

560 – P750 Class (ThunderCat Racing)

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Abbreviations and dossier of terms:

UIM – Union Internationale Motonautique; World Governing body of powerboat racing

Pre Scrutineering – At the beginning of the event

Safety Scrutineering – Carried out when required or between each discipline

Post Scrutineering – At the final heat of the discipline

Final Inspection – Inspected and measured to ensure legality

~~Pilot~~ **Driver** – The person in control of the engine, steering, throttle and gears. ~~(The same as a Driver)~~

~~Co-Pilot~~ **Driver** – The second person in the boat. ~~(The same as a Co-Driver)~~

O.O.D – Officer of the day

Please note there are further definitions throughout the rules.

Note: Only other UIM Rules that also apply.

Code of Ethics

Anti-doping.

Environmental Code.

Group 100 rules.

Group 200 Rules

Group 400 Rules

560 – UIM TITLES & TEAMS

560.01 – TITLES / TEAMS

UIM World Championship must have at least two of the three classes to be contended at a UIM World titled event and to include all 3 disciplines at a single event over the duration of a minimum of 7 days, including 2 lay days. No single discipline will be recognised for any UIM Title. All three disciplines must enjoy equal points awarding system. Continental Title may be held in one class only under a minimum 4 day event

UIM P750 World Championship Series:

1. Must have at least two of the three classes – Stock, Pro Stock and Modified
2. Two countries (National Authorities) must enter in each class to validate a UIM World titled event.
3. All 3 disciplines must be contended at a single event over the duration of a minimum of 7 days including 2 lay-days.

UIM P750 Continental Championship Series:

1. Must have at least two of the three classes – Stock, Pro Stock and Modified
2. Two countries (National Authorities) must enter in each class to validate a UIM Continental event.
3. All 3 disciplines must be contended at a single event over the duration of a minimum of 4 days including 1 lay-day.

UIM Southern Hemisphere Championship & UIM Northern Hemisphere Championship:

1. Must have at least two of the three classes – Stock, Pro Stock and Modified
2. Two countries (National Authorities) must enter to validate a UIM Hemisphere Championship.
3. All 3 disciplines must be contended at a single event over the duration of a minimum of 4 days including 1 lay-day.

All Series Championships:

Can be staged at one event or be held during a calendar year at three separate venues/countries if allocated by the UIM P750 Working Group Committee and approved by Cominsport. Each venue/country organising one of the disciplines must include a minimum of two days racing per discipline. A series staged solely at one event must have all three disciplines, no single discipline will be recognized for any UIM title. A series held over three separate venues / countries will be awarded one of the disciplines. All three disciplines must enjoy equal points awarding system and accumulated to award a final Championship title per class. A P750 Series is made up of three individual disciplines.

WORLD AND CONTINENTAL CLASSES			
Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
UIM World & Continental, Southern & Northern Hemisphere series.	YES	YES	YES

560.02 – O.O.D (Officer of the Day)

The UIM will approve the O.O.D for all UIM titled events. Main Officials must have experience in P750 Racing (Safety Officer, Timing and Technical)

560.03 - PRIZE PRESENTATION

Prize presentation at UIM Titled events must be attended by all participants. Only the O.O.D can sanction a non-attendance.

560.04 - MINIMUM BOATS NUMBERS AND NATIONAL AUTHORITIES

A minimum of three boats will constitute a valid class. For a UIM Titled event the minimum number of boats per class must be ~~six~~ five and a minimum of ~~three~~ two different countries (National Authorities).

560.05 - LICENCE DETAILS

All ~~Pilot Drivers~~ and Co-~~Pilot Drivers~~ must hold a current International race licence for P750 Class issued by their own National Authority for International championships and a National licence as per driver or co-drivers National Authorities rules and regulations to compete nationally. UIM Rules 120.01, 120.02, 120.03, 120.04, 120.05, 120.06, and 120.07 will apply. Note: Competitors taking prescribed medication must complete the UIM 'Therapeutic Use Exemptions TUE 'Form. For further information go to the UIM website – Anti Doping or contact your National Authority.

560.06 - FINAL INSPECTION

The organisers must ensure that at least the winning boat and engine are inspected and measured to ensure legality. It is optional to inspect or measure other boats in second and third place or any other boat. UIM Rules 321.05 will apply.

560.07 - TEAMS

Team = the designated ~~Pilot Driver~~ and a Co-~~Pilot Driver~~ can contest these championships. In the event of a Co-~~Pilot Driver~~ being injured a replacement of the Co-~~Pilot Driver~~ only is permitted in all disciplines if:

A doctor/Paramedic's certificate is produced stating that the injury of the Co-~~Pilot Driver~~.

The O.O.D is satisfied with the doctor/paramedic's report.

The replacement co-driver has the complete current paperwork including a current international license.

No Co-~~Pilot Driver~~ can be changed during a heat, race or leg.

The ~~Pilot Driver~~ is the person in control of the engine, steering, throttle and gears

The Co-~~Pilot Driver~~ is the second person in the boat who is not the ~~Pilot Driver~~.

The Co-Pilot ~~Driver~~ does not have to be of the same Nationality of the ~~Pilot Driver~~.

560.08 - MINIMUM AGE

Age refers at the date of the event.

TEAM	STOCK (S)	PRO STOCK (Pro)	MODIFIED (M)
Min Age of Pilot Driver	16	17	18
Min Age of Co- Pilot Driver	16	16	16

560.09 - BEHAVIOUR

No abuse of officials will be tolerated. Any ~~pilot-driver~~, co-~~pilot driver~~ or team members found guilty by admission, or by the jury, will result in the ~~pilot/co-pilot driver/co-driver~~ being disqualified from the heat or discipline or total event. Only the O.O.D. or the UIM Commissioner can take this action. After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship, not covered by the above rule, the O.O.D. and/or the Race Jury may exclude a competitor from a heat/discipline or the whole event.

560.10 - PROTESTS

All protests, jury formation, sanctions, appeals are to be as the Rules Group 400 (as with all other UIM classes). A Team / ~~Pilot~~ Driver can only protest another Team / ~~Pilot~~ Driver if they are in the same ~~race~~ heat.

560.11 – PROTEST FEE

The protest fee must be announced in the advance programme. Protest fee: maximum of 80 Euros or equivalent in host's currency.

560.12 - ALCOHOL/DRUGS

Alcohol or drug abuse will result in a total ban from the event (see rule 205.02.02 / 03). Note: Competitors taking prescribed medication must complete the UIM 'Therapeutic Use Exemptions TUE' Form. For further information go to the UIM website – Anti Doping or contact your National Authority.

560.13 – INSURANCES

All ~~Pilots~~ Drivers and Co-~~Pilots~~ Drivers must abide by any mandatory medical and insurances carefully set out in the advance programme. Any costs charged by the organisers for supplying the same, must also be stipulated in the advance programme Max 90 Euros or equivalent in host's currency.

560.14 – PENALTIES/YELLOW/RED CARDS/BLUE CARDS

~~Yellow/Red cards: see rules 406 these rules will be strictly enforced. They only apply to bad behaviour on the water at the O.O.D's and UIM commissioner's discretion. Other penalties are available for bad behaviour on land and racing infringements. [See Rule 406.05]~~

Rules 406 – Penalties will apply, although P750 Class penalties will supersede general rules.

~~Yellow/Red/Blue cards: see rules 406.05 these rules will be strictly enforced.~~

560.15 - DRIVERS BRIEFING

Any ~~Pilot~~ Driver/Co-~~Pilot~~ Driver failing to attend any drivers briefing without prior consent from the O.O.D will be disqualified at the discretion of the O.O.D

560.16 - SAFETY EQUIPMENT

~~HELMETS: For all~~ All racing helmets must be open faced or full faced motorbike helmets given to protect the skull base and cover the ears. At least 50% (area) of the helmet must be of fluorescent orange, red, yellow or international orange colour. The helmet colours must be bright enough to be clearly visible in the water. The wearer is entirely responsible for the efficiency of his helmet. The organisers are recommended to repeat this important rule in their advance programme and their race instructions. As per rule 205.07

LIFEJACKETS: The efficiency of the lifejacket is the sole responsibility of the wearer who must be assured that it conforms to the UIM rules and carries indelible confirmation of this. Buoyancy: A lifejacket must have a minimum of 7.5 kg solid buoyancy for a person weighing up to 60 kgs and 9 kgs of buoyancy for those over 60 kg. A back support is highly recommended. As per rule 205.06. If the lifejacket does not have a built in back support then body armor must be worn underneath.

CARRIED SAFETY EQUIPMENT: Safety equipment as specified in each discipline must be carried at all times. Failure to do so will involve penalties as described in the relevant discipline. The boat number must be marked on all safety equipment.

EYE PROTECTION: Eye protection is mandatory in the Circuit and Surf discipline and advised for Long-haul. This protection can be goggles or helmet visor.

CLOTHING: All limbs must be covered at all times including feet. Gloves optional

561 - CLASSES/HULLS

561 Reference rule 501 Measurement Certificate of the general rules – Measurement certificates are not required for P750.

