



RACING RULES

2014 Official Competition Rules & Regulations of the FIDSM

The International Federation of Motorized Surfboards was formed to promote the safe use of Motorized Surfboards, to provide regulated competition events, to formulate rules, to govern racing between these watercraft, to further the interest of its membership, and to act as an international governing and sanctioning body for the sport.

The objectives of the FIDSM are to encourage the promotion of safety in competition and in all events and activities, to foster strong and fair competition, and to provide an impartial events and competition program.

These rules for competition and special events are intended as a guide for the conduct of the sport pursuant to a uniform set of regulations.

These rules govern the sanction, organization and conduct of FIDSM events as well as the eligibility of competitors and vehicles. Competitors can expect strict but fair enforcement of these rules.

Rules directed or related to safety are promulgated to ensure that everyone involved has a primary concern for safety. But each participant in FIDSM competition is responsible for assessing the safety aspects of the facilities and conditions, and personally assumes the risk of competition.

Please note that in addition to FIDSM rules and recommendations, all riders must obey local, state and federal boating regulations.

Have a safe and enjoyable FIDSM competition!

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1.1 MISSION STATEMENT

of the “Fédération Internationale du Surf Motorisé” mission is:

to further the interest of FIDSM membership by providing a wide range of quality motorized surfboard activities, services and benefits;

to act as an international governing and sanctioning body for motorized surfboard racing and to foster fair competition by formulating and promoting uniform rules and safety standards;

to promote, organize and supervise motorized surfboard events in a professional manner;

to supervise and grant affiliation to international organizations with similar purposes and to cooperate with such organizations;

to promote the positive image of motorized surfboards by communicating with and educating FIDSM members and other users on the fun, safe and responsible usage of motorized surfboards;

to collect and disseminate information relating to the sport;

to undertake activities aimed at advancing the sport; and to be an effective, unified voice for the sport.

1.2 INTERNATIONAL HEADQUARTERS

1.2.1 Federation Internationale du Surf Motorisé, Zugerstrasse 76A, 6340 Baar, Switzerland. Please visit our website: www.fidsm.com for further information.

1.3 MEMBERSHIP

1.3.1. Eligibility for participation in an FIDSM- and FIDSM affiliate-sanctioned event requires the appropriate membership. The FIDSM and its international affiliates reserve the right to refuse membership to any group or individual.

1.4 HOW TO JOIN

1.4.1 Memberships may be purchased at sanctioned race events and activities, or from the FIDSM headquarters office.

1.4.2 To receive a membership application form by mail, contact FIDSM international headquarters (www.fidsm.com).

1.5 MEMBERSHIP CARD

1.5.1 FIDSM membership cards or credentials must be available for officials' inspection when requested (e.g., at on-site event registration).

1.5.2 It is highly recommended that a competitor's medical history be carried with his/her membership card.

1.6 FIDSM CONTROL

1.6.1 The FIDSM has established rules, which govern the sanction, organization and conduct of sanctioned events; the standard for eligibility and conduct of competition and officials; the regulations for eligibility and preparation of motorized surfboards; and the rules for annual series of events.

1.7 SPIRIT OF THE RULES

1.7.1 The official rules of the FIDSM included in this book are intended to provide fair and uniform regulations governing competition. These rules create competitive opportunities for riders in all classes.

1.7.2 It is not possible to write individual rules governing every possible circumstance. Therefore, the spirit of the rule shall grant the authority and responsibility for interpretation of the written rules to the Race Director whose duty it is to supervise and judge fair competition. It shall be the responsibility of the Race Director to interpret the unwritten rule in the interest of fair competition, and the Race Director's interpretation of the rule shall be binding on the individual and competition under the Race Director's jurisdiction.

1.7.3 From time to time, the FIDSM may, at its discretion, publish rule interpretations of written or unwritten rules, which shall be binding upon all members of the association. Great care has been taken to publish rules addressing all possible issues of legal adjustment, changes, alteration, modifications and/or replacement for racing.

1.7.4 Additional adjustments, changes, alterations, modifications and/or replacements not covered by written rules should not be assumed to be legal under the spirit of the rule.

1.7.5 Any member who is unable to locate a rule or has questions about a rule pertaining to a specific area of competition is advised to contact the FIDSM office for consultation and/or interpretation.

1.8 RULES COMPLIANCE

1.8.1 The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all FIDSM- and FIDSM affiliate-sanctioned events and activities. By participating in these events, all FIDSM or FIDSM affiliate members are deemed to have complied with the rules.

1.9 SAFETY

1.9.1 The rules for competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the FIDSM neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.

1.9.2 Participants are solely responsible for the condition of their vehicles and their competence to operate them.

2.0 APPLICATION OF THE RULES

2.0.1 These general rules will apply to all classes and competitors in all countries unless otherwise noted. All members and racing personnel—including owners, mechanics, pit crew, sponsors and promoters—are deemed to be fully aware of all rules and will be expected to adhere to and abide by them.

2.1 APPLICATION FOR SANCTIONS

2.1.1 RACE SANCTION

- The FIDSM name, service mark and emblem may be associated only with activities and events, which have been sanctioned or approved by the FIDSM.

2.1.2 SPECIAL EVENT SANCTIONS

- Special events are events, which do not conform to those described in this rulebook but which otherwise meet established FIDSM standards. Prior approval from the FIDSM is required.

2.1.3 An official race sanction can only be issued by the FIDSM after proper applications are filed.

2.1.4 Application forms for sanctions may be obtained from the FIDSM office.

2.1.5 Sanctions are non-transferable and non-assignable without permission of the FIDSM and must be used on the specified date or pre-approved rescheduled date.

