



RACING FOR RACERS BY RACERS

*Friends, Family, and Fun*

# American Jet Sport Association

OFFICIAL RULEBOOK – CLOSED COURSE RACING

## About AJSA

The Chattanooga Jet Ski Club was officially established in 2019. Before being established, the group set up unorganized buoy practice courses at various times throughout the summer, often on a last-minute basis. The result often ended with the local wildlife resource agency arriving and shutting down the fun.

In the spring of 2019, a team worked through the application process with the Tennessee Wildlife Resource Agency to get approval to set up a course in a local lake at designated times during the spring and summer months. Initially, the club continued with ad-hoc planning of ride days. After the first year, the club decided to try something new, it was then that Wet Scooter Wednesdays were established.

The club gathers to ride buoys every Wednesday and at least one Saturday a month. Saturdays were considered unique as they allowed riders from further away to come and enjoy the water and buoy riding. Currently, riders from as far as 6 hours away have come to be a part, often bringing their families, and enjoying the local tourist sites and eateries.

By 2022, the club had grown to over 500 members and, as a result, decided to host a jet ski race in July of that same year. At the time, the club hosted the largest race in the country with almost 100 racers. Due to the turnout and positive feedback, the American Jet Sport Association (AJSA) was born.

With a lack of consistent PWC racing in the southeast, four guys came together intending to bring it back. Brad Adams, Dustin Higdon, Brad Hill, and Keith McAfee, using their years of race experience and knowledge gained from building and leading the Chattanooga Jet Ski Club, decided to step out and start a grassroots racing league focused on the southeast.

Using Chattanooga, TN as its headquarters, AJSA plans to focus most races within a 6-hour driving circle around the city. The hope is that many racers will never have to drive more than 6 to 8 hours for most races, with an exception for a few races that might be slightly more.

## **Grace Period**

The purpose of the AJSA rulebook is to provide safe, affordable racing with a focus on OEM watercraft. Understanding that this concept is different from the philosophies of other sanctioning bodies, the AJSA board of directors realizes that a grace period will be necessary. During this grace period, the AJSA reserves the right to accept watercraft that meet class requirements under other sanctioning body rulebooks. The time limit for this stipulation is undetermined at this point. We hope that with the support of our racers, we can build a race platform that will benefit racers and manufacturers.

The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules related to safety are made to make everyone concerned with safety. However, the AJSA neither warrants safety if the rules are followed nor compliance with the enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and assumes the risk of competition and liability if injured.

The AJSA does not supply health insurance! It is the sole responsibility of the participant to provide medical coverage in the event of an injury.

## Table of Contents

|   |    |
|---|----|
| Chapter 1 - Types of Events.....                                    | 5  |
| Chapter 2 - General Rules.....                                      | 6  |
| 1. General.....   | 6  |
| 2. Youth - General Rules of the Meet .....                          | 7  |
| 3. Rider’s Meeting .....  | 7  |
| 4. Practice Regulations.....  | 8  |
| 5. Organized Practice Guidelines.....                               | 8  |
| 6. Race Program.....  | 8  |
| 7. Emergency Medical Services.....                                  | 8  |
| 8. On-Track Regulations .....                                       | 9  |
| 9. Course Cutting .....   | 9  |
| 10. Stopping a Race.....  | 10 |
| 11. Flags .....   | 10 |
| 12. Scoring .....   | 10 |
| 13. Disqualification / Did Not Race Procedures .....                | 11 |
| 14. Starts.....   | 11 |
| 15. Jumping the Start.....  | 11 |
| 16. Disciplinary Principles .....                                   | 12 |
| Chapter 3 - Conduct .....   | 13 |
| 1. General Conduct .....  | 13 |
| 2. Responsibility .....   | 13 |
| 3. Violations for the Application of the AJSA Code of Conduct ..... | 13 |
| 4. Unprofessional Public Communications (all aspects) .....         | 13 |
| 5. Deliberate and Recurring Violations of Event Procedures .....    | 14 |
| 6. Sanctions for Breach of the Code of Conduct .....                | 14 |
| Chapter 4 - Classifications .....                                   | 15 |
| 1. Classes.....   | 15 |
| 2. Rider Classification.....  | 16 |
| 3. Pro Class Qualification .....                                    | 17 |
| 4. Amateur B Class advancement .....                                | 17 |
| Chapter 5 - Moto Scoring and Classification.....                    | 18 |

|  |    |
|--|----|
| 1. 1 - Scoring and Points .....              | 18 |
| 2. Series Scoring .....                      | 18 |
| 3. AJSA US Open Rider Ranking.....           | 19 |
| Chapter 6 - Entry/Registration .....         | 20 |
| Chapter 7 - Watercross Equipment .....       | 21 |
| 1. Watercraft Equipment Inspection .....     | 21 |
| 2. Tow Strap/Loop .....                      | 21 |
| 3. Watercraft Numbering .....                | 21 |
| 4. Rider Apparel.....                        | 21 |
| Chapter 8 – Technical Rules .....            | 23 |
| 1. General Equipment Standards.....          | 23 |
| 2. WX 1050.....                              | 27 |
| 3. WX 1500.....                              | 29 |
| 5. WX 1500 SKI OPEN .....                    | 29 |
| 6. WX 1800 RUNABOUT STOCK.....               | 30 |
| 7. WX 1100 RUNABOUT STOCK.....               | 31 |
| 8. WX 1100 RUNABOUT Limited .....            | 31 |
| 9. Sport Stock.....                          | 33 |
| 10. Vintage Ski EVO .....                    | 34 |
| 11. Vintage 550 Modified .....               | 35 |
| 12. Vintage 550 Limited .....                | 35 |
| 13. Vintage X2 Open .....                    | 36 |
| 14. Vintage X2 Limited .....                 | 37 |
| Chapter 9 - Homologation of Watercraft ..... | 39 |
| Chapter 10 - Protests.....                   | 40 |
| AJSA Racing Protest Form.....                | 41 |

# Chapter 1 - Types of Events

## **Slalom**

Competitors navigate a multi-buoy zig-zag course of left and right-hand turns. The final position is based on the fastest track time. It is at the discretion of the AJSA to provide penalty rules per event. Typically, a ten-second penalty is given per missed buoy unless the rider navigates back and correctly completes the turn.

## **Closed Course**

Competitors will navigate a closed course composed of right and left-hand turns. A side-by-side gate start will be used unless otherwise stated by AJSA. Obstacles may be used in this style of event. Watercraft must meet AJSA requirements or will be subject to penalty.

## **Freestyle**

Competitors in a freestyle event will execute a routine displaying acrobatic and aerial tricks. Each competitor will receive two minutes to perform a routine showcasing their skills for the audience and a panel of judges.

## **Drag Racing**

Two competitors will accelerate from the starting line to the finish line. The first competitor to cross the finish line is the winner. This is a bracket-style event with the winner of each duo advancing.

## **Rallies**

A gathering of riders for fellowship. Held on a body of water that allows for access in and out of the water but with no courses.

# Chapter 2 - General Rules

## 1. General

- 1.1. Every club, association, organizer, rider, and any other person participating in, or connected with, any event is bound by these rules. Recognized districts must submit any supplementary rules to the AJSA for approval before conducting a new event.
- 1.2. No gambling is permitted at any AJSA-sanctioned event, and it is the responsibility of the organizer and Race Director to strictly enforce this rule.
- 1.3. In addition to the classes described in this rule book, organizers may organize, advertise, and conduct limited classes in any type of AJSA competition with the written permission of the AJSA.
- 1.4. When there are fewer than five riders per class, they may be advanced to the next higher class and scored separately (except for minors). In any event, if there are five or more entries for any class, that class must be run. Classes with similar abilities or equipment may be combined if awarded and scored separately.
- 1.5. All riders in AJSA-sanctioned competitions are required to be AJSA members.
- 1.6. Recognized district organizations and competition partners may require additional membership in AJSA-sanctioned events they manage.
- 1.7. The AJSA does not require that a recognized district partner acknowledge the memberships offered from other recognized districts or by competition partners. Any such arrangements shall be by mutual agreement between affected organizations.
- 1.8. Entry fees can be altered at the organizers' discretion for riders without specific series or event memberships.
- 1.9. AJSA-chartered clubs or organizers may collect a contestant's AJSA membership card when they sign in and return the card at the end of the event.
- 1.10. Standard events are open to all qualified AJSA members in good standing. Age and gender will be determined by the original birth certificate. A person whose gender identity does not match their original birth certificate should contact the AJSA for eligibility.
- 1.11. Recognized, non-recognized districts, competition partners, organizers, or series that require supplementary regulations must submit any supplementary regulations proposals to the AJSA for approval before the first event of the year. Failure to do so may result in permanent loss of sanctioning privileges. Supplemental rules must include any class structure not included in the AJSA rulebook and will not include district or series information and district policies.
- 1.12. No race personnel, officials, riders, mechanics, photographers, and/or anyone associated with riders may consume, or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply with this requirement may result in disqualification of the rider and/or a fine. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of watercraft racing. Usage will result in disqualification and ejection from race site.
- 1.13. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AJSA official, or district official are subject to disqualification for the entire meet and may be ejected from the site.

- 1.14. Each rider is responsible for the actions of their family and pit crew, and any detrimental action caused by these individuals puts the rider at risk of disqualification.
- 1.15. All riders and other race personnel must assess for themselves the track, facilities, existing conditions, and other matters relating to safety. The AJSA cannot and does not supervise any competition. All riders and race personnel must rely on their judgment and assume all risks of participating in the competition.
- 1.16. Any member subject to disciplinary action by AJSA Pro Racing, including a permanent revocation and loss of license to engage in professional competition, shall be ineligible to participate in any AJSA-sanctioned amateur competition.
- 1.17. All riders and watercraft participating in any AJSA-sanctioned event must comply with the rulebook.
- 1.18. All riders must always control their watercraft and ride it safely. Regulations must be submitted for approval for any deviation from AJSA regulations.

