables, motors, and mechanisms must remain in place.

AX55. AIR AND FUEL DELIVERY

- (a) Craft will be allowed to utilize an aftermarket catch-can. Excess oil/fuel exiting the catch-can must be caught and not spill into the engine compartment.
- (b) Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed. If not equipped with an airflow sensor, the ducting between the flame arrester and throttle body may be modified or aftermarket. If originally equipped with an airflow sensor, the ducting may be modified or aftermarket between the flame arrester and airflow sensor. Modifications to the airflow downstream of the airflow sensor are not allowed. No modifications to the turbocharger and supercharger system, if applicable, are allowed.
- (c) Units where a ribbon system is employed as the OEM flame arresting device may have the ribbon removed so long as airflow is not increased, and sufficient flame suppression is achieved by the air filter. An aftermarket part may be used to retain OEM airflow specifications.
- (d) Kawasaki Ultra 300/310 only
 - 1. Aftermarket fuel regulator and fuel pump may be used.

AX56. DRIVELINE/PUMP AREA

- (a) Driveline, pump stator, nozzles must remain stock as furnished by the OEM.
- (b) Driveline Coupler and dampener may be aftermarket.
- (c) Impeller must remain stock as supplied by the manufacturer. No modifications, including re-pitching impeller blades are allowed.
- (d) Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet.
- (e) Visibility spout must be removed or plugged.
- (f) KAWASAKI 300 /310 only
 - Impeller may be modified or aftermarket, providing that the original diameter is maintained.
- (g) SEADOO RXPX 325
 - Impeller must remain stock as supplied by the manufacturer. No modifications, including re-pitching impeller blades are allowed.

AX57. ENGINE

- (a) Engine must remain stock as furnished by the OEM.
- (b) Engines may be bored. Replacement piston assemblies may be used provided the original, compression ratio, dome profile, skirt length and shape and type of material are not changed. Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30-degree maximum angle. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may

not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one-cylinder bank are allowed.

- (c) An aftermarket blow off valve (BOV) may be used.
- (d) Aftermarket spark plugs with a different heat rating may be used.
- (e) Replacement batteries are permitted but must fit into the original equipment battery box and be securely fastened.
- (f) Replacement fuel lines may not provide any other function than original equipment hoses. Changes in temperature tolerances are allowed.
- (g) Clutch may be aftermarket if it is readily available for all competitors and purchased from a reputable parts manufacturer.
- (h) Valve retainers may be aftermarket.
- (i) Valve guides may be aftermarket.

Removal of OEM exhaust resonator system located between water box and exhaust outlet is allowed. The water box must remain.

OEM. Through hull exhaust outlet flap may not be modified or removed.

Use of permanently attached air fuel sensor mounts, or drilling and tapping into the exhaust manifold for air fuel sensor and exhaust gas temperature is allowed.

- (j) Sea-Doo RXPX and RXTX 300 models - Valve springs may be modified or aftermarket.
- (k) Additional cooling - Sea-Doo and Yamaha models only
 - 1. An additional through-hull cooling supply line and fitting may be added to the pump.
 - 2. Pump water inlet covers, and water strainers (filters) may be modified or aftermarket.
 - 3. Additional water-cooling lines and aftermarket water bypass fittings may be added.
 - 4. Yamaha models may utilize anode fitting on the engine block for additional cooling.
 - 5. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained.
- (l) Kawasaki Ultra 300/310 only
 - 1. Pulleys and tensioners may be modified or aftermarket.
 - 2. Oil cooler kit and fittings and hoses may be aftermarket.
 - 3. The exhaust **filter** may be removed.
- (m) Yamaha SVHO Models only
 - 1. Supercharger shafts may be welded.
 - 2. Plastic intake manifold may be backdated to its metal predecessor.

AX58. IGNITION AND ELECTRONICS

- (a) All electronics must remain stock as furnished by the OEM except for the following.
- (b) Aftermarket connectors may be applied to OEM wiring harnesses. Connectors may only improve the existing system by decreasing the risk of breaking or severing the connection. Absolutely no additional signals, inputs, or outputs may be provided by the use of aftermarket harness connections.
- (c) The original electronic control unit may be reprogrammed so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added except for air fuel ratio, exhaust gas temperature and detonation sensor for data logging applications. Engine temperature sensors may be disabled.