2.1.6 All sanctions must meet the proper legal requirements for compliance with any national, state, local, or province laws. This includes all necessary permits.

2.1.7 A sanction may be refused or withdrawn for any reason which the FIDSM deems to be in the best interests of the sport or for the safety of the racers, including the violation of any of the rules and regulations listed herein.

2.1.8 Written approval from the FIDSM must be obtained for any race to be co-sanctioned.

2.2 SANCTION PROCEDURES

2.2.1 If you are planning an event or are requesting an FIDSM event date, you must advise the FIDSM office in writing at least 45 days in advance of the event.

2.3 GENERAL SANCTION REGULATIONS

2.3.1 All promoters applying for FIDSM sanctions must comply with all FIDSM rules and regulations. The FIDSM may grant certain waivers to these general regulations, in the case of Continental and National Championships, Trophies or Cups.

2.3.2 The FIDSM shall be the sole international sporting authority entitled to make and enforce regulations for the encouragement and control of motorized surfboard competitions and records, to organize and/or sanction FIDSM events and will be the final international court of appeal for the settlement of disputes.

2.3.3 In the event of doubt or ambiguity as to the meaning of rules and regulations for FIDSM-sanctioned events, the decisions of the FIDSM will prevail and be binding.

2.3.4 Each promoter, national club or association belonging to the FIDSM will be presumed to understand and be bound by these rules and regulations.

2.3.5 Any proposed event/competition not organized in conformity with the regulations or rules of the FIDSM will not obtain sanction. If such a competition is included in an event, without approval from the FIDSM, for which a sanction has been granted, the sanction will be null and void.

2.3.6 The sanction of an event will be granted by the FIDSM based on the information supplied by the promoter and the quality of events previously promoted. The FIDSM must ensure that the promoter has the skill and experience to conduct events in a safe and professional manner. To be considered for sanctioning, a promoter must:

Meet FIDSM equipment requirements such as buoys, starting gate, etc.

Adhere to the FIDSM Competition Rulebook.

Meet FIDSM race operation practices.

Meet all the requirements for promoting an FIDSM sanctioned event.

Be in good standing with the FIDSM.

2.3.7 Championships and invitational events will be assigned by the FIDSM. Championship classes will be decided by the FIDSM.

2.3.8 A promoter may not hold or advertise any event as a Championship or with any other title which may be deemed by the FIDSM to either World, National, International, or Invitational in character without written permission of the FIDSM. Titled — Charity Race events must be approved by the FIDSM.

2.3.9 The FIDSM – Sanctioned logo must appear in all printed matter, including advertising of the event or series. Radio and television advertising must include the words “FIDSM – Sanctioned” or “Sanctioned by the FIDSM”.

2.3.10 All event schedules will be posted on the official FIDSM event calendar visible on www.fidsm.com.

The FIDSM may also refuse to grant sanction, and may withdraw or cancel a sanction that has already been granted for any reason, which the FIDSM deems to be in the best interest of the sport, or the participating riders, including the violation of any of the FIDSM regulations or rules.

2.4 HOMOLOGATION

2.4.1 For a manufacturer to be eligible to submit a motorized surfboard for FIDSM homologation, the manufacturer must be a current FIDSM Manufacturer Member in good standing. Manufacturers should contact the FIDSM headquarters for membership requirements.

2.4.2 For a motorized surfboard to be eligible for current – year FIDSM competition events:

For a motorized surfboard to be eligible for competition in Regional, National and International events, the manufacturer must produce a minimum of 200 identically manufactured units of a model and make those available for sale through the manufacturer's normal means of distribution.

To be eligible for the World Championships competition, new models must be homologated a minimum of 90 days prior to the first day of competition.

Only upon formal approval from the FIDSM can a model be considered eligible for FIDSM – sanctioned competition.

Only those models, which have met the criteria for homologation at the date of publication, are listed as “eligible motorized surfboards”. Motorized surfboards that meet homologation after the Rule Book is published will be announced on the FIDSM website www.fidsm.com and at FIDSM events. It is the responsibility of the competitor to obtain this information.

2.4.3 The manufacturer must provide the FIDSM with a current service manual, parts catalog, owners manual and additional technical information for each model considered for homologation.

2.4.4 The manufacturer must provide the FIDSM, upon request, a production model watercraft and separate components for examination and testing for each model being considered for homologation. Items will be returned after completion of examination and testing.

2.4.5 Mid-year production changes to a homologated model must be approved by the FIDSM. Samples of new components, copies of related service bulletins and customer notification letters must be submitted before approval will be granted. Changes and updates on all affected units must be made available at no cost to the customer, parts and labor included.

2.4.6 The FIDSM reserves the right to refuse, withhold or withdraw the homologation of any component or motorized surfboard for reasons deemed to be in the best interest of the sport.

2.4.7 The motorized surfboard listed below have met the FIDSM homologation requirements and are eligible for competition. Each craft listed is eligible for competition within the specified division in classes of equal or greater engine displacement. Note: Updating and backdating parts may only be done within the same model (or FIDSM recognized replacement model). For Homologation Methods not listed above contact www.fidsm.com.

– JetSurf PRO RACE

– JetSurf FACTORY GP100

2.5 MOTORIZED SURFBOARD

2.5.1 Motorized Surfboard (MSB) shall mean a vessel, which uses an inboard petrol powered engine powering a water-jet pump as its primary source of motive power. It is designed to be operated by a person sitting, standing or kneeling on the vessel and is controlled from a pivoting handle.