## **2. Youth - General Rules of the Meet**

- 2.1. *WARNING: Watercraft mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use watercraft.*
- 2.2. Youth events must be conducted according to the rules in this rule book. Any variations are not allowed without the written permission of AJSA.
- 2.3. A rider must be (16) sixteen years of age or older to ride in any classes other than junior classes. The age of the rider is determined as of the date of the event. A youth competitor who turns 16 years old during a race season may finish out the year as a junior racer.  
\*(see Chapter 4, section 2 Transition Period)
- 2.4. No rider under the legal age of majority in the state in which the event takes place may compete without the written consent (signature on liability release and entry forms) of their parents or legal guardians present at the event. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the event. All releases and notarized statements must be forwarded to the AJSA with the Race Director report and/or injury report. The parents, legal guardians, or authorized adults must remain present while the AJSA member whom they are responsible for is at the event.
- 2.5. The Race Director may ask for any rider's proof of age. Proof of age must be available at all meets or the rider may be subject to disqualification. Acceptable proof of age is a Birth Certificate, Driver's License, Passport, or State-issued ID Card.

## **3. Rider's Meeting**

A mandatory riders meeting will be held before the commencement of the event. The meeting will be to inform riders of rules pertaining to the course, race site, pit areas, accommodations, times of events, and procedures for the event. All riders are required to attend the riders meeting. Absence from the rider's meeting is subject to penalty at the discretion of the Race Director.



## **4. Practice Regulations**

Practice or warm-up is limited to the designated area identified by the organizer. Competitors riding or allowing their watercraft to be ridden outside these boundaries will be excluded from the event. Boundaries will be determined by the Race Director per site.

## **5. Organized Practice Guidelines**

- 5.1. On the day of the event, only current AJSA members in good standing are allowed to practice on the racecourse per instruction of the race director.
- 5.2. Any rider on the course without instruction from the race director will be penalized by the AJSA per race director's discretion.
- 5.3. Riders must sign a waiver of liability when entering the facility and all required registration forms must be signed before being permitted to practice or race.
- 5.4. Riding is only permitted on the course during scheduled, organized practice sessions.
- 5.5. When organized practice is offered, riders are only to be on the course with their designated group.
- 5.6. A rider must only ride on the racecourse in the same direction as determined by the Race Director.
- 5.7. Each practice session, if offered, will begin with a course marshal escort.
- 5.8. Practice is only for the rider to familiarize themselves with the designed course. It is not a race. The rider should maintain caution.

## **6. Race Program**

- 6.1. Gate positions for subsequent motos will be according to racer placement from moto 1. (Winner from moto 1 gets the first gate pick.)
- 6.2. Gate positions are as follows: 2nd pick is on the opposite side of the band from 1st gate pick. 3rd pick is the opposite side of the band from 2nd pick, and so on.
- 6.3. The Race Director may decide the maximum number of riders who start any event.
- 6.4. If there are more riders in a class than can be accommodated on the course, the following format is recommended:
- 6.5. Riders are divided into two or more groups, using each group as a first moto that qualifies them for the second moto. A rider must obtain a qualifying position from the first moto or LCQ to start the second moto. The second moto will become a "Main Event" where riders will be scored based on their finish in that moto.
- 6.6. If two groups are used, the top nine riders from each group will advance directly to the second moto. Any riders not placing in the top nine will race a last-chance qualifier where the top two finishers transfer to the second moto. A rider's qualifying finish will count as their first moto score. Riders transferring from the last-chance qualifier will receive the last two gate picks for the second moto.
- 6.7. The format and number of qualifying positions can be adjusted to meet course needs.

## **7. Emergency Medical Services**

An AJSA-approved emergency medical service must be on-site during any event where riders are on the water. All emergency personnel must be approved by the AJSA before the start of an event, including onshore and on water. For example, emergency paramedic services and course marshals.

## **8. On-Track Regulations**

- 8.1. Once the rider and their watercraft have crossed the starting line, they are deemed to be on the course.
- 8.2. Once a race has started, any change of watercraft is forbidden. A rider will be disqualified from the moto for disregarding this rule.
- 8.3. Following the riders' meeting, a course marshal will demonstrate the racecourse for the event.
- 8.4. At the beginning of practice, each class will be led around the course by a course marshal (typically for three laps). During this time, all lanes of the racecourse will be demonstrated in a manner that allows the racer to see and become familiar with the course.
- 8.5. As a general rule, a red buoy signifies a left turn, and a yellow buoy signifies a right turn.
- 8.6. Other colors may be used for splits and starts according to the Race Director.
- 8.7. Lane buoys (hotdog buoys) signify that riders must stay in their lane. Failure to do so will result in a 1 lap penalty that cannot be made up by navigating a "Make Up Buoy".
- 8.8. The finish line buoy signifies the end of the lap/finish.

## **9. Course Cutting**

- 9.1. Leaving the designated racecourse is forbidden. A rider must make every effort to always stay on course. The penalty for course cutting to gain an advantage will be the loss of finishing positions or a disqualification.
- 9.2. A rider forced off the course may continue the race by properly re-entering the course at the closest safe point. While off the course the rider may not accelerate in an unsafe manner or attempt to gain an advantage. If a rider accelerates while off the course or cuts large amounts of the racecourse, the rider may be determined to have gained an advantage without gaining a position.
- 9.3. An advantage is not defined by race position.
- 9.4. A competitor who rides in a way that endangers officials, other riders, or the public will be subject to immediate disqualification from the race by the Race Director.
- 9.5. If a rider misses a buoy, the rider may continue in a safe direction back onto the course. A missed buoy will result in a one-lap penalty. On certain course designs, a make-up buoy may be available for the rider to navigate and if navigated on the same lap as the missed buoy, the rider will not be penalized the lap. However, if a rider "straight lines" a buoy, meaning missing the buoy with no attempt to navigate it, the rider will be penalized 1 lap that can only be made up by lapping back through the field.
- 9.6. Riders must be aware of where and why "MERGE BUOYS" are located in designed areas. Failure to navigate MERGE BUOYS correctly will result in a 1 lap penalty that can only be made up by lapping the field.
- 9.7. When entering or leaving the pits, a rider must use designated entrance and exit paths. Failure to do so may result in disqualification (watercraft paths will be determined by the Race Director).

## **10. Stopping a Race**

- 10.1. If an event is stopped by the Race Director before 60% of the race is completed by the race leader (rounded down to the nearest whole number of laps) the race will be re-started from the beginning. Riders may make minor repairs and adjustments at the starting area only. Any race start or restart will be considered an official part of the event. Therefore, any infraction will be deemed valid and ruled upon accordingly.
- 10.2. If an event is stopped by the Race Director after 60% of the race is completed by the race leader (rounded down to the nearest whole number of laps completed) the race will be considered complete and will be scored from the last completed lap scored prior to the red flag being displayed.

## **11. Flags**

- 11.1. GREEN: Race is on.
- 11.2. WHITE: One lap to go until the finish.
- 11.3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage. Failure to do so may result in loss of positions or disqualification, subject to the Race Director 's discretion.
- 11.4. BLACK: Disqualification of a rider. That rider must report to the Race Director at once.
- 11.5. BLUE with YELLOW Stripe: Indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.
- 11.6. WHITE WITH RED CROSS: Indicates that extreme safety measures are being taken for a rider down on the course. Competitors must show extreme caution, slow down, maintain their position, and not gain an advantage. Failure to do so may result in loss of position or a disqualification, subject to the Race Director's discretion.
- 11.7. BLACK AND WHITE CHECKERED: End of race.
- 11.8. RED: Stopping a race for an emergency. Return cautiously to the starting line and wait for instructions.

## **12. Scoring**

- 12.1. An AJSA-approved scoring system must be used.
- 12.2. Each rider is entitled to examine their timing and scoring sheets with the head scorer or Race Director.
- 12.3. No official announcement of race winners may be made until the final results have been posted and the 30-minute protest period has expired. Results may not be altered except by the AJSA after the results have been deemed final.
- 12.4. It is the rider's responsibility to ensure number legibility. If a rider appeals their score and the numbers were not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.
- 12.5. Riders earn points in each moto according to their finishing positions. To receive an overall finishing position, a rider must finish at least one moto.
- 12.6. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, etc. The rider accumulating the fewest points after both motos is the overall class winner. Points earned per event will be tallied for the over championship points (See Chapter 5)

12.7. In case of a tie, the winner is the rider with the better finishing position in the final moto.

### **13. Disqualification/Did Not Race Procedures**

- 13.1. In the event of disqualification (DQ) for a rider, the rider may earn points (race day points and championship points), however, the number of points rewarded will be last place position plus two positions. (Points will be given at the sole discretion of the Race Director.)
- 13.2. A Did Not Race (DNR) in a moto will be scored as the numbers of riders entered in the class plus 2. A rider must complete at least one lap to be scored as being in the race and receive points for the moto.