561.01 - DISCIPLINES

M Shape (Surf); Circuit and Long-haul

561.01 – HULLS

561 – HULLS				
Number	Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.011	Engine Capacity	Up to 750cc	Up to 750cc	Up to 750cc
.012	Minimum hull length	3.8m	3.8m	3.8m
.013	Minimum hull width	1.7m	1.7m	1.7m
.014	Minimum hull weight	153kg 165kg	153kg 165kg	153kg 160kg
.015	Minimum overall weight	325kg	325kg	320kg

~~The above mentioned weights are the minimum weight of a complete rig, weighed directly after the race without crew and their personal equipment or residual water, without fuel tanks. To reach the minimum weight, ballast can be added. This must be screwed or bolted securely to the inside of the boat, but not exceeding 10% of the weight of the complete rig without ballast.~~

Minimum hull / engine weight .014 – The above mentioned weight is the minimum weight of a complete rig, weighed directly after the race without crew and their personal equipment or residual water, without fuel tanks. The Driver & Co-Driver must still meet the minimum overall weight.

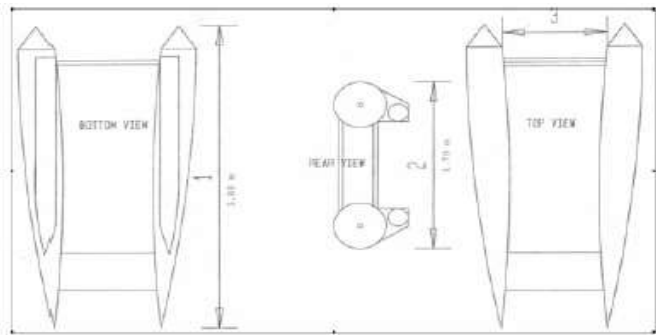
Minimum overall weight .015 – includes 0.14 plus Driver & Co-Driver with their personal safety equipment on that they have just raced in – life jacket, helmet, wetsuit or dry suit. To reach the minimum overall weight, ballast can be added. This must be securely placed and has to be of solid material and not liquid material.

561.02 - HULL DESIGN

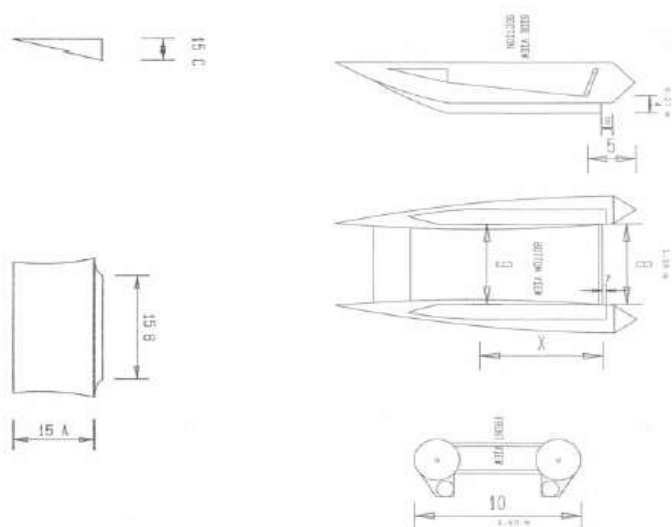
All boats must be of a tunnel hull design and conform to the original manufacturer's catalogue. **THE FLOORBOARDS CAN BE SUPPLIED BY AN ALTERNATIVE MANUFACTURE BUT MUST CONFORM TO RULE 561.04.** All boats must be fitted with a serial number plate issued by the manufacturer on either the nose cone or preferably the transom, showing the Model, Make, Date of Manufacture and if possible the maximum allowed horsepower of any relevant engine. A minimum number of 2 boats must have been made, advertised for sale and are commercially available before the model can be accepted to race. **As long as the boats fit to the Class hull requirements, no measurement certificate is required as they are inflatable boats.** All boats must conform to the following measurements:

SKETCHES: Measurements Number 4: minimum of 0.26m. Rear Transom to ground: Between Hi-jackers at rear measured at nearest points: Number 8: Minimum of 1.05m. Overall width front transom (measurement taken at back of nose cone). Other measurements to be added by agreement

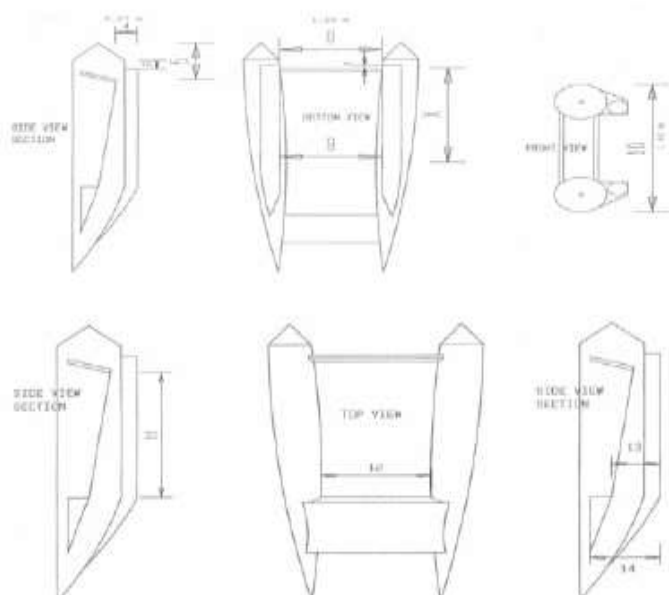
HULL DIAGRAM A:



HULL DIAGRAM B:



HULL DIAGRAM C:



561.03 – INFLATION OF HULLS

They can only be inflated with atmospheric air and must have 3 independent compartments, except for pencil type boats where each pontoon must have 2 independent compartments. The boat must be able to float even if one compartment is not functioning.

561.04 - DEFINITION OF HULLS

All boats should be able to deflate, to collapse, foldable or to be able to be rolled up, so that no dismantled part has a length greater than 1/3 of the full length of the inflated boat including floorboards. No aerodynamic appendages are allowed

561.05 – MODIFICATION ABOVE THE WATERLINE

Certain modifications above the waterline are allowed, these modifications will refer to foot straps, handles, loop patches only and not modifications that interfere with the original dimensions of the boat. A waterline is defined as the line taken when the boat is ready to race but without the ~~Pilot Driver/Co-Pilot Driver~~ the waterline will be below the bottom of the transom if a multi-hull type. No part of the hull can be used for water ballast.

561.06 - SPLASH PLATE

A splash plate may be fitted to the back of the transom as long as it complies with Rule 561.05 plus the following dimensions: If this plate runs the full length of the transom, i.e. From pontoon to pontoon, then the width of this plate is restricted to 100 mm. If the width of this plate exceeds 100 mm then its length is restricted to 150 mm across the back of the transom, but may protrude as far back as the engine as required.

561.07 – MODIFICATION BELOW THE WATERLINE

Modifications below the waterline: Planing batons and strakes may be attached to the planing surface of the hijackers. Construction spray strakes are permitted anywhere on the outside of the hijacker cover.

561.08 - WINDOWS

Boat numbers can be painted or enclosed in two transparent covers, meeting the correct size and clearly visible. Rule: 561.09

561.09 - RACE NUMBERS

Must be at the bow of the boat a minimum of 18 cm x 3cm with a 2 cm border round the number and on the engine cover must be 18 cm x 3 cm with a 2 cm border around the number. Their colour must be black letters on a white background.

561.10 - RIGHTING ROPES

All boats must be fitted with two designated righting ropes/webbing. These ropes/webbing must not share common use. They must be at least 10 mm thick [rope] and the webbing minimum 25 mm wide. All boats must be fitted with a 4 meter length of similar material as a designated bowline, spliced or stitched eye at the end. The bowline must be fixed to the nose cone in a pouch glued/fixed to the nosecone. Bowline must not be tied up in other ropes of the boat and must be easily accessible to be able to hook into the towing point on the bottom side of the nose cone. Towing points must be in the middle of the nosecones. Any towing point must be capable of pulling 300 kg.

561.11 - SPONSORS

The GRP bow of boat must be available for event sponsor's decals; failure will result in not passing scrutineering – requirements must be stated in Advance race instructions and stickers supplied by organisers. Cowling stickers may be supplied by the event organisers but must supply with the correct boat number registered and agreed when entering championship.

562 – MACHINERY

MACHINERY				
No.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.1	Engines must be homologated using the UIM specifications. The only outboard engines allowed in these classes are:	1.Tohatsu 50 D2 2.Yamaha 50H per original UIM homologation	1.Tohatsu 50 D2 2.Yamaha 50H per original UIM homologation	1.Tohatsu 50 D2 2. Yamaha 50H Both modified according to the rules.
.2	No other engine will be permitted until the UIM (Cominsport Group) homologate a "low emission" compatible engine for P750 style racing .Introduced min. 3 years after homologation.	YES	YES	YES
.3	Low idle – engines must be capable of functioning at low speeds	YES	YES	YES
.4	Water Pick-up – external water pick-ups wherever/however attached.	Are forbidden	Are forbidden	Free.
.5	Control Handle (Gear) – An efficient control handle giving forward, neutral and backward movement is mandatory. The control handle for a functioning reverse gear must be within easy reach of the driver.	YES	YES	YES
.6	KILL SWITCHES: The manual starter must ensure a quick and easy start with no external aids. The engine must be fitted with a "kill switch", operated with a lanyard no longer than 1.3 meters. The lanyard must be strong and very firmly fixed to the Pilot Driver . A second "kill switch" lanyard must be firmly attached to the Co- Pilot Driver at all times. Lanyard failure / kill switch failure Will result in disqualification from the relevant race/heat or long-haul discipline. Refer to Rule: 563.29	YES	YES	YES

562.07 - IRREPAIRABLE DAMAGE/DAMAGED HULL/ENGINE/LOWER UNIT

If a boat, engine, or any part thereof becomes irreparable through a racing incident on the water during a discipline, then: The hull may be replaced. The engine may be replaced. The engine can be re-built. The underwater unit may be replaced. All subject to official inspection and official authorization before any attempt is made on replacement or repairs.