2.5.2 Any petrol powered motorized surfboard to be homologated for competition, the board must not exceed 120cc in race configuration and when furnished by the manufacturer.

2.5.3 Motorized Surfboards (MSB) must conform to the following criteria:

Must be petrol powered and using a water-jet as primary source of motive power.

Dry weight must not be greater than 20kg in all classes;

Hull length cannot exceed 200cm;

Hull width must be between 50cm and 75cm

2.6 RIDER CLASSIFICATIONS

2.6.1 The FIDSM does not test the skill of the individual participants in the MSGP events, nor does the FIDSM judge each competitor’s competence. Participants are solely responsible for their safety.

2.6.2 As a general policy, the FIDSM requires that riders be 16 years old or older for all competition. A birth certificate and/or passport shall be presented to substantiate age.

2.6.3 The FIDSM require that waiver of liability be signed by a parent or legal guardian if the competitor is under 18 years old. A birth certificate and/or drivers license may be required to substantiate age.

A Rider will represent his/her country of citizenship at the

2.7 SAFETY

2.7.1 The FIDSM is not obliged to inspect courses used in FIDSM-sanctioned events. Participants are solely responsible for their safety at FIDSM-sanctioned races and should assess their own ability to negotiate each individual course. Participants

who doubt the competence of course officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their motorized surfboard, or doubt the competence of fellow competitors should not participate and should request the return of their entry fee before competitive activity begins.

2.7.2 It is the sole responsibility of the promoter to ensure compliance with all rules relating or directed to safety and to otherwise act to promote the safety of the competition. The FIDSM does not attend or in any way supervise every competition and cannot undertake to determine safety aspects. It is the sole responsibility of the promoter to purchase the required liability insurance.

2.7.3 FIDSM-sanctioned events may use routes traversing public waterways, and the promoter is not responsible for their condition or for the actions of other individuals using the public waterway.

2.8 SLALOM EVENT

2.8.1 A slalom event is a contest of speed and riding ability featuring multiple competitors negotiating multiple laps of a course consisting of left and/or right-hand turns around stationary markers (buoys) Competing motorized surfboards must meet FIDSM class specifications.

2.9 FREESTYLE EVENT

2.9.1 Freestyle events are intended to show a rider's skill and expertise in executing difficult, challenging and creative maneuvers within a set period of time and scored by a panel of judges. Competing motorized surfboards must meet FIDSM class specifications.

3.0 ENDURANCE EVENT

3.0.1 Endurance events are long-distance races which may or may not include required turns and be of more than one lap. Competing motorized surfboards must meet FIDSM class specifications.

3.1 SPECIAL EVENT

3.1.1 "Special events" are any type of motorized surfboards event meeting FIDSM technical requirements that are not hazardous to participants. Examples: obstacle race, relay races, or other fun-type event that encourages participation by riders and tests skills and performance of rider and machine. The promoter may determine these events, but prior approval from the FIDSM is required. Motorized surfboards must meet FIDSM class specifications.

3.2 GENERAL PRE-START PROCEDURES

3.2.1 Due to varying shoreline and water conditions, the type of start will be explained at the riders meeting.

3.2.2 Motorized surfboards must be pushed or ridden at idle to the starting line. All motorized surfboards must enter the race-course, in both practice and racing, through the starting area only.

3.2.3 The method for determining starting lineup in heat or qualifying races is by drawing for position. The number drawn will be the starting position, from the pole to the outside. (The pole position is always closest to the first turn buoy.) Starting-line positions for main events are determined by finish positions in heat or qualifying races. At the Race Director's discretion, riders may be given their choice of starting-line position for main events based on their qualifying position.

3.2.4 No warm-up or practice starts will be allowed during staging or while getting positioned in the starting area. The Race Director may penalize any rider whose method of start interferes with other participants.

3.2.5 A damaged watercraft may be prohibited from competition if, in the opinion of the Race Director, it presents a hazard to spectators, participants or the rider him/herself. The decision of the Race Director is final.

3.2.6 The motorized surfboard used in a semi-final or final race must be the same motorized surfboard used to qualify for that

race. The use of a second or backup motorized surfboard, due to damage or other conditions that make the board non-operational, may be allowed, providing that it meets all class and safety regulations. Any such replacements can be made only with the authorization of the Race Director.

3.3 GENERAL STARTING PROCEDURES

3.3.1 The starting procedure is initiated by the Start Marshal by waving the Green flag, this indicates to riders and overseeing technical Commissioners the beginning of starting procedure.

3.3.2 The Start Marshal raises Red flag to indicate riders to start their raceboards.

3.3.3 The Start Marshal is waving the Green flag to indicate that all raceboards have started, and the starting lights are about to be turned on.

3.3.4 By waving the Red flag the Start Marshal indicates that one or more raceboard(s) have not started, any racer has the right to delay the start of the race by raising his hand to indicate a technical or starting problem of his/her raceboard. Thereafter the racer(s) have 1 min to solve the problem and start their engine. The Time Marshal measures this time. If after one minute the rider(s) have not succeeded to start/repair their raceboard, the Start Marshal will exempt the rider from the start procedure by lowering the red flag. The start procedure will then be repeated. If a rider has achieved to start his raceboard within the time limit, the start Marshal indicates the readiness of the riders through waving the green flag.