### **14. Starts**

- 14.1. The type of start used to begin a watercross event moto will be determined by the Race Director.
- 14.2. A stand-up ski rider may have one holder on the line and must keep both feet on the ground until the band snaps. A runabout rider may have two holders on the line and may be seated on the boat when the band snaps.
  - 14.2.1. Juniors – Beginner classes are permitted to kneel in the tray are allowed two holders.
- 14.3. The watercraft at the starting line for the rider's first moto is considered the qualified watercraft for the event in that class. Only the watercraft that is considered "the qualified" watercraft will be allowed on the course for a sighting/parade lap. In any case, a rider is not allowed to switch watercraft after the start of the sighting/parade lap.
- 14.4. A rider must be ready when called to the starting area. Two minutes are allowed after the Race Director 's call to make minor repairs for mechanical issues. The Race Director shall only allow a single delay period up to the two-minute time limit per event.
- 14.5. When a rider chooses their position on the starting line, they may not change that position nor are they permitted to switch watercraft. That rider/ski will earn a DNS for that moto.

### **15. Jumping the Start**

- 15.1. In the event of a "jumped start," whereby the nose of a PWC crosses the starting plane without touching or breaking the starting band, the Tower Commander will display a pit board with the number of racer who jumped the start indicating that they will be required to navigate the "make up buoy" for that penalty. If the racer with the "jumped start" infraction does not navigate the "make-up buoy", the racer will be penalized one lap. It is the sole responsibility of the racer to observe communication signals from the Tower. A "jumped start" signal from the tower can be displayed on any lap throughout the race. A race will not be stopped for a "jumped start".
- 15.2. If a rider or group of riders leave the starting line prior to the release and touch or break the starting band, the race may be red flagged, and the riders may be lined back up for a

second attempt. The race director will hold the authority to penalize a rider that breaks the line.

## **16. Disciplinary Principles**

By participating in an AJSA event, each member acknowledges and agrees to abide by the AJSA's rules and procedures, including those related to the release and waiver of liabilities and claims. All disciplinary actions and penalties will be enforced by the AJSA board.

# Chapter 3 - Conduct

## 1. General Conduct

- 1.1. Abstain from unsportsmanlike conduct. Compete in the spirit of fair play.
- 1.2. Competitors will NOT use watercraft in a reckless manner. This includes, but is not limited to, intentionally running any watercraft hard up on the beach, spraying the water on tower or race officials.
- 1.3. Treatment of fellow athletes, officials, volunteers, and spectators will be conducted with respect and courtesy, free of objectionable material and profanity.
- 1.4. Respect the property of others.
- 1.5. Always act responsibly and communicate professionally when speaking as a representative of the sport, your fellow athletes, or event personnel.
- 1.6. Appropriate and respectful dress code when appearing at event functions and in VIP areas.
- 1.7. Avoid the use of abusive behavior including verbal, physical, or sexual.
- 1.8. NO public nudity or indecent exposure.

## 2. Responsibility

- 2.1. Be responsible for your safety as well as the safety of others. This includes the entire time period spent at the event.
- 2.2. Obey all rules, regulations, and instructions from race officials. This includes wearing helmets on and around the course area and in view of fellow athletes and the community.
- 2.3. Never make false statements concerning eligibility and membership to compete.
- 2.4. Complete event registration for events before registration cut-off dates and times.
- 2.5. Complete onsite check-in during the posted check-in/registration hours.
- 2.6. Attend mandatory rider meetings or inform the Race Director of the inability to attend.
- 2.7. Know, understand, and follow the AJSA Competition Rules

## 3. Violations for the Application of the AJSA Code of Conduct

- 3.1. Audible/visible displays of obscenity and anger.
- 3.2. Heated public disagreements with officials, and/or negative comments to or about volunteers or any other event personnel before, during, or at the conclusion of an event.
- 3.3. Displays of anger or displeasure for personal or race-related where members of the public (including athletes, spectators, and the media) are present in any capacity.
- 3.4. Publicly questioning or criticizing a race official or official decision, ruling, or penalty except through the accepted procedure in an official hearing or inquiry.
- 3.5. Abuse (physical, verbal, threatening, or slanderous) of Race Officials, volunteers, fellow competitors, and any event personnel.
- 3.6. Any intentional obstruction of a fellow athlete.
- 3.7. Improper contact or arguments with race officials or other event personnel.
- 3.8. Improper or insulting personal communication with officials.

## 4. Unprofessional Public Communications (all aspects)

- 4.1. Malicious comments with racial, cultural, or sexual implications regarding event officials, event personnel, or fellow athletes.

- 4.2. Damaging or false commentary of an event and any related personnel.
- 4.3. Any public comment or discussion regarding a specific violation – including comments or discussion at the race venue or to the media.

## **5. Deliberate and Recurring Violations of Event Procedures**

- 5.1. Failure to attend mandatory briefing without notifying the Race Director of inability to attend.
- 5.2. Failure to notify event staff of withdrawal from an event.

## **6. Sanctions for Breach of the Code of Conduct**

- 6.1. Participants whose conduct is found to be contrary to this Code are subject to penalties, including but not limited to one or more of the following:
- 6.2. A fine and/or a letter of reprimand
- 6.3. Disqualification from Event(s).
- 6.4. Loss of earned points from overall points ranking in which the rider is ranked.
- 6.5. Temporary suspension from AJSA events – one or more series events.
- 6.6. Permanent suspension from all AJSA Events.

# Chapter 4 - Classifications

## 1. Classes

1.1. Below is the complete class listing of approved pro, amateur, and junior classes for AJSA Events. All classes may be divided into A, B, C, and D skill levels at the organizer's discretion.

1.2. At all events, the following applies:

1.2.1. The watercraft must meet the class requirement for engine size.

1.2.2. Classes with similar abilities or equipment may be combined and started together or staggered if awarded and scored separately. Exception- juniors will not be allowed on the course with any riders of higher classifications.

### 1.3. Pro Classes

WX 1050 - Stock (Yamaha SuperJet - 701 & 760 setups, KAW SXR 800, Superjet 4-Stroke)

WX 1500 - Stock (Up to Kawasaki 1500)

WX 1800 - Stock Runabout

WX 1100 - Stock Runabout

### 1.4. Junior Classes

\*Stock: Jr Sport (13-15 years of age)

\*Stock: Jr 1100 Runabout (13-15 years of age) (Sea-doo Sparks and Sea Doo XPs, Yamaha EX)

\*Futures: Jr 1100 Runabout (13-17 years of age) (Sea-doo Sparks and XPs, Yamaha EX)

\*JR Vintage (8-9 years of age) (Up to 650 – Run what you bring)

\*JR Vintage Beginner (10-15 years of age) (Up to 650 – Run what you bring)

\*JR Vintage Expert (10-15 years of age) (Up to 650 – Run what you bring)

\*JR Vintage Ski Evo (8-9 years of age) (KAW SX, SXI, SKI Pro, all SJ up to 2007 models)

\*JR Vintage Ski Evo (10-12 years of age) (KAW SX, SXI, SKI Pro, all SJ up to 2007 models)

\*JR Vintage Ski Evo (13-15 years of age) (KAW SX, SXI, SKI Pro, all SJ up to 2007 models)

\*Stock: Jr Ski 800 (8-9 years of age) (701 and 760 setups, KAW SXR 800) No 4-strokes

\*Stock: Jr Ski 1050 Beginner (10-15 years of age) (701 and 760 setups, KAW SXR 800, Superjet 4-Stroke)

\*Stock: Jr Ski 1050 Expert (10-15 years of age) (701 and 760 setups, KAW SXR 800, Superjet 4-Stroke)

\*Futures: Jr Ski 1050 (12-17 years of age)(Expert level; subject to Qualifying Process)

### 1.5. Amateur Classes

#### Runabout

Stock: 1800 Runabout



Stock: 1100 Runabout (Sea-doo Sparks and X-4, Yamaha EX)  
1100 Runabout Limited (Sea-doo Sparks and X-4, Yamaha EX/EXR/JetBlaster)  
Mod 800 - 1800 Runabout (Run what you bring)

### **Ski**

Stock: Ski 1050 (Yamaha SuperJet 701&760 setups and 4-Stroke, KAW SXR 800)  
Stock: Ski 1500 (All Skis up to Kawasaki 1500)(No GP Skis)  
Ski Open (All Skis) Kommander, Fast Powersports, Pro-Watercraft, etc.  
Vintage Ski (JS or 650SX Hull, any motor)  
Vintage 550 Ski Limited  
Vintage 550 Ski Modified  
Vintage Ski Evo: (KAW SX, SXI, SXI Pro, all SuperJets up to 2007 models)  
Vintage X2 Limited  
Vintage X2 Open  
Veterans Ski Stock 1050 (40+) (701 and 760 setups, KAW SXR 800, Superjet 4-stroke)  
Veterans Ski Stock 1500 (40+) (Up to Kawasaki 1500)  
Women Ski-Stock (Includes all skis up to Kawasaki 1500)

### **Sport**

Stock: Sport  
Mod/Open: Sport  
Stock: Veterans Sport (40+ Year)

### **Freestyle**

\*800

\*Am-Freestyle

\*Pro-Freestyle

\*Junior Freestyle

\*1500 Mod Skis (Drag races and timed laps offered at certain events TBD)

The age of the rider is determined as of the date of the event except for the youth competition. Anyone under the age of eighteen is required to have a parent/guardian present and the minor waiver must be completed before entering the water.

## **2. Rider Classification**

- 2.1. Riders advance from one rider classification to the next higher classification based on their ability.
- 2.2. A rider may not return to a lower classification without AJSA approval.
- 2.3. Riders are responsible for only entering classes in which they are eligible.
- 2.4. All classifications are subject to review at the Race Director's discretion.