AX59. ELECTRONIC TRANSMITTAL DEVICES

- (a) Electronic transmittal of information, including radio communication to or from a moving watercraft, is prohibited with the following exceptions:
1. AquaX timing and GPS transponders utilized for scoring and technical scrutineering purposes (mandatory equipment assigned by P1 AquaX).
 2. Data or video transmitted for the sole use of P1 approved event television production.
 3. Data logging is permitted; however, the information may not be downloaded in real time from a moving watercraft. Information downloaded from the watercraft may be reviewed by the Technical Inspector at any time.
 4. **The Technical Inspector will be allowed to use electronic monitoring devices such as tachometer, data loggers, gps devices, etc. as a part of the technical inspection and /or data gathering at any event.**
 5. Direct radio comms between the rider and pit team during the race is allowed. All communication may be recorded and used in P1 approved event television production and/or reviewed by P1 tech inspectors.

8. AMATEUR 200 ENDURO TECHNICAL RULES



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 ORGANIZER.

AX60. AMATEUR ENDURO 200, CUP CLASS RULES (AM 300 Class, see PRO Enduro Rules)

The AquaX AM 200 enduro is open to personal watercraft designed for two or more people and must remain strictly stock as supplied by OEM except where rules allow.

Note: Once a specific race series/championship has started new craft that are produced and launched before the completion of the series will not be accepted to race in that series.

To clarify - If a series starts in April and finishes in November, new models produced and launched by the manufacturers in September will not be allowed to compete in the remainder of the series. However new models can be used in competition in events that begin after September. This ruling only affects brand new models and not current models that have received no hull or engine upgrades from the previous version.

Entrants are divided into classes according to watercraft engine capacity or rider ability. The Series Organizer retains the right to allow special dispensation to downgrade or upgrade a watercraft into a class less than or more than its OEM rated HP if it is deemed at a disadvantage or advantaged. Watercraft that come under this rule will be named in the specific class rules and will not be reassigned during the season.

- (a) AM 200 - Naturally aspirated four stroke craft up to 200bhp are allowed to compete in the 200 class.
- (b) Cup – AquaX Cup events only - The Cup is open to all comers, including those with modified craft and whose craft are technically illegal for the AquaX championships. Cup class racers are not eligible for World Ranking points.
 - 1. Cup racers are only eligible for event specific points and prizes noted in the Race Instructions. All entrants must adhere to the general rules and regulations of competing in an AquaX event.

AX61. CRAFT COMPLIANCE

- (a) Riders competing in AM 200 classes must conform to the specifications that follow. All watercraft must remain strictly stock as supplied by OEM, except where rules allow. Changes or modifications not listed here are not permitted. P1 may allow additional modifications to Stock Classified PWC which provide for replacement/reinforcements to parts and components (i.e., intercooler end caps, brackets, fittings, etc.) that have known failure risks in race conditions.
- (b) Hull & engine identification Numbers must be displayed as furnished by the manufacturer.
- (c) When rules permit, or require equipment to be installed, replaced, altered, or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- ~~(d) Original equipment parts may be updated/back dated to original equipment parts of the same make and model providing there is no performance gain. The part must be a bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.~~
- (e) Like for like parts that do not offer any performance enhancing characteristics may be used. If unsure contact the Series Organizer for assistance.
- (f) Bonding agents may be used on threads and shafts.

- (g) Watercraft must conform to the following criteria:
1. The OEM published dry weight for model.
 2. Hull length cannot exceed 394.0cm (156 in.)
 3. Hull width must be greater than 96.5cm (38 in.)
 - (h) Engine fuel - must consist of unleaded gasoline only. "Gasoline," for the purpose of this Rule Book, is defined as a mixture of hydrogen and oxygen bearing compounds with the following clarifications: Refer to AX19.
 - (i) The decision of the AquaX Technical Director and/or AquaX Race Director regarding modifications will be final. Any question regarding the legality of modifications should be directed to the Series Organizer prior to their use in competition.

AX62. HULL

- (a) All watercraft must have a flexible tow loop attached to the bow eye. Tow loop must be made of a strong, flexible, non-tangling material such as wire loop designed specifically for towing PWC 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. Hulls maybe internally reinforced. However, these repairs must not alter the standard configuration by more than 2.00mm (0.08 in.).
- (c) Bumpers rails must remain stock. Fasteners or rivets may be used to secure the bumper rail in place. However, there must not be any sharp edges or hazards as a result. If a bumper comes loose during a race the rider will be black flagged.
- (d) 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.
- (e) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- (f) ~~Hatches~~, mirrors, speakers, ~~and instrument cowlings~~ may be ~~modified, or aftermarket~~ removed provided seals are intact and no extra air intake or airflow is provided, and a hazard is not created.
- (g) Yamaha models will be permitted to use the Wamiltons FX-GP Keil Reinforcement or equivalent on the 2021 and prior year models only.

