

**'NZJSBA Inc. REGULATIONS 4 TO 16' 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 the 31st July 2005 and shall remain effective until further notice.

'Only craft that have been homologated by the IJSBA will be homologated by the NZJSBA. Therefore, for homologation of a craft being used in New Zealand a minimum of 5 craft must have been brought into the country, by the appointed New Zealand Distributor, no less than 30 days prior to an NZJSBA Sanctioned event. Craft must be available at Distributors 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:

For All Classes

For safety reasons the following rule will apply to all classes in closed course and/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 authorisation of the Race Director.

12.1.9

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

12.1.10

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

12.1.11

A watercraft cannot be changed during a race.

12.1.12

The second or backup watercraft must have passed Technical Inspection.

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 second or backup watercraft must have passed Technical Inspection.

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 2001 and shall remain effective until further notice.

‘All classes shall be restricted to a maximum of ‘race gas and/or aviation fuel only’ which is readily available to purchase. This ‘race gas and/or aviation fuel only’ restriction eliminates the use of alcohol based fuels, nitro methane and other similar agents ie C12, C14.....’

REGULATION 11:

20.2.3 Protests

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.

‘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, to cover the costs of any disassembly, inspection and assembly required, regardless if disassembly is required.’

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\$150.

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’.

Stock Craft

6.5.2 Air/Fuel Delivery - Two Stroke

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.

6.6.1 Air/Fuel Delivery - Four Stroke

Electronic fuel-injection systems: Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed. If not equipped with an airflow sensor, the ducting between the flame arrester and throttle body may be modified or aftermarket. If originally equipped with an airflow sensor, the ducting may be modified or aftermarket between the flame arrester and airflow sensor. Modifications to the airflow downstream of the airflow sensor are not allowed. No modifications to the turbocharger and supercharger system, if applicable, are allowed.

Open (Superstock) Craft

8.5.4 Air/Fuel Delivery - Two Stroke

The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock may be removed and/or aftermarket parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

8.6.1 Air/Fuel Delivery - Four Stroke

The original fuel injectors may be modified to increase fuel-flow rate. Aftermarket fuel injectors that increase fuel flow are allowed provided

they must not increase airflow into the combustion chamber. Fuel rail and fuel regulator may be modified or aftermarket. Additional fuel injectors may be added. Aftermarket fuel pumps are allowed provided that when the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off fuel pumps are allowed. High-pressure fuel hose meeting SAE J30R9 must be used; only metal-type fuel filters may be used on the high-pressure portion of the system; all other in-line filters must be installed on the low-pressure portion of the system.

All craft competing in any Endurance events shall comply with the following rules as passed by the NZJSBA on 11th August 2003 and shall remain effective until further notice.

17.6.4: Inspection of fuel containers:

‘Fuel containers will be subject to inspection by and approval of the Race Director and local Fire Marshal. 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.’

17.6.5 Fire Extinguishers

‘At least one dry chemical fire extinguisher must be carried by each participant/crew and be readily accessible in the fuel pit area’.

‘The imposed 2 minute penalty for spilling fuel will remain in effect’.

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.’

REGULATION 15:

15.5.1 Fuel System – Endurance Events

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 11th May 2004 and shall remain effective until further notice.

‘The Seadoo XP97(800) fuel tank may be updated to OEM Seadoo XPL fuel tanks from 1998-2002. All craft affected by this change must pass a Pre-Race Technical Inspection at each event’.

REGULATION 16: Junior Development Pole Ski Class (13-14 years)

10.1.2 Rider Classifications

The following is a supplementary rule to the IJSBA Rule Book as passed by the NZJSBA on 27th July 2004 and shall remain effective until further notice.

'The following regulations will apply to all Competitors competing in the Closed Course Junior Development Pole Ski Class (13-14 years).

- a) All competitors MUST be aged between 13-14 years old before competing.**
- b) You MUST have a letter of approval from Parent/Guardian.**
- c) You MUST have completed and passed a Day Skipper course prior to applying for dispensation to race.**
- d) All competitors MUST have read and understood basic rules from the current IJSBA Rule Book.**
- e) Once MSA approval is granted all competitors MUST be assessed by their respective Clubs Training Day Instructor. Once the training is completed, the instructor will provide the NZJSBA with a letter of approval confirming the riders ability level.**
- f) Craft are to remain strictly stock as per the NZJSBA Factory Stock Class.**
- g) Maximum number of competitors in class shall be 10.**
- h) Competitors MUST carry a copy of dispensation to all events ie training days, club days and race days. Dispensation applies to events ONLY, NOT for social or riding outside organised or sanctioned events. Any competitor caught abusing rules will have their dispensation revoked.**