A) Pro - Highest skill level and classification (Must be 16 years of age.)\*

B) The classification preceding A (Must be 16 years of age.)\*

C) The classification preceding B (Must be 16 years of age.)\*

- D) Beginners - Entry Level Classification (Must be 16 years of age.)\*
- E) Junior age 8 -15

**\*Special Note: Transition Period**

**Beginning January 1, 2025, any rider under 16 (sixteen) years of age MUST race in a junior class. During the 2024 season, any junior who is 15 (fifteen) years of age by April 1, 2024 and raced previously in an AJSA amateur or pro class may continue to do so. For clarification, beginning January 1, 2025, a junior shall not advance out of the junior classes until their 16th birthday.**

### **3. Pro Class Qualification**

- 3.1. Rider must be at least 16 years of age and present a birth certificate or proof of age at initial registration.
- 3.2. Rider must be approved by AJSA board of directors and in good standing.
- 3.3. Rider must be currently competing in the “B” Class of the same watercraft.
- 3.4. Rider must qualify into each Main Event through the qualification process at each event. (If a rider does not qualify into a Main Event the rider will receive no points for that event.)
- 3.5. Example of Qualification Process:
  - 3.5.1. The maximum number of riders in each Main Event will be 16.
  - 3.5.2. Each competitor will individually be given two “hot laps” to perform their best lap time.
  - 3.5.3. Times will be compared, and the fastest lap time will qualify first. The second fastest lap time will qualify 2nd and so on.
  - 3.5.4. The top 10 qualifying times will qualify directly to the Main Event.
  - 3.5.5. A competitor qualifying 11th or higher will transfer to the Last Chance Qualifier “LCQ” moto where the top six riders will transfer to the main event as 11th , 12th, 13th, 14th, 15th, and 16th place qualifiers. A rider placing 17th and higher will NOT advance to the main event.
  - 3.5.6. Gate picks for the Main Event will be awarded based on competitors qualifying times. The fastest qualifying time will receive first gate pick, second fastest qualifying time will receive second gate pick and so on.

### **4. Amateur B Class advancement**

- 4.1. A competitor currently competing in B class may sign up and attempt to qualify for a Pro Main Event. (There are no refunds)
- 4.2. Once a competitor has earned 75 AJSA Pro Series points the rider will no longer be able to compete in B or lower-level classes for that particular class.

# Chapter 5 - Moto Scoring and Classification

## 1. 1 - Scoring and Points

1.1. Moto Scoring - Individual motos will be scored by the participant's placement.

- 1st - 1 point
- 2nd - 2 points
- 3rd - 3 points
- 4th - 4 points
- And so on...

1.2. Overall scoring for an event will be a combination of the participant's placement points upon completion of both (or all three-depending on the individual event) motos.

Example of Overall Event Scoring

| Rider  | Moto 1 | Moto 2 | Total | Final Placement |
|--------|--------|--------|-------|-----------------|
| Dustin | 1      | 1      | 2     | 1               |
| Jimmy  | 2      | 2      | 4     | 2               |
| Doug   | 3      | 3      | 6     | 3               |
| Teagan | 4      | 4      | 8     | 4               |
| Brian  | 5      | 5      | 10    | 5               |
| Paul   | 6      | 6      | 12    | 6               |
| Dave   | 7      | 7      | 14    | 7               |
| Kevin  | 8      | 8      | 16    | 8               |
| Alex   | 9      | 9      | 18    | 9               |
| John   | 10     | 10     | 20    | 10              |
| Keith  | 11     | 11     | 22    | 11              |
| Brad A | 12     | 12     | 24    | 12              |
| Matt   | 13     | 13     | 26    | 13              |
| Steve  | 14     | 14     | 28    | 14              |
| Adam   | 15     | 15     | 30    | 15              |
| Ken    | 16     | 16     | 32    | 16              |
| Sam    | 17     | 17     | 34    | 17              |
| Brad B | 18     | 18     | 36    | 18              |

## 2. Series Scoring

- 2.1. Series Points will be given to the participant based on their overall moto placement finishes.
- 2.2. Participants must complete 60% of races offered in a series to be eligible for championship placement.
- 2.3. Participants with the most points, and who have completed 60% of the series, are deemed the winner of their class.
- 2.4. A rider may qualify for more than one championship.

- 2.5. A rider must compete in and be scored in the championship race to qualify for a championship.
- 2.6. If a rider is leading the points going into the championship race and does not race the championship race, he or she is not eligible for the series championship (unless circumstances have been approved by the AJSA board of directors). The series champion would then be given to the participant in second place. And so, on as needed.
- 2.7. In the event of a tie, the tie breaker will go to the rider with the best placement of the final race. If two riders tie at the final race, the rider with the best placement of the final moto will receive the spot.

Championship Points

|                  |           |                  |           |
|------------------|-----------|------------------|-----------|
| 1 <sup>st</sup>  | 25 Points | 11 <sup>th</sup> | 10 Points |
| 2 <sup>nd</sup>  | 22 Points | 12 <sup>th</sup> | 9 Points  |
| 3 <sup>rd</sup>  | 20 Points | 13 <sup>th</sup> | 8 Points  |
| 4 <sup>th</sup>  | 18 Points | 14 <sup>th</sup> | 7 Points  |
| 5 <sup>th</sup>  | 16 Points | 15 <sup>th</sup> | 6 Points  |
| 6 <sup>th</sup>  | 15 Points | 16 <sup>th</sup> | 5 Points  |
| 7 <sup>th</sup>  | 14 Points | 17 <sup>th</sup> | 4 Points  |
| 8 <sup>th</sup>  | 13 Points | 18 <sup>th</sup> | 3 Points  |
| 9 <sup>th</sup>  | 12 Points | 19 <sup>th</sup> | 2 Points  |
| 10 <sup>th</sup> | 11 Points | 20 <sup>th</sup> | 1 Point   |

Example of Championship Scoring

| Rider  | Round 1 | Round 2 | Round 3 | Championship Points |
|--------|---------|---------|---------|---------------------|
| Dustin | 1       | 2       | 2       | 69                  |
| Jimmy  | 2       | 1       | 3       | 67                  |
| Teagan | 4       | 4       | 1       | 61                  |
| Doug   | 3       | 3       | 5       | 56                  |
| Brian  | 5       | 5       | 4       | 50                  |

### 3. AJSA US Open Rider Ranking

- 3.1. For Pro Classes and Junior Futures only, each rider finishing in the top ten will be AJSA Nationally ranked based on their finish at the event.
- 3.2. Each rider will have the right to run their placement number, 1 – for first place, 2 - for second, 3 – for third during the following race season, if they so choose. Their number will be reserved for the duration of the year.

## **Chapter 6 - Entry/Registration**

1. The AJSA website will provide access to pre-register for upcoming events. Once on site, the participant must check in at the designated area and sign all necessary forms.
2. Organizers can offer on-site registration with written approval from the AJSA.
3. Contestants must sign all entry blanks in ink.
4. All forms and payments must be completed before the start of the event. The AJSA reserves the right to refuse a participant to enter the water if all forms and payments are not complete.
5. Organizers may offer earlier entry closing dates. Organizers may accept late entries with higher fees. The conditions of entry must appear in all advertisements.

# Chapter 7 - Watercross Equipment

## 1. Watercraft Equipment Inspection

- 1.1. The Race Director and/or the Technical Inspector has the authority to disqualify any watercraft that does not conform to the rules and may inspect any part of a watercraft entered in an AJSA-sanctioned event.
- 1.2. All watercraft must pass a pre-race safety inspection prior to entering the water.
- 1.3. (For example: secure batteries, no fuel leaks, tow straps, working lanyards, etc.)
- 1.4. A watercraft that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
- 1.5. Any change to a watercraft after initial tech inspection requires a reinspection by the Technical Inspector subject to approval by the Race Director.
- 1.6. Any and all modifications shall not create a hazard.

## 2. Tow Strap/Loop

- 2.1. All watercraft must have a flexible tow strap/loop attached to the bow. The tow strap/loop should be made of a flexible material (nylon strap, rope or similar).

## 3. Watercraft Numbering

- 3.1. Numbers must be placed in a manner that is visible from each side of the watercraft. If numbers are illegible, the rider may not be scored. Riders holding the preceding year's national ranking will have the first right of their earned race number.
  - 3.1.1. 1 digit is 7" high by 5" wide – minimum
  - 3.1.2. 2 digits is 7" high by 8" wide – minimum
  - 3.1.3. 3 digits is 7" high by 11" wide – minimum
- 3.2. Duplicate numbers will be handled in accordance with Chief of Race Operations discretion.
- 3.3. See Chapter 5, Section 3 for rules concerning Pro/Futures Numbers

## 4. Rider Apparel

- 4.1. Watercraft Equipment Apparel Inspection
  - 4.1.1. The Race Director and/or the Technical Inspector has the authority to disqualify any apparel that does not conform to the rules and may inspect any part of the apparel entered in an AJSA-sanctioned event.
- 4.2. Ride Apparel
  - 4.2.1. All riders must have a serviceable USCG approved personal flotation device with accompanying certification.
  - 4.2.2. All Ski riders must have approved back protectors while on the racecourse. A rider will be prohibited from entering the course if an approved back protector is not on and securely attached. It is recommended that a back protector be worn by all competitors, not just ski competitors.

- 4.2.3. It is recommended that riders use the available protective equipment (i.e., gloves, back protector, neck brace, and knee braces) to help protect against the possibility of injury.
- 4.2.4. All riders must utilize a shatterproof face shield or shatterproof goggles.
- 4.2.5. Wearing of helmets: It is mandatory for all participants taking part in practice and competition to wear a full-face protective helmet.
- 4.2.6. All helmets must be intact, and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example, cameras or other accessories are NOT permitted to be attached to the rider's helmet. (GoPro type cameras are allowed as long as they are not mounted in a manner that affects any of the functions of the helmets original design.)
- 4.2.7. The helmet must have a chin strap type 'retention system'.
- 4.2.8. The helmet must be of proper fit, in good condition, and properly fastened.
- 4.2.9. The helmet must conform to current DOT/Snell standards and have a label affixed certifying its approval.

