

NZJSBA Inc. REGULATIONS 4 TO 14

IN ADDITION TO/SUPPLEMENTARY TO/ANCILLARY OF THE IJSBA RULE BOOK

NB: Regarding supplementary rules on the IJSBA website, these would not apply if not approved by the NZJSBA in writing. The NZJSBA will be the only association that will adopt or authorise any supplementary rules to the Rule Book being used at the present time of competition.

REGULATION 4:

4.1.6 Homologation

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 30th July 2002 (and updated in February 2010) shall remain effective until further notice.

'For New Zealand homologation of a craft not included in the current IJSBA Rule Book being used in New Zealand a minimum of 5 craft must have been brought into the country (by the appointed New Zealand Distributor) and be available for purchase in Australasia no less than 30 days prior to the commencement of the New Zealand Jet Sport Nationals. Craft must be available at distributor's premises for inspection by an appointed NZJSBA official'. Craft must be available to dealers from the distributor'.

REGULATION 5:

6.1 Stock Class Competition

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 30th July 2002 and shall remain effective until further notice.

'EGT gauges & probes are legal as long as they are removed and plugs are inserted on Race Day or if the gauges are removed'.

REGULATION 6:

6.1.5 & 7.1.5 & 8.1.6 – For all Classes

For safety reasons the following rule will apply to all classes in closed course or endurance competitions run under the IJSBA Rule Book as passed by the NZJSBA and the NZJSBA National Race Director on 25th September 2001 and shall remain effective until further notice.

'Visibility spouts must be removed or plugged'.

REGULATION 7:

12.1 General Pre-Start Procedures – Closed Course Events

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 30th September 2002 and shall remain effective until further notice.

12.1.8 The watercraft used in a semi-final or final race must be the same watercraft used to qualify for that race. If the moto scoring system is used, the same watercraft must be used in all motos. The use of a second or backup watercraft, due to damage or other conditions that make that craft non-operational, may be allowed, providing that it meets all class and safety regulations. Any such replacements can be made only with the authorization of the Race Director.

REGULATION 8:

15.1 General Pre-Start Procedures – Endurance Events

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on the 30th September 2002 and shall remain effective until further notice.

15.1.5 A watercraft can only be changed once during a race meeting.

15.1.6 The original watercraft that has been changed cannot be used again by any rider in that class at that meeting.

15.1.7 A watercraft cannot be changed during a race.

15.1.8 The watercraft must have passed technical inspection.

REGULATION 9:

17.3.9 General Competition Rules & 19.1.5 Technical Procedures

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on the 28th January 2003 and shall remain effective until further notice.

'All watercraft, with the exception of those used during freestyle competition, must have a properly working, lanyard-type engine stop switch installed.

Modifications made to the lanyard-type engine stop switch, using tape, wire or any other material what so ever, that can be removed by the rider or pit crew during or immediately following a competition event are not allowed.

Engines may idle at any time, provided that the lanyard is connected'.

REGULATION 10:

19.4 Fuel Tests

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 25th September 2010 and shall remain effective until further notice.

19.4.1 A riders statements as to the contents of his/her personal watercrafts fuel system will be binding. Gasoline maybe checked before, during and or after use in competition.

19.4.3 All classes shall be restricted to petrol having maximum characteristics not exceeding "Avgas" or "Unleaded Super" as defined in Appendix E

19.4.4 No additives maybe added to the fuel

19.4.5 Nitro Methane, Methanol and similar agents are prohibited in all classes.

REGULATION 11:

20.2 Protests

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 30th July 2002 (and updated in February 2010) shall remain effective until further notice.

20.2.3 'When a protest is made against a boat's eligibility, the protester must post with the Race Director a written protest accompanied with a cash bond of NZ\$150 for 2 Stroke and NZ\$300 for 4Stroke, to cover the costs of any disassembly, inspection and assembly required'.

20.2.5 If the watercraft is found in violation of the rules and the protest is allowed, the cash bond will be returned to the protester and the protested party is subject to penalty assessed by the Race Director and/or NZJSBA.

20.2.9 All parts deemed illegal may be held by the NZJSBA pending final decision.

20.2.11 Official NZJSBA videotape as recognized by the Race Director may be used by officials to make or overrule a decision.

REGULATION 12:

20.3 Appeals

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 30th July 2002 and shall remain effective until further notice.

20.3.1 The rider aggrieved by a decision involving an equipment violation may appeal to the NZJSBA Executive.

20.3.2 An appeal or intent to appeal must be filed in writing within one hour of disqualification and must be accompanied by a fee of NZ\$300.

20.3.3 Rulings of the NZJSBA Executive will be made within reasonable time from the date the appeal was filed.

20.3.4 The NZJSBA Executive shall have the right to publish any judgments concerning protests and appeals and to use the names of parties involved. These persons shall have no right to act against the NZJSBA Executive, the Race Director or whomever publishes the judgment.

20.3.5 Anyone belonging to or under the jurisdiction of the NZJSBA Executive who shall take into the courts any controversy arising from the interpretation or application of these rules and regulations shall be liable to disqualification, suspension and/or expulsion.

20.3.6 Appeals for decisions on technical infractions will go to the NZJSBA Executive. A quorum of seven (7) NZJSBA Executives is required and the NZJSBA has the right to take advice from any quarter and bring in any outside person/s they feel necessary to make a final decision.

REGULATION 13:

For safety reasons the following supplementary rule to the IJSBA Rule Book was passed by the NZJSBA on 11th August 2003 and shall remain effective until further notice.

'All craft competing in any Endurance Event shall comply with the closed course rule relating to fuel systems for their respective class, as below.'

6.1.30 Stock Craft

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. Additional fuel filter may be used.

7.1.39 Limited Craft

The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel tap assembly may be removed and/or aftermarket parts may be used. Additional

fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Modified or aftermarket vapour/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off type fuel pumps are allowed.

8.1.40 Open Class Craft

The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter(s) may be removed and/or aftermarket parts may be used. Fuel tap assembly may be modified, aftermarket or removed. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Modified or aftermarket vapour/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off type fuel pumps are allowed.

15.5.4 Fuel Spillage

A minimum 2 minute penalty will be enforced for spilling fuel.

17.6.4 Inspection of Fuel Containers

'Fuel containers will be subject to inspection by and approval of the Race Director and local Fire Marshall. Any fuel containers the Race Director deems to be unsafe will not be eligible for use at any sanctioned events. This decision will not be protestable.'

REGULATION 14:

The following Regulation was passed by the NZJSBA on 3rd February 2004 and shall remain effective until further notice.

'Riders competing at the New Zealand Jet Sport Nationals will only be eligible for a NZ ranking if they are a New Zealand citizen ie NZ 1 Plates and subsequent numbers can only be held by a New Zealand rider. International riders will be eligible for overall line honours, trophies, prizes and/or prize money'.