AX63. 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) Ride Plate - 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) All watercraft may be equipped with a maximum of two sponsons. Stock sponsons may be modified or aftermarket. Sponsons shall not exceed 91.45cm (36.00in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (3.94 in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 63.5mm (2.50in). 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 planing surfaces of the hull. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

- (d) The steering system may be after market. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. The 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.
- (e) Seat structure must remain stock. No additional air intake allowed. Special dispensation may be allowed. Please contact the Series Administrator.
 - 1. Seat cover maybe aftermarket.
 - 2. The OEM seat height cannot be raised by more than 50mm (2in). The original shape and design, including the backrest, must not change.
- (f) Original equipment braking devices may be disabled for safety purposes.
- (g) Seats and supporting structure must not be discarded during a race. Riders may remove seats to tend to their engine but must not discard the seat and continue racing. Riders that discard seat/s and continue racing will be disqualified.

AX64. AIR AND FUEL DELIVERY

- (a) Air and fuel delivery must remain stock as furnished by the OEM.
- (b) Craft will be allowed to utilize an aftermarket catch-can. Excess oil/fuel exiting the catch-can must be caught and not spill into the engine compartment.
- (c) Internal or external reinforcement of mesh ribbon filters in the flame arrestor system will be allowed.

AX65. DRIVELINE/PUMP AREA

- (a) Driveline, pump stator, nozzles must remain stock as furnished by the OEM.
- (b) Drive line Coupler and dampner may be aftermarket.
- (c) Impeller must remain stock as supplied by the manufacturer. No modifications, including re-pitching of the impeller blades, is allowed.
- (d) Kawasaki Ultra only - Impeller may be modified or aftermarket, providing that the original diameter is maintained.
- (e) Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet.
- (f) Yamaha models - Sound suppression plate and bracket (around pump area) may be removed. Exhaust flap must remain in position.
- (g) Visibility spout must be removed or plugged.

AX66. ENGINE

- (a) Engine must remain stock as furnished by the OEM. The plastic engine cover must remain in position.
- (b) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30-degree maximum angle. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one-cylinder bank are allowed.
- (c) Engines affixed with superchargers or turbo chargers are not allowed in the 200hp class.

- (d) AM 200 class is limited to watercraft up to 200hp naturally aspirated.
- (e) An aftermarket blow-off valve (BOV) may be used.
- (f) Clutch may be aftermarket if it is readily available to all competitors and is purchased from a reputable parts manufacturer.
- (g) Valve guides may be aftermarket.
- (h) Valve retainers may be aftermarket.
- (i) Aftermarket spark plugs with a different heat rating may be used.
- (j) Replacement batteries are permitted but must fit into the original equipment battery box and be securely fastened.
- (k) Aftermarket water strainers are allowed.
- (l) Replacement hoses and fuel lines may not provide any other function than original equipment hoses. Changes in temperature tolerances are allowed.
- (m) BRP-Sea doo only - will be allowed aftermarket clutch washers if they are readily available to all competitors and purchased from a reputable parts manufacturer.
- (n) BRP Sea doo – manifold support brackets will be permitted.

AX67. IGNITION AND ELECTRONICS

- (a) All electronics must remain stock as furnished by the OEM except for the following.
- (b) The original electronic control unit may be reprogrammed so long as it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. No additional sensors may be added (e.g., exhaust gas temperature, detonation sensors, etc.). Engine temperature sensors may be disabled.
- (c) Aftermarket connectors may be applied to OEM wiring harnesses. Connectors may only improve the existing system by decreasing the risk of breaking or severing the connection. Absolutely no additional signals, inputs, or outputs may be provided using aftermarket harness connections.