\*All safety equipment including apparel must be present and approved at safety inspection, (before any watercraft enters the water).

# Chapter 8 – Technical Rules

## 1. General Equipment Standards

- 1.1. **Watercraft Models** - A list of currently approved models is listed in each section.
- 1.2. **Overview** - All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Changes or modifications not listed are not permitted. Additional modifications to Stock Classified PWC are included which provide for replacement or modifications to parts and components (i.e., brackets, fittings, etc.) that have known failure risks in race conditions. All part changes and modifications must not create a hazard.

Additional rules are identified by class of watercraft in the following sections. Rules in these sections override, and may be more restrictive than, the rules shown in this General Equipment Standards section of the technical rules.

- 1.3. **Update / Backdate** - OEM parts may be updated or backdated to newer original equipment parts so long as they are for the same model. The part must be a direct bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications.
- 1.4. **General Maintenance** - General maintenance items such as nuts, bolts, washers, hoses, clamps, and cables are not limited to OEM parts. Nuts, bolts, and washers must be made of the same or similar material as OEM. Titanium hardware is not allowed unless this matches the original OEM material. Stripped threads may be repaired but must retain the original thread size.

Spark plugs may be substituted for different brands and heat range.

Engine starter, Bendix and motor mounts may be aftermarket.

### 1.5. Engine Cases and Internals -

- 1.5.1. **Engine cases** may not be modified. Repairs may be made to the engine cases so long as the repair matches the shape of the original part. Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. No other modifications or repairs are allowed.
- 1.5.2. **Engine finish** - External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- 1.5.3. **Cylinders** may be bored over a maximum of 1mm (0.04in) so long as the CC limit for the specific class is not exceeded. Ports on 2 stroke cylinders may be chamfered no more than 1mm at a maximum angle of 30 degrees. Repairs may be made to cracked or damaged 4-stroke cylinders by installing a cylinder sleeve. The head gasket surface of the cylinder block may be machined only to allow for the installation of the new sleeves. A thicker head gasket must be utilized to return the block deck height to within 0.155mm (.006in) of original height. The repair must offer no additional performance gains.
- 1.5.4. **Piston assembly** - Pistons, piston rings, wrist pin and wrist pin bearings may be aftermarket so long as they maintain the stock shape, dimensions, design, and material of OEM parts. Pistons must retain the same compression ratio as the OEM piston. The weight of the piston assembly must be with +/-25% of the OEM assembly



- 1.5.5. **Cylinder head** may not be modified. Combustion chambers may be cleaned by bead blasting with valves seated in place where applicable. Repairs to the cylinder head affecting one cylinder bank are allowed.
- 1.5.6. **Valves** - Intake and exhaust valves, valve springs, valve spring retainers and adjustment shims may be aftermarket so long as they retain the OEM dimensions.
- 1.5.7. **Camshaft(s)** - Original equipment camshafts must be used. Aftermarket bearings or bearing shells are allowed so long as they retain the original type and dimensions.
- 1.5.8. **Crankshaft assemblies** -
  - 1.5.8.1. **2-stroke** crankshafts may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may NOT be changed. Counterweights on non-rebuildable style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part. Total weight of the crankshaft assembly must be within  $\pm 5.00\%$  of original equipment. Crankpins may be welded and/or keyed to the counterweights.
  - 1.5.8.2. **4-stroke** crankshafts must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions. Oversized bearings are allowed to accommodate refinishing of damaged or worn crankshaft journals.
- 1.6. **Intake System**
  - 1.6.1. **Airbox** may be replaced with after-market air filter(s) that meet UL-1111 or SAE J-1928 marine standards certification.
  - 1.6.2. **Ducting** - For engines not equipped with an airflow sensor, the ducting between the throttle body and flame arrestor may be modified or aftermarket. For engines originally equipped with an airflow sensor, the ducting may be modified or aftermarket between the airflow sensor and flame arrestor. No modifications are allowed to the airflow downstream of the airflow sensor. All other parts of the intake system including the manifold, screens or other filtering and spark suppressing devices, must remain as originally equipped.
  - 1.6.3. **Intake Ribbon** - 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.
  - 1.6.4. **Carburetor** - Carburetor choke plates may be removed as long as the choke shaft holes are plugged. Carburetor jets, needle valves and needle valve springs may be changed.
  - 1.6.5. **Primer kit** - Aftermarket primer systems may be installed.
  - 1.6.6. **Reed valve assembly** – Reed petals may be modified or aftermarket. Reed cage assemblies must remain OEM.
  - 1.6.7. **Throttle bodies** may not be modified.
- 1.7. **Exhaust System** – Exhaust systems may not be modified. Exhaust manifolds that have previously been drilled or tapped may be used so long as the holes are filled or capped.

- 1.8. **Valve cover** may be modified or replaced for cosmetic, and weight reduction purposes only.
- 1.9. **Oil Injection** - Oil Injection Systems may be disconnected or removed.
- 1.10. **Fuel System** - The entire fuel system is a closed system. The watercraft must not vent or spill fuel when the engine is running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap and neck may be modified or aftermarket.
- 1.11. **Fuel** - Fuel must consist of commercially available unleaded gasoline only and must have a specific gravity between .715 and .770 at 60°F (15°C). Epoxide additives are not allowed and include such compounds as propylene oxide, methanol, nitromethane, Ucon, Nitrobenzene and Benzole. Ether may be used as a starting fluid only. Alcohol based fuels such as E85 are not allowed.
- 1.12. **Electronics**
  - 1.12.1. **Batteries** - Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
  - 1.12.2. **ECU** - Electronic Control Unit may be reprogrammed.
  - 1.12.3. **Temperature sensors** - Engine temperature sensors may be disabled.
  - 1.12.4. **Start/stop switches** and their assemblies may be aftermarket. Aftermarket components may not add any additional functionality from that of the OEM assembly.
- 1.13. **Lanyard** – all PWC must be equipped with a functioning lanyard. PWC models manufactured without a lanyard must be upgraded to include a functioning lanyard.
- 1.14. **Pump & Pump Shoe:** The pump must remain OEM with no alterations. Impellers may be modified or aftermarket. Replacement wear rings that are within OEM internal specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal pump inlet. Pump stuffers are not permitted. Visibility spout must be removed or plugged. Pump shoe may be aftermarket. Pump water strainers / filters may be modified or aftermarket. Reverse buckets may be removed or modified to eliminate the reverse functionality; removal of trim motor is not allowed.
- 1.15. **Ride Plate** - Ride plates 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. 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.
  - 1.15.1. **Stand-up & Sport Models** - Modified and aftermarket plates must not extend more than 100mm (3.94in) beyond the end of the original equipment plate.
  - 1.15.2. **Runabout Models** - Modified and aftermarket plates must not extend more than 177.8mm (7 in) beyond the end of the original equipment plate.
- 1.16. **Intake Grate** - Intake grate may be modified or aftermarket. Intake grate is required with at least one bar running parallel to the drive shaft. Grates may not extend more than 12mm (0.47in) below the flat plane of the pump intake area. All edges must be rounded so as not to create a hazard.
- 1.17. **Bilge Pump** - Bilge pump assemblies may be modified or disconnected. Aftermarket bilge draining systems are allowed so long as they do not include changes to the planing surface of the hull.

## 1.18. Sponsons

- 1.18.1. **Stand-up Models** - All watercraft may be equipped with a maximum of four sponsons, 2 per side, (front, mid, and or rear). sponsons may be modified, aftermarket, repositioned or removed. All leading edges must be rounded so it does not create a hazard. Rudders, skegs and other appendages that may create a hazard will not be allowed. Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane. All sponsons must exceed 6mm (0.24in) in thickness. Sponsons may not extend beyond the bond flange, bumpers removed. Sponsons attached to the bond flange may extend below the bond flange no more than 38mm (1.5in). The combined length of sponson on each side of the watercraft may not exceed 1,524 mm (90 in). For 4-stroke SuperJets, no wedge sponsons.
- 1.18.2. **Sport Class Models** - All watercraft may be equipped with a maximum of four sponsons, 2 per side. Each sponson may not exceed 91.45mm (36.00in) in length. Sponsons may be modified, aftermarket, repositioned or removed. Sponsons may not extend beyond the bond flange, bumpers removed. All sponsons must exceed 6mm (0.24in) in thickness. 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 63.5mm (2.50in).
- 1.18.3. **Runabout Models** - Overall length of each sponson shall not exceed 91.45cm (36.00 in.). 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 (2.50 in.). 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 63.5mm (2.50 in.).

## 1.19. Hull

- 1.19.1. **Hull and deck repairs** may be made for repair or structure support. These repairs must not alter the original configuration by more than 2mm (0.08in). Hull Identification Numbers must be displayed as furnished by the manufacturer.
- 1.19.2. **Replacement bumpers** may be used provided a hazard is not created. Must be a replacement OEM bumper rail, or a stick-on bumper rail. Rubber and/or plastic only. 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.
- 1.19.3. **Tow hooks and tow loops** – all watercraft must be equipped with a flexible tow loop affixed to the bow. Front tow hooks that protrude from the hull causing a safety hazard must be removed.
- 1.19.4. **Mat kits** may be added for extra support and grip.
- 1.19.5. **Hull finish** - Custom hull painting and graphics kits are allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot peened or painted.
- 1.19.6. **Trim plates** may be replaced with replicas so long as they do not alter the handling characteristics of the watercraft.