3.3.5 The rider(s) who is/are exempt from the start procedure must put one hand on the helmet and cannot retry to start the raceboard until all riders have started, they may join after the start (indicated by the green flag held low), but no later than by the leading rider to have completed the first round (indicated by the red flag held low) after this moment, no rider is allowed to join the race.

3.3.6 Signaling the start is realized by starting with three lights, traffic lights. The start-up sequence begins with the lights off, then the lights turning on from left to right, the start and time measurement is started when all lights are switching off.

3.3.7 If a rider has a technical problem before the second light illuminates, signaling by raising his hand, the race/starting procedure is stopped for a period of one minute. The warning system is the same as in the previous case.

3.3.8 If a rider has a technical problem after the the second light illuminates, the race cannot be interrupted and the rider may join the race until the leading riders has completed the first round.

3.3.9 If a rider starts before all indicator lights are off, then the race is interrupted. The Start Marshal will signal interruption of the race by waving the Red flag. Riders must return to the starting position, and the starting procedure repeats. The culprit is penalized (see 3.4.4). If the start went correctly, then Start Marshal will wave the Green flag after all lights are off.

3.3.10 A starting interruption can be maximum twice per race.

3.4 GENERAL RESTART PROCEDURES

3.4.1 The Race Director may have a restart at his/her discretion. Reasons for restart may include (but are not limited to) a jumped start, loose buoy, an accident on the first lap involving several riders, or a downed rider whose presence potentially creates a hazard.

3.4.2 All raceboards will be stopped under the red flag. The Start Marshal will notify riders when to move their raceboards, and will have them proceed slowly to the point of restart. Any rider causing the stoppage of a race and subsequent restart, or any rider unable to immediately restart, may be penalized.

3.4.3 If the race is restarted, riders not having previously started in that race will not be allowed to enter with the restart. Exceptions to this rule must be clearly stated at the Rider's Meeting or be printed in writing and published in reasonable advance of the event.

3.4.4 A rider who jumps the start and causes a restart must restart in the same position with a dead engine. The rider must hold his/her arm with the kill switch attached extended overhead. The rider must be standing or sitting in an upright position. After the green flag is waved signaled a successful start, the kill switch may be connected and the engine started.

3.4.5 If a race is stopped with fewer than three laps completed and a restart is required, a total restart (i.e., previously run laps will not count) may be used. Riders will be assembled on the starting line in the order of the original start. Any rider penalized on the original start will be required to restart under the same penalty.

3.4.6 If a race is stopped after three or more laps have been completed and a restart is required, a flying start may be used. The riders will be positioned in a single-file line in the order in which the last complete lap was scored. The riders will be led around the course in single file at slow speed, maintaining one boat length between them. When the starter waves the Green flag, the riders may resume racing. No passing will be allowed until the Green flag is waved by the Start Marshal.

3.5 GENERAL TRACK REGULATIONS

3.5.1 Corner/Course Marker Buoys: All riders must negotiate completely around any course marker buoy in either slalom or closed-course events. The nose of the raceboard must be clearly steered around any marker buoy. Any competitor riding over a course marker buoy will be judged to have missed the buoy no matter what side of the raceboard the buoy reappears. The rider will be required to go around the black buoy.

3.5.2 Missed Buoys: A rider failing to negotiate a buoy or missing a marker buoy in a closed-course event will be penalized by going around the black buoy. If the rider is missing more than one buoy in one lap will receive a time penalty of 10 seconds for each missed buoy.

3.5.3 Penalty Buoy so-called Black Buoy: If a rider fails to properly negotiate, or misses, a buoy then that rider must properly negotiate the black buoy instead. The black buoy should be placed between the merge section of an option course and the finish line buoys. The black buoy should be placed in a position to cause the offending rider to markedly depart from the course. Riders who cut the course may not make up any missed buoy by negotiating the black buoy. If the race director determines that a rider is strategically missing a buoy to gain a position then that rider may be penalized even if the penalty buoy is properly negotiated. The penalty buoy should be placed in a location sufficient to cause lost time to the rider who has missed the originally intended buoy so that an advantage is not gained by having to take the penalty buoy. The location of the penalty buoy should allow for safe travel to and from the rest of the racecourse. The black buoy may not be renegotiated if missed or improperly negotiated. The Race Director may make some buoys/pathways ineligible for the black buoy if missed or improperly negotiated (i.e. log jump, merge buoy, first turn buoy, etc.).

A rider circling back against traffic to renegotiate a buoy is not the preferred method for correcting a missed buoy. The FIDSM recommends that this procedure not be used to correct a missed buoy.

3.5.3 Merge Lanes: A rider crossing over the line created by merge-lane buoys will be penalized 30 seconds. Going back to renegotiate the merge lane is not allowed.

3.5.4 Buoy Identification: Red buoys signify a left-hand turn. Blue buoys signify a right-hand turn. Black buoys are generally used to signify the path taken by a rider who has missed a buoy. Other specially colored buoys are for special use (e.g., merge lanes, perimeter boundaries, etc.). The Race Director will explain their purpose at the riders meeting.

3.5.5 Finish Line Buoy: Finish line buoys, two (2) each, should be clearly marked with contrasting colored checkerboard and/or the word "Finish" repeating around the central circumference of each buoy. A rider incorrectly negotiating a finish line buoy will be penalized two positions. Going back to renegotiate a finish line buoy is not allowed.

3.6 GENERAL PIT REGULATIONS

3.6.1 All riders and pit crew members who are registered to compete or will be entering into controlled areas shall wear an event identification wrist or neckband permanently marked with the competitor's last name and race number.