The hull, engine or any part thereof that is damaged beyond repair cannot be replaced during the actual heat being raced Exceptions: An irreparable hull can only be replaced by another if the OOD decides another competitor was responsible for the damage caused only during a race or training on the water. Any damaged part of the engine can be replaced with similar except the cylinder block. Underwater units that are damaged beyond repair can be changed provided they have the same gear ratio and from a similar homologated engine.

All changes must be sanctioned and supervised by the Scrutineer or an appointed official. All damaged parts including hulls must be kept in a secure place for any official inspection or pending possible protests. Any equipment subsequently found to be repairable will result in the driver being eliminated from the complete event. All costs pertaining to the stripping of additional equipment will be the responsibility of the competitor in question. A fee, as specified in the advance programme, must be paid to cover the inspection of any protested engines or equipment. These charges should be reasonable. When different disciplines are held on different days and no fully secure compound is available either overnight or days then all boats must be re-scrutineered before racing re-commences. Failures will result in the loss of all previously gained points.

562.08 – GEARBOX

Gearbox must not be interfered with or modified in Stock and Pro Stock Classes. Any normal wear and tear on the fin/skeg shall be limited to 5mm and must be seen to be racing wear and tear; all fins/skegs will be measured and must comply at Pre Scrutineering of each discipline. If illegal the team will be disqualified if unable to change prior to that heat or Long-haul discipline. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges.

563. - MODIFICATIONS

MODIFICATIONS				
No.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.1	Replacement:	The replacement of nuts or the addition of lock nuts, drilling and wiring, split-pinning or keying is allowed provided the screw and pins are similar.	As per Stock Class	As per Stock Class
.2	Gear interlock	The gear interlock device on the starter may be removed.	As per Stock Class	As per Stock Class
.3	Steering:	The steering bar and brackets may be re-enforced and additional steering bar may be mounted. The steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.	As per Stock Class	As per Stock Class
.4	Engine locking	Engine locking brackets may be removed.	As per Stock Class	As per Stock Class
.5	Engine cowling	The engine cowling may be secured by means other than or in addition to the standard means.	As per Stock Class	May be altered to increase air flow and secured by means other than or in addition to the standard means.
.6	Tell-tale	Tell-tale cooling pipe may be replaced with another pipe or other characteristics.	As per Stock Class	Free
.7	Splash plate	A splash plate may be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitation plate.	As per Stock Class	As per Stock Class
.8	Crankshaft	The crankshaft may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufactures dimensions and weight for crankshaft. Holes maybe drilled in the crankshaft to reduce weight. It is not allowed to reduce the diameter of the crankshaft	As per Stock Class	No restrictions on welding As per Stock Class
.9	Propellers:	The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. The locking nut, spacer, adaptor, split pin, thrush washer/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. No spacing out of propeller to allow venting. Propeller must enter gearbox housing by a minimum of 1mm. Transgression of this rule will lead to disqualification.	As per Stock Class	Free
.10	Re-boring	Re-boring is allowed as per UIM homologation specifications. Parts must be as supplied by the original manufacturer. No aftermarket parts can be fitted. Oversize pistons can be fitted providing the total cc's does not exceed 750cc.	As per Stock Class	Allowed up to a max of 750cc
.11	Ports	When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet. Should the modified port window be smaller than the track, the track may not be tampered with.	As Stock Class	Free

.12	Parts	No part of the engine can be changed with another manufacture's or pirate part, except for the tiller arm. Tiller arm bracket, gear change lever	As per Stock Class	Parts may be changed with another manufacture
.13	Air box	Maximum of 1 x 6 mm hole may be drilled in the lowest part of the air box to allow water to drain from it.	As per Stock Class	As per Stock Class
.14	Spark plugs	Original complete spark plugs and HT leads may be replaced.	As per Stock Class	As per stock Class
.15	Auto lube & engine mounts	All auto lube and any relevant parts may be removed. Engine mountings may be replaced with rigid or rubber mounts with similar characteristics.	As per Stock Class	As per stock Class
.16	Throttle lever	Springs may be added to the throttle lever of the carburettors Tohatsu D1 Throttle cam can be used on the Tohatsu D2 Engine.	As per Stock Class	Free
.17	Emulsion tubes	Emulsion tubes are to be standard "off the shelf" items and have the same pre-requisites as the jets. No modifications are allowed to these parts	As per Stock Class	Free
.18	Baffle plate	Baffle plate or other fuel surge preventative measures can be taken in carburetor fuel bowls.	As per Stock Class	As per Stock Class
.19	Steering	It's allowed to change bearings with similar characteristics. Steering dampers may be fitted. Steering by a tiller arm is required. See Rule 563.3	As per Stock Class	As per Stock Class
.20	Reeds	Standard reeds only as supplied by the manufacturer for the specific model of engine	Reeds only are free. The stoppers must not be removed.	Free
.21	Machining:	Skimming, grinding or machining is allowed as long as it meets the UIM homologation measurements.	As per Stock Class	Free
.22	Starters:	Electric starters are not allowed.	As per Stock Class	As per Stock Class
.23	Thermostats:	Thermostats of the cooling circuit may not be removed.	As per Stock Class	Free
.24	Revolution limiters:	Rev Limiters, heat sensors and lighting coils must not be removed. Rev limiter wire connections must be continuous and must be soldered to achieve this. Anything that might restrict the rev limiter in its proper function will be classed as an infringement of this rule. Ignorance of the above will not be accepted as a defence and the competitor will be disqualified.	Can be removed	Can be removed
.25	Jets:	Jets have to be to the UIM homologation specification.	Free	Free
.26	Weight of part:	A part, the weight of which is quoted in the homologation sheet, may be machined for the specific purpose of reaching the quoted weight only. It is not allowed to change the flywheel, but balance machining is allowed if the dimensions and weights are still correct	As per Stock Class	No restriction on weights quoted
.27	Measurements:	Measurements not quoted in the homologation sheet may not be altered in any form whatsoever. If details cannot be verified with the aid of the pictures in the homologation sheet, then the part in question must be compared physically to a similar, but stock part for the relevant engine For the Tohatsu D2engine exhaust port only: There is a casting mark on the inside of the engine exhaust port that does vary in size from engine to engine. This casting mark can be reduced no less than 0.5mm this will be considered to be a breach of the technical rules and can be disqualified.	As per Stock Class	Measurements not quoted in the homologation sheet may be altered

.28	Altering parts:	Only parts where the dimension is quoted in the homologation specification may be altered for the purpose of reaching that specific measurement. The shape of the parts cannot change e.g. The shape of the cylinder head squish pan} The Block height measured from the centre line to the top of the block is allowed, all measurements according to UIM homologation papers	As per Stock Class	Parts may be changed by another manufacture
.29	Kill Switch:	It is not allowed to exchange kill switches from one manufacturer to another. The toggle type switch that can be activated without the insertion of the "curly cord" is forbidden. Refer to rule 562.6	As per Stock Class	It is allowed to exchange kill switches from one manufacturer to another. However, the toggle type switch that can be activated without the insertion of the "curly cord" is forbidden
.30	Exhaust trunk	No modifications	As per Stock Class	Holes may be drilled or cut into the exhaust trunk but no external appendages may be added
.31	Gear Box	See rule: 562.08	See rule:562.08	Bullet or racing gearboxes are allowed in this class only.
.32	Protrusions	No protrusions other than standard are allowed.	As per Stock Class	As per Stock Class
.33	Exhaust box	No protruding expansion exhaust box	As per Stock Class	As per Stock Class
.34	External water pick-up	Not allowed	As per Stock Class	Are allowed

563.34 - FUEL

Stock and Pro Stock Class: Fuel must be a commercially available grade of automobile 'unleaded' fuel to a maximum of 99 octane, freely available from any normal petrol station. To maximise the equality of competition and to simplify the checking of conformity, the organisers must arrange the supply of the same fuel for all competitors at all UIM titled events. It does not necessarily have to be free of charge.

Modified Class: Only fuel to a maximum of 102 octanes is allowed. This includes Avgas.

Banned Fuel: Special racing fuels, methanol, nitro-methane and the likes thereof are expressly forbidden. The use of additives aimed at increasing the power of the engine is prohibited to either the fuel or the air intake. The use of nitrous oxide injection is also totally prohibited.

563.35 FUEL DETAILS AVAILABLE:

The ~~Pilot/Co-Pilot~~ **Driver/Co-Driver** may not withhold the type of fuel/oil used if requested by race officials.

563.36 - OIL

A sample sealed container of the oil used, will be supplied by the competitor with unbroken seal, and then held by the organisers for the duration of the event in the event of fuel tests. It is a recommendation that Bio-degradable oil should be used to assist in the reduction of the environmental impact of the sport. No power enhancing oil is allowed.

563.37 - FUEL TANKS

Only the original fuel tanks as supplied with the engine, collapsible fuel cells or approved marine manufacturers tanks are allowed.

563.38 - FUEL MIX

No ~~Pilot/Co-Pilot~~ **Driver/Co-Driver** may withhold the type of fuel/oil used and the mixing ratio if requested by officials.

564 A - TECHNICAL

TECHNICAL				
No. 564A.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.1	Pistons	Where a dimension is quoted on a piston, metal may be removed to reach a specific weight, provided the dimensions are maintained. Should there still be an excess of weight, this may be removed from the inside of the piston i.e. the inside of the skirt or the area where the gudgeoned pin goes through	As per Stock Class	N/A
.2	Flywheel	Holes may be drilled in the flywheel to reduce weight. It is not allowed to reduce the outside diameter or to reduce the thickness at any point. A part, the weight of which is quoted in the homologation sheet, may be machined for the specific purpose of reaching the quoted weight only. It is not allowed to change the flywheel, but balance machining is allowed if the dimensions and weights are still correct. It is not allowed to reduce the outside diameter or to change the flywheel. Weight reduction can only be done by drilling holes in the starter gear ring, only by a maximum of 8mm diameter and maximum depth of	As per Stock Class	As per Stock Class. Allowed to remove starter ring

		4mm per hole. Balance machining by drilling holes in the area stated is allowed if the dimensions and weights are correct as per UIM homologation.		
.3	Conrods	It is allowed to reduce the overall weight of the Conrods by removing the flashing on the shank of all three rods to attain the weight specified provided for in the homologation specifications	As per Stock Class	As per Stock Class
.4	Electrical components	It is forbidden to remove any excess wiring; heat sensors modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part.	It is allowed to remove any excess wiring i.e. heat sensors, rev limiters, low oil sensors etc. It is forbidden to modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part.	As per Stock Class
.5	Head Volume	It is allowed to encroach into the squish pan area in the skimming process as long as the minimum combustion chamber is maintained. It is not allowed, should this minimum be exceeded, to remove the metal within the squish pan area to regain the lost volume. Measurement of the head volume will be taken with the head removed from the block.	As per Stock Class	No restrictions
.6	Head Volume Measuring procedure and modification of engine Ports	The head volume is measured off the block, using a glass plate of minimum 3 mm thick. A burette calibrated in 50 cc increments to be used with a paraffin/oil mix of 50/50. All head volumes to be taken with the spark Plug as used and correctly fitted. The head is measured with no gasket. All old gasket material is allowed to be cleaned off. It is also allowed to clean all carbon deposits in the head. The glass plate must be sealed with a thin layer of marine grease When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet. Should the modified port window be smaller than the track, the track may not be tampered with.	As per Stock Class	No restrictions
.7	Throttle advance	On various models, it is allowed to change the position of the throttle cable link pin on the advance cam. It is not allowed to modify the cam itself or change the radius on the cam. [See 563.16.]	As per Stock Class	Free
.8	Cost of inspection	Costs may not be claimed in the case of a mandatory inspection by race authority. The maximum costs that may be claimed, by a driver from a protestor, should the equipment found to be legal, are as follows: LABOUR: Time may only be claimed to a maximum of six hours at a rate to be determined by their local class association or National Authority. Any excess will be borne by the owner of the equipment. The above cost excludes the cost of gaskets required or lubes which may only be changed as per the recommended grade in the workshop manual. Freight charges, where applicable, will be charged as per the standard international rates.	As per Stock Class	As per Stock Class
.9	Technical inspections	The O.O.D. or official scrutineer will be in charge. Only the following may attend the post-race engine inspections regardless of a protest being lodged. The O.O.D - UIM commissioner - Measuring Officer - Driver and his mechanic (or representative) - Protestor or his representative - Any other person the O.O.D. requires, with his permission. Note that in the case of a protest, the protestor's duty is to ensure that the inspection complies with his protest requirements. He may not however physically inspect the parts himself and should not be allowed within a 5m radius of the equipment.	As per Stock Class	As per Stock Class

.10	Standard Part	In the circumstances where weights and measurements are not quoted nor listed in the homologation sheets then comparative parts maybe used to determine legality.	As per Stock Class	As per Stock Class
.11	Fuel	See rules 563.34 fuel regulations. Rule 563.36 Oil to be supplied by competitor unless otherwise specified	As per Stock Class	To a max of 102 octanes is allowed this includes AV Gas.
.12	Over blended or spark eroded engines	Engines not conforming to UIM and manufacturers homologation specification with regard to the blend rule and that have had tract widening done by any method inclusive of spark eroding, will only be allowed to compete in the modified class.	As per Stock Class	As per Stock Class
.13	Post-race inspection	The post-race inspection is to be a complete inspection and is not to be limited to any specific area. Post-race inspection should mainly be about speed and power enhancing matters.	As per Stock Class	As per Stock Class
.14	Failure to appear	Any competitor refusing to have his racing equipment inspected for legality at any reasonable time during the whole event will be disqualified.	As per Stock Class	As per Stock Class
.15	Non OEM parts	In the case where original parts are not available, permission must be obtained from the UIM Cominsport to use substitute components. Such a request must be in writing. Any outboard motors that have superseded engine parts listed by the manufacture, supplied from the factory and confirmed in writing by the UIM Cominsport may be used. It is not allowed to interchange parts from one homologated model to another unless specified. Only D2 parts can be used in a Tohatsu D2 engine except for the D1 throttle cam.	As per Stock Class but for the Tohatsu D2 engine the D1 exhaust tube may be used in this class.	Parts may be changed with another manufacturer.

564 B - RACING REGULATIONS AND RULES

RACING REGULATIONS AND RULES				
No. 564B	Rule	The M 'Shape (Surf)	Circuit	Long-haul
.1	Race Course:	<p>Shown diagrammatically in diagram D as a guide only. Starts can be from the beach or deep water starts. Note: There does not have to be breaking Surf in order to engage this discipline. Although it must take place on a suitable beach. If the water conditions are flat then the O.O.D has the right to enforce the circuit start rule where teams must keep their racing lines till around the first buoy.</p> <p>Starts for this discipline should be Beach Wet Start or Beach Le Mans.</p> <p>Note 1: Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used.</p> <p>Note 2: There does not have to be breaking Surf in order to engage in this discipline, although it should take place on a suitable beach where possible. If the water conditions are flat then the O.O.D should brief the drivers to maintain their lanes and may decide to add a 1A mark further out for the start lap only to enable a longer start run.</p>	<p>Shown diagrammatically in Diagram E. This is a guide only, the course can change shape due to the size of the water available. The start is from a pontoon (Jetty) unless not available. Course and size must be shown in the advance race instructions</p> <p>Diagram E. This is a guide only, the course can change shape due to the size of the water available. Course size should be shown in the advance race instructions. Starts for this discipline should be flag or jetty start from pontoon or beach. Note 1: Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used.</p>	<p>Should be run over a maximum distance of 150kms to a minimum of 80kms. Minimum lap distance of 10kms and should be area bound. The organisers must provide a boat/s prior to the race to show teams the course by water, explaining any safety issues.</p> <p>This event can be staged in two legs in one day or over two days, having individual legs of a minimum of 60kms per leg and a maximum of 150kms in total, it must be stated in the advance program.</p> <p><u>Ultra Long-haul: Over 150kms.</u> The organising National Authority will provide an extended list of extra rules for the event, including race regulations that should be read in conjunction with the UIM Rules. This event can be staged over several days having individual legs. The organisers will provide an extended list of extra rules for the event, including race regulations that should be read in conjunction with the UIM Rules in the advance programme. This event can be staged over several days having individual legs. Starts for this discipline can be any form of start procedure listed as per the P750 Rules.</p>

.2	Wet Driver: (man overboard)	If any Pilot Driver or Co-Pilot Driver lands completely in the water or a boat get stuck on the beach during racing, the race will be stopped immediately, even before the red flag is flown. All competitors must stop, then come off the plane, clear the course and proceed to the start line with extreme caution or as stated in Drivers Briefing. No re-fuelling, or changing set-up and get ready for an immediate re-run. The boat causing the stoppage is not allowed in any re-runs of that heat. Penalties are carried forward to any re-run/start of that heat. Any boat that gets stuck on the beach may only re-start with the O.O.D's permission. If more than 2/3 of the race or re-start/run race has been completed then no re-run is required. Restart can be from the beach or deep water start.	As per Surf except all restarts and re runs take place from the jetty/pontoon or beach and rule 564D.05 (Re-Run)	Only if required by the OOD the Red Flag will be raised; the race will not stop if someone goes into the water in this discipline.
.3	Racing buoys	If a competitor misses or rides over a buoy and crosses the racing line on the inside of the course, he will be disqualified from that heat at the O.O.D's discretion.	As per Surf.	Deviation of the set course markers will result in disqualifications.
.4	Hitting a Buoy Additional Penalties	If a competitor hits a buoy they will receive a 3 point penalty that shall be deducted from that heat, or when double points are being awarded a 6 point penalty will occur per incident. The O.O.D must state at Drivers Briefing if there are any additional penalties that could occur on or off the water due to Force Majeure under the grounds of safety.	As per Surf.	Not applicable As per Surf.
.5	Missing Buoys / deviation from the course.	If a Pilot Driver misses a buoy, he can re-take it if he has not crossed the racing line on the inside of the course. The boat in question does not have the right of way when re-entering the race course and must give-way to any competitor already on the correct course.	As per Surf.	Deviation of the set course markers will result in disqualifications.
.6	Damaging buoys	If a competitor destroys or damages a buoy and causes the race to be red flagged he will be disqualified from that heat and any restart of that heat. The competitor must pay the organiser the cost of a replacement buoy which sum must be in the advance programme. If not in the advance programme then the competitor can refuse to pay. If a competitor damages a buoy but the race is not red flagged, he will be deducted 3 points and the competitor must pay the organiser the cost of a replacement buoy and tackle, which sum must be in the advance programme.	As per Surf.	As per Surf.
.7	Bumping	Deliberate bumping of buoys or of another competitor is strictly forbidden and will result in the disqualification from that heat or re-start/re-run and maybe disqualified possible disqualification from the whole discipline if seen by the O.O.D as reckless and dangerous driving. Other UIM penalties may also be given.	As per Surf.	As per Surf.
.8	Crashing	If one boat lands on another, the offending boat or boats will be disqualified from that heat/race.	As per Surf.	As per Surf.
.9	Close Driving Tail-Gaiting, Zigzagging or Snaking	A boat that follows dangerously close directly behind (tailing gaiting) or snaking in front of a boat is not allowed to another boat and may receive a yellow card or on repetition during the discipline, may be disqualified from that discipline. The O.O.D may enforce penalties including disqualification and or Yellow / Red Cards for the following infringements: 1. A boat that follows dangerously close or directly behind (tailing gaiting) 2. A boat that is snaking in front of another boat or repeatedly changing lanes in front of another competitor. If the competitor repeatedly offends during the discipline the O.O.D can disqualify the team from that discipline.	As per Surf.	As per Surf.

.10	T Bone	If any boat collides mid-ship with another (T-Bone) the offending boat will result in immediate disqualification from that heat / race. Other UIM penalties may also be given.	As per Surf.	As per Surf.
.11	Shore Buoys	There should be a minimum of 10 meters between the shore buoys and the shore with sufficient water depth to race approximately 0.5m. This must also be evaluated in the Event risk assessment.	As per Surf.	As per Surf.
.12	Race distance/laps	<p>All heats including the final will be 9 laps for all classes unless stated in the Advance Race Instructions or at the OOD / Race Committees discretion due to weather conditions. The option to reduce to 6 laps and increase the heats can be implemented but the final should always be 9 laps</p> <p>All heats should include a start lap plus 6 laps and the final will be a start lap plus 9 laps for all classes unless stated otherwise in the Advance Race Instructions or at the O.O.D / Race Committees discretion due to weather conditions.</p> <p>In the case of force majeure laps, race distance & heats may be altered by the O.O.D. Every effort should be made to implement the required amount of laps as per the rules.</p> <p>STOPPING A HEAT AND NOT HAVING A RE-RUN: If the heat has to be curtailed and more than 2/3rd of the heat has been completed (full laps rounded up / distance covered) then a result can be posted.</p>	<p>As per Surf.</p> <p>The option to reduce to 6 laps and increase the amount of heats can be implemented but the equalizer must then be reduced to one lap per heat and the final should always be 9 laps with two equalizing laps.</p> <p>Equalising laps: A 6 lap heat includes a start lap plus one equalising lap and the 9 lap final includes a start lap plus 2 equalising laps. In the case of force majeure, race distance and heats may be altered by the OOD. Every effort should be made to implement the required amount of laps as per the rules.</p> <p>STOPPING A HEAT AND NOT HAVING A RE-RUN: If the heat has to be curtailed and more than 2/3rd of the heat has been completed (full laps rounded up / distance covered) then a result can be posted. In the Circuit discipline all boats must have completed their equaliser laps.</p>	<p>Rule 564B.1 Long-haul</p> <p>STOPPING A RACE AND NOT HAVING A RE-RUN: If the race has to be curtailed and more than 2/3rd of the race has been completed (full laps rounded up / distance covered) then a result can be posted.</p>
.13	Race Finish / Time Allowance.	<p>After finishing a heat all boats must proceed around the next buoy beyond the finish buoy/line and wait for the Red flag in order to proceed back to the shore or as explained in Drivers Briefing by the O.O.D. Boats failing to do this can be disqualified from that heat. Any boat failing to complete 2/3 of the race (completed laps "rounded up") when the winner crosses the finish line will not score in that heat. Boats running out of fuel before the finish line will not score in that heat and may invoke further penalties.</p> <p>The race finishes when the lead (1st Place) boat crosses the finishing line. Any boat that has not completed 2/3rds of the race (full laps rounded up) when the winner crosses the finishing line will not score any points for that heat. All boats must cross the finish line on the water either by their own power or paddle power to be classified and eligible for points. Boats must proceed around the buoy beyond the start /finish line to the designated muster area as described at drivers briefing and wait for the red flag to be shown from the shore as the signal to return. Drivers failing to do this can be penalised or disqualified by the O.O.D.</p>	As per Surf.	<p>A boat must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time for the leg. Boats not completing the leg/race will receive the last boats time, plus a penalty of 10(ten) minutes. The cut off time for the last competitor to cross the line is 1.5 x the first boat's time in that specific class or as per Drivers Briefing.</p> <p>A boat must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time / position for the leg / race. The cut-off time for the last competitor to cross the line is 1.5 x the first boat's time in that specific class or as per Drivers Briefing. Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Re-entering will result in disqualification. All safety procedures will be kept in place until all boats are accounted for.</p>
.14	Minimum & Maximum number of boats	There will be minimum 3 and maximum 12 boats to make a race. In the event of the entry exceeding 12 boats, then eliminating heats will be run as per rule 564B.30. follows: All boats must be divided up into equal groups and each group will contest a minimum of three qualifying heats with normal points awarded, dependent on entries this may result in quarter and semi-finals to gain the top 12 boats from the qualifying heats will contest the final. The final heat for all classes will be 9 laps. If eliminating heats are run, then the final heat will be awarded Double points.	As per Surf.	There is no maximum; but the evaluation for safety must be in the event risk assessment.

.15	Awarding Final points	<p>The total points for the qualifying heats plus the final heat will be added together to determine the Pilots final placing for positions 1-2-3 to 12 position. Position 13 downwards will be awarded points as from the qualifying heats. Position 15 and remainder of the finishers in the heats all receive 1 point.</p> <ol style="list-style-type: none"> 1. The total points for the qualifying heats plus the final heat (double points) of the top 12 boats will be added together to determine the overall 1st – 12th positions; then converted to single points for that discipline as per Rule: 564B.31 2. The remainder of the fleet will be awarded points as per their positions after the qualifying heats. 13th Place will receive 3 points, 14th Place – 2 points, then 15th Place and the remainder of the finishers will all receive 1 point as per Rule: 564B.31 	As per Surf.	Single points are awarded as per Rule: 564B.31
.16	Burst hull or helmet loss	<p>If a boat should burst or deflate rapidly during a race for any reason, that driver must cease racing and remove the boat from the race course. If a Pilot or Co-Pilot loses his helmet, they must immediately stop racing and return to the pit area. Further penalties may be invoked if enquiries lead to a failure due to any error by the person incurring the loss.</p> <p>If a boat should burst or deflate rapidly during a race for any reason, that driver must cease racing, remove the boat from the race course and continue to shore in a safe manner. If a Driver or Co-Driver loses his helmet, they must immediately stop racing; a red flag will be shown and the boat in question will be disqualified from the heat.</p> <p>Further penalties may be invoked if enquiries lead to a failure due to any error by the person incurring the loss.</p>	As per Surf.	<p>As per Surf.</p> <p>If a boat should burst or deflate rapidly during a race for any reason, that driver must cease racing, remove the boat from the race course and continue to shore in a safe manner or call for immediate assistance from the safety fleet. The boat in question will be disqualified from the race or leg. If a Driver or Co-Driver loses his helmet, they must immediately stop racing and remove the boat from the race course and continue to shore in a safe manner or go to a safety boat for assistance. The boat in question will be disqualified from the race or leg. Further penalties may be invoked if enquiries lead to a failure due to any error by the person incurring the loss.</p>
.17	Flags	All flag signals except the green flag will conform to the UIM Rule 304.02. National authorities may have exceptions but must notify teams at Drivers Briefing and in the Advance Race Instructions.	As per Surf. P750 use the Yellow and Green Flags for starting the Circuit class	As per Surf, but no 'last lap' flag is used if not a circuit long-haul.
.18	Flag acknowledgement	<p>As per Circuit but dependent on the size of the surf – this will be explained at Drivers briefing.</p> <p>All competitors must acknowledge all flag signals to the official giving the signal, unless stated in Drivers Briefing by the O.O.D. Failure may lead to the loss of 2 points at the discretion of the O.O.D.</p>	<p>As per Surf.</p> <p>All competitors must acknowledge all flag signals to the official giving the signal, unless stated in Drivers Briefing by the O.O.D. Failure may lead to the loss of 2 points at the discretion of the OOD.</p>	As per Surf.
.19	Race Starts	As per Rule: 564C start lap plus 9 laps	As per Rule: 564D start lap plus 9 laps. On a restart the boats must go back to original starting grid positions of that heat as not every boat may have completed their equaliser laps.	As per Rule: 564E.02
.20	Race Live	The race will be live when the green flag drops. The heat is live when the last running boat crosses the start/finish line for the first time. If the last boat has not passed the start/finish line, then the re-start is for the full amount of laps with no re-fuelling or changing set-ups.	As per Surf.	The race will be live (Start) when the Green flag drops.

.21	Race finish	The race finishes when the lead/1 st boat crosses the finishing line. (Chequered flag) . Boats must go to the designated Finishing Muster area as described in Drivers Briefing. Pilots Drivers failing to do this can be penalised or disqualified by the O.O.D. Boats that have not completed 2/3rd of the race (full laps rounded up) when the winner crosses the finish line will not score any points for that heat. All boats must cross the finishing line (chequered flag) to be awarded points.	As per Surf.	A boat must cross the finish line under power or by paddle to be awarded points . Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Re-entering will result in disqualification.
.22	Safety equipment	Paddles x 2 Designated righting rope/webbing x 2 Designated Bowline. Kill switches x 2	As per Surf.	Rule: 564E.03
.23	Eliminating heats	In the event of there being more than 12 boats, eliminating heats will be run as follows: All boats must be divided up into equal groups and each group will contest a minimum of three qualifying heats with normal points awarded, dependent on entries this may result in quarter and semi-finals to gain the top 12 boats from the qualifying heats will contest the final. The final heat for all classes will be 9 laps. If eliminating heats are run, then the final heat will be awarded Double points. START POSITIONS M Shape (Surf) To select pole/grid positions and a draw is required, it must take place at Drivers Briefing in front of the Teams. See rule 564B.30	As per Surf.	Not applicable As per Surf.
.24	Laps	All equalising heats will have be a start lap plus 9 laps 6 laps and a start lap plus 9 laps for the Final heat for all classes unless stated in the Advance Race Instructions or at the O.O.D / Race Committees discretion. The option to reduce to 6 laps and increase the amount of heats can be implemented. See Rule 564B.12	As per Surf. The option to reduce to 6 laps and increase the amount of heats can be implemented but the equalizer must then be reduced to one lap per heat and the final should always be 9 laps with two equalizing laps. If a Start / restart / re-run is required of 6 or 4 laps only 1 equalizer lap is required. 9 lap final will have 2 equalising laps included. See Rule 564B.12	Not applicable. See Rule 564B.12
.25	Outside assistance	No person shall provide or receive outside assistance from the air, water or by radio during the race. There shall be no outside assistance allowed in a re-run / re-start unless the O.O.D has allowed an assistant to hold boats on the start. If an engine has not fired on the start line then original crew assistance may be given providing that the O.O.D has allowed an assistant on the original start. If the crew or boat are deemed to be at risk at any-time then the O.O.D may order them to withdraw from the start line. Failure to observe this rule will result in disqualification from the race.	As per Surf.	As per Surf. A handheld GPS can be used
.26	Definition of a 'Race'	When the green flag is dropped and the chequered flag is raised, Rules 56B.20 / 21	As per Surf	As per Surf
.27	Definition of a 'Heat'	Part of a number of races that provide an elimination process to get to the Final race of either the circuit or surf disciplines	As per Surf	Not applicable
.28	Definition of a 'Leg'	Not applicable	Not applicable	A Leg is a section of can be part of a Ultra Long-haul, if an event the discipline is divided into sections or staged over a period of days.
.29	Definition of a 'Group'	Group: When there are more than 12 boats in a class, the class must be split into groups for the eliminating heats.	As per Surf	Not applicable

564 B cont. - GENERAL RACING RULES:

564B.30 GRID POSTIONS FOR INTERNATIONAL EVENTS **AND FINAL CHAMPIONSHIP POINTS**

The grid positions for the first heat / race or leg (Ultra Long haul) of which ever discipline is run first will allocate pole position to the previous equivalent Championship overall winner if they are competing within the event. (Example World Champion takes pole position). All other Pilots will have their positions

draw by a random method (out of a hat) at Drivers Briefing in front of the teams; If there are more than 12 boats in a class, the teams will be divided into groups; the teams should be evenly split into groups irrespective of nationality. E.g. Position 1 into Group 1 – Position 2 into Group 2 – Position 3 into Group 1 etc. following the same allocation process until all teams placed. Only the Pilot's names are taken into account when forming the grid positions. Any co-drivers names are discounted. After the first discipline has been completed the second and third disciplines initial pole position will be decided by the previous discipline's overall results. The grid positions for the second heat in that discipline will be as they finish in the first heat. The grid positions for the final heat will be the aggregate positions (points) of the previous heats of that discipline. In the event of a tie to decide the final grid position, then the fastest time recorded on the day in previous heats by the boats involved will break the tie; if the timing system fails then the highest placed teams counting up positions in previous races will count. If further "dead heat" occurs their relevant positions in the first heat will count.

The first heat of any UIM championship has to be authorised by the organisers. At all UIM titled events the following will apply.

1. The grid positions for the first heat / race or leg (Ultra Long-haul) of which ever discipline is run first will allocate pole position to the previous equivalent Championship overall winner if they are competing within the event. (Example World Champion takes pole position). All other Drivers will have their positions draw by a random method (out of a hat) at Drivers Briefing in front of the teams.
2. If there are more than 12 boats in a class, the teams will be divided into groups; the teams should be evenly split (where possible) into groups irrespective of nationality. E.g. Position 1 into Group 1 - Position 2 into Group 2 - Position 3 into Group 1 etc. following the same allocation process until all teams placed. In the case of no previous championship placing's being available the groups will be determined using race numbers to draw their positions.
3. Only the Driver's names are taken into account when forming the grid positions. Any Co-Drivers names are discounted.
4. After the first discipline has been completed the second and third disciplines initial pole position will be decided by the previous discipline's overall results.
5. The grid positions for the second heat in that discipline will be as they finish in the first heat. The grid positions for the final heat will be the aggregate positions (points) of the previous heats of that discipline.
6. In the case of equal points (tie) for the final grid positions, the highest heat positions will be used (amount of 1st, 2nd, and 3rd respective). If there is still a tie, then a draw between the tied positions will take place in front of the relevant teams by the O.O.D.
7. Final Championship points: In the event of a tie in the points then the highest placed result in all three discipline finals will be used.

564B.31 – START POSITIONS

To select pole position and a draw is required it must take place at Drivers Briefing in front of the teams. The seeding and start positions: Please see the separate disciplines.

564B.31 POINTS & GUIDELINE TO ELIMINATING HEATS:

In the event of there being more than 12 boats entered in the same class eliminating heats will be run in the M Shape (Surf) and Circuit discipline. In the Long-haul discipline single points will be used as all boats race together.

POINTS:

SINGLE POINTS							
1st	20	5th	11	9th	7	13th	3
2 nd	17	6th	10	10th	6	14th	2
3rd	15	7th	9	11th	5	15th	1
4th	13	8th	8	12th	4	PLUS 15th	1

Guideline for eliminating heats for more than 12 in a class.

1.	Each 'Group' must race a minimum of 2 heats.
2.	Each 'Team' should be in 2 groups per day.
3.	Each 'Team' therefore races a minimum of 4 heats and the top 12 boats in the class will race in the final.
4.	At Drivers Briefing all teams will be randomly drawn and put into groups for the morning and then redrawn for the afternoon heats.
5.	The winning team in each class from the previous discipline/equivalent championship will take pole position in their group for the first morning heat. The afternoon groups will use their grid positions that were randomly drawn at Drivers Briefing.
6.	After each heat the points will be added to a team's individual running total during the day.
7.	After the last heat the points will be added together and go towards their overall results and will confirm the top 12 positions who will compete in the final race. The final race is for double points, their points added to their existing heat points to confirm the overall positions from 1 st – 12 th place; then worked back at the end of the discipline to single points.
8.	All other teams below 12th place will take single points thereafter, to give overall final results.

HEATS: START LAP PLUS 6 LAPS FOR CIRCUIT AND M SHAPE (SURF) DISCIPLINES.									START / 9
MORNING	Heat 1	Heat 2	Heat 3	BREAK	AFTERNOON	Heat 4	Heat 5	Heat 6	FINAL
GROUP A	1	2	3						THE TOP 12 BOATS OVERALL
					GROUP Y	4	5	6	
GROUP B	1	2	3						
					GROUP Z	4	5	6	

564B.32 - DANGEROUS DRIVING

Dangerous or reckless driving will lead to disqualification from that heat or discipline. Intentionally causing damage to another boat or bodily harm to a competitor will result in disqualification from that discipline or the whole event at the O.O.D's discretion. Further penalties may be applied.

564B.33 - OVERLAP

1. If overtaking on the inside an overlap is only established when two boats are approximately on the same course, and the boats are parallel to each other.

2. When overtaking from the outside an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to change direction without contact.
3. The lead boat has the right of way until an overlap is established.
4. A safe overlap is the responsibility of the overtaking boat.
5. An overlap can occur from left or right.
6. An overlap may not be established on the inside of the actual race course.

564B.34 – OVERTAKING

An overtaking boat shall keep clear of the boat that is being overtaken.

564B.35 – PASSING MARKS

When trying to overtake a boat on the inside, the **pilot driver** must anticipate the possible direction of the boat he is trying to overtake and must take all necessary action to avoid a collision.

1. When passing a turn buoy and an overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.
2. Once an overlap has been established the overtaking boat must give the overtaken boat room to clear any course markers.

DIAGRAM D:

OOD Territory – The area in which a race boat can cross but loses its 'right of way' to other racers (must give way in this area).

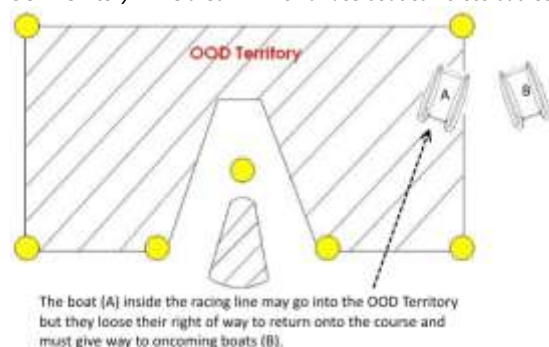


DIAGRAM E: Over-Taking

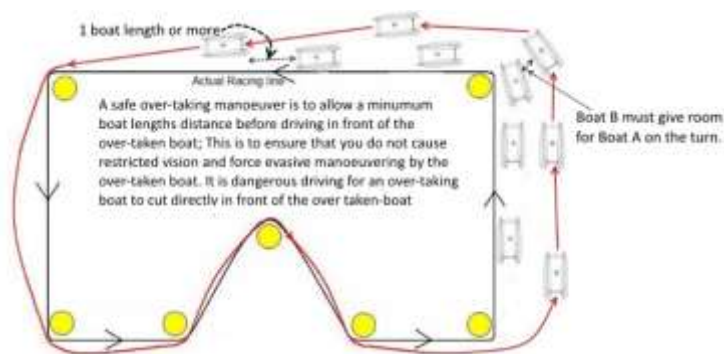
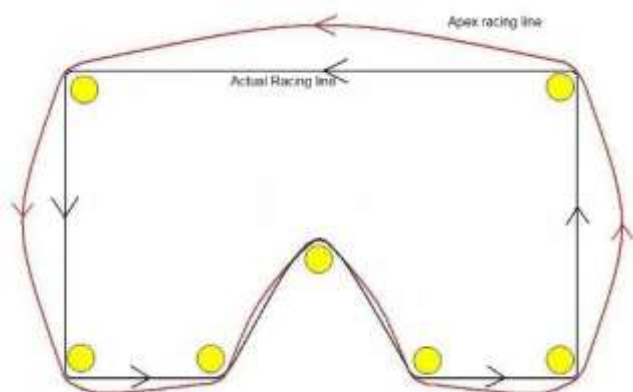


DIAGRAM F: Racing Lines



564 C - M SHAPE / SURF DISCIPLINE

564C.01 START M SHAPE (SURF)

The Race is ~~9 (nine) laps~~ **6 laps** plus a start lap. The start will be explained at Drivers Briefing and will be as follows:

Option 1: BEACH WET START

~~Both Pilot and Co-Pilot will be out of their boat, the kill switch may be plugged in. On the drop of the starter's green flag, the race will start. Both hands of the driver must be on the anti-hogging rope. Both feet of the Pilot and Co-Pilot must remain on the ground at all times up to the green flag drop. The Pilot and Co-pilot must have both feet on the floorboard of his boat before the pilot can start his engine. The Co-Pilot cannot start the engine at the start. Failure to abide by any of these rules will result in a 2 point penalty deducted and being moved to the lower end of the grid. Due to surf conditions, the start may be changed during the discipline after consultation between the O.O.D. and the race committee.~~

- ~~1. Both Driver and Co-Driver will be out of their boat~~
- ~~2. The kill switch plugged in and the engine off.~~
- ~~3. Both hands of the Driver and Co-Driver must be on the anti-hogging rope.~~
- ~~4. Both feet of the Driver and Co-Driver must remain on the ground at all times up to the green flag dropping.~~
- ~~5. On the drop of the starter's green flag, the race will start.~~
- ~~6. The Driver and Co-Driver must have both feet on the floorboard of their boat before the driver can start his engine.~~
- ~~7. Failure to abide by any of these rules will result in a 2 point penalty deducted and being moved to the end of the grid.~~
- ~~8. In the event of a boat not starting, the boat must withdraw from the water before the lead boat of the starting boats complete a full lap.~~
- ~~9. Due to surf conditions, the start may be changed during the discipline after consultation between the O.O.D. and the Rescue Officer.~~

Option 2: BEACH LE MANS

~~At the discretion of the O.O.D Le Mans starts maybe used whilst racing from the beach. This will depend on weather conditions and will be notified at Driver's briefing. Le Mans: Boats must be held in a line on the water by the Co-Pilot; the boats must be at least 2 metres apart. The Pilots should be lined up in such a way that they run an equal distance to their boats. Kill cords must be held at full arm's length in the air by the Pilot, the Pilot cannot start the engine until the Co-Pilot is in the boat, the Co-Pilot cannot start the motor. Motors can be started in or out of gear. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid and given a 2 point penalty. A boat handler is permitted to assist with the holding of the boat in difficult conditions at the O.O.D discretions, in the event of a boat not starting the boat must withdraw from the water before the lead boat of the starting boats complete a full lap. The team can be disqualified if the assistant is still in the water when the first of the leading boats rounds the start/finish buoy for the first time. The O.O.D has the right to give dispensation due to safety/medical reasons to the Pilot to allow the Co-Pilot to run instead, but the Pilot must hold the kill cord in the air and cannot put it in till both crew are in the boat.~~

~~At the discretion of the O.O.D Le Mans starts maybe used whilst racing from the beach. This will depend on weather conditions and will be notified at Driver's briefing.~~

- ~~1. Boats must be held in a line on the water by either the Driver or the Co-Driver.~~
- ~~2. The boats must be at least 2 meters apart.~~
- ~~3. The Drivers / Co-Drivers should be lined up in such a way that they run an equal distance to their boats.~~
- ~~4. Kill cords must be held at full arm's length in the air by the Driver.~~
- ~~5. The Driver cannot start the engine until the Co-Driver is in the boat.~~
- ~~6. The Co-Driver cannot start the motor.~~
- ~~7. Motors can be started in or out of gear.~~
- ~~8. Any team jumping the start by starting their engine before the Co-Driver is in the boat and does not have their feet on the floorboards will be moved to the end of the grid and given a 2 point penalty.~~
- ~~9. A boat handler is permitted to assist with the holding of the boat in difficult conditions at the O.O.D discretions.~~
- ~~10. In the event of a boat not starting the boat must withdraw from the water before the lead boat of the starting boats complete a full lap.~~
- ~~11. The team can be disqualified if the assistant is still in the water when the first of the leading boats rounds the start/finish buoy for the first time.~~

Option 3: DEEP WATER STARTS

~~Muster area will be defined either in race instructions or explained at the Drivers Briefing. Two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag', the boats must proceed to line up side by side. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet; when the start boat has crossed the fleet for the second time it will turn to face the racing line, the yellow flag will go down and the green raised, the boats must keep 20m behind the start boat until the green flag drops~~

- ~~1. Muster area will be defined either in race instructions or explained at the Drivers Briefing.~~
- ~~2. Two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag'.~~
- ~~3. The boats must proceed to line up side by side.~~
- ~~4. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet.~~
- ~~5. When the Start boat has crossed the fleet for the second time it will turn to face the racing line.~~
- ~~6. At the start the boats must keep 20m behind.~~
- ~~7. The yellow flag will go down and the green raised. This will indicate the start of the race.~~

564C.02 START LINE

Any ~~Pilot~~ **Driver** not on the start line when the green flag is raised may not start that heat or any re-start of that heat. Any ~~Pilot~~ **Driver** that fails to start when the green flag is dropped may only enter the racecourse when it is safe to do so. This is only allowed if the leading boat has not completed one lap. One back-up crew per team is allowed to assist at the start provided he is positioned opposite the ~~Pilot~~ **Driver** at the start **with the O.O.D's permission**. Only ~~Pilots~~ **Drivers** that were on the start line and failed to start can take part in any re-start of that heat. Any ~~Pilot~~ **Driver** or Co-~~Pilot~~ **Driver** jumping the start either by starting his engine early or not observing their feet on the floorboard rule, will receive a two point penalty deducted and be moved to the lower end of the grid. A second offence will mean disqualification from that heat.

564C.03 RESTARTS (SEE ALSO WET DRIVER RULE 564B.02)

Definitions: ~~Re-start~~ refers to re-starting the race prior to the heat going live and goes back to the original starting grid of that heat. ~~Re-run~~ is once the heat has gone live. Re-run of a heat/final will be done either with a pace boat, all boats must muster at the area of buoy 2 (second turn buoy) and a green flag will be used, all boats must keep their positions as per the previous lap and follow each other closely. Boats are not allowed to overtake or change positions until the green flag is dropped. The official will monitor grid positions prior to the re-run. Any Pilot changing positions during the run up to the starter or when under starter's orders will be given a 2 (two) point penalty or from the beach if the water is in good condition and a green flag will be used. All boats must keep their grid positions as per the previous lap. The official will monitor grid positions prior to the re-run. Any accumulative penalties will be carried over into any Re-starts /Re-runs. Laps will be reduced from 9 to 6 to 4 respectively.

- ~~1. Re-start refers to re-starting the race as the red flag has been raised before the last boat has passed the start/finish line.~~
- ~~2. The re start goes back to the original starting grid of that heat including the start lap.~~
- ~~3. Any accumulative penalties will be carried over into any Re-start.~~

4. No re-fuelling, or changing set-up and propellers can take place on a re-run or re-start.
5. Boats that are on the starting grid when the green flag drops can join a re-start.

564C.04 RE-RUN

Re-run: Once the heat has gone live.

1. Re-run of a heat/final can take place from the beach or in deep water.
2. Deep water Re-Run: will be done with a pace boat.
 - a) All boats must muster at the area of buoy 1 – see diagram G.
 - b) A green flag will be used to start the re-run from the pace boat.
 - c) All boats must keep their positions as per the previous lap and follow each other closely.
 - d) Boats are not allowed to overtake or change positions until the green flag is dropped.
 - e) Any Driver changing positions during the run up to the starter or when under starter's orders will be given a deduction of a 2 (two) point penalty
 - f) On a deep water start the chicane is missed out, unless otherwise directed at Drivers Briefing from the OOD.
3. Beach Re-Run: if the water conditions allow, using a green flag to start. All boats must keep their grid positions as per the previous lap. The procedure will be the same as a standard start but without the start lap.
4. The officials will monitor grid positions prior to the re-run.
5. Any accumulative penalties will be carried over into any Re-starts / Re-runs.
6. Laps will be reduced from 9 to 6 to 4 to 2 respectively, unless the OOD reduces laps on the grounds of safety.
7. No re-fuelling, or changing set-up and propellers can take place on a re-run or re-start.
8. Boats that do not start the race cannot join a re-run.

564 D - CIRCUIT DISCIPLINE

564D.01 START: CIRCUIT.

The race is ~~9 (nine) laps~~ **6 (Six) laps** plus a start lap (part of the long lap), followed by a short lap which is the first of the ~~9 (nine)-6 (Six)~~ **6 (Six)** laps, you cannot use either of these laps, nor the last lap as an equalising lap. The start, all ~~Pilots Drivers~~ **Pilots Drivers** must keep their line, **maintaining their lane** to and through the first turn. ~~Pilots Drivers~~ **Pilots Drivers** must not change lanes in front or behind other ~~Pilots Drivers~~ **Pilots Drivers** until they have passed and rounded the first buoy, or they will receive 2 (two) penalty points or **be** disqualified from that heat ~~at by the O.O.D's discretion under dangerous driving.~~

564D.02 FLAG OR JETTY START FROM PONTOON. CIRCUIT

Starts will utilise two flags system with both ~~Pilots Drivers~~ **Pilots Drivers** and Co-~~Pilots Drivers~~ **Pilots Drivers** in their boats. Both flags are raised and on dropping the first flag, the engine can be started in neutral. On dropping the second flag, forward gear may be engaged and the race starts. All drivers must complete a "part of a long lap" as the start lap, followed by a short lap as the first of the **6 (six) lap heats or 9 (nine) lap final. 9 laps**. This does not count as one of the compulsory equaliser laps. If a boat jumps the start for the first time, a two point penalty deduction will be given and moves to the end of the pontoon. If the same boat jumps the start again, they will be disqualified from that heat. If another different boat also jumps the start after a previous jumped start, that boat will then be moved to the end of the grid next to the first offender.

564D.03 EQUALISER LAPS

Each driver must complete ~~2 laps of the equalizer circuit during each 9 lap heat between lap 2 and 8. Failure to do 2 laps will result in disqualification from that heat. Equalizer laps must be completed after the first lap and before the start of the final lap. If the laps are reduced to 6 or 4 only 1 equalizing lap is required~~

1. A 6 lap heat - 1 lap of the equalizer circuit must be taken between lap 2 and 5 - Failure to do the equalizing lap will result in disqualification from that heat.
2. A 9 Lap Final heat - 2 laps of the equalizer circuit between lap 2 and 8. Failure to do 2 equalizing laps will result in disqualification from that heat.
3. Equalizer laps must be completed after the first lap and before the start of the final lap. If the equalizer lap are taken on the 1st or last lap a 3-point penalty will apply.
4. If the laps are reduced to 6 or 4 only 1 equalizing lap is required.
5. Boats taking extra equalizer laps within the permitted laps will not be penalised.

564D.04 RESTARTS ~~(If the last boat hasn't completed the start lap)~~

Return to the Start line and resume the original grid positions for a restart procedure unless

1. Re-start refers to re starting the race as the red flag has been raised before the last boat has passed the start/finish line.
2. The re start goes back to the original starting grid of that heat including the start lap.
3. Any accumulative penalties will be carried over into any Re-start.
4. No re-fuelling, or changing set-up and propellers can take place on a re-run or re-start.
5. Only the boats that are on the starting grid when the green flag drops can join a re-start. The boat causing the stoppage doesn't score or go into any restart.

564D.05 RE-RUN

Return to the Start line and resume the original grid positions for a restart procedure unless, If more than 2/3 of the race has been completed (full laps rounded up) and all boats have completed ALL their equalizer laps, by all the boats running, there will be no Re-run and the results will be taken in the order that the boats last passed the finishing buoy/line. The boat causing the stoppage doesn't score or go into any **re-run**.

564D.06 COURSE/RACING LINES

The main circuit course and the equaliser lap is specifically detailed in diagram H. Boats deviating from the set course / Lap by taking the wrong turn mark will be disqualified and other UIM penalties may apply if considered a dangerous maneuver.

564 E - LONG-HAUL DISCIPLINE

564E.01 TIMES

All Long-haul events will be run on timing.

564E.02 LONG-HAUL STARTS

Dependent on the discipline (Inland, Offshore or Ultra) the start procedure can be Surf (564C), Circuit (564D) or Deep water starts. This needs to be clarified by the O.O.D at Drivers Briefing.

DEEP WATER STARTS

~~Muster area will be defined in race instructions and explained at the drivers briefing, two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag', the boats must proceed to line up side by side. The start boat will then proceed across in front of the fleet and then returns~~

back across the front of the fleet; when the start boat has crossed the fleet for the second time it will turn to face the racing line, the yellow flag will go down and the green raised:

1. Muster area will be defined either in race instructions or explained at the Drivers Briefing.
2. Two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag'.
3. The boats must proceed to line up side by side.
4. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet.
5. When the Start boat has crossed the fleet for the second time it will turn to face the racing line.
6. At the start the boats must keep 20m behind.
7. The yellow flag will go down and the green raised. This will indicate the start of the race.

OPTIONAL STARTS:

1. Boats must form a line out from the official starter boat with each boat side by side and in line with the starter's boat. The starter should wait until the boats settle into a line formation before asking that all kill switches be raised in the air by the pilots prior to starting the race with the drop of the green flag.
2. If the sea state is rough a 'Rolling start' will need to be used, the boats are to keep 20 m behind the start boat until the green flag drops. The start will be explained by the O.O.D at Drivers briefing.

564E.03 SAFETY EQUIPMENT

In a Long-haul event the following safety equipment is the minimum requirement and must be carried at all times. All equipment should be clearly marked with the boat number. The advance race instructions must state what equipment is required dependent on the type of Long-haul including the option to allow props and other maintenance equipment on the boat. All equipment including water must come back complete.

Long-haul:

Toolkit – flip kit with a minimum of: (all to be kept in a dry sealed container).

1. Easy start spray (or similar product)
2. Number 7 flexible socket
3. 3 x dry spark plugs
4. Spark plug spanner
5. Phillips screw driver
6. First Aid kit
7. Paddles x 2 (two) attached to the boat
8. Orange flag min 0.6 x 0.4 m and means of hoisting to indicate retirement
9. VHF radio or mobile phone in waterproof case – fully charged
10. Emergency water 2 x 1lt and 2 x energy bars (glucose or similar), **these must come back still sealed and not opened – they are only as an emergency.**

Ultra Long-haul: The organizers may require competitors to carry the above plus any of the following:

1. Pencil flares x 6 (in date)
2. 1 m x 3 m ID sheet for boats whose pontoons are not red, yellow or orange in colour
3. Anchor 1.5 kg with chain 2 m (min 4 mm thick)
4. Anchor rope x 30 m
5. A drogue anchor
6. Space blankets x 2
7. 1000ft flares x 2 (in date).

564E.04 BEACH STOPS

Not doing the required number of beach stops will result in disqualification. Boats are to beach as per the O.O.D instructions at Drivers Briefing. 'High speed' drops are not allowed onto the beach; a 10 minute penalty can be given by the O.O.D if team is deemed dangerous. At all beach stops the motor must be shut down and the boat must remain in the waterline, the Co Pilot must not leave the boat till the engine must be killed until such time that the Co Pilot has returned. Not shutting down the engine at beach stops will result in a 10 minute time penalty. The Co Pilot must leave and enter via the side of the boat only, entry or exit via the stern or bow of the boat will result in a 10 minute penalty. Back up crews may assist at the discretion of the O.O.D. No interference by any competitor or his back up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.

1. Not doing the required number of beach stops will result in disqualification.
2. Boats are to beach as per the O.O.D instructions at Drivers Briefing. 'High-speed' drops are not allowed onto the beach; a 2-point penalty can be given by the O.O.D.
3. At all beach stops the motor must be shut-down and the boat must remain in the waterline, the Co-Driver must not leave the boat until the engine has been killed, and must not be started until such time that the Co-Driver has returned and in the boat. Not shutting-down the engine at beach stops will result in a 2-point penalty time penalty.
4. The Co-Driver must leave and enter via the side of the boat only, entry or exit via the stern or bow of the boat will result in a 2-point penalty.
5. A single back-up crew may assist with handing the spare fuel tank to the driver and taking away the empty tank but they must not assist with connecting or assisting with the boat / engine in any other way. The O.O.D may allow further assistance with holding the boat in rough/ windy conditions, this will be agreed at Drivers Briefing.
6. No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.

DIAGRAM G: Guide to Surf Course Layout

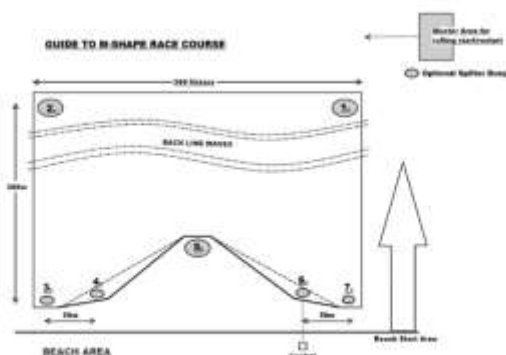


DIAGRAM H: Guide to Circuit Course Layout