AX68. ELECTRONIC TRANSMITTAL DEVICES

- (a) Electronic transmittal of information, including radio communication to or from a moving watercraft, is prohibited with the following exceptions:
 1. AquaX timing and GPS transponders utilized for scoring and technical scrutineering purposes (mandatory equipment assigned by P1 AquaX).
 2. Data or video transmitted for the sole use of P1 approved event television production.
 3. Data logging is permitted; however, the information may not be downloaded in real time from a moving watercraft. Information downloaded from the watercraft may be reviewed by the Race and Technical Directors at any time.
 4. **The Technical Inspector may be allowed to use electronic monitoring devices such as tachometer, data loggers, gps devices, etc. as a part of the technical inspection at any event.**
 5. Pro Only – Direct radio comms between rider and pit team during the race is allowed. All communication may be recorded and used in P1 approved event television production.

9. JR ENDURO

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 ORGANIZER.

AX69. JR ENDURO TECHNICAL RULES:

JR Enduro is designed for 4-stroke single-seater type craft up to 120hp. To be eligible to compete in the JR enduro championship equipment must remain stock as furnished by the manufacturer, except where rules allow.

Craft eligible for JR Enduro:

- Sea-Doo Spark
- Yamaha EX/EXR

AX70. CRAFT COMPLIANCE

- (a) Watercraft competing in the JR Enduro categories must conform to the specifications that follow. Craft that do not conform to these rules will be classified as Cup and will be governed by the AquaX Cup rules.
- (b) All watercraft must remain strictly stock as supplied by the OEM 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 and Engine Identification Numbers must be displayed as furnished by the manufacturer.
- (d) When rules permit, or require equipment to be installed, replaced, altered, or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- (e) Original equipment parts may be updated or backdated to original equipment parts of the same make and model providing there is no performance gain. The part must be a bolt on part requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.
- (f) Like for like parts that do not offer any performance enhancing characteristics may be used. If unsure contact the Series Organizer for verification.
- (g) Bonding agents may be used on threads and shafts.
- (h) Watercraft competing in the JR Enduro class must conform to the following criteria:

JR ENDURO

- The OEM published dry weight for model.
 - Hull length cannot exceed 314cm (124in.)
 - Hull width cannot exceed 113cm (44in.).
- (i) Unleaded Fuels only.
 - (j) The decision of the AquaX Technical Director and/or AquaX Race Director regarding modifications will be final. Any question regarding the legality of modifications should be directed to the Series Organizer prior to the use in competition.

AX71. HULL

- (a) All watercraft must have a flexible tow loop attached to the bow eye. 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) 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. When a spray deflector is used the

- tow-loop must be extended in length allowing for easy hook up should the craft need towing.
- (e) 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.
 - (f) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
 - (g) ~~Hatches, mirrors, and instrument cowlings~~ may be ~~modified, or aftermarket~~ removed provided seals are intact and no extra air intake or airflow is provided, and a hazard is not created.

AX72. 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 100.00mm (3.94 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) All watercraft may be equipped with a maximum of two sponsons. Stock sponsons may be modified or aftermarket. Sponson shall not exceed 91.45cm (36.00in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (3.94 in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 63.5mm (2.50in). 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. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- (d) Steering system may be after market. Handlebar, throttle, throttle and steering cable, and grips may be modified or aftermarket. The handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded.
- (e) Seat must remain stock, covers maybe aftermarket. The OEM seat height cannot be changed by more than +/- 25.4mm (1 in). Original shape and design must not change. No extra air intake allowed.

AX73. AIR AND FUEL DELIVERY

- (a) Aftermarket air filters that meet current Marine standards may be used.

AX74. DRIVELINE

- (a) Impeller must be OEM as provided by the manufacturer.
- (b) Visibility spout must be removed or plugged.

AX75. ENGINE

- (a) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30-degree maximum angle. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one-cylinder bank are allowed.
- (b) Replacement hoses and fuel lines may not provide any other function than original equipment hoses. Changes in temperature tolerances are allowed.

AX76. IGNITION AND ELECTRONICS

- (a) The original electronic control unit may be modified, or aftermarket maybe used provided it does not offer any additional inputs or outputs than the original unit, and it must connect with the original connections. Engine temperature sensors maybe disabled. No additional sensors may be added (e.g., exhaust gas temperature, detonation sensors, etc.). NB: Hydrospace riders please contact Series Administrator.
- (b) Aftermarket spark plugs are allowed.
- (c) Aftermarket batteries are allowed
- (d) Sea-Doo Spark riders may add padding around the stop switch to prevent the lanyard from being accidentally knocked off during racing so long as the padding does not obstruct the lanyard from operating correctly.