3.6.2 It is a rider's responsibility to inform the nearest Race official of any injured rider(s) or disabled boat(s) on the course.

3.6.3 If a rider abandons the race course, the rider or a team member must notify the Race Director immediately. A rider or team may be penalized for non-notification or for failure to notify within a reasonable amount of time.

3.7 FUEL SYSTEM, FUELING AND PIT STOPS

3.7.1 The entire fuel system is a closed system. Original equipment fuel tank must be used and may not be modified.

3.7.2 Fueling and refueling must be performed in areas designated by the Race Director.

3.7.3 The Race Director may prohibit any method of refueling that creates a potential hazard to spectators, participants or the rider him/herself. The decision of the Race Director is final.

3.7.4 Riders may be penalized for spilling fuel.

3.7.5 All riders must operate his/her watercraft at 5 mph while entering and exiting the designated lane leading to the pit. Riders may be penalized for exceeding the 5 mph speed limit.

3.8 PENALTIES

3.8.1 The Race Director may assign stop-and-go and/or time penalties for course and other infractions. A rider signaled by the

3.8.2 Race Director or an appointed official must bring their raceboard to a complete stop in a manner so as not to create a hazard to oncoming riders and stop the engine. When signaled, the rider may restart the engine and continue racing. Due to varying course design and starting methods, the length of stop-and-go and/or time penalties will be determined by the Race Director and explained at the riders meeting.

3.8.3 Any competitor entering an area prohibited to navigation may be penalized.

3.9 GENERAL COMPETITION RULES

3.9.1 The following General Competition Rules will apply to all FIDSM and FIDSM affiliate-sanctioned events and classes.

3.9.2 All FIDSM and FIDSM affiliate members and racing personnel—including but not limited to owners, mechanics, pit crew, sponsors and promoters—are deemed to be fully aware of all rules and will be expected to abide by them. Any entry is subject to inspection upon request of the Technical Director or Race Director.

3.9.3 Riders Meeting: A meeting for all event competitors will be held at an announced time and place. Attendance is mandatory. The Race Director will conduct the meeting or an official appointed by the Race Director. Descriptions of the course and flags will be made. Roll call may be used to verify attendance of riders at the meeting. Riders not attending or arriving late are subject to penalty.

4.0 RULES AND REGULATION ANNOUNCEMENT

4.0.1 All rules and regulations for FIDSM events shall be announced via the official FIDSM website www.fidsm.com.

4.0.2 Rules and Regulations become legal and enforceable upon announcement.

4.1 TECHNICAL RULES

4.1.0 It is the responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The FIDSM does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for safety and durability.

4.1.1 At all FIDSM and FIDSM affiliate-sanctioned events, a properly fitting, full-coverage helmet with chin and mouth protection (face shield removed) meeting local requirements often including internationally recognized DOT and Snell Foundation motorized vehicle standards will be worn by all competitors at all times when on the water. Helmets with bolt-on chin guards are not allowed. Exception: Helmets are not required for freestyle competitors when engaged in freestyle competition. All helmets must be in sound condition and must be approved during pre-race technical inspection. No plastic, bicycle-type, BMX, or similarly designed headgear will be allowed.

4.1.2 Back protection, protective footwear and eye protection are recommended for all riders in all competition events.

4.1.3 The Race Director of an event shall have the authority to prohibit the use of any helmet or PFD, and/or other equipment which he or she may consider to be unsafe, to offer insufficient protection or to be otherwise considered inadequate.

4.1.4 No rider shall be allowed to compete in any event if it is determined by an official that he/she is under the influence of alcohol or drugs. It is forbidden for anyone to consume any alcoholic beverages during an event in the pit area or any other portion of the premises under official control.

4.1.5 The Race Director shall have the authority to deny participation to any rider if, in his/her opinion, the rider may be a hazard to spectators, participants or themselves. Written approval of a doctor may be required.

4.1.6 Any riders exhibiting dangerous or un-sportsmanlike conduct at any time during a sanctioned event may be penalized.

4.1.7 All raceboards, with the exception of those used during freestyle competition, must have a properly working, kill switch – type engine stop switch installed. Modifications made to the kill switch – type engine stop switch, using tape, wire or any other material whatsoever, that can be removed by the rider or pit crew during or immediately following a competition event are not allowed. Engines may idle at any time, provided that the kill switch is connected.

4.1.8 All raceboards must pass a pre-race technical inspection. The Race Director may remove any raceboard from competition that does not meet FIDSM technical requirements.

4.1.9 Equipment that is damaged, broken or lost during a race is not necessarily grounds for penalty unless an infraction is determined during that race.

4.1.10 The Race Director shall have authority to stop or conclude any event(s) he/she deems necessary to ensure the safety of participants, spectators and/or officials, or because of technical problems.

4.1.11 The maximum number of riders per vehicle is one.

4.2 FLAG RULES

4.2.1 The following flag rules apply generally to all forms of FIDSM competition, including endurance racing, slalom and freestyle competition and other special events.

4.2.2 Green Flag: Signifies the start of the race or the course is clear and the race is in progress.

4.2.3 Yellow Flag: Warns of hazard on the course. After the yellow flag is displayed, riders should continue with caution and be aware of hazards; however, they are allowed to continue racing in a responsible manner. Competitors may be penalized if they continue to race in an improper manner.

4.2.4 Red Flag: Signifies the event will stop immediately regardless of position of machines on the course. The red flag will be used if, in the opinion of the Race Director, the race course has become hazardous. Riders must return to the starting line using extreme caution.