## 1.20. Controls

- 1.20.1. **Handlebars, throttle lever, cables, and grips** may be modified or aftermarket. Handlebar chin pad cover may be modified or aftermarket. 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. Quick-turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
- 1.20.2. **Handle pole** for ski models may be modified, or aftermarket provided it functions as originally designed. Handle poles attaching points may be reinforced.

### **1.21. Runabout Specific rules**

- 1.21.1. **Drop-in type storage buckets** may be modified, aftermarket or removed provided no additional airflow is provided to the engine compartment or engine air intake system and a hazard is not created.
- 1.21.2. **Mirrors** may be removed. Holes created by the removal of the mirrors must be plugged. Glass mirrors must be covered with tape to prevent shattering.
- 1.21.3. **Seat** - Original equipment seat base must be used. Changes to the seat cover are allowed. The seat height can be changed a maximum of +/-12.7mm (0.5in). Overall seat dimensions may be larger by a maximum of 12.7mm (0.5in) in any direction from the OEM dimensions.
- 1.21.4. **Trim plates** - Replacement trim plates may be used. Only replica parts that offer handling characteristics the same as stock are allowed. Material shall not be restricted to original equipment provided a hazard is not created.
- 1.21.5. **Vent tubes** - Engine compartment ventilation tubes must remain as originally equipped.
- 1.21.6. **Braking devices** - Original equipment braking devices may be disabled for safety purposes. Reverse buckets may be removed or disabled but trim motors must remain in place.
- 1.21.7. **Off-Power Assist Steering (OPAS)** systems may be disabled. Side rudders may be removed. Block off plates are required to fill the void created by the removal of the side rudders. Block off plates may not extend outward from the ski beyond that of the original side rudders.
- 1.21.8. **Boarding steps** may be removed. Through holes used for original mounting must be plugged.

## **2. WX 1050**

### **2.1. Class List**

- 2.1.1. Kawasaki 750SX/SXI/SXI Pro
- 2.1.2. Kawasaki SXR800
- 2.1.3. Yamaha SuperJet (2-stroke and 4-stroke)

### **2.2. Class Equipment Standards - In addition to the General Equipment Standards**

#### **2.2.1. All models**

- 2.2.1.1. **Maximum Engine Displacement** - 4-stroke: 1050cc, 2-stroke: 850cc

#### **2.2.1.2. Engine Gaskets**

- 2.2.1.2.1. **2-stroke** - Replacement gaskets of the same type and material as the OEM may be used. Base gaskets may have a maximum thickness of 0.8

mm (0.032 in). Head gaskets may have cooling holes modified or removed. Head gaskets thickness may not be less than 0.05mm (.002in) of the OEM gasket. All other gaskets must match the OEM thickness +/- 20% and must retain the OEM pattern.

2.2.1.2.2. **4-stroke** – Replacement head gaskets must retain the OEM thickness and dimensions +/-10%. All other gaskets must match the OEM thickness +/- 20%.

2.2.1.3. **Engine Vent Tubes** – Vent tubes may be modified, aftermarket, or removed. Inlet and outlet openings may not be enlarged. Vents may be shielded or plugged. No other modifications to the engine venting or engine hoods are allowed. Aftermarket hoods are not allowed.

2.2.1.4. **Cylinders** - Cylinders for 2-stroke engines may be interchanged with models of the same manufacturer. Cylinders may be bored but may not exceed the class CC limit. Where applicable this may exceed the 1mm overbore as defined in the General Equipment Standards. See additional rules below for Yamaha 701- and 760-cylinder utilization.

#### 2.2.1.5. **Cooling system**

2.2.1.5.1. **2-Stroke** - Cooling systems may be modified or aftermarket. Pumps may be modified to include additional cooling supply lines. Cylinder heads may have a maximum of 2 cooling outlets which are no greater than a 1/8” NPT thread. No additional fittings may be added. Water Bypass fittings may be modified and relocated. Water outlets must point down or towards the back of the watercraft and must not create a hazard to other riders. Water control valves must be of a fixed or automatic type, no manually controlled valves are allowed. Flush kits are allowed.

2.2.1.5.2. **4-stroke** – Waterlines and waterline fittings may be aftermarket so long as they are the same size as OEM. Water filter / strainers may be modified, aftermarket or removed. Flush kits are allowed.

#### 2.2.1.6. **Exhaust System**

2.2.1.6.1. **2-Stroke** – A reducer may be placed in the stinger portion of the exhaust. The water fitting may be added to the reducer or to the stinger portion of a pipe not utilizing a reducer.

2.2.1.6.2. **4-Stroke** – Exhaust hose between the waterbox and exhaust outlet may be modified or aftermarket.

2.2.1.6.3. **Waterbox** on any model may be repaired so long as the original internal configuration is not changed.

2.2.1.7. **Ballast weight** – Ballast weight consisting of a constant mass, not a liquid, may be added to the normally exposed areas of the hull so long a hazard is not created, and no other modification is required unless that change is allowed by another rule.

2.2.1.8. **Electronic Control Unit (ECU)/CDI** may be modified or aftermarket. Units may contain a port for programming purposes. No additional inputs, outputs or sensors are allowed. Replacement units must connect using the original factory connections.

### 2.2.2. **Kawasaki 750SX/SXI/SXI Pro, SXR800**

- 2.2.2.1. **Cylinder Head** may be modified or aftermarket. Minimum dome size allowed is 28cc. Drop down domes are not allowed. Head sealing may utilize an O-ring with no head gasket.
- 2.2.2.2. **Ignition Timing** may be altered. The original trigger mounting plate holes may be modified, or a timing advance plate may be added so long as the plate is only used for advancing the timing.
- 2.2.2.3. **Pump** – Pump nozzle may be bored. Pump stuffers may be added.
- 2.2.3. Yamaha SuperJet**
  - 2.2.3.1. **Yamaha SuperJet 2-Stroke**
    - 2.2.3.1.1. **Hull extensions** are allowed. Extensions may not contain skegs, rudders or fins that pose a safety hazard. Extensions may not exceed the width of the planning surface of the hull and may not extend rearward more than 100mm (3.94in) beyond the end of the original planning surface.
    - 2.2.3.1.2. **Engine option 1: 760 cylinder**  
Installation of a 760 cylinder will be allowed. If using this setup an aftermarket cdi box will be allowed. Exhaust system must remain stock. A reducer and water fitting may be added to the stinger portion of the pipe.
    - 2.2.3.1.3. **Engine option 2: 701 cylinder**  
When utilizing the 701cc cylinder the installation of a manufactured, designed, and sold wet pipe will be allowed. Wet pipe must function as a wet pipe. Converting a dry pipe into a wet pipe is not allowed. CDI and CDI box must remain OEM. Ignition timing may not be altered, head and base gasket must remain OEM thickness and cylinders may only be bored over 1mm.

### 3. WX 1500

#### 3.1. Class List

- 3.1.1. Kawasaki SXR 1500 (No GP Skis)

### 4. Class Equipment Standards - In addition to the General Equipment Standards

- 4.1. **Maximum engine displacement** 1500cc.
- 4.2. **Engine vent tubes** may be modified, aftermarket, or removed. Inlet and outlet openings may not be enlarged. Vents may be shielded or plugged. No other modifications to the engine venting or engine hoods are allowed. Aftermarket hoods are not allowed.
- 4.3. **Oil catch cans** may be added.
- 4.4. **Sponsons** must follow the sponson rule shown in the General Equipment Standards. The combined length of sponson on each side of the watercraft may not exceed 1,524 mm (90 in)

### 5. WX 1500 SKI OPEN

#### 5.1. Class List

This class is a constructor's class and is not limited to specific manufactured models.

#### 5.2. Class Equipment Standards

5.2.1. Watercraft are to be constructed so that no aspect of the build contains a safety hazard.

### **5.2.2. Hull**

**5.2.2.1.** Design – watercraft must fit the template for a Ski class watercraft and must contain a forward mounted, non-fixed handle pole, a defined engine compartment with hood that is located between the handle pole and a ride tray at the rear where the operator stands. The ride tray area must be bordered on the sides by a raised gunnel.

**5.2.2.2.** Hull dimensions including pump and ride plate may have the maximum dimensions of 2654mm (104.5in) in length and 765mm (30.1in) in width.

### **5.2.3. Driveline**

**5.2.3.1.** Pump type drive system must be utilized and must have a drive ration of 1:1.

**5.2.3.2.** Ride plate and steering nozzle may not extend beyond the rear portion of the upper deck by more than 127mm (5in).

### **5.2.4. Engine**

**5.2.4.1.** Engine displacement may not exceed the following: 2-stroke: 1300cc, 4-stroke: 1500cc.

**5.2.4.2.** Engine cases must be from a homologated personal watercraft.

**5.2.4.3.** No tuned portion of the exhaust may extend outside of the hull.

**5.2.4.4.** Turbochargers or Superchargers may be utilized on engines having a maximum displacement of 1100cc. Boost pressures are limited to 6 PSI for engines of 901cc or greater. Boost pressures are limited to 8psi for engines of less than 901cc. Turbochargers must be water jacketed with water circulating through the unit any time the engine is running.

### **5.2.5. Air / Fuel systems**

**5.2.5.1.** No slide type carburetors are allowed.

**5.2.5.2.** Fuel tanks must meet or exceed the safety standards of an OEM personal watercraft fuel tank.

**5.2.5.3.** Fuel injections systems require certified high pressure fuel lines connected with screw type fittings or crimped metal clamps. Fuel filters on high pressure lines must be made of metal. Fuel pumps must have automatic shut off switches.