AX77. ELECTRONIC TRANSMITTAL DEVICES

- (a) Electronic transmittal of information, including radio communication to or from a moving watercraft, is prohibited with the following exceptions:
 1. AquaX timing and GPS transponders utilized for scoring and technical scrutineering purposes.
 2. Data or video transmitted for the sole use of P1 approved event television production.
 3. Data logging is permitted; however, the information may not be downloaded in real time from a moving watercraft. Information downloaded from the watercraft may be reviewed by the Race and Technical Directors at any time.
 4. Direct radio comms between rider and pit team during the race is allowed. All communication maybe be recorded and used in P1 approved event television production.

All riders must complete the AquaX Racer Training prior to taking part in an AquaX event. The AquaX Racer Training syllabus contains theoretical and practical modules and will be taught by an AquaX Racer Training Instructor. The course takes about 3-4hrs to complete depending on the rider’s skill level. Once successfully completed the AquaX trainer will then sign off the pupil - Ready to Race – and will issue them with an AquaX training certificate.

The syllabus is taught in conjunction with the AquaX rulebook, and its function is to teach the rules and regulations of racing, not to teach ridershow to race. The theoretical module is taught in a classroom supported by the AquaX Racer Training PowerPoint presentation.

EXAMPLE PAGES OF THE AQUAX RACER TRAINING SYLLABUS



AquaX Racer Training teaches the pupils to race with due care and attention on the track and to respect the rules. It covers, but is not limited to, everything from the start line alignment procedure, to flag and whistle communication, course design, turns, length of race and recovery in the case of a dismount during a race.

The training is included in the AquaX entrance fee and will take place at selected venues before the start of the season (see calendar) and on the Friday or Saturday morning on the event weekend. Riders will need to arrive on time and bring their racing watercraft and personal safety equipment (PPE) as per the rules as training includes both theory and practical assessments.

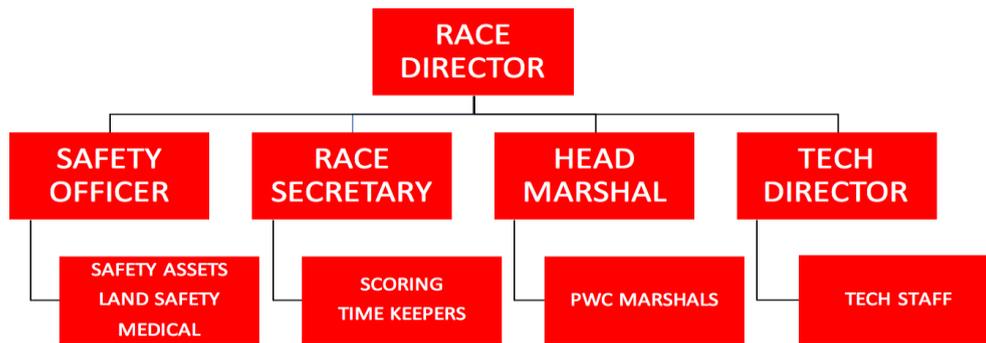
Please note completing the AquaX Racer Training course does not necessarily mean a rider will be permitted to race. The rider must demonstrate, to the instructor, a level of competence to enter a race.

AQUAX RACER TRAINING SYLLABUS - THEORETICAL

- Championship – championship, calendar, craft, class, and equipment
- Rider Registration – signing in, forms, race vest, race numbers.
- Technical Inspection – forms, equipment requirements, tech stickers
- Riders’ Briefing – introduction to race officials, itinerary, race instruction contents, flags
- Dry & Wet Pits – rules, requirements, launching, refueling.
- Racetrack – rules, launching, practice, starts, race, finish.
- Incidents – accident procedure, dismount retrievals, serious incident protocol.
- General Racing Rules – rider responsibility, safety at sea, collision, signals, unsportsmanlike conduct, penalties

AQUAX RACER TRAINING SYLLABUS – PRACTICAL

- Kit Inspection – helmet, life vest, back protector, riding gear
- Tech Inspection – overview of craft
- Communication – visual, flags, whistle, hand signals
- Launching procedures – craning, slipway, beach, teamwork
- Racetrack – course, practice, start, racing lines, safe riding
- Rescue – break down, dismount, swim test, remount, injury, using the life sled.
- Riding at sea – navigational marks, tides, traffic, passing vessels, collision.