4.2.5 Black Flag: Signifies the rider must leave the course immediately and report to the Race Director. This does not necessarily mean an additional penalty will be given; however, failure to obey the black flag may result in additional penalties.

4.2.6 Blue Flag w/Diagonal Yellow Stripe: Signals that one rider is being overtaken and lapped by another. Competitor(s) must make way for the overtaking rider(s) to pass safely. Riders not yielding may be penalized.

4.2.7 Crossed Checkered and White Flags: Signifies the halfway point of the race has been reached. For events with an odd number of scheduled laps, the halfway point will be rounded up (e.g., in a 15-lap race, the halfway point is decided when the lead rider passes the finish line after 8 laps have been completed).

4.2.8 White Flag: Signifies that riders have started the last lap.

4.2.9 Checkered Flag: Signifies the completion of the race or event. As a rider passes the checkered flag, he/she has completed the last lap of the race. Riders must return to the pit area in a cautious and responsible manner. Riders may first be required to report to post-race technical inspection.

4.3 GENERAL REGULATIONS OF THE RACE TRACK USE

4.3.1 Riding Tune-Up Area: If location/space allows, an area will be designated as a "Riding Tune-Up Area." All riders must wear approved PFD and helmet while tuning/testing watercraft in this area, and must ride in a safe manner.

4.3.2 Riding on the Course: Riding will not be allowed on the race course at any time without permission from the Race Director.

4.3.3 Reckless/Dangerous Riding: Any reckless or dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking or breaking of a course marker buoy, or unsportsmanlike conduct on the course or off, may result in the rider being penalized. In the case of a team effort, the complete team may be penalized at the discretion of the Race Director.

4.3.4 Blocking: The deliberate blocking of a faster machine is cause for penalty at the discretion of the Race Director.

4.3.5 Spin Outs: It is expressly forbidden to ride in a direction opposite of that in which the event is being run. A rider whose boat has spun out is permitted to turn around to continue the event provided such action is taken only when the course is clear. The rider must give right of way to other racers on the course. Riders going in the wrong direction may be penalized.

4.3.6 Obstruction: If for any reason a rider is forced to stop on or near the course during an event, it is the rider's first duty to remove his or her boat from the course in a safe manner so as not to endanger or obstruct other riders.

4.3.7 Passing: A rider must always be prepared for another rider to pass and must therefore be aware of other riders approaching from behind. The overtaking rider must consider the safest route to pass and must do so without forcing the overtaken rider to suddenly alter course.

4.3.8 Lapping: A rider being lapped must move over, but can continue racing.

4.3.9 Hand Signals: A rider who has spun out, fallen or stalled must raise one or both hands overhead to indicate that he or she is not injured. Re-entry into the course must be done in a safe and careful manner with the right-of-way given to oncoming riders.

4.3.10 On-course assistance: Racers may not receive any on-course assistance from anyone other than course officials. If mechanical or other assistance is needed, the rider must safely pull completely off of the course. A rider receiving on-course assistance may be penalized one lap. **4.3.11** Riders entering the course in an unsafe manner may be penalized. The decision by the Race Director will be final.

4.4 REGISTRATION/ENTRY RULES

4.4.1 No refunds of entry or other fees will be made at FIDSM sanctioned events after competition has begun unless the event is officially canceled or rescheduled by a ruling of the Race Director or at the discretion of the Race Director, after which time, fees will be returned.

4.4.2 Entry fees will be regulated by the FIDSM and/or FIDSM affiliate.

4.4.3 Gate admission fees for rider and crew members will be regulated by the promoter.

4.4.4 The schedule of events will be regulated by the promoter.

4.4.5 No rider, entrant or mechanic shall enter and/or sign the waiver and release with an assumed and/or fictitious name or give inaccurate information (e.g., age, date of birth, etc.).

4.5 SCORING

4.5.1 The portion of the course from the starting line to the scoring/flag tower shall be considered as the first lap.

4.5.2 The checkered flag will be shown to the lead rider, indicating the completion of the race.

4.5.3 All penalties, other than those requiring a black flag, will be assessed after the completion of the race.

4.6 PRIZES AND AWARDS

4.6.1 All prizes, awards and paybacks shall be presented to the official winners or their appointed representatives at the close of the event day unless another time and place for awards is specifically advertised.

4.6.2 Riders will not be required to attend award banquets or ceremonies to receive prizes and awards, although they are encouraged to attend as a courtesy to the promoter and/or sponsors.

4.6.3 The promoter payback at FIDSM- and FIDSM affiliate-sanctioned cash purse events will be as advertised for that event, or as stated in bulletins, or as announced at an official riders meeting at the event.

4.7 RIDER/TEAM POINT SYSTEM

4.7.1 The official rider point system will be in effect for all FIDSM and FIDSM affiliate-sanctioned events.

4.7.2 Points are awarded for final Moto Surf GP event positions only. No points are awarded in heats, last chance qualifiers (LCQs), semi- finals or exhibition events. Points will not be awarded to riders who are disqualified or have not been scored on at least one lap in a final event. Exceptions may be granted for national and world championship events with FIDSM approval.

4.7.3 The official FIDSM point system is as follows:

1st Place 25 Points

2nd Place 20 Points

3rd Place 16 Points

4th Place 13 Points

5th Place 11 Points

6th Place 9 Points

7th Place 7 Points

8th Place 5 Points

9th Place 3 Points

10th Place 1 Point

4.8 RACE DIRECTOR AUTHORITY

4.8.1 The Race Director shall be responsible for the conduct of the race. He or she will be responsible for the design of the racing courses and adjacent event facilities as they pertain to that event.