## **6. WX 1800 RUNABOUT STOCK**

### **6.1. Class List**

6.1.1. Yamaha FX SVHO

6.1.2. Yamaha GP1800

6.1.3. Seadoo RXP-X

6.1.4. Seadoo RXT-X

6.1.5. Kawasaki ULTRA 310

### **6.2. Class Equipment Standards - In addition to the General Equipment Standards**

**6.2.1. Engine, Intercooler, and Oil Cooler** water-cooling systems must remain as OEM. Water filters may be modified or aftermarket. Intercooler assembly/housing must remain OEM. Existing fittings may be aftermarket or modified so long as the OEM diameter is maintained. Fittings may not be added to the cylinder head,

cylinder, or crankcase. Electronically controlled valves or water injections systems are not allowed unless originally equipped. Manually controlled devices that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

- 6.2.2. **Supercharger and turbochargers** - no part of the supercharger or turbocharger system may be modified. Supercharger shafts, and other components, may be welded or reinforced for safety purposes. Supercharger clutches, belts, and internal replacement parts will not be restricted to OEM. Gear ratios must be maintained.
- 6.2.3. **Driveline couplers and dampeners** may be aftermarket
- 6.2.4. **Ignition timing** may be altered. Timing pickup mount may be modified.
- 6.2.5. **Pulleys, gears, and tensioners** – Supercharger drive gears may be permanently attached to the drive gear shaft through means such as welding. Kawasaki Ultra300 and Ultra310 models may utilize modified or aftermarket pulleys and tensioners.

## 7. WX 1100 RUNABOUT STOCK

### 7.1. Class List

- 7.1.1. Seadoo XP 720 and 800
- 7.1.2. Yamaha EX
- 7.1.3. Seadoo SPARK

7.2. **Class Equipment Standards** – See allowances in the General Class Equipment standards

## 8. WX 1100 RUNABOUT Limited

### 8.1. Class List

- 8.1.1. Seadoo 800
- 8.1.2. Yamaha EX/EXR/Jetblaster
- 8.1.3. Seadoo SPARK

8.2. **Class Equipment Standards** - In addition to the General Class Equipment standards

- 8.2.1. **Plastic resonator** may be removed.
- 8.2.2. **Pump** - Impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. No titanium driveshaft, impeller housing or stator vane assemblies. Impeller may be modified or aftermarket. Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment. Aftermarket nozzle-trim systems may be used. Additional cooling fittings may be installed.
- 8.2.3. **Drive line** - Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.
- 8.2.4. **4 – Stroke**
  - 8.2.4.1. **Valvetrain** - Valves may be modified or aftermarket. Valve seats may be modified. Springs may be modified or aftermarket. Pushrods may be modified



or aftermarket. Replacement valves, pushrods, and seats may not be titanium unless originally equipped.

8.2.4.2. **Blow off valves** may be added to extend engine life. A vacuum line and fitting may be added to the intake manifold to accommodate a blow off valve.

8.2.4.3. **Turbochargers, Superchargers** - Turbocharger or Supercharger impeller housing must remain stock as furnished by the manufacturer. All internal supercharger or turbocharger parts may be modified or aftermarket. Pulleys and tensioners may be modified or aftermarket. Where an OEM turbocharger or supercharger housing may be spaced to accommodate a larger impeller, the spacer shall be allowed providing no other modifications are necessary to accommodate the spacer. An oil line fitting may be added to the supercharger shaft. Intercoolers may be modified or aftermarket.

#### 8.2.4.4. **Fuel system**

8.2.4.4.1. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or aftermarket parts may be used. Fuel cell foam may be added to the original equipment fuel tank.

8.2.4.4.2. Fuel pumps may be modified, or aftermarket provided a hazard is not created. Fuel pressure regulators may be modified or aftermarket for safety purposes. Fuel return lines must be installed in the fuel pump assembly without modification to the tank. The Race Director or Technical Director shall have final discretion as to whether a fuel return line has been installed sufficiently for safe use in competition.

8.2.4.4.3. **Fuel injectors** may be modified or aftermarket

8.2.4.5. **AFR gauges** may be affixed to the exhaust system providing the AFR gauge is not attached to, or can communicate with, the ECU or any automatic tuning device on the watercraft.

### 8.2.5. 2-Stroke

8.2.5.1. **Cylinder head** and gasket may be modified or aftermarket.

8.2.5.2. **Exhaust System** - Exhaust manifold, head pipe, expansion chamber, gaskets and hose between expansion chamber and OEM waterbox may be modified/altered or aftermarket. Exhaust location of the exhaust gases may not be relocated. Original size opening must be maintained for exhaust exit. Original equipment waterbox must be used and may not be modified. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed.

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

8.2.5.4. **RPM limiter** function may be bypassed or eliminated. CDI unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the

original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed.

8.2.5.5. **Flywheel cover** may be modified to accept a crankshaft-end bearing support.

8.2.5.6. **Engine temperature sensor** may be disconnected and/or removed.

8.2.5.7. **Electrical component** mounting - Relocation of electrical components (e.g., battery, box, or housing) is allowed in order to fit an aftermarket exhaust system (only the strict minimum needed). Modification will be subject to Race/Tech Directors' approval.

## 9. Sport Stock

### 9.1. Class List

9.1.1. Yamaha Waveblaster 1

9.1.2. Kawasaki X2 GEN-2

9.1.3. Kawasaki X2 GEN-1

9.1.4. Seadoo HX

### 9.2. Class Equipment Standards - In addition to the General Class Equipment standards

#### 9.2.1. Engines

9.2.1.1. Waveblasters may run a 701cc or 760cc engine. (<190psi),

9.2.1.2. X2s (Gen 1 and Gen 2) may run a 750cc or 850cc engine package (<190psi)

9.2.1.3. Seadoo HXs must run OEM HX engine (<175psi)

9.2.2. Yamaha may upgrade to the 62T cylinders. Girdled heads may be used. Non-conforming pistons. Replacement piston assemblies must weigh within  $\pm 25.00\%$  of original equipment.

9.2.3. Must run OEM cases. No other modifications or repairs are allowed.

9.2.4. Modified or aftermarket exhausts are allowed on Yamaha and Kawasaki builds. Seadoo must remain stock exhaust but can backdate waterbox. Engine water cooling systems may be modified or aftermarket. Additional water-cooling lines and aftermarket water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers, and water strainers (filters) may be modified or aftermarket. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained. Fittings may not be added to the cylinder head, cylinder, or crankcase. Cooling system flush kits are allowed.

9.2.5. Waveblaster and Kawasaki heads may be modified or aftermarket. Seadoo heads must remain stock but can be modified.

9.2.6. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. Modified, swapped, or aftermarket carburetor setups are allowed on Yamaha and Kawasaki engines. Reed and reed cages may be aftermarket. Fuel petcock may be bypassed. Additional fuel

filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.

- 9.2.7.** Kawasaki and Yamaha Ignitions may be aftermarket, ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. Seadoo must remain stock.

## **10. Vintage Ski EVO**

- 10.1. Class List** - 2-stroke twin cylinder engines up to 785cc allowed.

- 10.1.1. Pre 2008 Yamaha SuperJet
- 10.1.2. Kawasaki 440/550
- 10.1.3. Kawasaki 650SX
- 10.1.4. Kawasaki 750 SX/SXI/SXI Pro
- 10.1.5. PJS Hulls
- 10.1.6. Laserjet Hulls
- 10.1.7. Cobra Hulls

- 10.2. Class Equipment Standards** - In addition to the General Class Equipment standards

**10.2.1.** Aftermarket and/or lightweight hoods are allowed in the Vintage Ski Open class.

**10.2.2.** Engine displacement must not exceed class designation (785cc).

**10.2.3.** Modified or aftermarket exhausts are allowed.

**10.2.4.** Engine water cooling systems may be modified or aftermarket. Additional water-cooling lines and aftermarket water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers, and water strainers (filters) may be modified or aftermarket. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained. Fittings may not be added to the cylinder head, cylinder, or crankcase. Cooling system flush kits are allowed.”

**10.2.5.** Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. Modified, swapped, or aftermarket carburetor setups are allowed. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.

**10.2.6.** Ignition may be aftermarket; ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (Total losses are OK).

**10.2.7.** Pump assemblies may be modified or aftermarket. Grinding, surfacing, polishing, machining, shot peening, etc., are permitted on any driveline components (pump stator, reduction nozzle, etc.).

## **11. Vintage 550 Modified**

11.1. **Class List** - 2-stroke twin cylinder engines up to 600cc allowed.

- 11.1.1. Kawasaki JS440
- 11.1.2. Kawasaki JS550
- 11.1.3. Kawasaki 550SX

**11.2. Class Equipment Standards** -- In addition to the General Class Equipment standards

- 11.2.1.** Engine vent tubes may be modified, aftermarket, or removed. Inlet and outlet openings may not be enlarged. Vents may be shielded or plugged. Aftermarket and/or lightweight hoods are allowed in the Vintage Ski Open class.
- 11.2.2.** Engine displacement must not exceed class designation (600cc).
- 11.2.3.** Modifications such as grinding, surfacing, polishing, machining, shot peening will be allowed on any engine components.
- 11.2.4.** Modified or aftermarket exhausts are allowed.
- 11.2.5.** Engine water cooling systems may be modified or aftermarket. Additional water-cooling lines and aftermarket water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers, and water strainers (filters) may be modified or aftermarket. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained. Fittings may not be added to the cylinder head, cylinder, or crankcase. Cooling system flush kits are allowed.”
- 11.2.6.** Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. Modified, swapped, or aftermarket carburetor setups are allowed. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.
- 11.2.7.** Ignition may be aftermarket; ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (Total losses are permitted).
- 11.2.8.** Pump assemblies may be modified or aftermarket. Impeller may be modified or aftermarket. Grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any driveline components (pump stator, reduction nozzle, etc.).