RACE DIRECTOR (RD)

The AquaX Race Director is responsible for directing the organization of the races on behalf of the Series Organizer. Once the race begins the ultimate authority is transferred to the AquaX Race Director. The Race Director’s primary concern is the safe and controlled management of the race. He/she is responsible for holding the Riders’ Briefing and the management of the AquaX race officials. The Race Director determines that all safety assets are available and in position, maintains order on the course, and ensures that all activities are conducted in accordance with the racing rules. The Race Director verifies any decisions to stop or curtail the race and analyses the written reports of the officials and timekeepers and any other documents that will enable the results to be compiled. The Race Director can apply penalties to competitors if they are found to be in contravention of the rules. The Race Director is not allowed to sit on the Jury.

THE SAFETY OFFICER (SO)

The Safety Officer is the deputy to the Race Director. The Safety Officer coordinates the safety services on shore, on the water and in the air. The primary duty of the Safety Officer is to ensure that all safety-related activities are coordinated and that an adequate response to any situation is promptly delivered. The Safety Officer must also ensure that event risk assessments are created and planned in advance with the full cooperation of the relevant stakeholders.

AQUAX MARSHAL/SAFETY MARSHALS

The AquaX Marshals are the eyes and ears on the water on behalf of the Race Director and Safety Officer. They utilize personal watercraft to manage the safe conduct of the race and ensure the racecourse is laid in line with coordinates within the Race Instructions. They are responsible for escorting the riders to and from the wet pits to the racetrack and into the start alignment procedure and managing the racecourse activity. At all times, they are in radio contact with the Race Director, Safety Officer, and each other. Their primary concern is safety, and they have the authority to stop a race and apply penalties with the support of the Race Director when necessary. They communicate to the riders via whistles and flag signals taught in AquaX Racer Training.

TECHNICAL DIRECTOR

The primary duty of the technical Director is to check that watercraft and equipment comply with current racing rules. Riders will be required to present their craft and equipment for technical inspection prior to every race. Particular attention will be paid to the condition of all personal protective equipment (PPE); a full inspection of the steering systems, general seaworthiness and integrity of the craft will also be carried out. Upon completion of the race, the Technical Director will inspect the top finishing craft, or any watercraft he/she chooses for rule infractions.

RACE SECRETARY

The race secretary is likely to be the first contact a rider has with the organizational team. The role of the race secretary is to record a rider’s presence at the meeting, issue or confirm license/membership status and to ensure that all riders comply with all the administrative requirements as described in the rule book and series documentation. In addition to this the Race Secretary will post the race results and issue important race bulletins and manage any protest and appeals in conjunction with the Race Director.

Timekeepers/Lap scorers - Official timekeepers will record the race times, laps, and penalties. This information will then be checked by the Race Director, signed, and then posted on the pit board by the race secretary.

RACE JURY

The race jury consists of a group of 3 persons whose sole responsibility is to resolve rider appeals. If the Race Director cannot resolve a complaint, then it will be passed to the jury to be resolved. The race jury cannot include the Race Director, or any Race Official listed in the Race Instruction document.

RACE COMMITTEE – Series Organizer representative, Race Director, Safety Officer, Technical Director, Race Secretary,

APPENDIX 3 **HOMOLOGATED CRAFT**

YAMAHA WAVERUNNERS	KAWASAKI JETSKI	BRP SEADOO	HONDA AQUATRAX	HYDROSPACE	POLARIS
PRO SPRINT ONLY – CRAFT MUST MEET IJSBA HOMOLOGATION REQUIREMENTS					

APPENDIX 4 **GLOSSARY OF TERMS**

AQUAX 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 RACE JURY	Group of 3 persons whose sole responsibility is to resolve rider appeals and protests.
DECK	The upper structural body of the watercraft located above (and including) the upper bond flange.
DRY PIT	An area used by riders and mechanics to make machine repairs, refuel, and make rider changes.
HIN NUMBER	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.
OEM	Parts that were installed on each model of watercraft at the time of manufacture
HULL	The lower structural body of the watercraft located below the bond rail.
TECH AREA	An impound inspection area marked out by the technical inspector
PFD PPE PWC	Personal Flotation Device (life vest), Personal Protection Equipment Personal Watercraft
RACE INSTRUCTION	Information document sent out to competitor’s pre-event. The race instruction includes important information pertaining to the race site, race times and course diagrams and championship.