4.8.2 The Race Director shall have the authority to discipline riders, owners, sponsors and/or pit crew for violation of rules. Such discipline will be limited to disqualification, exclusion from an event, and/or ejection from the race site.

4.8.3 Disciplinary action by the Race Director other than a disqualification, exclusion or ejection will be under provisions established by the FIDSM. The Race Director will advise the FIDSM or local FIDSM affiliate of the infraction(s) and disciplinary actions taken. The member will then be officially advised by mail of action and/or discipline by the FIDSM.

4.8.4 Official results shall be approved by the assigned Race Director and a copy of those results will be submitted by the promoter to the FIDSM international headquarters or local FIDSM affiliate office within seven days following the event.

4.8.5 The Race Director may cancel any race or event for reasons of potential hazard to competitors and/or spectators at his/her own discretion. In such cases, the promoter shall determine awards, if any. The Race Director may shorten a race or event for any reason, but must give riders notice in advance.

4.8.6 The Race Director may cancel or stop any race or event in progress if a potential hazard to competitors and/or spectators exists, or the method of scoring has been faulted. In such case, the rules governing restarts will apply.

4.8.7 Events that are stopped with more than half of the scheduled laps completed will be considered as finished. For events with an odd number of scheduled laps, the halfway point will be rounded up (e.g., in a 15-lap race, the halfway point is decided when the lead rider passes the finish line after 8 laps have been completed).

4.8.8 Unresolved racing violations will be sent to the FIDSM or FIDSM affiliate office for resolution.

4.8.9 The Race Director may judge the method of lap counting and the mechanical integrity of all technical and timing equipment, and may ask the Technical Director to conduct technical inspections at any time.

4.8.10 Race officials (including but not limited to the Race Director and/or event Promoter) may not compete in sanctioned events at which they are officiating or promoting.

4.9 RULES INFRACTIONS

4.9.1 All infractions of the rules reported by an official pertaining to a raceboard or rider, whether or not resulting in disqualification, may be noted in the involved rider's FIDSM membership file.

5.0 EJECTION FROM RACE SITE

5.0.1 Race officials have the right to eject any person(s) from the pit, race course or event grounds.

5.1 DISCIPLINE/RIDER CONDUCT

5.1.1 The Race Director may disqualify, exclude or eject the rider, owners, sponsors or pit crew member(s) for any of the following violations:

Vulgarity, offensive language or unsportsman-like actions directed towards officials, spectators or other participants.

Failure to abide by the race rules of the FIDSM (not including equipment violations).

Failure to comply with raceboard requirements.

Any fraud orienting to deceive the administration.

Pit crew non-compliance with regulations

Use of intoxicating beverages and/or drugs.

Unwillingness to accept an official's decision.

Verbal or physical abuse of any official.

Participation in an event without holding a valid membership card or involvement in the use of another member's card. •

Providing inaccurate or false information to officials or any official FIDSM document.

5.1.2 In addition to exclusion or ejection from an event, the FIDSM may determine further penalties including a fine, loss of points, suspension, disqualification or any combination of the above.

5.1.3 The decision to discipline a rider for any of these violations is not appealable.

5.2 RIDER/PIT CREW LIABILITY

5.2.1 The rider and his/her pit crew members, in signing the entry/release, elect to use the course of the event at their own risk, acknowledge that there may be both known and unknown risks, and thereby release the sanctioning organization and principals together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organiza-

tion and owners of properties on which sanctioned events are to be held from all liability from injury to person, property, and/or reputation that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

5.3 RIDER RESPONSIBILITY

5.3.1 The registered rider is responsible for the condition of his/her raceboard as stated in the FIDSM Official Competition Rule Book. Any rider, whether sponsored by or riding a raceboard owned by someone other than the registered rider, will still be held responsible for complying with all FIDSM rules. If the rider and/or raceboard is found to be in violation of a class rule, the rider will receive the penalty.

5.3.2 The rider is responsible for and may be disciplined for his/her personal conduct as well as the conduct of people in his/her party, including but not limited to owners, sponsors, pit crew and family members.

5.4 ENFORCEMENT

5.4.1 Any penalty imposed for violation of the rules and regulations of the FIDSM by any member must be honored by all other members including but not limited to FIDSM and FIDSM-affiliate promoters.

5.5 PRE-RACE TECHNICAL INSPECTION

5.5.1 Any entry is subject to inspection upon request by the Race Director or Technical Director. It is the responsibility of the rider to submit his/her equipment to the Technical Director on the proper day for technical inspection.

5.5.2 Pre-race technical inspections are mandatory at all races. Pre-race inspections do not certify that the raceboard is qualified or constituted as legal for class participation. Post-race technical inspections determine machine qualification. All rider equipment, including helmet and personal flotation device, must be available for technical inspection.

5.5.3 The Technical Director may prohibit any raceboard that does not meet FIDSM technical requirements.

5.5.4 The Technical Director shall be able to provide accurate raceboard specifications and have the supplies and equipment necessary to verify compliance with FIDSM rules and regulations.

5.5.5 All raceboards intended to be raced in an FIDSM- or FIDSM affiliate-sanctioned competition event must be checked for rules compliance. Some, but not necessarily all, items to be inspected are:
Rider protective equipment:

Approved personal flotation device (PFD);

Approved full-coverage helmet. Hull and deck:

Overall inspection for cracks or damage;

Inspect the hull for protruding objects that could be hazardous;

No illegal skegs, fins or rudders on hull bottom, intake grate or pump plate;

Inspect numbers and background for compliance and legibility;

Make sure Hull Identification Number (HIN) is displayed;

Make sure approved sponsor decals are affixed (if requested);

Check that the kill switch stop switch is functioning properly and the lanyard is in good condition.

Engine compartment:

Battery must fit into battery box and straps must be secure;

Gas tank must be secure;

Carburetor/fuel system must not leak and all fuel hoses must be secure.

5.5.6 All watercraft may be required to meet respective local boating laws (i.e., current registration displayed on craft, fire extinguisher on board, etc.).

5.5.7 Sponsor Decals: FIDSM and/or FIDSM affiliate decals and event sponsor decals must be displayed on raceboards and/or rider apparel at each event as determined by the Race Director.

5.6 PROTESTS

5.6.1 A race official's decision based upon the exercise of his/her judgment may not be protested under any circumstances.

5.6.2 Riders only will have discussion with the Race Director about riding complaints or other infractions unless otherwise requested by Race Director. Riders may approach the Race Director before the day's events, between events, after an event, or at the discretion of the Race Director.

5.7 PROTEST PROCEDURE/EQUIPMENT VIOLATIONS

5.7.1 Protests must be filed in writing no later than 30 minutes after the official results have been posted.

5.7.2 When a protest is made, the protester must post with the Race Director a minimum cash bond of EUR 200,- to cover the costs of the inspection required.

5.7.3 If the the protest is disallowed, the cash bond will be awarded to the protested rider.

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

5.7.5 If an the protested party does not allow inspection under these terms, he/she will be disqualified by the Race Director immediately.

5.7.6 The Race Director or Technical Director may, at his/her discretion, consult any person to receive information or technical advice. Protested rider may be present during such inquiry but shall have no right to cross-examine or argue with a witness.

5.7.7 Only a rider taking part in the competition may protest another rider.

5.7.8 All parts deemed illegal may be held by the FIDSM pending final decision.

5.7.9 If a protest is judged to have been filed with malicious or spiteful intent or otherwise in bad faith, the protester may be found guilty of violating protest rules and may be penalized.

5.7.10 Officials to make or overrule a decision may use official FIDSM videotape as recognized by the Race Director.

5.8 APPEALS

5.8.1 The rider aggrieved by a decision involving an equipment violation may appeal to the FIDSM.

5.8.2 An appeal or intent to appeal must be filed in writing within one hour of disqualification and must be accompanied by a fee of EUR 200,- or the equivalent in local currency.

5.8.3 Rulings of the FIDSM will be made within reasonable time from the date the appeal was filed.

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

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT FOR IJSBA EVENTS

I assume the risk of serious injury or death. Raceboard racing is a highspeed activity where numerous persons are navigating a very tight buoy course in a competitive and aggressive manner. Raceboards do not have brakes, water spray frequently causes limited visibility, and changing water conditions make for an inconsistent atmosphere in all parts of the racecourse. Collisions are frequent as are mechanical failures, spinouts, loss of control, and mental errors. Endurance and Freeride/Freestyle activities carry equal dangers and risks as closed course. It is a strong possibility that I will be injured, or even killed, while participating in a Raceboard competition and I still chose to participate in this event despite this possibility: _____ (Initials).

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as any restricted area requiring special authorization, credentials or permission to enter or any area which admission by the general public is restricted or prohibited including but not limited to the competition area), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs and next of kin:

1. Acknowledges, agrees and represents that he or she has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he or she enters. He or she further agrees and warrants that if at any time he or she is in or about RESTRICTED AREAS and feels anything to be unsafe, he or she will immediately advise the officials of such and will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. Acknowledge that this event is not produced by the FIDSM. This event is produced by an independent promoter who is responsible for all safety aspects of the event. The skill levels, speeds, track size, experience/inexperience of participants may be drastically different from other sanctioned events and there may be a higher frequency of aggressiveness and competitiveness as well as a higher degree of inexperienced competitors who are more prone to errors. There is no warranty or guarantee that competitors actual skill matches the skill designated on their license and/or classification.

3. HEREBY RELEASE, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the Federation Internationale du Surf Motorise (FIDSM), the promoters, participants, racing associations, other sanctioning organizations, or any subdivisions thereof, track operators, course owners, officials, riders, pit crews, rescue personnel, any persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners or lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

5. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

6. HEREBY ACKNOWLEDGES THAT THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

7. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENT(S) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

8. HEREBY UNDERSTANDS that the International Jet Sports Boating Association does not provide competitors or participants with any insurance policy against accidents, injury, or death.

9. THE UNDERSIGNED grants permission to the FIDSM, sponsors, event sponsors, event promoters and their assigns, to use their voice and/or likeness, photographs and photographs of their personal watercraft in advertising and promotion material, feature use including radio, television, motion picture film, video tape, newspapers, magazines, programs and all other media in connection with advertising and purposes of trade, and agrees to display sponsor and FIDSM emblem on the chest of rider's vest or racing uniform, and the sponsor and FIDSM decal on both sides of the raceboard while competing in any FIDSM event.

THE UNDERSIGNED IS A MEMBER IN GOOD STANDING OF THE FIDSM AND/OR HAS APPLIED FOR MEMBERSHIP IN THE FIDSM, and agrees to abide by the FIDSM rules as set forth in the FIDSM Official Competition Rule Book, as these rules may be amended or interpreted from time to time.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT FREELY AND VOLUNTARILY WITHOUT ANY

INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.