## **12. Vintage 550 Limited**

12.1. **Class List** - 2-stroke OEM twin cylinder engines up to 550cc allowed.

- 12.1.1. Kawasaki JS440
- 12.1.2. Kawasaki JS550
- 12.1.3. Kawasaki 550SX

**12.2. Class Equipment Standards** - In addition to allowances in the General Class  
Equipment standards

- 12.2.1. All versions of sponsons, tubbies, or other such handling products are NOT allowed. Only the OEM rear sponsons are allowed, as provided by Kawasaki.
- 12.2.2. 440cc engines may be ported and modified and ported.
- 12.2.3. 550cc engines may not be ported or modified. Engine displacement may not exceed class designation (550cc).
- 12.2.4. On 550cc engines, no internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components. 440cc engines may be modified, ported, machined, polished.
- 12.2.5. Exhaust systems may be modified or aftermarket. An insert may be added to reduce the inside diameter of the stinger portion of the exhaust system.
- 12.2.6. Engine water cooling systems may be modified or aftermarket. Additional water-cooling lines and aftermarket water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers, and water filters may be modified or aftermarket. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained. Fittings may not be added to the cylinder head, cylinder, or crankcase. Electronically controlled valves or water injections systems are not allowed unless originally equipped. Manually controlled devices that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.”
- 12.2.7. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. Modified or aftermarket carburetors may be used, only single carbs. Dual carb setups are not allowed. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.
- 12.2.8. Ignition timing may be altered by slotting the ignition trigger mounting plate. Aftermarket ignition setups and flywheels may be used on 440cc engines. 550cc engines must run the OEM ignition setup(no total loss).

## **13. Vintage X2 Open**

- 13.1. **Class List** – OEM based twin engine, 810cc limit.
  - 13.1.1. Kawasaki X2 GEN-1 (GEN-2 must run Sport Classes)

**13.2. Class Equipment Standards** - In addition to allowances in the General Class  
Equipment standards

- 13.2.1.** 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. Non-conforming pistons. Replacement piston assemblies must weigh within  $\pm 25.00\%$  of original equipment. Engine displacement must not exceed class designation (810cc).
- 13.2.2.** Modifications such as grinding, surfacing, polishing, machining, shot peening will be allowed on any engine components.
- 13.2.3.** Modified or aftermarket exhausts are permitted.
- 13.2.4.** Engine water cooling systems may be modified or aftermarket. Additional water-cooling lines and aftermarket water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers, and water strainers (filters) may be modified or aftermarket. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained. Fittings may not be added to the cylinder head, cylinder, or crankcase. Cooling system flush kits are allowed.”
- 13.2.5.** Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. Modified, swapped, or aftermarket carburetor setups are allowed. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.
- 13.2.6.** Ignition may be aftermarket; ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (Total losses are OK).
- 13.2.7.** Replacement wear rings are allowed. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
- 13.2.8.** Grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any driveline components (pump stator, reduction nozzle, etc.).

## **14. Vintage X2 Limited**

**14.1. Class List** – OEM based twin engine, 650cc limit.

14.1.1. Kawasaki X2 GEN-1

**14.2. Class Equipment Standards** - In addition to allowances in the General Class Equipment standards

**14.2.1.** 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. Non-conforming pistons. Engine displacement must not exceed class designation (650cc).

- 14.2.2.** Modifications such as grinding, surfacing, polishing, machining, shot peening will be allowed on any engine components.
- 14.2.3.** Modified or aftermarket exhausts are allowed.
- 14.2.4.** Engine water cooling systems may be modified or aftermarket. Additional water-cooling lines and aftermarket water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers, and water strainers (filters) may be modified or aftermarket. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Existing fittings may be aftermarket or modified so long as the OEM thread diameter is maintained. Fittings may not be added to the cylinder head, cylinder, or crankcase. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. Modified, swapped, or aftermarket carburetor setups are allowed. The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified, or aftermarket provided a hazard is not created.
- 14.2.5.** Ignition may be aftermarket; ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger. (NO total losses allowed, must be charging)
- 14.2.6.** Grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any driveline components (pump stator, reduction nozzle, etc.).

# Chapter 9 - Homologation of Watercraft

1. Next year model machines are not eligible in any class at the AJSA Championship events.
2. To be approved for AJSA-sanctioned competition, watercraft must be available through retail distributors.
3. Manufacturers and distributors must have enough spare parts to meet customer demand for a minimum of the current model year being approved.
4. Superseded or redesigned parts must be submitted to AJSA for review and approval before their use in competition. These parts must be listed in the current OEM parts list supplied to AJSA.
5. The AJSA may require one unit of each approved model and/or superseded or redesigned part(s) to be provided for parts comparison.
6. Only after the homologation paperwork has been verified and approved by AJSA will the watercraft be added to the approved AJSA competition list.
7. Homologation will last until such time as the watercraft no longer conforms to the current class rules.
8. Homologation is required each year for new models even if that model hasn't changed from the previous year's homologation.
9. AJSA will provide a list of homologated watercraft. This list may be updated at any time.
10. If at any time it is discovered that the manufacturer hasn't met the requirements or falsified any information during the homologation process, the manufacturer may be fined up to \$5,000 and may be placed on probation or suspension from AJSA competition until further notice.
11. Watercraft will be approved at the sole discretion of AJSA.



# Chapter 10 - Protests

1. A racer has the right to protest any violation of the rules pertaining to his or her class.
2. Official protest forms will be available at registration during an event.
3. An official protest form must be completed within 30 minutes of the finish of the involved race.
4. It is up to the Race Director to deem the protest legitimate.
5. Any promoter hosting an AJSA-sanctioned race must email a copy of any protest to t
6. AJSA for review and/or oversight to [protest@ajsaracing.com](mailto:protest@ajsaracing.com).
7. During a protest disassembly, only the racer and mechanic can be present.
8. Each racer will be responsible for disassembly and reassembly of watercraft.
9. Only the racer making the protest may discuss the protest with the Race Director unless the Race Director deems it necessary to involve further assistance.
10. The protest fee must be paid before the protest is active.
  - 10.1. A fee of \$100, per item, will be paid by the racer making the protest and both watercraft, meaning the protestor and protested, will go under review.
  - 10.2. If the protest is won (the watercraft in question is deemed illegal) then the racer making the protest will receive back the fee.
  - 10.3. If the protest is lost (the watercraft in question is deemed legal) then the racer being protested will receive the fee.
  - 10.4. Once the 30-minute window has elapsed, no protest can be made.

# AJSA Racing Protest Form

This form is to be used for logging of protests outlined by the AJSA Racing Rules governing competition.

**Right of protest:** *(reference Chapter 10 in the AJSA Rulebook)*

1. Any rider directly affected by a decision taken during a meet under the authority of the AJSA or following dangerous, unfair, or fraudulent behavior, riding, or act, has the right to protest against such a decision, behavior, riding, or act.
2. A protest against the class eligibility of a rider, passenger, team, or a personal watercraft entered, should be made before the start of the official practice or race if no practice is offered.
3. No protest can be lodged against a statement of fact pronounced by the Referee or AJSA official (appointed by the AJSA to serve in an official capacity) during the race or the timed practices.

**Administrative Protest:** Related to rider eligibility, scoring, etc. No security deposit is required.

**Technical Protest Fee:** \$100.00 security deposit per item under protest is required.

**Additional Fees:** Engine teardown (top end) required to make displacement measurement.  
2-stroke engine: \$150.00  
4-stroke engine: \$300.00

Engine Teardown (lower end) required when splitting of the engine cases is necessary. An additional \$100.00 is required

**Optional Technician Fee:** Technician fee of \$50.00 will be allocated out of the teardown fee if a technician is required.

**Fuel Test:** \$500.00 (Please contact an AJSA Staff member prior to any Fuel Test protests)

Event Date: \_\_\_\_\_ Event Location/Name: \_\_\_\_\_

Class: \_\_\_\_\_ Name of rider being protested (Print): \_\_\_\_\_

Item(s) being protested with regard to violation of AJSA Racing Rule Book: *(BE SPECIFIC – USE BACK OF PAGE FOR DETAILS)*

---

---

---

---

Name of rider filing protest (Print): \_\_\_\_\_ AJSA #: \_\_\_\_\_

Signature: \_\_\_\_\_ Time Protest Submitted: \_\_\_\_\_

*(Official use only)*

**Referee's Ruling:**

Approved in Favor of Protesting Party                       Denied in Favor of Protested Party

Please detail reason for decision – *(Use the back of page for additional room)*

---

---

---

---

Referee's Name (Print): \_\_\_\_\_ Referee's Signature: \_\_\_\_\_

**Protest Fees:**

Amount returned to Protested Party: \_\_\_\_\_ Amount returned to Protesting Party: \_\_\_\_\_

Amount Sent to the AJSA Offices: \_\_\_\_\_

**Calculating & Allocation of Protest Fees:**

Number of Items \_\_\_\_\_ x \$100 = \_\_\_\_\_ + Teardown fee (if app.) \_\_\_\_\_  
= Total fees due: \_\_\_\_\_

1. If protest is decided in favor of the protesting party, the referee will refund the protest fee and teardown fee, if any, and forward a report in writing to the AJSA.
2. If a protest is decided in favor of the protested party:
  1. In a protest not involving teardown fees, the referee will forward the protest fee to the AJSA along with a written report.
  2. In a protest involving teardown fees, the referee will forward the protest fee to the AJSA along with a written report and the protested party will be entitled to the teardown fees.

Additional Information: (if needed)

---

---

---

---

---

---

---