AQUAX GLOSSARY OF TERMS

REPLACEMENT PARTS (LIKE FOR LIKE)	Non-original equipment part used to replace an original equipment part. 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	A person who scores the riders and watches for penalties and liaises with the Race Secretary and Race Director over scoring issues.
TECHNICAL DIRECTOR	The person who checks all competing watercraft for rules compliance and eligibility.
SERIES ORGANIZERS	The 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
SAFETY MARSHAL	Waterborne PWC rider that helps the Race Director control the race by use of flags, whistles, and radios. Assists fallen riders back to their watercraft or injured riders back to shore.
TOW LOOP	A flexible tow loop attached to the bow eye.
VISOR/FACE SHIELD	A clear, sometimes tinted plastic face shield is attached to the helmet to protect eyes and face from spray. NOTE: VISORS/FACE SHIELD are not legal for AquaX racing.
WET PITS	An area close to the launch site – beach or slipway - that serves as a temporary base between races.
EVENT	A weekend and venue where a series of AquaX races is held. An event may be a stand-alone event, or it may be a part of a series of events that makes up a Championship.
RACE	A competition between PWC riders to see who is the fastest covering a set course. An AquaX event is typically made up of 3 races per class. Points from each race accumulate to determine the winner of the event weekend and ultimately the Championship series.
START RUN	The line taken from when the green flag has dropped on a rolling start to the first crossing of the start / finish line.
START LAP / FIRST LAP	The first crossing of the start / finish line through the second crossing of the start finish line. This signifies the completion of the start / first lap.
STRAIGHT LINE	When a racer fails to navigate a buoy with no attempt to maneuver the watercraft in the direction of the missed buoy.

AQUAX GLOSSERY OF TERMS

LAP	In racing, the complete trip around a racecourse / racetrack.
RIDER	A PWC racing competitor. The rider may also be referred to as a Racer.

APPENDIX 5 CLASS STRUCTURE

CATEGORY	ABILITY	CLASS	CHAMPIONSHIP LEVELS		
ENDURO  <small>PRO and AM 300hp - SUPERCHARGED</small>  <small>AM 200hp - NATURALLY ASPIRATED</small>  <small>JR ENDURO - SPARK / EX</small>	PRO	PRO 300	USA FLORIDA - INDIANA	USA - UK - EU NATIONAL	WORLD
	AMATEUR	AM 300	REGIONAL	NATIONAL	AMATEUR INTERNATIONAL
		AM 200	REGIONAL	NATIONAL	
	AMATEUR	JR S/E	REGIONAL	NATIONAL	AMATEUR INTERNATIONAL
SPRINT  <small>SPRINT - STAND UP</small>  <small>SPRINT SE - SINGLE SEATER</small>	PRO	PRO SPRINT	USA - FLORIDA	USA - UK - EU NATIONAL	WORLD
	AMATEUR	AM SPRINT	REGIONAL	NATIONAL	AMATEUR INTERNATIONAL
	PRO/AM	SPRINT SE	REGIONAL	NATIONAL	

APPENDIX 6 AQUAX CHAMPIONS

Visit Hall of Champions <https://p1aquax.com/AquaX-Champions>

APPENDIX 7 FORMS



OFFICIAL RULEBOOK
V3.1 AX33.p - 1, 2, & 5

1. Riders may not change craft between races unless the craft has received considerable hull or engine damage.
2. The rider must receive the Technical and Race Director's permission before changing craft. They must also inform the Race Secretary before launching an alternate craft. These 3 points must be observed otherwise the rider will be disqualified without appeal.
5. Any rider changing craft due to hull damage, engine damage or changing engine will incur a two-position penalty at the end of the next race when all scores are settled. This rule applies to any rider returning to his/her original craft.

OFFICIAL FORM FOR CRAFT CHANGE DURING EVENT

ROUND:	RACE #:
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This form must be signed by both the Race Director and the Technical Inspector. After both required signatures are obtained by the rider, this form must be submitted to the Race Secretary. The requested craft change will not be considered complete until you have received confirmation from the Race Secretary. If there is a failure to follow any of the above instructions rule AX33.p-2 will be enforced.

Race Director:	Tech Inspector:
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Rider # _____ Rider Name: _____

Original craft information:

Make: _____ Model: _____ VIN# : _____

Replacement craft information:

Make: _____ Model: _____ VIN# : _____

Reason for craft change:
