



MOTOSURF
CONTINENTAL CUP



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UIM MOTOSURF RULEBOOK 2021

MOTORIZED SURFBOARDS RACING RULEBOOK

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1 GENERAL OVERVIEW

MotoSurf is the fastest growing, most affordable and safest powerboating sport in the world.

MotoSurf racing was established in the Czech Republic back in 2014. In its quite short history, the MotoSurf racing has spread all over the world. Since 2019, the sport has been officially recognized by the UIM (Union Internationale Motonautique) - recognized by IOC (International Olympic Committee) since 2010.

The UIM MotoSurf WorldCup is the only powerboating discipline offering various racing disciplines in terms of gender, age and power unit of racing machines. Categories of men, women and juniors are essential part of the MotoSurf racing. Since 2019, MotoSurf has welcomed also the Electric Challenge - fully zero local emission category.

2 PARTICIPATING PARTIES

2.1 UIM, Union Internationale Motonautique

The UIM is an International Federation, fully recognized by the International Olympic Committee, governing all motorized water sports worldwide. The UIM is responsible for the organisation, administration, governance and development of all international powerboat activities, including the motorized surfboards World Cup and Continental Cup Championships.

2.2 Promoter (MSWC)

The promoter is the owner of the World Cup and Continental championships rights and is responsible for governing and administration of the events and also communication with the riders and organizers of the World Cup and Continental level events. The Promoter together with the UIM MotoSurf Committee is responsible for forming the rulebook, creating joining instructions, paddock organization and all formal administration of the event. The Promoter is the owner of the media rights for the World Cup and Continental Championships.

2.3 National Authority

National Powerboating Authority, a member of the UIM.

2.4 Event Organizer

Furthermore, the Promoter is responsible for running the event in terms of compliance with the official UIM MotoSurf rules. The promoter is responsible for securing a sufficient number of judges and authorized personnel in order to rule the event according to the UIM official rulebook structure.

2.5 Race Direction

Race direction is a group of judges that control the event according to valid UIM rules. The Race Direction is appointed by the Promoter.

2.6 Manufacturers

A manufacturer is every surfboard producer participating in the Championship under agreement with the Promoter.

2.7 Riders

Participants of the events who are properly registered for each event complying with all administration procedures as per valid UIM rules and instructions of the Promoter & Event organizer.

2.8 Commission of riders

At the first briefing of each racing weekend the riders elect the "Commission of Riders", which consists of three persons, this Commission communicates with the Race Director or the Chief Referee in terms of safety reasons for the event and decisions made in unusual situations that occur during the event.

2.9 Safety staff

To ensure maximum safety for every event, there must be a safety staff present which includes:

- a. Doctor – necessary part of the safety staff for each event. The doctor is a person in charge of on-shore health protection. Without a doctor, none of the session of the event can start. If at any point during the event the doctor has to leave the race venue because of an emergency case occurred during the event, the water then becomes closed.
- b. Ambulance – responsible for necessary health measurements and transportation of injured person to the nearest hospital. At least one ambulance must always be present at the race venue. Without an ambulance, none of the scheduled sessions can be started.
- c. On water rescue team – during the sessions, it is necessary that there is a certified rescue person for on water operations. In case of emergency, on water rescue conducts the action towards health protection. On water rescue personnel work in cooperation with the doctor, ambulance and race direction.

3 APPLICATION TO AN EVENT

3.1 LICENCING

Every rider joining the international MotoSurf event has to be a holder of an international licence issued by his/her NA and a Superlicence issued by the UIM.

3.2 INTERNATIONAL LICENCES

International licences are issued by the NA.

3.3 SUPERLICENCE

The Superlicence is issued by the UIM and allows the rider to participate in the MotoSurf WorldCup and MotoSurf Continental Cup Europe. The Superlicence can be issued only for holders of an International licence issued by the National Authority of the rider. Holding of a superlicence includes:

- Personalized licence card.
- Liability insurance for the events of the MotoSurf WorldCup and MotoSurf Continental Cup Europe.
- Inclusion in the UIM MotoSurf World ranking.
- Free access to the on-line version of the UIM MotoSurf rulebook.
- The superlicence holder is entitled to receive prize money and event travel support if and to the extent as such benefits have been announced before the Event.

Price of the superlicence: 50 EUR incl. VAT – rider over 16 years of age.
 30 EUR incl. VAT – rider under 16 years of age.

3.4 EVENT PARTICIPATION CONFIRMATION

3.4.1 JOINING INSTRUCTIONS

The Promoter is obliged to create an Advance Notice in order to inform all riders about all important facts regarding the event organization. Based on the joining instructions, every rider has to confirm their participation at the event in advance.

3.4.2 AGE REQUIREMENTS

3.4.2.1 General conditions

The age of the rider when signing for the first race of the season determines the category he/she can apply for. If a rider starts the season in one category and reaches the age limit during the season, such rider can remain in the category he/she began the season. Simultaneously, based on the rider's request after reaching the age limit, the rider can be promoted to a different category.

3.4.2.2 Age limits

To register for a race, the rider has to be older than 18 years of age. This condition must be fulfilled on the first day of the event at the latest. Riders younger than 18 years of age can register for the race and shall make the registration process through their legal guardians and with such legal guardian's approval.

Each rider must register for the category compliant with the age and skill range each category is designed for. A Rider under 18 years of age has to deliver an official form signed by his/her legal representative. Such form will be provided by the promoter of the event upon request or will be available in the joining instructions sent prior to the event.

a) MotoSurf World Cup

Open – minimum 16 years of age.

Stock – minimum 16 years of age.

Rookies – 12- 16 years of age.

Juniors – 9-15 years of age.

Electric Challenge – minimum 16 years of age.

In case a rider finishes the previous season in the Top 3, such rider can move to a higher category even at the age of 15. Such a move shall be proposed by the legal guardian of the rider and approved by the Race Director.

b) MotoSurf Continental Cup

Master – minimum 16 years of age.

Stock – minimum 16 years of age.

Challenger – minimum 16 years of age.

Rookies – 12- 16 years of age.

Juniors – 9-15 years of age.

Electric Challenge – minimum 16 years of age.

3.5 START NUMBER ASSIGNMENT

The top ten riders from the previous year's championship standings have the right to keep their start number, unless point 3.3.2.

Riders placed from 11th and down the order in the championship standings (MotoSurf Europe, MotoSurf America, MotoSurf Asia), have to apply for their start number before the end of February of each given season via e-mail to:

martin.jancalek@mosurfworldcup.com.

If a rider is ranked lower than 11th in the final standings of the previous year's championship (MotoSurf Europe, MotoSurf America, MotoSurf Asia) and wishes to keep his/her start number from the previous season, said rider has the priority over other applicants applying for the same starting number.

If a rider from any Continental Championship applies for a number which has been used by a permanent MSWC rider, in such case, the permanent MSWC rider has the preference to retain said number in the new season.

If the requested number is not available, the rider shall apply for a different starting number. The assigned starting number remains with the rider for one race in case the rider is not signed up for the whole championship (annual licence).

A newly assigned start number remains with the rider for the whole season in case the rider signs up for the whole championship (annual licence).

Any Start number shall consist of a maximum of 3 (three) digits, without blank digits (spaces, other digits).

The Start number must not begin with 0 (zero).

In case of ambiguity, Race Direction shall decide about the start number.

3.6 REMOVAL OF START NUMBER

Start numbers are assigned for a certain period of time.

If a rider who has the right to keep his/her start number but does not apply for it before the end of March of each particular season and does not attend the first race of the season, such number will be removed from the particular rider.

In case of an assigned start number, maximum period of assigning is 1 (one) season.

4 REGISTRATION

4.1 RACERS' REGISTRATION FOR THE SEASON

Every racer shall register for the season via the website of the Promoter and according to the instructions of the Promoter.

4.2 RACERS' REGISTRATION FOR A SINGLE EVENT

Racers' registration takes place at the place and time scheduled in the joining instructions sent prior to the event.

A Racer who did not go through the registration process will not be allowed to access the race course. Any breach of this provision shall be sanctioned by Penalty 2.

To complete the registration process, every rider has to pay the entry fee for the race. Such entry fee will be specified in the joining instructions sent prior to the event.

During the registration process, every rider shall pay the starting fee specified in the joining instructions sent by the Promoter prior to the event.

Every rider shall apply for a daily licence.

Every rider shall fill the registration form and sign a waiver of participation at the event.

5 TECHNICAL INSPECTION OF A MOTORIZED SURFBOARD

To be able to participate in the event, every rider has to pass a technical inspection of his/her surfboard.

The technical inspection is carried out during the registration process. Each registered rider has to undergo a technical inspection.

After successfully passing the technical inspection and safety features check, the rider receives a label on all particularly checked equipment which is valid for the period of one race.

A Rider who does not have such label on the inspected equipment, will not be allowed access to the race track. Technical inspection has to check the level of preparation and safety of the individual equipment and consists of two parts.

6 TECHNICAL INSPECTION OF THE MOTORIZED SURFBOARD IN THE MOTOSURF WORLDCUP

Technical inspection is performed by a UIM MotoSurf authorized technician. The technical inspection shall be performed on the following features and areas of the motorized surfboards:

6.1 OPEN CLASS

6.1.1 GENERAL REQUIREMENTS

- a) Every surfboard participating in the UIM MotoSurf competitions shall be in a good technical shape that allows its complete control and does not represent any danger to any of the participating riders and event personnel.
- b) Every surfboard participating in the UIM MotoSurf competitions shall have enough power to allow its rider to use it in the standing position operating in planning mode of sailing.
- c) None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

6.1.2 ENGINE REQUIREMENTS

- a) Maximum allowed displacement of two-stroke engine is 106 ccm,
- b) Maximum allowed displacement of four-stroke engine is 212 ccm,
- c) The power unit shall be built as a single cylinder. Condition for a single cylinder motor is valid for two – stroke as well as four – stroke engines.
- d) The combustion engines shall be Naturally aspirated (not supercharged).
- e) N₂O (NOS) is not allowed, for any of the competing surfboards.

6.1.3 HULL REQUIREMENTS

- a) Maximum length of the board is 200 cm.
None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.
- b) Integrity check - Hull of the motorized surfboard must be in a state of no scratches, cracks and damages that could potentially lead to instability of the surfboards construction.
- c) Handle and throttle cable check, testing the handle in salt water (against spontaneous turning on),
- d) The jetpump impeller of any surfboard must be integrated to the jet pump tunnel of the hull of the surfboard in order to avoid any damages caused by sharp ends of the impeller.
- e) Fuel system check (complete tank and fuel system must be EPA certified)

6.1.4 WEIGHT REGULATION

- a) The maximum weight of the motorized surfboard without a fuel tank is 30 kg.

6.1.5 FINS REQUIREMENTS

- b) Fins integrity check – there must not be any visible carbon burrs and cracks,
- c) Shape of each fin has to be without any toothed shape larger than 1 cm in order to ensure the safety of other riders

6.1.6 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.

6.2 STOCK CATEGORY

6.2.1 GENERAL REQUIREMENTS

- a) Stock Category is a completely production oriented category. The only surfboard allowed in the Stock Category is the JetSurf Titanium DFI 2021 in its standard specifications and modifications allowed as per Paragraph 5.3.2.
- b) Every surfboard participating in the UIM MotoSurf competitions shall be in a good technical shape that allows its complete control and does not represent any danger to any of the participating riders and event personnel.
- c) Every surfboard participating in the UIM MotoSurf competitions shall have enough power to allow its rider to use it in the standing position operating in planning mode of sailing.
- d) Modifications of the surfboard are limited as per 5.3.7.
- e) None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

6.2.2 ENGINE REQUIREMENTS

- a) The engine shall be in standard configurations as per JetSurf Titanium DFI 2021 specifications.

6.2.3 HULL REQUIREMENTS

- b) The hull specification shall be as per JetSurf Titanium DFI 2021.

6.2.4 WEIGHT REGULATION.

- c) The maximum weight of the motorized surfboard without a fuel tank is 30 kg.

6.2.5 FINS REQUIREMENTS

- a) Fins integrity check – there must not be any visible burrs and cracks,
- b) The only allowed main fin is the configuration provided in standard specification of the manufacturer.
- c) Allowed side fins are the FCS fins and fins adjustors provided in standard specification of the manufacturer. The allowed FCS side fins specifications for the Stock category are as follows:
 1. FCS II Reactor Performance Core (PC) Carbon Large Tri Fins (supplied in standard specification of the Manufacturer).; SKU: FREA-CC01-LG-TS-R.
 2. FCS II Accelerator Neo Glass Large Tri Fins.; SKU: FACC-NG03-LG-TS-R.
 3. FCS II Performer Neo Glass Large Tri Fins.; SKU: FPER-NG03-LG-TS-R.
- d) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders

6.2.6 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- d) Engine functions checks.

6.2.7 ALLOWED MODIFICATIONS

- a) Pads & Straps
- b) Throttle controller length
- c) Shut-off key protector

6.2.8 PROHIBITED MODIFICATIONS

- a) Engine and its parts.
- b) Piston.
- c) Cylinder head and its parts.
- d) Cylinder and its parts.
- e) Crankshaft.
- f) Rod.
- g) Crankshaft.
- h) Exhaust and exhaust slip-on.
- i) Jetpump and its parts.
- j) Fuel mapping.
- k) ICU.
- l) Electronic parts.

6.2.9 GENERAL CONCLUSION

Every rider joining the stock class agrees with the conditions for using only the stock version of the JetSurf Titanium DFI 2021 specification. Race Direction and the Technical commissioner can appeal any rider anytime to test/measure features of the board compliant with the JetSurf Titanium DFI 2021 stock version.

In case the inspected features on the board are not compliant with the technical description of the Stock Class board, such rider shall be automatically moved to the Open Class.

6.3 WOMEN, ROOKIES, JUNIORS CATEGORIES

6.3.1 GENERAL REQUIREMENTS

- a) Every surfboard participating in the UIM MotoSurf competitions shall be in a good technical shape that allows its complete control and does not represent any danger to any of the participating riders and event personnel.
- b) Every surfboard participating in the UIM MotoSurf competitions shall have enough power to allow its rider to use it in the standing position operating in planning mode of sailing.
- c) None of the participants in the Women, Rookies, Juniors Categories can race on the JetSurf Titanium DFI. Every rider shall race on a surfboard produced in at least a 50 piece production batch in order to inform the Promoter that the used surfboard is production based, and not prototype based.
- d) None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

6.4 ENGINE REQUIREMENTS

- a) Maximum allowed displacement of two-stroke engine is 106 ccm,
- b) Maximum allowed displacement of four-stroke engine is 212 ccm,
- c) The power unit shall be built as a single cylinder. Condition for a single cylinder motor is valid for two – stroke as well as four – stroke engines.
- d) The combustion engines shall be Naturally aspirated (not supercharged).
- e) N₂O (NOS) is not allowed, for any of the competing surfboards.

6.5 HULL REQUIREMENTS

- a) Maximum length of the board is 200 cm.
None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.
- b) Integrity check - Hull of the motorized surfboard shall be in a state of no scratches, cracks and damages that could potentially lead to the instability of the surfboards construction.
- c) Handle and throttle cable check, testing the handle in salt water (against spontaneous turning on),

- d) The jetpump impeller of any surfboard must be integrated to the jet pump tunnel of the hull of the surfboard in order to avoid any damages caused by sharp ends of the impeller.
- e) Fuel system check (complete tank and fuel system shall be EPA certified)

6.5.1 WEIGHT REGULATION.

- a) the maximum weight of the motorized surfboard without a fuel tank is 30 kg.

6.5.2 FINS REQUIREMENTS

- a) Fins integrity check – there must not be any visible carbon burrs and cracks,
- b) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safety protection of other riders

6.5.3 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.

6.6 ELECTRIC CHALLENGE

6.6.1 ELECTRONIC REQUIREMENTS

- a) Maximum voltage of a fully charged battery must not exceed 60 V.
- b) Maximum weight of the board including battery pack must not exceed 45 kg.
- c) Power unit must have a safety shut off system (kill switch). In case of wireless throttle controller, such controller has to shut off the engine immediately after being dropped from the rider's control. Any type of system has to be presented to the commissioner during the technical inspection.
- d) Every motorized surfboard must be ready and accessible to check technical dimensions for the needs of the Race Direction.

6.6.2 HULL SPECIFICATION

- a) Length of the surfboard must not exceed 200 cm.
- b) Width of the surfboard must not exceed 80 cm.
- c) Motorized surfboard must not contain any sharp edges that could potentially harm other riders on the track during racing manoeuvres and procedures.
- d) All equipment of the motorized surfboard must not contain any sharp edges in order to protect the safety of the riders.

- e) Side and central fin configuration of each surfboard has to be compliant with standard configuration and specification of the manufacturer.
- f) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safety protection of other riders.
- g) Maximum length of the side fins must not exceed 15 cm.
- h) Maximum length of the central fin must not exceed 25 cm.
- i) Maximum number of the fins on the board must correspond with the production standards of each manufacturer.
- j) The jetpump impeller of any surfboard must be integrated to the jet pump tunnel of the hull of the surfboard in order to avoid any damages caused by sharp ends of the impeller.

6.6.3 CHARGER REQUIREMENTS

- a) Every charger has to be compatible for charging from a standard (from country of the event) household power socket.
- b) Charger unit and its wiring for each board has to be made from heavy-duty isolated materials in order to prevent danger of fire.
- c) Charger unit shall be equipped with signalization of failures in order to predict an emergency situation during the charging process.

6.6.4 BATTERY PACKS REQUIREMENTS

- a) Maximum number of allocated battery packs for each surfboard is 3 (three) for the duration of the entire event. Such batteries shall be labelled. Additional number of batteries will not be accepted for the duration of the event.
- b) Requests for additional number of battery packs during the event will not be accepted.
- c) In case any battery pack becomes non-functional during the event, request for one additional battery may be accepted. The rider applying for the additional battery will be penalized by being placed in last position on the grid for the rest of the session of the particular event. In case of more penalties applied, the later penalized rider starts even further down in the order on the grid.

7 TECHNICAL INSPECTION OF THE MOTORIZED SURFBOARD IN THE MOTOSURF CONTINENTAL CUP

7.1 Master Class

7.1.1 GENERAL REQUIREMENTS

- a) Every surfboard participating in the UIM MotoSurf competitions shall be in a good technical shape that allows its complete control and does not represent any danger to any of the participating riders and event personnel.
- b) Every surfboard participating in the UIM MotoSurf competitions shall have enough power to allow its rider to use it in the standing position operating in planning mode of sailing.
- c) None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

7.1.2 ENGINE REQUIREMENTS

- a) Maximum allowed displacement of two-stroke engine is 106 ccm,
- b) Maximum allowed displacement of four-stroke engine is 212 ccm,
- c) The power unit shall be built as a single cylinder. Condition for a single cylinder motor is valid for two – stroke as well as four – stroke engines.
- d) The combustion engines shall be Naturally aspirated (not supercharged).
- e) N₂O (NOS) is not allowed, for any of the competing surfboards.

7.1.3 HULL REQUIREMENTS

- a) Maximum length of the board is 200 cm.
None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.
- b) Integrity check - Hull of the motorized surfboard shall be in a state of no scratches, cracks and damages that could potentially lead to the instability of the surfboards construction.

- c) Handle and throttle cable check, testing the handle in salt water (against spontaneous turning on),
- d) The jetpump impeller of any surfboard must be integrated to the jet pump tunnel of the hull of the surfboard in order to avoid any damages caused by sharp ends of the impeller.
- e) Fuel system check (complete tank and fuel system shall be EPA certified)

7.1.4 WEIGHT REGULATION.

- a) the maximum weight of the motorized surfboard without a fuel tank is 30 kg.

7.1.5 FINS REQUIREMENTS

- a) Fins integrity check – there must not be any visible carbon burrs and cracks,
- b) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders

7.1.6 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.

7.2 STOCK CATEGORY

7.2.1 GENERAL REQUIREMENTS

- a) Stock Category is a completely production oriented category. The only allowed surfboard in the Stock Category is the JetSurf Titanium DFI 2021 in its standard specifications and modifications allowed as per Paragraph 5.3.2.
- b) Every surfboard participating in the UIM MotoSurf competitions shall be in a good technical shape that allows its complete control and does not represent any danger to any of the participating riders and event personnel.
- c) Every surfboard participating in the UIM MotoSurf competitions shall have enough power to allow its rider to use it in the standing position operating in planning mode of sailing.
- d) None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

7.2.2 ENGINE REQUIREMENTS

- b) The engine shall be in standard configurations as per JetSurf Titanium DFI 2021 specifications.

7.2.3 HULL REQUIREMENTS

- a) The hull specification shall be as per JetSurf Titanium DFI 2021.

7.2.4 WEIGHT REGULATION.

the maximum weight of the motorized surfboard without a fuel tank is 30 kg.

7.2.5 FINS REQUIREMENTS

- a) Fins integrity check – there must not be any visible burrs and cracks,
- b) The only allowed main fin is the configuration provided in standard specification of the manufacturer.
- c) Allowed side fins are the FCS fins and fins adjusters provided in standard specification of the manufacturer. The allowed FCS side fins specifications for the Stock category are as follows:
 - 1. FCS II Reactor Performance Core (PC) Carbon Large Tri Fins (supplied in standard specification of the Manufacturer).; SKU: FREA-CC01-LG-TS-R.
 - 2. FCS II Accelerator Neo Glass Large Tri Fins.; SKU: FACC-NG03-LG-TS-R.
 - 3. FCS II Performer Neo Glass Large Tri Fins.; SKU: FPER-NG03-LG-TS-R.
- d) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders

7.2.6 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.

7.2.7 ALLOWED MODIFICATIONS

- e) Pads & Straps
- f) Throttle controller length
- g) Shut-off key protector

7.2.8 PROHIBITED MODIFICATIONS

7.2.8.1 Engine and its parts.

- a) Piston.
- b) Cylinder head and its parts.
- c) Cylinder and its parts.
- d) Crankshaft.
- e) Rod.
- f) Exhaust and exhaust slip-on.
- g) Jetpump and its parts.
- h) Fuel mapping.
- i) ICU.
- j) Electronic parts.

7.2.9 GENERAL CONCLUSION

Every rider joining the stock class agrees with the conditions for using only the stock version of JetSurf Titanium DFI 2021 specification. Race Direction and the Technical commissioner can appeal any rider anytime to test/measure features of the board compliant with JetSurf Titanium DFI 2021 stock version.

In case the inspected features on the board are not compliant with the technical description of the Stock Class board, such rider shall be automatically moved to the Open Class.

7.3 OPEN CATEGORY

7.3.1 GENERAL REQUIREMENTS

Every surfboard participating in the UIM MotoSurf competitions shall be in a good technical shape that allows its complete control and does not represent any danger to any of the participating riders and event personnel.

Every surfboard participating in the UIM MotoSurf competitions shall have enough power to allow its rider to use it in the standing position operating in planning mode of sailing.

None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

7.3.2 ENGINE REQUIREMENTS

- a) Maximum allowed displacement of two-stroke engine is 106 ccm,
- b) Maximum allowed displacement of four-stroke engine is 212 ccm,
- c) The power unit shall be built as a single cylinder. Condition for a single cylinder motor is valid for two – stroke as well as four – stroke engines.
- d) The combustion engines shall be Naturally aspirated (not supercharged).
- e) N₂O (NOS) is not allowed, for any of the competing surfboards.

7.4 CHALLENGER, 40 + CATEGORY

7.4.1 HULL REQUIREMENTS

Maximum length of the board is 200 cm.

None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

Integrity check - Hull of the motorized surfboard shall be in a state of no scratches, cracks and damages that could potentially lead to the instability of the surfboards construction.

Handle and throttle cable check, testing the handle in salt water (against spontaneous turning on),

The jetpump impeller of any surfboard must be integrated to the jet pump tunnel of the hull of the surfboard in order to avoid any damages caused by sharp ends of the impeller.

Fuel system check (complete tank and fuel system shall be EPA certified)

7.4.2 WEIGHT REGULATION.

the maximum weight of the motorized surfboard without a fuel tank is 30 kg.

7.4.3 FINS REQUIREMENTS

Fins integrity check – there must not be any visible carbon burrs and cracks,

Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders

7.4.4 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.

7.5 WOMEN, ROOKIES, JUNIORS CATEGORIES

7.5.1 GENERAL REQUIREMENTS

- a) Every surfboard participating in the UIM MotoSurf competitions shall be in a good technical shape that allows its complete control and does not represent any danger to any of the participating riders and event personnel.
- b) Every surfboard participating in the UIM MotoSurf competitions shall have enough power to allow its rider to use it in the standing position operating in planning mode of sailing.
- c) None of the participants in the Women, Rookies, Juniors Categories can race on the JetSurf Titanium DFI. Every rider shall race on a surfboard produced in at least a 50 pieces production batch in order to inform the Promoter that the used surfboard is production based, and not prototype based.
- d) None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.

7.5.2 ENGINE REQUIREMENTS

- a) Maximum allowed displacement of two-stroke engine is 106 ccm,
- b) Maximum allowed displacement of four-stroke engine is 212 ccm,
- c) The power unit shall be built as a single cylinder. Condition for a single cylinder motor is valid for two – stroke as well as four – stroke engines.
- d) The combustion engines shall be Naturally aspirated (not supercharged).
- e) N₂O (NOS) is not allowed, for any of the competing surfboards.

7.5.3 HULL REQUIREMENTS

- a) Maximum length of the board is 200 cm.
- b) None of the manufacturers shall clash any patent or trademark right with other competing manufacturers. Each manufacturer shall sign an affidavit about this statement and the Promoter is authorized to request the documents stating and documenting such condition.
- c) Integrity check - Hull of the motorized surfboard shall be in a state of no scratches, cracks and damages that could potentially lead to the instability of the surfboards construction.
- d) Handle and throttle cable check, testing the handle in salt water (against spontaneous turning on),
- e) The jetpump impeller of any surfboard must be integrated to the jet pump tunnel of the hull of the surfboard in order to avoid any damages caused by sharp ends of the impeller.

- f) Fuel system check (complete tank and fuel system shall be EPA certified)

7.5.4 WEIGHT REGULATION.

- a) The maximum weight of the motorized surfboard without a fuel tank is 30 kg.

7.5.5 FINS REQUIREMENTS

- a) Fins integrity check – there must not be any visible carbon burrs and cracks,
- b) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders

7.5.6 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.

7.6 ELECTRIC CHALLENGE

7.6.1 ELECTRONIC REQUIREMENTS

Maximum voltage of a fully charged battery must not exceed 60 V.

Maximum weight of the board including battery pack must not exceed 45 kg.

Power unit must have a safety shut off system (kill switch). In case of wireless throttle controller, such controller has to shut off the engine immediately after being dropped from the rider's control. Any type of system has to be presented to commissioner during the technical inspection.

Every motorized surfboard must be ready and accessible to check technical dimensions for the needs of the Race Direction.

7.6.2 HULL SPECIFICATION

- a) Length of the surfboard must not exceed 200 cm.
- b) Width of the surfboard must not exceed 80 cm.
- c) Motorized surfboard must not contain any sharp edges that could potentially harm other riders on the track during racing manoeuvres and procedures.
- d) All equipment of the motorized surfboard must not contain any sharp edges in order to protect the safety of the riders.
- e) Side and central fin configuration of each surfboard has to be compliant with the standard configuration and specification of the manufacturer.
- f) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders.
- g) Maximum length of the side fins must not exceed 15 cm.
- h) Maximum length of the central fin must not exceed 25 cm.
- i) Maximum number of the fins on the board must correspond with the production standards of each manufacturer.
- j) The jetpump impeller of any surfboard must be integrated to the jet pump tunnel of the hull of the surfboard in order to avoid any damages caused by sharp ends of the impeller.

7.6.3 CHARGER REQUIREMENTS

- a) Every charger has to be compatible for charging from a standard (from country of the event) household power socket.
- b) Charger unit and its wiring for each board has to be made from heavy-duty isolated materials in order to prevent danger of fire.
- c) Charger unit shall be equipped with signalization of failures in order to predict an emergency situation during the charging process.

7.6.4 BATTERY PACK REQUIREMENTS

- a) Maximum number of allocated battery packs for each surfboard is 3 (three) for the duration of the entire event. Such batteries shall be labelled. Additional number of batteries will not be accepted for the duration of the event.
- b) Requests for additional number of battery packs during the event will not be accepted.
- c) In case any battery pack becomes non-functional during the event, request for one additional battery may be accepted. The rider applying for the additional battery will be penalized by being placed in last position on the grid for the rest of the session of the particular event. In case of more penalties applied, the later penalized rider starts even further down the order on the grid.

8 TECHNICAL INSPECTION OF SAFETY GEAR

8.1 SAFETY GEAR AT MOTOSURF WORLD CUP AND CONTINENTAL CUP

Inspection of security features is conducted by the technical commissioner of the race. The inspection is focused on the following:

8.1.1 Open, Master, Stock, Challenger, 40+

- a. Helmet is mandatory, its intactness and integrity shall be checked. In case the helmet does not meet intactness and integrity, such piece of equipment will not be permitted to race. The helmet has to be of an integral type with jaw protection (motocross, downhill). Only a helmet with CE, FIM homologation shall be accepted. Helmet with MIPS system shall also be accepted.

- b. Googles are mandatory. Glasses are not accepted.
- c. A life jacket will be worn by all pilots and at all times when on the water. It is required that the life jacket shall be designed for racing. Every pilot shall verify his flotation equipment to function properly when requested.
- d. Neck brace is mandatory.
- e. Leash is mandatory.

8.1.2 Women, Rookies, Juniors, Electric Challenge

- a. Helmet is mandatory, its intactness and integrity shall be checked. In case the helmet does not meet intactness and integrity, such piece of equipment will not be permitted to race. The helmet has to be of an integral type with jaw protection (motocross, downhill). Only a helmet with CE, FIM homologation shall be accepted. Helmet with MIPS system shall also be accepted.
- b. Googles are mandatory. Glasses are not accepted.
- c. A life jacket will be worn by all pilots and at all times when on the water. It is required that the life jacket shall be designed for racing. Every pilot shall verify his flotation equipment to function properly when requested.
- d. Neck brace is mandatory.
- e. Leash is mandatory.
- f. Shin protectors are mandatory.

9 BASIC SERVICES AT THE EVENT

9.1 PADDOCK AREA

A facility prepared at the race venue. The paddock area is a designated area for the riders and serves as their background during the event. The paddock area shall be a facility to cover the essential needs of the riders. The basic equipment in the paddock is comprised of:

- 1) Shelter (tent or other equipment) in an adequate area related to each rider with one motorized surfboard. The adequate area for one rider with one motorized surfboard is 2,5m².
- 2) Chairs – basic chairs for each registered rider participating in the event.
- 3) Clothes hangers – hangers for basic riders' equipment such as helmets, protectors, jerseys etc.
- 4) Electricity socket – at least one socket for two riders under the shelter.

9.2 SERVICE CENTER

Each competing manufacturer has to provide a service team with sufficient personnel to provide racing service at the race venue. Such service center shall have a designated area inside the Paddock Area.

9.3 AREA FOR CLEANING

Specified in the joining instructions and marked in the map attached to riders' instructions.

9.4 AREA FOR HANDLING GASOLINE – Petrol powered surfboards

Specified in the joining instructions and marked in the map attached to riders' instructions. Authorized personnel for refuelling of the boards is responsible for securing the environmental pad of the area for handling gasoline.

9.5 AREA FOR OVERNIGHT STORAGE

Specified in the joining instructions and marked on the map. It shall be under the surveillance of security service or police.

In case the overnight storage is not secure at the location of the event, riders must be informed about such circumstance for them to secure the overnight storage on their own.

9.6 AREA FOR THE BOARDS UNPACKING / PACKING (storage) – **World Cup Events**

Material from unpacked boards and other equipment shall be stored in the boards' storage area.

Material for the board packing shall be secured by the event organizer.

9.7 FUEL – petrol powered boards

- a. fuel allowed is only 95 or 98 octane.
- b. fuel may be checked even during the race upon request of the Race Direction.
- c. Fuel is always secured by the organizer of the event.
- d. None of the competing manufacturers are allowed to secure their own fuel.

9.8 OIL – petrol powered boards

- a. Only environmentally friendly oil for 2 stroke engines (recommended: Total Neptuna 2T oil).
- b. The Technical commissioner of the event is authorized to request a technical inspection of the oil.
- c. Castor oil is not allowed to be used in the motorized surfboard during all the UIM MotoSurf World Championship races.

10 CATEGORIES

10.1 MotoSurf WorldCup

10.1.1 Open

Category for adult men older than 16 years of age. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rulebook (Technical inspection).

10.1.2 Stock

Category closed in terms of manufacturers plurality. Category is intended for male racers older than 16 years of age. Technical specification of the race craft to be found in Annex 8 of this rulebook.

10.1.3 Women

Category for adult women older than 15 years of age. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rule book (Technical inspection).

10.1.4 Rookies

Category for youth male riders in the age range of 12 - 15 years of age. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rule book (Technical inspection).

10.1.5 Juniors

Category for youth riders in the age range of 8 - 15 years of age. In case of male riders, accomplishing 11 years of age achieves promotion to the Rookies category. In case of women youth riders, such riders remain in the category until 15 years of age (including), then heading to the women category. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rule book (Technical inspection).

10.1.6 Electric Challenge – Men

Category of fully electric powered motorized surfboards. Category is open in terms of manufacturers plurality. Rules for MotoSurf Electric Challenge to be found in its own dedicated rulebook.

10.2 MotoSurf Continental Cup

10.2.1 Master

Category for adult men older than 16 years of age. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rulebook (Technical inspection).

10.2.2 Challenger

Category closed in terms of manufacturers plurality. Category is intended for male racers older than 16 years of age. Technical specification of the race craft to be found in Paragraph 8 of this rulebook. (Technical inspection).

10.2.3 Stock

Category closed in terms of manufacturers plurality. Category is intended for male racers older than 16 years of age. Technical specification of the race craft to be found in Annex 8 of this rulebook.

10.2.4 Women

Category for adult women older than 15 years of age. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rule book (Technical inspection).

10.2.5 Rookies

Category for youth male riders in age range of 12 - 15 years of age. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rule book (Technical inspection).

10.2.6 Juniors

Category for youth riders in age range of 8 - 15 years of age. In case of male riders, accomplishing 11 years of age achieves promotion to the Rookies category. In case of women youth riders, such riders remain in the category until 15 years of age (including), then heading to the women category. The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rule book (Technical inspection).

10.2.7 Electric Challenge – Men

Category for fully electric powered motorized surfboards. Category open in terms of manufacturers plurality.

10.2.8 40+

Category closed in terms of manufacturers plurality. Category is intended for male racers older than 40 years of age. Technical specification of the race craft to be found in Paragraph 8 of this rulebook. (Technical inspection).

11 RACE ENTRY FEE

11.1 RACE ENTRY FEE – MOTOSURF WORLD CUP

OPEN, STOCK – 100 EUR

WOMEN – 75 EUR

JUNIORS – 75 EUR

ROOKIES – 75 EUR

ELECTRIC CHALLENGE – FREE OF CHARGE

11.2 RACE ENTRY FEE – MOTOSURF CONTINENTAL CUP

MASTER – 130 EUR

CHALLENGER – 130 EUR

40 + - 130 EUR

STOCK - 130 EUR

WOMEN - 90 EUR

JUNIORS - 60 EUR

ROOKIES - 60 EUR

ELECTRIC CHALLENGE – FREE OF CHARGE

12 EVENT STAFF

12.1 RACE DIRECTOR

Responsible for supervising racing matters happening in accordance with the official rulebook of the race. Race director has the main decision-making right regarding the race format and organization schedule. The Race director is authorized to change/update the schedule, cancel the session and the entire event. The Race Director communicates with the representatives of the Association of Riders.

The Race Director is responsible for the camera system observing the race track during the sessions. The camera system monitoring serves as proof of correct riding on the course.

12.2 PROTEST JUDGE

An MotoSurf protest judge will be nominated for each event and will adjudicate on all protests. The protest judge must be named prior to the event.

12.3 CHIEF REFEREE

Carries out the inspection of the time keeping of the qualification. Chief Referee is responsible for carrying out racing matters in accordance with the rules of the race and may cancel the heat or the final.

12.4 TIMEKEEPING REFEREE

Carries out the time keeping of the qualification and all heats and finals, performs digital/manual recording of the qualification and all heats and finals (may also serve as the Chief Referee). The Timekeeping referee is always backed up in time keeping by a second person (might be Race Director or Chief Referee) who backs up time keeping by manual keeping and recording the lap times into the race weekend records.

12.5 TRACK REFEREE

Observes the riders on the track whether they ride the race in conformity with the rules. Based on the track observing, the Track Referee informs the Race Director about any incorrect riding actions. Such actions shall be verified on the camera recordings so that the Protest Judge may impose penalties, if applicable.

12.6 RACE MARSHAL

Carries out the starting procedure; the race marshal may cancel the heat or the Final or call a restart procedure.

12.7 FLAG MARSHAL

The Flag marshal is responsible for the flag signalization and for the signalization of the number of remaining laps in each particular session. The Flag Marshall is in radio contact with other race direction members.

12.8 GUARD OFFICER

Prepares the riders for the start, and assists at the starting procedure.

12.9 TECHNICAL COMMISSIONER

The Technical commissioner is in charge of technical affairs at the race. Technical check and rider's equipment check is the main task of the Technical commissioner as well as supervising the service department at each given venue.

12.10 MEDICAL DIRECTOR

The Medical director is authorized to declare a rider fit or unfit for participation in a given session/part of the weekend/whole weekend.

12.11 RESCUE TEAM

The Rescue Team is responsible for operations inside the water. There has to be at least one certified rescuer on the water every time the session is underway. The Rescue Team is in constant contact with the Race Director. The Rescue Team can request a session interruption or delay in case of emergency.

More roles can be carried out by one person in case such person is qualified enough, experienced and capable of executing such role. In case the event scale does not require so, some of the roles may remain unoccupied. The above mentioned circumstances are evaluated and decided by the Race Director.

13 GENERAL RULES FOR RIDERS' ORGANIZATION

13.1 GENERAL RULES

Riders shall comply with the referees' instructions and strictly follow the provisions of the rulebook. In case of a breach of the rules or not complying with the referees' instructions the rider may be fined according to the scale of fees or Penalties of this rulebook.

Riders who want to take part in the race, must complete the registration within the registration deadline and settle the race entry fee. Registration must be finished within the time announced in the joining instructions. Late registration will not be accepted.

Registration – technical inspection of motorized surfboard, safety equipment inspection, license check, payment of the race entry fee, distribution of the race schedule, receiving distinguishing shorts (obligatory to wear during races throughout the racing weekend).

The riders are obliged to watch the event information table administered by the Race Direction. The riders shall check the time schedule and riders groups entry lists to know which group they are part of. According to information from the entry lists, they shall also be aware of receiving distinguishing shorts that are usually passed/changed/reclected during the morning/midday/debrief session.

Registered riders are required to attend all briefings and sessions according to the official event schedule. In case of a rider's unexcused absence, such rider will not be allowed to enter the race track and will be fined as per Penalty 1.

Riders have no right to use their own fuel. The fuel is unified for all the riders and is provided by the organizer of the event. (Applicable at MotoSurf WorldCup races only).

Riders are required to watch for flag signalization on the track. If a rider does not respect the flag signalization, such action may be penalized according to Penalty 1.

Riders are not allowed to enter the track without the Flag marshal or Guards officer's approval. In case of infringement, the rider will be penalized according to Penalty 1.

The Race Director or Chief Referee shall inform the riders about the current status of the race, they shall transmit the information necessary for the racing weekend to run smoothly. Afterwards there will be a time space for questions which will be answered by the Race Direction. Any communication between Race Direction and the riders takes place only at the level of the Race Director or the Chief Referee with the "Commission of Riders". The decision of the Race Direction is final.

13.2 ANTI DOPING AND SAFETY MEASURES

13.2.1 ALCOHOL TESTING

For the maximum safety of the event, Race Direction, through the safety and medical staff, has the right to perform alcohol / drug test on any selected participant of the race. The alcohol / drug test is administered by the medical staff and

In case of a positive test, such participant will be immediately disqualified from the entire event.

The Jury of the event sets the time of the test. Values of the tests are valid to the set time. In case a rider tests positive at a set time, it is understood to be a breach of the event rules.

In case the participant refuses to cooperate with testing, it is understood to be a positive test and such participant will be immediately disqualified from the entire event.

If participant is disqualified from the event more than once per one season, such participant will not be allowed to compete in the remainder of events of the Championship.

13.3 DOPING MEASURES

The Anti-doping regulations are based upon the world anti-doping Code. The valid Anti-Doping code for the UIM MotoSurf International events is WADA (World Anti Doping Agency). List of prohibited methods and substances to be found at:

<https://www.wada-ama.org/en/content/what-is-prohibited>

13.4 WILD CARD – MOTOSURF WORLD CUP ONLY

For marketing purposes, the promoter of the race reserves the right, if necessary, to issue a Wild Card. This card is issued to the selected participants of the race who passed the free practices, the qualification and the heats. This person qualifies to the Final F1, F2, even if he/she did not achieve the required number of points. In practice, this means that of the B finals only three (3) riders along with the VIPs qualify for the final top 12.

The VIP card can be issued only once per race in each category. The VIP card cannot be issued to licensed riders.

The Promoter has the right to decide which category the Wild Card will be used for.

13.5 RULES FOR RIDERS AND RACE DIRECTION COMMUNICATION

The Commission of Riders communicates with the Race Direction on behalf of the riders. This Commission communicates with the Race Director or the Chief Referee only within the frame of Race Direction. Riders are not allowed to communicate individually with the referees during the racing weekend, except when lodging a protest. A rider shall hand in their protest only to the Chief Referee, within one hour after finishing any session the rider's complaints refer to. After this period other comments or protests will not be considered.

13.6 PROTESTS

13.6.1 PROTEST PROCEDURES

Only a rider may protest against facts pertaining only to the races in which he takes part.

Joint protests signed by several riders will not be considered.

All protests must be in writing - type written or hand written in printed characters in English.

It must state the reason for the protest and be accompanied by any relevant documents that shall provide evidence within the given time and any protest fee as stipulated by the Race Organiser.

All protests must be signed by the rider.

The protest must be handed to the Race Director who must, in the presence of the protester, record the time of receipt.

Any costs involved in verification are to be borne by the losing party.

A written protest can be withdrawn by the protester; he then loses the protest fee.

13.6.2 PROTEST FEE

The deposit for examining the protest is set at 200 EUR. If the protest is rejected, the money will be forfeited and will be transferred to the promoter's bank account. If the protest is overturned, the deposit will be refunded to the rider in full.

13.6.3 TIME OF LODGING A PROTEST / PROTEST PERIOD

A protest regarding the eligibility of a motosurf, an engine, or a rider must be made before the first rider briefing.

Starting in a race is considered as acceptance of the conditions and the eligibility of the other competitors. The only exception to the above is when the protester can prove the facts were not given to him before the rider briefing, then a protest can be lodged up to one hour after the posting of the results.

Any other protest must be lodged within one hour of the first results being posted with the following exceptions:

A protest of a rider (rider "A") against another rider (rider "B") can be lodged within 30 minutes after the posting of the protest form. Without lodging such a protest, rider "A" shall not be entitled to appeal against the protest judge decision.

A protest against any other decision, posted after the posting of the first results can be lodged within one hour after the posting of this decision.

13.6.4 JUDGEMENT

Protest is to be decided by the Protest judge. In the Event of a protest, penalties may be agreed, rejected or changed by the protest judge. If a protest is upheld by the Protest judge, the fee must be returned to the protester. Any judgement pronounced by the Protest judge stays in effect until altered by the Appeal Board.

13.6.5 NOTIFICATION OF DECISION

All decisions by the protest judge, the minutes of the meeting and the justification of the decision must be notified to the concerned parties in writing, including their right of appeal.

13.6.6 HEARING OF THE PROTEST

13.6.6.1 RIGHT TO A HEARING

Any Person being party to a protest, or being charged for an offence against the rules shall have the right to be heard before the Protest judge in order to defend himself.

13.6.7 WITNESSES AND EVIDENCE

It is the responsibility of the parties involved in a protest to ensure that witnesses appearing on their behalf together with any other evidence are present and the Protest judge at his/her sole discretion may take their availability into account when determining the time of the hearing. Any costs incurred by the appearance of witnesses shall be borne by the respective parties unless decided otherwise by the Protest judge.

13.6.8 THE HEARING PROCEDURE

The following procedure must be followed in all hearings unless otherwise stated elsewhere in these rules:

A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy. Together with a copy of the protest, the Protest Judge must give written notice to all parties of where and when the hearing will take place. Reasonable time shall be allowed to the parties for the preparation to the hearing. If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default i.e. the missing party shall lose the protest.

Written minutes must be taken. All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Protest judge makes its decision.

If the hearing meeting involves a junior (less than 18 years of age) then he/she must be accompanied throughout the meeting by an adult (parent/guardian).

The protest shall be read out to the parties. A party to the hearing who believes that a member of the Jury is an "interested party" or otherwise not suitable to decide upon the protest shall object at the beginning of the hearing and before he/her states his/her own case.

Failing to do so will result in acceptance of the relevant jury member unless the party can prove that the circumstances and facts resulting in the Ineligibility of the jury member came to his/her knowledge only after this moment. In this case the party has to object immediately after having obtained the relevant information. Then the Protest Judge shall decide, whether all formal requirements of the protest are fulfilled. Failures shall lead to the protest being void. The parties shall be given the opportunity to give statements if failures are found and before a final decision on the formal legality of the protest is taken.

The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the Protest judge. Any other evidence available may be presented.

The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.

The Protest judge may recall any party, previous witness or new witness and call on any other evidence to verify the facts. The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements. After all evidence has been assessed the situation with the protest may be discussed. The hearing will then be closed and the Jury shall debate the case and take decision.

13.6.9 THE APPEALS PROCEDURE

Unless stipulated differently below, the rules for the protest procedure shall apply to the appeals procedure as well.

With reference to the appeals procedures, any time limits which end on a Saturday or Sunday shall end on the following Monday. If the Appellant misses any time limit the appeal will be rejected as void.

The UIM will decide on Appeals arising from International events according to the "UIM International Court of Appeal".

The UIM will not decide on Appeals arising at UIM IOR. Such appeals will be handled by the organizing National Authority according to applicable national rules for Appeals.

13.6.10 UIM INTERNATIONAL COURT OF APPEAL (ICA)

The ICA sits whenever the Chairman calls a meeting.

13.6.1 INTERESTED PARTIES

No interested party shall be member of the ICA as set forth in the ICA rules.

13.6.2 RIGHT OF APPEAL

A decision by a Protest judge may be appealed by the parties involved in the hearing meeting when they consider that an injustice has been made against them and/or fresh evidence has been made available that may alter the decision of the Protest judge.

A rider can also appeal a penalty imposed against him without the prior lodging of a protest, but only if this was not possible, because the protest judge has been dismissed before or within the protest period.

13.6.3 NOTICE OF INTENTION TO APPEAL

The intention to appeal must be notified in writing to the Secretariat of the UIM by the interested party within four days of the day following the Protest judge decision or in the case of a decision against which a rider can appeal without the prior lodging of a protest within four days of the day following the notification of this decision to the NA of the rider or if earlier to the rider concerned.

13.6.4 THE LIMIT

All appeal documents and fees must be received within ten days from the date when the notice to appeal was received by the UIM Secretariat.

13.6.5 LODGING OF AN APPEAL

The appeal must be sent by telefax, letter or E-mail and it must be signed by the appellant. The reasons for the appeal must be stated.

Address, telephone, e-mail and/or fax should be clearly mentioned on the appeal, so that the UIM can send any correspondence directly to the rider with copy to relevant N.A.

13.6.6 NOTIFICATIONS F THE PARTIES OF THE APPEAL

The UIM Secretariat must within two days from receiving the appeal, notify by telefax or letter the other parties that an appeal has been lodged and that they may send a rejoinder. Eventual rejoinders must be received within ten days from receiving this notification.

13.6.7 TIME LIMIT FOR DECISION ON APPEALS

All appeals must be determined no later than forty-five days after the date when the appeal documents and fees were received by the UIM Secretariat.

13.7 UIM INTERNATIONAL COURT OF APPEAL

The ICA takes its own decision based on every information available. The decision of the jury may be upheld, changed or not upheld. The decision of the ICA is final.

13.7.1 COSTS

For titled international championship series or for events which require a UIM Superlicence, the appeal fee is 2000€. In addition the rider has to pay 3000 € to the UIM for possible costs of the ICA (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure).

The appeal fee for a single UIM Event championship is 1000 €, in addition the rider has to pay 1000 €, to the UIM for possible costs of the ICA.

If during the procedure further costs arise, the Appellant has to deposit the missing amount accordingly with 14 days from notification.

The rider who appeals has to pay for the meeting costs anyway if the appeal is upheld or not. If the costs of the appeal procedure amount to less than 3000 € then the difference will be paid back to the rider.

The appeal fee of 2000 € will be refunded if the appeal is upheld. If the original decision is changed by the ICA it can decide to refund a percentage of the appeal fee if appropriate. If there is an infringement to, the Chairman of the ICA can decide that the appeal is not considered valid since the deadlines were not respected. In this case 50 % of the received appeal fee will be reimbursed to the appellant. Further appeal fees or deposits as foreseen in the ICA rules do not apply.

The rider may agree to forego an Appeal Committee meeting and for the appeal to be handled through telecommunication channels, in order to minimize the cost of the appeal.

13.6.10. PENALTIES

Any proven breach of applicable Rules may be penalised.

If the rules do not determine a special penalty for the relevant breach, the penalty to be given has to be proportional to the seriousness of the breach. The proportionality is at the discretion of the decision maker.

The UIM Executive Committee or the relevant National Authority shall only impose penalties, when they deem the relevant infringement to be so serious, that it has to be penalized although the deadlines for penalizing or lodging a protest have already expired. After the expiry of the aforementioned deadlines, a penalty for an ordinary breach of the rules shall in general not be imposed. The Protest judge or the ICA following a protest or an appeal can (only) impose penalties.

13.6.11. DEADLINES FOR PENALIZING

The first posted results are provisional for one hour.

The National Authority and/or the UIM Executive Committee can only impose penalties within 3 month from the day, the infringement occurred.

These deadlines are not valid for penalties imposed by the Protest Judge for the reason of post race technical scrutinizing and under the condition that this is stated on the results sheet. In this case, the results will remain provisional until one hour after the finalization of the post race scrutineering.

The date and time of finalization of the post race scrutineering must be recorded by the UIM Technical Commissioner or other technical scrutinizer in charge.

If the post race scrutineering can not be finalized until the end of the Event and the Protest Judge has already left the race site, the penalty has to be imposed as soon as possible after the receipt of the scrutinizing results.

13.6.12. UNACCEPTABLE BEHAVIOUR

In order to protect the interests of the sporting community, the following actions may also be penalised by the Protest Judge, by the UIM Executive Committee or by the NA of the Licence Holder.

- any deliberate act taken to gain unfair advantage.
- any false act made or statement given with the intention of suppressing facts required for the proper conduct of the race.
- any Attempt to bribe or the taking of a bribe.
- any abusive or unsportsmanlike behaviour.

13.6.13. REPRIMAND

A Reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the Race Direction.

A reprimand must be witnessed. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given. A Reprimand is valid for 12 month. A reprimand can be given by the Protest Judge, or the National Authority of the Licence Holder.

13.6.14. YELLOW/RED/BLE CARDS

A yellow or red card may be given by the Protest Judge or the UIM Commissioner.

A yellow or red card will be confirmed on UIM form which will be posted with the results and if it is confirmed it must be included in the commissioners report. The recipient must be notified privately before a red card or yellow or blue is posted.

The driver has one hour from the posting of the penalty to protest. If the protest is not upheld he can make an appeal. A yellow/red card received in all UIM disciplines and classes count towards the drivers CV and shall be accumulated.

Yellow/red cards can only be given for bad behaviour on the water including:

- up to two yellow cards at a time for dangerous driving;
- one red card for extreme blatant dangerous driving.

A driver who receives a red card is immediately disqualified from that event.

Receiving a third yellow card equals to a red card and carries the same penalties/actions. A driver with a red card shall lose the right to take part in any UIM activities on the water for two months. In addition during the two years following the receipt of the card, he is not eligible for the first UIM titled race in the

discipline or class in which he received the card. Further penalties may be applied on a national level by the driver's NA. All yellow cards will remain valid for the four UIM events (any UIM sanctioned races, titled or not) in which he competes following the date on which the last yellow card was delivered or 36 calendar months from this date.

Yellow/red cards must be notified to the UIM and National Authority of the competitor concerned within three days of completion of the event.

The UIM will notify all National Authorities when a driver has a red card and is therefore suspended from international competition.

To be applied to all people in the paddock: A blue card can be given by the UIM commissioner for any offensive, unsportsman, abrasive etc, behavior during any official activity (briefing, race control during event etc.)

A second card will immediately remove the offender from that activity.

Following the subject activity, the Race Direction will meet and determine if further disciplinary action is justified.

13.6.14. DIQSQUALIFICATION

Disqualification deletes a competitor from the results of the heat or race where the offence occurred. Disqualification is done by the Race Direction.

13.6.15. TEMPORARY SUSPENSION

Temporary suspension suspends a competitor, a competitor together with crew, a crew member, or an Official from all or part of an Event. Temporary Suspension may be given for serious indiscipline. Temporary Suspension will be imposed by the Race Direction.

13.6.16. PROLONGED SUSPENSION

Prolonged suspension can be imposed on a competitor, an Official or an organisation for deliberate fraud, repeated or very serious indiscipline or very serious misconduct.

Prolonged Suspension can be imposed only by the NA of the licence holder or organisation, or by the UIM Executive Committee.

A Prolonged Suspension is always International. The NA must immediately inform the UIM of a Prolonged Suspension and the UIM must inform all other NA's.

13.6.17. EXCLUSION

Exclusion means a permanent loss of all rights to take part in any activities falling under the UIM and its affiliated organisations. A Person or an organisation who has committed a moral or sporting offence of extreme gravity is liable to be excluded. A sentence of exclusion can be pronounced only by the NA of the licence holder or organisation, or by the UIM Executive Committee. Exclusion is always International. The NA must immediately inform the UIM when it has imposed a sentence of

Exclusion and the UIM must inform all other NA's. In the case of suspension, prolonged suspension or exclusion, all National Authorities and therefore their affiliated clubs bind themselves to respect the decision and apply it in their own country.

13.6.18. PRIORITY OF THESE RULES

The course of the UIM has to be exhausted, before the dispute can be brought before civil court.

13.8 ARBITRATION

13.8.1 GENERAL

A party of the appeal procedure has the right to ask for a final arbitration at the CAS (Court of Arbitration for Sport).

The commencement of the arbitration procedure requires the acceptance of the mandate by the CAS. In the Event that the CAS refuses to accept the mandate for arbitration the decision of the UIM International Court of Appeal remains final. The CAS procedure must abide by the following rules.

13.8.2 PARTIES OF THE ARBITRATION PROCEDURE

a. The UIM will be party of the arbitration procedure and will be represented by the chairman of the UIM

International Court of Appeal.

b. Any other party of the appeal procedure shall be notified of the arbitration procedure and may join the arbitration procedure as party by written declaration to the UIM office or directly to the CAS.

13.8.3 DEADLINES FOR ARBITRATION

The intention to ask for arbitration must be notified in writing to the secretariat of the UIM by the interested party within 7 days of the day following the notification of the appeal decision. A written justification for the claim for arbitration must be received by the Secretariat of the UIM within 14 days from the day the intention to ask for arbitration was received by the UIM secretariat. The notification and the justification must be signed by the party.

13.8.4 FEES AND COSTS

The UIM arbitration fee is 1.525,00 EUR. The CAS may decide to refund/ partly refund this fee. Regardless of the final outcome of the arbitration procedure all costs arising out from the arbitration by the CAS (e.g. invoices from the CAS or from experts mandated by or on the initiative of the CAS, travel, accommodation and communication costs of the UIM representative or similar) are borne by the party who asks for arbitration unless differently foreseen below. This party must deposit an amount that covers all such possible costs no later than 14 days after being notified of the amount. The Secretary General has to determine this amount after consultation with the CAS and taking into consideration an amount of 2.290,00 EUR for possible costs arising to the UIM. The deposit has to be paid by bank transfer to the UIM or directly to the CAS as determined by the UIM Secretary General.

If during the procedure further costs arise, the party who asks for arbitration has to deposit the missing amount accordingly within 14 days from notification.

A party according to rule 409.02. b. bears the costs that arise from the performance of its rights as party of the arbitration procedure including but not limited to travel and accommodation costs, consulting fees and similar.

13.8.5 FURTHER PROCEDURE

The CAS will be mandated by the parties involved but only through the UIM secretariat. The UIM will assist the party by drafting and transferring the mandate to the CAS. The UIM must not transfer any mandate to the CAS unless the arbitration documents and fees according to rules 409.03 and 409.04 will be received in due time.

If the interested party misses any deadline, this party loses the procedure and the decision of the Appeal Board will be automatically upheld. The UIM secretariat in this case will not submit the mandate to the CAS or withdraw any mandate that might have been submitted. In this case the interested party has to pay 50% of the arbitration fee and any costs according to rule 409.04. The further procedure shall be determined by the CAS.

13.8.6 GENERAL CONCLUSION

The decision of the CAS will be final and it shall not be subject to any further jurisdiction.

14 THE TRACK

14.1 GENERAL DESCRIPTION

The track for the UIM MotoSurf World Cup is always set up in a square or rectangle zone, with a maximum length of 500m for the edge. The track is composed of buoys, balloons and a finish gate or finish buoys (with a checkerboard pattern). An example of a race course appears in

Annex 3. It is necessary that the track is built to contain left and right turns (sharp, open, hairpins), joker section and a split section.

Split sections or special corridors on the track are highlighted by green / orange balloons.

Riding direction on the track is clockwise as well as counter-clockwise, as follows:

Direction of the race is held in opposite way compared to the previous round.

If any race was skipped in the calendar, the last round that took place counts for the opposite direction.

If safety reasons do not allow the track to be built for riding in the opposite direction compared to the last conducted round, Race Direction has the right to change the race course direction.

If a rider is not capable of riding the race track properly and such action could lead to potential danger of the rider and/or other participants, such rider will not be allowed to participate in the event.

The track must allow safe entry to the water and safe exit from the water.

Joker zone is marked by one or more buoys and the first of the buoys has to be clearly distinguishable.

14.2 BUOYS

The buoys are inflatable or made from rubber material in a oval shape. The buoys are anchored in such a way that the binding material does not stretch into the racing area and does not cause any danger and does not represent an obstacle heading to the race line. The colour of buoy or distinguishing sleeve determines the passing direction around the buoy. Every buoy set contains the buoy itself and a sleeve with a particular colour which distinguishes the passing direction.

14.2.1 Buoy technical specification

The technical specification of the buoy shall respect first and foremost the safety of the riders. The buoy is made from inflatable material with an inside chamber for ballast water to keep the stability and air to help maintain the shape of the buoy. The buoy is designed with pad eyes on the bottom in order to stay on the water surface without moving. See picture nr. 1 for official buoy construction.

14.2.2 Buoys sleeves colours

a) Yellow,

The yellow buoy is designed to mark the track so that the rider makes a right-hand turn and pass on the left side of the yellow buoy.

b) Red,

The red buoy is designed to mark the track so that the rider makes a left-hand turn and pass on the right side of the red buoy.

c) Black - "JOKER BUOY" or "JOKER ZONE"

Joker buoy or Joker zone is designated for setting the turning point of the penalty ride (if a buoy is missed) or tactical ride "JOKER LAP"

d) The Chequered Buoy

The chequered buoys are used when there is no finish gate at the track. These buoys are used instead of the gate to indicate the finish line.

14.2.3 Balloons

a) Orange balloons

The orange balloons are used to indicate the beginning of a track separation (used in pairs). After passing through the balloons the rider may choose one of two tracks to follow up to the merging point (it is again marked by a pair of orange balloons). The pair of orange balloons are also used for marking the point of return from the joker zone.

Not passing the orange balloons is understood as missing the buoys and will be penalized by a Joker buoy run or a time penalty.

b) Green balloons

The Green balloons indicate the end of the track's start section leading to the race track.

14.3 FINISH GATE

The gate consists of inflatable structures, or a pair of specially marked buoys (chequered). The gate is used for the purpose of the qualification, when passing through it signals the start of time keeping. The second and the third passage ends the time keeping of the first or more precisely of the second measured lap. In case of heats and the Final the passing through the gate is considered as a finished lap. In the last lap the rider's passage is waved by the chequered flag drop.

A maximum of 4 riders may enter the Finish gate. Breaching this number will lead to the last rider to stand down.

If a technical problem arises during the last lap before the finish within two buoys before the finish gate, then the rider may swim with the board to the finish. Otherwise, the rider shall clear the way (for safety reasons) and wait until the end of the ride.

Jumping is forbidden in an area of 10 meters around the gate. This action would lead to a Penalty 1. In case more motorized surfboards will cross the finish line, the better position counts for the front edge of the craft closer to the finish line.

14.4 LAUNCH GATE

This is a device designed for the starting procedure from the shore. The starting block is designed to hold the board in the starting position. The rider puts the board on the starting block and gets ready for further flag or light signalizations. It is up to the rider on what side of the board the rider stands. The officially recommended starting block can be seen in Picture 2

14.5 TRACK LENGTH – MOTOSURF WORLD CUP ONLY

14.5.1 Short track

The third fastest qualifier's lap time (men class) of the qualification is under 50 seconds (included).

14.5.2 Long track

The third fastest lap time (men class) of the qualification is longer than 50 seconds.

MotoSurf Continental Cup holds only one track length.

14.6 LAP CHART PER CATEGORY AND THE TRACK LENGTH – MOTOSURF WORLD CUP

Open

Short track

Heats: 7 laps, 2 jokers

F1, F2: 11 laps, 2 jokers,

Final B: 7 laps, 2 jokers

Long track

Heats: 6 laps, 2 jokers

F1, F2: 10 laps, 2 jokers,

Final B: 6 laps, 2 jokers

Stock

Short track

Heats: 7 laps, 2 jokers

F1, F2: 9 laps, 2 jokers

Long track

Heats: 6 laps, 2 jokers

F1, F2: 8 laps, 2 jokers

Women

Short track

Heats: 7 laps, 2 jokers

F1,F2: 9 laps, 2 jokers

Long track

Heats: 6 laps, 2 jokers

F1,F2: 8 laps, 2 jokers

Rookies

Short track

Heats: 7 laps, 2 jokers

F1,F2: 9 laps, 2 jokers

Long track

Heats: 6 laps, 2 jokers

F1,F2: 8 laps, 2 jokers

Juniors

Short track

Heats: 5 laps, 1 joker

F1,F2: 6 laps, 1 joker

Long track

Heats: 4 laps, 1 joker

F1,F2: 5 laps, 1 joker

The number of laps and jokers can be modified by the Race Direction decision considering the race track length and current weather and safety aspects.

14.7 LAP CHART PER CATEGORY AND THE TRACK LENGTH – **MOTOSURF CONTINENTAL CUP.**

Master

Heats: 6 laps, 2 jokers

F1, F2: 8 laps, 2 jokers,

Challenger , 40+

Heats: 6 laps, 2 jokers

F1, 8 laps, 2 jokers

STOCK

Heats, 6 laps, 2 jokers

F1, 8 laps, 2 jokers

Women

Heats: 6 laps, 2 jokers

F1,F2: 8 laps, 2 jokers

Rookies

Heats: 6 laps, 1 joker

F1,F2: 8 laps, 2 jokers

Juniors

Heats: 4 laps, 1 joker

F1: 5 laps, 2 joker

14.8 TRACK PROFILE CHANGES DURING A SESSION

14.8.1 Buoy Disappears From The Water Surface

If the buoy suffers such damage that it disappears from the surface (it has sunk or laid).

14.8.2 Buoy Is Laid On The Water Surface

If there is movement of the balancing weights or the balancing material in the buoy moves in such a way that the buoy is horizontally on the surface of the water for a period longer than the duration of one lap.

14.8.3 Distinguishing Sleeve Is Removed From The Buoy

The distinguishing sleeve is removed from the buoy or damaged.

14.8.4 Buoy Changes Its Position During The Ride

The buoy moves in the track in such a way that it significantly affects the next rider or it does not allow safe passing through the track. In practice, this means that the case of individual buoys, a buoy moves by more than one third of its distance from other buoys or if it moves in such a way that it does not allow for safe passage through the track in the opposite side (when this pass is dangerous).

14.8.5 Finish Gate Changes Its Rotation Angle

Finish gate or finish buoys create an imaginary line between the final buoys and determine the area of the qualification or race finish. If this line is rotated by more than forty-five degrees from its default position, it is considered as a change of the rotation angle of the finish gate.

14.8.6 All Other Cases Not listed above

14.9 IMPROPER RACE COURSE

Improper track is a track that does not allow the rider to pass through it safely or clearly without endangering another rider's ride. If a buoy disappears from the water surface, it can be considered as an improper track. If the race or heat has been completed from at least 3/4 (conclusive) of its total amount of laps, then the results from the last known passing through the finish are counted, otherwise the race or the heat is repeated. In case of qualification, the qualification lap is repeated. It is not possible to consider a track improper if the buoy is lying and at least 1/4 of it remains on the water surface. If at least 1/4 of the lying buoy does not remain on the water, the buoy is considered as lost and the previous provisions apply. It is not possible to consider a track improper if the buoy loses the distinguishing sleeve after the first lap. The track can be declared improper if three successive buoys are without the distinguishing sleeve. If the race or heat has been completed from at least 3/4 (conclusive) of its total amount of laps, then the results from the last known passing through the finish are counted, otherwise the race or the heat is repeated. In case of qualification, the qualification lap is repeated.

If the buoys are not clearly distinguishable, the session is interrupted until the situation is repaired. Only the finished heats or finals will be counted in the overall scoring of the championship. The track can be considered as improper if there is such movement of the buoy or buoys that are dangerous to pass for other riders in the opposite direction or in the direction of the rider. If the race or heat is finished from at least 1/2 (conclusive) of its total amount of laps, then the results from the last valid passing through the finish gate are valid, otherwise the race or the heat is repeated. In case of qualification, the qualification lap is repeated. The track can be considered as improper if the finish gate rotates in such a way that passing through it is dangerous to the other riders especially when the finish gate has been rotated. If the race or the heat is completed from at least 1/2 (conclusive) of its total amount of laps, then the results from the last known passing through the finish gate are counted, otherwise the race or heat is repeated. In case of qualification, the qualification lap is repeated.

14.10 IMPROPER RACE COURSE CLAIM

The Race Direction has the right to declare the track improper and interrupt a session by waving a red flag.

The rider has the right to declare the track improper if the buoy has sunk, if the distinguishing sleeve of three successive buoys were removed, if the buoy has been laid down and not at least 1/4 of the buoy is visible above the water or if there has been a dangerous shift of the buoy. The rider signals in the finish area to the Race Direction that the track is improper by repeatedly and visibly moving his free hand up and down below the level of the waist while reducing their speed. The Race Direction then immediately stops the heat or the race. Each stop is individually assessed. It is up to Race Direction's consideration to stop the session.

15 FLAGS SIGNALIZATION

15.1 FLAGS SIGNALIZATION DEFINITION

15.1.1 Green

The green flag is used for starting purposes. The Start Marshal uses it for signaling "ready" - flag (flagpole) is horizontal to the surface of the water, stretched out sideways, the "steady" - the flag is placed vertically, "go" downward movement of the flag.

Waving of the green flag signals to the riders that the track is clear of obstacles, and the riders may continue. The green flag signals to the Start Marshal that the riders are ready.

This flag is also used to open the entrance into water. It shall always be used if the entrance is closed using the red flag.

15.1.2 Red

Immediate interruption of a session. The Referees waving the red flag signal an immediate interruption of the activity, the riders head off and safely exit the track at the shore. This flag is also used for the closing of the entrance into the water. If the flag is raised up, there is a ban on entering the water. Breaching is subject to penalty 1.

15.1.3 Black

The black flag together with the rider's number indicates an immediate cancellation of the particular rider's ride. The rider shall immediately leave the race track via the safe path and head towards the shore.

15.1.4 Chequered

Waving of the chequered flag announces the end of a session in case the leader of the current session is lapping a rider in front, leading rider has a preference in flag signalization. Chequered flag is ready to wave the leading rider, the lapped rider does not need to be signalized with last lap flag signalization.

15.1.5 White

White flag signalizes the last lap of the heat or the race.

15.2 LAPS SIGNALIZATION

For better orientation in the race distance, the current lap is signalized to the riders. Signalization is conducted based on the leading rider position. Flag marshal signalizes the number of laps in descending order. Last lap is indicated by white flag.

In case a lapping rider goes too close to a lapped rider, the signalization is valid for the rider in the position farthest forward

16 PROPER RIDE DEFINITION

16.1 Right Posture

Motorized surfboard is designed for riding in a stand up or squat position. It is not possible to ride lying down or in kneeling position. The competitors must

stand up within the first turn buoy (for the off-shore start), or within the second buoy if the competitor falls in the slalom. In the case of a fall, the rider must stand up within the next three buoys.

16.2 Right Direction

Riding direction is announced at the first riders briefing before the race weekend and remains rigid until the end of the race weekend. The direction effective for the particular session is always clearly known. The rider shall never ride in the opposite direction, turn around or try to bypass the buoy again when missing it. Such actions directly contradict the safety rules and the rider is immediately disqualified from the ride, see penalty 2.

17 STARTING PROCEDURE

17.1 FLYING START

The leading rider has to watch for the flag signalization. The start procedure can begin only after green flag signalization. The leading rider has to watch out for the flag even before entering the start area.

The start procedure begins on the shore by positioning the riders based on qualification results for Heats sessions. For heat nr. 4, riders line up according to Heat 1-3 standings. The riders line up side by side in descending order; in one line, there can be up to 6 riders at most.

If any rider cannot line up at the time of the start, he has one (1) minute to return to the line. After that time, the starting procedure resumes. If the leading rider encounters a problem and even within one minute, the rider is not able to line up for the start, the rider's position is not taken over by the rider in the following position, the group will not rearrange, i.e. there will be five riders in the first line.

Afterwards the riders enter the water they line up in the area for positioning. The leading rider rides with a raised hand so that all the other competitors can clearly see who is the leader of the starting procedure.

If the competitors line up and maintain the designated spaces (the distance between racers is at least a half length of the board). The competitors ride to the starting area, the moment the leading rider passes the designated starting inflatable balloon he/she starts the race by moving his hand downwards.

If the leading rider finds that the formation does not form a line properly, the leading rider goes out of the start area to left in case of clockwise direction and to right in case of counter-clockwise direction.

If the starting order does not fulfil the Start Marshal's requirement, removing a green flag means a command to proceed with a new order for the session start procedure.

When riders are forming the two lines, the first rider in the second row must position himself behind and parallel with the axis of the rider in the front row. If the rider in the second row positions himself/herself out of the axis of the rider in the front row in the inside line, such starting procedure becomes invalid and must be repeated.

The start is conducted between the green balloons based on the Start Marshall's command who erects the green flag in case the start order requirement is fulfilled, the start marshal starts the session with a rapid downwards movement of the green flag.

Distance between the riders when forming the starting order has to be at least one length of the board. Second line (seventh rider) might start forming only behind the board of the rider positioned in 1st place.

During the ride to the starting area, the leading rider shall not significantly change the speed (strategizing), rider shall try to maintain constant spaces. The riders next to him and behind him shall not overtake the leading rider. Otherwise, they will be forced to make way for the rider behind them. The riders shall not intentionally cross the lane to hinder others from starting.

A competitor who did not line up for the race due to a technical problem may enter the race again if the first rider has not passed through the gate. It is rider's duty to safely signalize and form the corridor to the positioning area and negotiate the same course as the riding group.

If the results-based group leader did not attend the session, the second rider on the entry list to the particular session takes the group leaders responsibility.

17.2 START FROM THE SHORE

17.2.1 STARTING BLOCK

Starting block is a device designed for starting procedure from the shore. The starting block is designed to hold the board in the starting position. The rider puts the board on the starting block and gets ready for further flag or light signalizations. It is up to the rider on what side of the board the rider stands. The officially recommended starting block can be seen in Picture 2.

17.2.2 STARTING BLOCKS LINING UP

For Heats 1-3, riders are taking positions according to qualifying results in descending order. For Heats 4, riders are taking positions in the blocks according to results of Heats 1-3 in descending orders. For the finals, riders are taking positions according to results of the sum of the Heats 1-4 in descending order. The rider higher in the standings selects first and may start from any block, the second rider selects second until all gates are occupied.

17.2.3 STARTING PROCEDURE

The start procedure begins with the riders lining up next to the starting blocks. Riders in the Men's Class have to make it on their own from the parc fermé to the starting block together with their board. Women, Juniors and Rookies riders can take one helper with them for the starting procedure. The winner of the qualification or the winner after the sum of Heats 1-3 / Heats 1-4 (if it has already been finished) may choose first, followed by the riders according to their order after the qualification or after the Heat session (if it has already finished). The Guards Officer checks whether all riders are ready and then signalizes to the Main Referee that the riders are ready by raising a green flag. Before the start of a particular session, riders in the Open and Stock category conduct a warmup start and ride one lap on a designated lap. Such lap is announced on the first briefing by Race Direction.

17.2.4 SIGNALIZATION DURING THE STARTING PROCEDURE

Guards officer checks to make sure all the riders are ready for the start procedure.

Start Marshall erects the flag and blows a whistle. A horizontal flag signals for the riders to get ready) Riders then shall start their engines.

In case any rider faces an issue, it is necessary to signalize such issue by raising a hand. Guards officer then signalizes the issue to Start Marshal to interrupt the start procedure. Guard officer waits 10 seconds for the rider to solve the issue. If the issue persists, the start marshal removes the green flag giving the rider 20 more minutes to solve their technical issue. In case the problem persists even after this period of time, the green flag is erected and the starting procedure continues.

In case all riders are ready to start, guards office erects the green flag.

17.2.4.1 Marshal raises the flag (pay attention)

Based on the Start Marshall decision, a downward rapid movement with the flag starts the session.

While the flag is erected, the start procedure cannot be interrupted. If the procedure was interrupted once and another issue occurs to another rider, the start procedure is not interrupted for the second time.

17.2.5 TRAFFIC LIGHTS START

The traffic light start is executed the same way as the flag start, except that the green flag start is replaced by a traffic light with three lights. The Guards Officer checks whether all riders are ready and signalizes to the Main Referee that they are ready by raising a green flag. Then a whistle and a flashing light signalizes to the riders for them to start their engines. The competitors are responsible for starting up the motorized surfboard.

If a rider has a technical problem, he/she indicates it to the Race Direction by raising a hand. The Guards Officer then uses a red flag to signal a delay to the Race Direction. The rider shall start up within thirty (30) seconds. If he manages to start up the board within the time limit, the Guards Officer signals with a green flag. If he fails to repair the motorized surfboard, the Main Referee resumes the starting procedure.

Subsequently, the lights one by one come on from left to right. The moment the lights go down the start occurs, and the session is under way. When the lights are on, the start procedure is not interrupted. If the procedure was interrupted once and another issue occurs to another rider, the start procedure is not interrupted for a second time.

Traffic lights are a device serving for objective and save race start from shore or from pontoon. The light has horizontal position with three lights in a line. The light may be placed on a construction, shore or a jet ski. The lights are turned on from left to right within one second from the previous light. Riders can start only after all three lights are shut down. Difference between turning all three lights on and off is random and may be anywhere from 0.5 – 3 seconds.

17.3 ANNOUNCEMENT OF THE STARTING METHOD

The starting method (flying start or starting blocks start) is announced in the joining instructions sent to the riders. The decision is made and announced by the Race Direction prior to the event. The decision depends on natural factors of the race location considering the safety matters are the highest priority. Generally, starting blocks are recommended for Beach Events. Venues lacking beach access are recommended to use the flying start procedure. Final decision on the starting method is always under right of the Race Direction considering the safety matters first.

17.4 THE PRACTICE START

The practice start is used to teach the starting procedure that will be used during the ongoing races. The practice start is always performed once. Practice start is conducted before the Heat 1. After performing the start, the leading rider raises his/her hand to signal to all competitors to “slow down and follow me”.

17.5 REPEATED START – RESTART

Restart is used during the race when a certain amount of the laps has already been finished and race had to be interrupted. The race restart happens in two options:

- a. The riders are getting positioned according to the last valid order and ride to the positioning area. In this case, riders have crossed the final gate just once.
- b. Riders are forming according to last lap order. From 2nd to 4th lap in a heat, from 2nd to 6th lap in a race, a maximum of 5 can cross through the gate.

17.6 ACKNOWLEDGEMENT AFTER LAST VALID LAP BEFORE RESTART

In case finishing 4 laps in a heat or 6 laps in the race, the session is not restarted but the last completed lap result is valid.

18 PENALTIES

18.1 DISQUALIFICATION

If a rider is disqualified from the heat, disqualifying is counted as zero points and the other lower result from heats will not be counted. If a rider is disqualified from Final B, they automatically lose the possibility of advancing to Final A. If a rider is disqualified from Final A, the rider scores no points for this performance.

18.2 JOKER ZONE / JOKER BUOY

Penalty time instead of joker buoy passing will be announced by Race Direction before the heats. Riders shall go to Joker zone only once per lap. Riders are not allowed to go to Joker zone in the first lap of the session.

18.3 JUMP START PENALTY

The jump start occurs during the standing start when the rider starts before the flag was dropped or the lights went out. During the flying start the rider overtook the riders on the left.

The penalty for a jump start is 100 % of the announced laptime. Jump starts will be judged based on a camera record. In case of a flying start, if the jump start is conducted because of a sudden slowdown of the leading rider, the jump start penalty will not be applied. In case the penalty is given, the extra time will be calculated to race time after the race is completed.

When a rider is on the starting gate and the traffic lights are on, any movement of the motorized surfboard is considered as jump start and is penalized with 100 % of announced lap time.

18.4 A VOLUNTARILY MISSED BUOY (a riding mistake)

If the rider missed a buoy then he/she is obliged in this case to conduct a run to the joker buoy in the current or the next lap. This action does not mean that the requirement of one, more precisely, two runs to the joker (based on a session) buoy has been met. If the rider misses the buoy in the last lap when he does not have a possibility to conclude a run to the joker buoy, then upon his/her arrival he/she receives a time penalty corresponding to the announced time of the course to the joker buoy.

If riders miss a buoy because of calculation for getting a time advantage, the penalty of 100 % of the announced time will be applied.

If riders miss the buoy right after the start because of safety reasons, the rider has to drop the position from the shortcut until the end of the first lap.

18.5 INVOLUNTARILY MISSED BUOY (due to necessity of passing an obstacle in the water)

If a rider missed the buoy involuntarily, i.e. there was an obstacle in the water or bypassing the buoy would be a huge safety risk, then the rider may miss the buoy (max. of two buoys in the slalom) without the penalty run to the joker buoy. These incidents will be subsequently assessed from the Race Direction camera. Riders must not get any time advantage from this action. In case the rider gets any advantage, the penalty of 100 % announced lap time will be applied.

18.6 MISSING MORE BUOYS IN THE SLALOM SECTION

If a competitor misses more buoys (max. of two) in the slalom, he is obliged in this case to conduct a joker buoy run in the next lap. This does not mean that the requirement of one, more precisely, two courses (based on the session) to the joker buoy has been met. If the rider misses the buoy in the last lap when he does not have the possibility to conduct the joker buoy run, then upon his arrival he receives time penalty corresponding to the average time of the run to the joker buoy.

18.7 MISSING MORE BUOYS OUTSIDE THE SLALOM

If a competitor missed more buoys (two or more) outside the slalom then the rider is disqualified from the session.

This rule does not apply if:

- a) The rider fell during the slalom race where the buoys are close coupled.
- b) The rider is bypassing the obstacle in the slalom.

18.8 NOT PASSING A JOKEY BUOY

If the rider does not pass the joker buoy obligation, he/she will be penalized for 60 % of the announced lap time. If the rider was flagged by a chequered flag and did complete all the laps except the joker buoys, the final race time will be balanced for average time going to joker buoy.

18.9 LATE STAND UP ON THE SURFBOARD

The competitor shall stand up on the motorized surfboard within the first turning buoy after the start or within the second buoy after falling into the water. If the rider fails to meet this rule, he/she has to conduct an extra joke buoy run or is penalized by an average time corresponding to the run to the joker buoy.

18.10 MORE THAN FOUR RIDERS PASSING THROUGH THE FINISH GATE

The competitors shall maintain the basic awareness of the situation around them. Simultaneous passing through the finish gate is for safety reasons allowed to a max. of four (4) riders. The fifth one shall line up behind the fourth rider entering the gate. The fifth in the order is the rider who in the last buoy before the gate. If the fifth rider passes through the gate at the same time as the other four, the rider will be penalized by Penalty 1 or 3 based on the assessment by the Race Direction.

18.11 A LATE ARRIVAL TO QUALIFYING, HEAT OR FINAL SESSION

All competitors are required to check and follow the time schedule.

In case of the qualification, the riders shall be prepared at the start the moment the previous rider is on the track and the next rider is waiting on the shore. In practice, this means that three riders will always be ready, one of them in the water. If the rider is unable to start due to a technical problem, then after the technician's assessment he may be put at the end or anywhere as needed by the referees. If the delay is assessed as strategizing, the rider will not be allowed to the qualification and places last.

During the heats the whole group of riders shall get ready. As soon as they are in the water, another group will get ready so that after the previous group's arrival they can immediately get ready for the start. In case of technical problems the riders have a period of thirty (30) seconds to solve the problem. After this period, the starting procedure resumes.

During the Final the whole group of riders gets ready. From the announcement of the order the riders have one minute to solve any technical problems. Afterwards the start takes place without them if they are not able to solve the problem. The rider who missed the regular start may still join the race unless the first rider has already passed through the finish gate.

18.12 LATE ARRIVAL OR ABSENCE ON THE BRIEFING

Riders shall attend all announced briefings. In case a rider is not present, Penalty 1 is imposed. In case a rider misses more than one briefing during the whole event, the rider will be disqualified from the entire event. When a rider is disqualified from the entire event, that means that they lose all points collected in sessions before the disqualifying was imposed, such points are equalled to 0 (zero).

18.13 IRRESPONSIBLE RIDING

Irresponsible riding is understood as riding which is dangerous, may lead to injury of the rider her/himself or injury of others or intends any unsportsmanlike behaviour. The types of irresponsible riding are as following:

18.13.1 IR1

Rider got an advantage and gained a position towards the other rider by missing a buoy or a section of buoys. In such case, the rider has to drop the position/s he/she gained in the current or following lap. In case the position is not dropped, the rider is penalized for a penalty of the announced lap time.

18.13.2 IR2

Rider conducted a dangerous overtaking manoeuvre when coming towards the buoy on the inside line whereas the rider riding in front keeps his/her line and had already started turning. In case rider conducts an overtaking move with a potential risk of danger, such action shall be penalized for 60 % of the announced lap time. Such penalty is imposed under the absolute right of the Race Direction.

18.13.3 IR3

Is understood as obstruction towards the other riders. For example, if any rider starts blocking the other rider right after the start or any rider causes a crash on another rider on purpose. Such action shall be penalized for 60 % of the announced lap time. Such penalty is imposed under the absolute right of the Race Direction.

18.13.4 IR4

In case a rider is not able to go through the race course properly as instructed in the joining instructions and by the Race Direction, and causes danger towards him/herself, misses the buoys or other improper riding, such acts will be classified as Irresponsible riding and Race Direction has right to disqualify such rider from the entire event.

18.14 UNSPORTSMENSHIP BEHAVIOUR PENALTIES

18.14.1 UNFAIR PLAY BEHAVIOUR DURING A SESSION

- a. Vulgar manifestations – Penalty 1
- b. Aggressive behaviour – Penalty 4
- c. Deliberate damage to the opponent's equipment – Penalty 4
- d. Deliberate driving into the opponent - Penalty 3

18.14.2 UNSPORTSMENSHIP BEHAVIOUR OUTSIDE OF A SESSION

- a. Vulgar manifestations – Penalty 1
- b. Vulgar manifestations against other rider – Penalty 2
- c. Aggressive behaviour – Penalty 4,
- d. Vulgar and aggressive behaviour towards the Race Direction– Penalty 4,
- e. Damage to other rider's equipment – Penalty 4,

18.15 PROTESTS

The Race Direction resolves the protests individually taking into account the opinion of the Commission of Riders, on the basis of the seriousness of the situation the Race Direction decides on the penalty level, and the penalty is determined in four levels. It is not possible to appeal against this decision and it is imposed immediately after the verdict has been announcement.

Classification of penalty

Penalty 1 - 100 EUR fine

Penalty 2 - 200 EUR fine

Penalty 3 - disqualification from the session and 200 EUR fine

Penalty 4 - disqualification from the event and 500 EUR fine

Penalty 5 – start from the last qualifying position

Penalty 6 – as per paragraph „Irresponsible riding“

Fees for penalties need to be settled by 19:00 o'clock the day the penalty was imposed. If not, the rider will not be let on the racecourse the next day. Cash is the only accepted form of payment.

19 SAFETY

19.1 SAFE ENTRANCE TO THE WATER

The entrance into the water is always marked and staked out by buoys. It is not possible to enter into the water from other places. The exact location and direction of the race from the entrance will always be announced before the first practice. The riders' entrance into the water will be coordinated by the Track Referee and the Guards Officer.

19.2 SAFE RIDE

Safe ride is the only way to achieve good sports performance and to minimize injuries during races. Therefore, all riders shall comply with the safety principles. It is not acceptable for the riders to perform dangerous manoeuvres (deliberately closing the course to the buoy despite the fact that is apparent from their ride that they will not be able to turn appropriately), it is not acceptable to roughly push the riders riding next to them, to intentionally drive into the opponent's surfboard etc. In the case of the incidents not listed above the incident will always be assessed with the help of the camera and the track observers.

Dangerous riding can be penalized financially, by changing of the order, taking away points, or disqualification from the race, based on its seriousness. Decision of the Race Direction on such matters are final and under absolute right of the Race Direction.

19.3 SAFE EXIT FROM THE TRACK DURING THE RACE

Safe exit from the track is understood as such a way out to the shore in which the rider shall not cross the track. In practice, this means that the rider continues in the direction of the ride outside the track behind the line of all buoys towards the entrance area to the water. The rider shall NEVER change the direction of the ride and cross the track. Otherwise, it is considered as a serious breach of safety and the rider receives the Penalty 3.

19.4 SAFE EXIT FROM THE TRACK AFTER THE RACE

Safe exit from the track is understood as such a way out to the shore in which the rider shall not cross the track. In practice, this means that the rider after passing through the gate continues in the direction of the ride outside the line of all buoys (if the entrance point into the water is before the finish gate) or he takes the shortest route to the entrance area (if the entrance point into the water is behind the finish gate).

The rider shall NEVER block the place in the finish gate, he shall not turn around inside it or pass through it into the opposite direction. In this case, it is considered as a serious breach of safety, and the rider will be penalized by penalty 3.

19.5 SIGNALIZING A POTENTIAL INJURY DURING A SESSION

If there is a serious situation which could potentially damage the health of the participants or a situation that requires prompt medical attention, there are the following options:

- a. The injured rider is capable of signaling, he/she raises his/her hand from the water, picks up the board's nose from the water (lies down on it)
- b. The injured rider is not capable of signaling, the rider who notices the injured rider immediately raises his hand and rides towards the injured.
- c. Other riders who see the injured rider or the raised hand of a rider that goes to help the injured one, raise their hand and interrupt the race.
- d. The Track Referee notices the injured rider and signals to interrupt the race by waving a red flag above his head. The riders exit the track safely following the rules. The red and white flag signalization.

The signalization immediately activates rescue forces and emergency services. The rider must undergo medical examination.

19.6 SIGNALIZING A POTENTIAL TECHNICAL ISSUE

In the event of such a technical problem that requires immediate attention for the rider and the interruption of the race, the rider raises his hand as if signaling Injury and rotates his hand above his head.

In case of an injury or serious technical issue, the rider needs to visit a doctor for health condition check-up or a mechanic for a technical conditions check of the board. If the session interruption was not eligible, the rider will be penalized by a penalty 1-3.

19.7 DECLARING RIDER'S FITNESS TO AN UPCOMING SESSION

In case a rider sustained an injury and was taken for medical examination, fitness declaration about continuing in the event's programme is based only on the doctor's decision. Such decision shall be delivered to the Race Director at least 30 minutes before the session.

20 PARC FERMÉ – ONLY MOTOSURF WORLDCUP

The parc fermé is a closed area for riders to line up before the sessions. The parc fermé is meant to organize the riders before their entry into the water. In the parc fermé area, there will be 12 numbered stands. Its order for putting the boards on the stand is decided by the guard officer. Rider puts his board on the stand and will wait for the guard officers instructions.

In parc fermé, It is forbidden to:

- a. Start the engine without the guard officer's instruction
- b. Manipulate the board in an inappropriate way that causes damage to the standing board
- c. Manipulate the board in a way that causes injury to other competitors
- d. To tank fuel
- e. To make repairs
- f. Riders have to line up into the parc fermé area on time to prevent delays.
- g. In case of practices, riders from other groups shall wait at least 2 minutes before the previous group finishes their practice, to enter the parc fermé area as soon as possible.
- h. In case of heats, riders from other group shall wait at least 3 minutes before the previous group finishes their practice, to enter the parc fermé area as soon as possible.
- i. In case of Final B, riders from other group shall wait at least 3 minutes before the Final B starts.
- j. In case of F1,F2, riders shall wait at least 3 minutes before the particular final starts.

21 RACE FORMAT – MOTOSURF WORLDCUP & MOTOSURF CONTINENTAL CUP

21.1 FREE PRACTICE SESSION (FP)

For the practices, riders are sorted into groups according to their championship standings. In the first race of the season, it will be according to the standings from the previous year.

Riders will be sorted into groups and each group will have its own schedule. In case any rider does not attend the practice, it is not possible to make a practice session in other group than the group the rider is assigned to. The practice session is held for 10 minutes for each category unless otherwise announced by the Race Direction. The Free practice starts with flag signalization of the green flag. Based on the green flag signal, riders might enter the water. It is forbidden to enter the water starting from the starting block and getting an advantage of more practice starts. In case a rider makes a practice start from the starting block in the Free practice session, such rider will be penalized for Penalty 5. The session takes place for 10 (ten) minutes, unless otherwise notified by the Race Direction. The session is closed by the chequered flag. When the flag marshal raises the green flag again, another group may enter the race course.

21.2 WARM UP SESSION

Warm up session is held before the heats to warm up the riders, check out the racecourse and warm up the motorized surfboards. Riders are sorted into groups based on the same principle as for the Free Practice. Each warm up session is ran for 5 minutes. It is forbidden to enter the water starting from the starting block and getting an advantage of more practice starts. In case a rider makes a practice start from the starting block in the Free practice session, such rider will be penalized for Penalty 5.

21.3 QUALIFYING SESSION

21.3.1 QUALIFYING DEFINITION

The qualification is one of the most important stages of the race. The best time, it means the winner of the qualification, receives the number of points equal to the number of riders, the person who ranked second receives one points less than the winner etc. This point scoring is applied in descending order until the last qualified racer. The last qualified in the qualification receives one point.

There are two qualification laps. The direction of the ride depends on the previously announced direction. The riders enter their qualifying in pairs .

21.3.2 FORMING QUALIFYING PAIRS

The pairs are made according to the number of points in the championship standings. The riders with the closest point scoring pairs with the other in top to bottom order.

In case of an odd number of riders, the top two riders always start in pair. The last rider can conduct the qualifying alone.

If the pair has not scored any points in the championship yet, such pair will draw numbers.

The two riders enter the water at the same time based on the instructions of the Track Marshal. First rider gets ready for her/his qualifying laps and waits in the marked area and watches out for the green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not be passing the gate before starting his/her qualifying run. Generally, the flying lap start should be started within 30 seconds. Causing any delays will be penalized by Penalty 1.

Time keeping starts when the rider passes through the gate. The rider shall not enter the gate unless he/she was signaled to do so by the green flag. After passing through the gate the time keeping starts. If a rider falls into the water, or because of another riding mistake, rider does not want to resume the qualifying lap, he/she signals his/her decision by raising his/her hand, subsequently a green flag signals to him/her that he may start the second qualification lap.

The time keeping begins by crossing the gate.

The second rider gets ready in the marked area and watches out for green flag signal to start his qualifying. After 50 % of the first rider flying lap, the green flag signal comes for the second rider to start his/her qualifying run.

Every pass through the gate is signaled by green flag giving a signal to the rider that he can continue in his qualifying run or by a chequered flag ending the qualifying run.

After finishing the qualifying run, rider goes to the track exit point as soon as possible to make the course clean for another pair of qualifiers.

Every rider has up to 3 qualifying laps based on following:

- a. If first rider crashes during the first lap and the second rider has not entered the track yet, the second rider does not take any advantage.
- b. If first rider crashed during the first lap while second rider has begun his/her qualifying run and a crash does affect the race line of the second rider, the second rider has advantage of one more lap.
- c. If second rider crashes during the first lap, and a crash affects the race line of the first rider on the track, the first rider has advantage of one more lap.
- d. If first rider crashes during the second lap, and the second rider did not get another lap and the crash affected the second rider's race line, the second rider is given one more lap.
- e. If second rider crashes during the second lap, the first rider does not take any extra lap.
- f. Granting an extra lap will always depend on the decision of the Race Direction according to the above mentioned circumstances on the race track.
- g. If rider intends to retire from the qualifying for any reason, she/he gives a signal by raising his/her hand. In this case, the rider continues on the outside line of the track to keep the way clear for the other qualifier. Or after being waved by a chequered flag, the rider leaves the track.

- h. If rider has retired from the qualifying due to a technical issue confirmed by a technician, then, the rider will have another qualifying chance at the end of the qualifying or any other time depending on the schedule based on the Race Direction's decision. In this case, no extra laps are given after the rider's fall. Any decision of the Race Direction is final.

21.4 DIVISION OF RIDERS INTO GROUPS

The riders are divided into groups according to the total number of registered riders. i.e. the number of riders is concluded on the day of the registration and no additional increase is possible. The number of riders does not affect the amount of points available to score during the weekend. According to table "point scoring", there is a number of points described in detail.

Particular riders are divided into groups according to their official qualifying results. The qualifying winner is group A leader, runner up in the qualifying leads group B and so on. In case both groups are completed, riders fill the groups A, B, C, D.

In case the group is not complete because of a qualified rider's absence, riders who did not qualify for this particular session cannot replace or complete the session riders field.

21.5 HEAT 1, 2,3 and 4

All Heats have the same direction as the qualification. The heat consists of a number of laps described in section 21 and 22 of this rulebook. The heats are rode according to the groups that were created after the riders' qualification. The leader (the best rider according to the qualification in the group) leads the starting procedure (in case of flying start). See chapter ride, flying start and off-shore start. If a rider misses the buoy, she/he shall conduct a joker zone run in the current or following lap (it is not considered as an obligatory run to the joker zone). At least twice per heat each rider must conduct a run to the joker zone. However, it is only up to the rider in which lap he/she decides to do so except the lap right after the start.

The race ends by passing through the gate and crossing the chequered flag, only riders who passed the chequered flag have the right to receive points according to their position in the particular session. If no flag is dropped for the rider then he/she is marked as a DNF (did not finish) and receives zero (0) for the particular heat.

As soon as the first rider passes through the finish line and receives the flag drop, all the other riders receive the flag drop as well. That means the riders who were overtaken by one lap will not be completing the missing laps and after the flag drop they will safely exit the track, see section "Safety", safe exit from the track after the race.

After finishing the second heat, all competitors' points are re-counted and a new division into groups is carried out based on the same key as in the case of the qualification.

For women class there is no Final B, therefore the first twelve (12) proceed for the Final A1, A2.

HEAT 1				
RIDER	GRP A	GRP B	GRP C	GRP D
1	A1	B1	C1	D1
2	A2	B2	C2	D2
3	A3	B3	C3	D3
4	A4	B4	C4	D4
5	A5	B5	C5	D5
6	A6	B6	C6	D6
7	A7	B7	C7	D7
8	A8	B8	C8	D8
9	A9	B9	C9	D9
10	A10	B10	C10	D10
11	A11	B11	C11	D11
12	A12	B12	C12	D12

HEAT 2				
RIDER	GRP A	GRP B	GRP C	GRP D
1	A1	B1	C1	D1
2	B2	C2	D2	A2
3	C3	D3	A3	B3
4	A4	B4	C4	D4
5	B5	C5	D5	A5
6	C6	D6	A6	B6
7	A7	B7	C7	D7
8	B8	C8	D8	A8
9	C9	D9	A9	B9
10	A10	B10	C10	D10
11	B11	C11	D11	A11
12	C12	D12	A12	B12

HEAT 3				
RIDER	GRP A	GRP B	GRP C	GRP D
1	A1	B1	C1	D1
2	C2	D2	A2	B2
3	D3	A3	B3	C3
4	B4	C4	D4	A4
5	C5	D5	A5	B5
6	D6	A6	B6	C6
7	B7	C7	D7	A7
8	C8	D8	A8	B8
9	D9	A9	B9	C9
10	B10	C10	D10	A10
11	C11	D11	A11	B11
12	D12	A12	B12	C12

HEAT 4				
RIDER	GRP A	GRP B	GRP C	GRP D
1	A1	B1	C1	D1
2	D2	A2	B2	C2
3	A3	B3	C3	D3
4	C4	D4	A4	B4
5	D5	A5	B5	C5
6	A6	B6	C6	D6
7	C7	D7	A7	B7
8	D8	A8	B8	C8
9	A9	B9	C9	D9
10	C10	D10	A10	B10
11	D11	A11	B11	C11
12	A12	B12	C12	D12

Picture 1 Division into Heats in case of 4 groups

HEAT 1			
RIDER	GRP A	GRP B	GRP C
1	A1	B1	C1
2	A2	B2	C2
3	A3	B3	C3
4	A4	B4	C4
5	A5	B5	C5
6	A6	B6	C6
7	A7	B7	C7
8	A8	B8	C8
9	A9	B9	C9
10	A10	B10	C10
11	A11	B11	C11
12	A12	B12	C12

HEAT 2			
RIDER	GRP A	GRP B	GRP C
1	A1	B1	C1
2	C2	A2	B2
3	B3	C3	A3
4	A4	B4	C4
5	C5	A5	B5
6	B6	C6	A6
7	A7	B7	C7
8	C8	A8	B8
9	B9	C9	A9
10	A10	B10	C10
11	C11	A11	B11
12	B12	C12	A12

HEAT 3			
RIDER	GRP A	GRP B	GRP C
1	A1	B1	C1
2	B2	C2	A2
3	C3	A3	B3
4	A4	B4	C4
5	B5	C5	A5
6	C6	A6	B6
7	A7	B7	C7
8	B8	C8	A8
9	C9	A9	B9
10	A10	B10	C10
11	B11	C11	A11
12	C12	A12	B12

HEAT 4			
RIDER	GRP A	GRP B	GRP C
1	A1	B1	C1
2	A2	B2	C2
3	C3	A3	B3
4	C4	A4	B4
5	B5	C5	A5
6	B6	C6	A6
7	B7	C7	A7
8	B8	C8	A8
9	C9	A9	B9
10	C10	A10	B10
11	A11	B11	C11
12	A12	B12	C12

Picture 2 Division into heats in case of 3 groups

HEAT 1		
RIDER	GRP E	GRP F
1	A1	B1
2	A2	B2
3	A3	B3
4	A4	B4
5	A5	B5
6	A6	B6
7	A7	B7
8	A8	B8
9	A9	B9
10	A10	B10
11	A11	B11
12	A12	B12

HEAT 2		
RIDER	GRP E	GRP F
1	A1	B1
2	B2	A2
3	A3	B3
4	B4	A4
5	A5	B5
6	B6	A6
7	A7	B7
8	B8	A8
9	A9	B9
10	B10	A10
11	A11	B11
12	B12	A12

HEAT 3		
RIDER	GRP E	GRP F
1	A1	B1
2	A2	B2
3	B3	A3
4	B4	A4
5	A5	B5
6	A6	B6
7	B7	A7
8	B8	A8
9	A9	B9
10	A10	B10
11	B11	A11
12	B12	A12

HEAT 4		
RIDER	GRP E	GRP F
1	A1	B1
2	B2	A2
3	B3	A3
4	A4	B4
5	A5	B5
6	B6	A6
7	B7	A7
8	A8	B8
9	A9	B9
10	B10	A10
11	B11	A11
12	A12	B12

Picture 3 Division into heats in case of 2 groups

21.6 THE FINAL B

The Final B is held in the same direction as the qualification. Final B consists of a number of laps as per section 21 and 22 of this rulebook. The leader (ranked at the ninth place after the heats) leads the starting procedure (in case of flying start). See chapter ride, flying start and off-shore start.

The positions of the riders are determined by the total number of points from the heats, alternatively from the qualification if there is a tie regarding the points. The first four competitors in the finish, proceed to the group of twelve competitors for the Final F1, F2.

The results of the Final B are not included into the scoring of the Championship.

The Final B is held only in Open Class.

21.7 THE FINALS F1 AND F2

21.7.1 The Finals F1 (Open) and F2 (Open)

The Final A1 is in the same direction as the qualification. The winner of the heats is the leading rider who leads the starting procedure. See chapter ride, flying start and off-shore start. The Finals consist of a number of laps described in section 21 and 22 of this rulebook.

The points in the Final will always be included in the overall scoring, even if the rider does not receive a chequered flag cross she/ he is assigned twelfth place. If there are more riders who did not finish the race, then they are assigned the position based on the amount of conducted laps in the final. The rider with more completed laps shall be ranked higher in the standings.

21.7.2 The Finals F1 and Finals F2 (Women, Juniors, Rookies, Stock)

The Final F1 and F2 is in the same direction to the direction in the qualification. Everything else remains the same as in the Final A1. The Finals consist of a number of laps described in Section 21 and 22 of this rulebook. If the rider is not waved by the chequered flag, the rider does not score any points.

21.8 SCORING

21.8.1 THE SCORING OF THE QUALIFICATION

The qualification is awarded with the maximum number of points corresponding to the number of riders, men and women separately. The winner of the qualification will have as many points as there are riders, the person who ranks second receives one point less, etc. The last rider will have one point.

21.8.2 SCORING OF THE HEATS

The scoring of the heats will be included in the overall scoring of the Championship, with points of the three best heats added to the scoring to the points from Final F1, F2. If any competitor is disqualified in any heat, such heat is awarded with zero points and is not omitted. All riders who finish a particular heat are awarded with points (the chequered flag drop is recognized as the finish). In case that the rider (though in the first position) does not receive the chequered flag drop, he/she is not entitled to any points from the heat and is marked as a DNF.

1. 18	2. 14	3. 11	4. 9	5. 8	6. 7
points	points	points	points	points	points
7. 6	8. 5	9. 4	10. 3	11. 2	12. 1
points	points	points	points	points	point

Table 1 Heats scoring

21.8.3 THE SCORING OF THE FINAL B (OPEN ONLY IN MOTOSURF WORLD CUP)

Final B does not award points, it is only used to complete the final group of racers for the Final A1, A2. In final B, standings in the finish determines the four advancing to Final A, respectively, the first three in case the VIP has been granted.

21.8.4 THE SCORING OF THE FINALS

The Final A1 and A2/W2, W2, is awarded four times as many points as in the heats. In case the rider is not waved by the chequered flag and does not finish the race, the rider does not receive any points.

1. 72	2. 56	3. 44	4. 36	5. 32	6. 28
points	points	points	points	points	points
7. 24	8. 20	9. 16	10. 12	11. 8	12. 4
points	points	points	points	points	points

Table 2 Finals scoring

21.8.5 FORMING THE POINTS BEFORE THE FINALS

Starting position into the finals is a sum of the qualifying and all heats deducted points of the lowest points scoring heats. In case two riders are tied on points, qualifying

result determines the position – better qualifying result determines more advanced position.

21.8.6 THE WINNER

The winner of the race is the one who has the highest number of points from the Final F1/F2. If there is a tie, the second Final position determines the winner (higher in the standings means higher positions).

21.8.7 RACE OVERALL SCORING

Every race is closed by the winners podium ceremony. Top three racers of the Open, Stock, Women, Juniors, Rookies and Electric challenge class are awarded on the podium. Overall race standings are a sum of two finals. In the case of two riders being tied on points, the last valid session determines the final position – higher position in last valid finals determines who gets a higher position in overall standings.

21.8.8 SEASON OVERALL STANDINGS

Points of ALL heats and each particular Finals (A1, A2/W1, W2) will be counted. The overall points standings of the season consist of all races. All the races points scoring are valid to the Season's Overall Points standings. In the case that two riders are tied on points, the higher position in the last valid Race weekend determines the higher position in Season Overall points standings.

21.8.9 FIRST LAP AWARD - MOTOSURF WORLD CUP ONLY

First lap award is a separate competition awarding the rider crossing the finish line after the first lap of the race in the first position. First lap award is awarded in each of the finals – two Open class finals and two Women finals and two Stock class finals. Scoring a first lap award victory in one final means one point to the rider winning the first lap award. Rider with the most points in the First lap award standing wins the overall first lap award classification.

In case two riders are tied on points, the higher position in the last valid session determines the higher position in the final standings.

Jump start of a racer does not allow the racer to win the first lap award. In case of jump start and winning the first lap award, such victory is invalid and the nearest following racer without a jumpstart scores the first lap award victory.

In case irresponsible riding is imposed to a rider who reached the first lap award, such first lap award is not valid and is dropped to the second fastest rider who passed the first lap finish line.

22 MOTOSURF ELECTRIC CHALLENGE – MOTOSURF WORLD CUP

22.1 HEAD TO HEAD RACING FORMAT

22.1.1 FREE PRACTICE SESSION (FP)

For the practices, riders are sorted into groups according to their championship standings. In the first race of the season, it will be according to the standings from the previous year. In case there are no standings available, riders are sorted into pairs according to drawn tokens in descending order, i.e. Riders with the 8 (eight) lowest numbers and 8 (eight) riders group.

22.1.2 THE QUALIFYING

The qualification is one of the most important stages of the race. The best time, it means the winner of the qualification. From the qualifying, only the Top 14 (fourteen) riders proceed to next sessions of the race format.

There are two qualification laps. The direction of the ride depends on the previously announced direction.

The riders enter their qualifying in pairs. The pairs are made according to the number of points in the standings. The riders with the closest points scoring accompany the other in top to bottom order. In case there are no standings available to make pairs, the riders are sorted into pairs according to drawn numbers from the registration in descending order.

In case of an odd number of riders, the top two riders always start in a pair. The last rider can conduct the qualifying alone.

If there is a pair that has not scored any points in the championship yet, such pair will draw numbers.

The two riders enter the water at the same time based on the instruction of the Track Marshall. **First rider** gets ready for his qualifying laps and waits in the marked area and watches out for a green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not be passing the gate before starting his/her qualifying run. Generally, the flying lap start should be started within 30 seconds. Causing any delays will be penalized by Penalty 1.

Time keeping begins after passing through the gate. The rider shall not enter the gate unless he was signaled to do so by the green flag. After passing through the gate the time keeping starts. If a rider falls into the water, or because of another riders mistake and doesn't want to resume the measured lap, he signals his decision by raising his hand, subsequently a green flag signals to him that he may start the second qualification lap.

The time measuring begins by crossing the gate.

The second rider gets ready in the marked area and watches out for the green flag signal to start his qualifying. After 50 % of the first rider's flying lap, the green flag signal comes for the second rider to start his/her qualifying run.

Every cross of the gate is signaled by a green flag signaling to the rider that he can continue in his qualifying run or by the chequered flag ending the qualifying run.

After finishing the qualifying run, rider goes to the track leaving point as soon as possible to make the course clean for the other qualifiers.

Every rider has up to 3 qualifying laps based on these conditions:

- a. If first rider crashes during the first lap and the second rider has not entered the track yet, the second rider does not take any advantage.
- b. If first rider crashed during the first lap while second rider has begun his/her qualifying run and a crash does affect the race line of the second rider, the second rider has the advantage of one more lap.
- c. If second rider crashes during the first lap, and a crash affects the race line of the second rider, the first rider has the advantage of one more lap.
- d. If first rider crashes during the second lap, and the second rider did not get another lap and the crash will affect the second rider's race line, the second rider has the advantage of one more lap.
- e. If second rider crashes during the second lap, the first rider does not take any extra lap.
- f. Granting an extra lap will always depend on the decision of the Race Direction.

If rider intends to retire from the qualifying for any reason, he gives a signal by raising his/her hand. In this case, the rider continues on the outside line of the track to keep the way clear for other qualifiers, or after being waved by a chequered flag, the rider leaves the track.

In this case, no extra laps are given after the rider's fall.

Head to head battle race format is made of two qualifiers. A better lap time from the combination of the two qualifying sessions will count to each particular rider. The Top of 14 (fourteen) in the standings are based on the combination of both qualifying sessions.

22.1.3 QUALIFYING LIMIT

Qualifying limit for UIM MotoSurf Electric Challenge is not set by % (percentage). All competitors registered to the race enter the qualifying session. From the qualifying session, the TOP 14 (fourteen) proceed to head to head battle.

22.1.4 ROUND OF 14

The first part of the Head to Head battle is session called: ROUND OF 14. Round of 14 (fourteen) riders will form pairs according to following scheme based on the qualifying results:

7th pair: 1st + 14th

6th pair: 2nd + 13th

5th pair: 3rd + 12th

4th pair: 4th + 11th

3rd pair: 5th + 10th

2nd pair: 6th + 9th

1th pair: 7th + 8nd

Winner from each pair proceed to next session – Round of 8

22.1.5 ROUND OF 8

The Round of 8 follows after ROUND OF 14. Winner of each round in Round of 14 proceed to the Round of 8. From the 7 pairs, there are 7 riders proceeding to the Round of 8 (eight).

22.1.6 FASTEST LOSER

Fastest loser is the rider who did not win the pair battle in the Round of 14 but posted the fastest lap time of all remaining riders (8th fastest lap time in the session).

22.1.7 ROUND OF 8 STARTING GRID

4th pair: 4th + 5th

3rd pair: 3rd + 6th

2nd pair: 2nd + 7th

1st pair: 1st + Fastest loser (8th fastest lap time from the Round of 14)

22.1.8 ROUND OF 4

Winners from the TOP 8 shootout proceeds to the Round of 4 (four) and will form the final 4 that will compete for top three positions.

1st pair: 2rd + 3rd

2nd pair: 1st + 4th

22.1.9 FINAL ROUND

a) BATTLE FOR 3rd

Round of 4 1st Pair Loser + Round of 4 2nd pair Loser.

b) BATTLE FOR 1st

Round of 4 1st Pair Winner + Round of 4 2nd Pair Winner.

22.1.10 RACE FORMAT GENERAL SUMMARY

Each session of the Round of 14, Round of 8 and Round of 4, Battle for 3rd and Battle for 1st are held for 3 (three) laps. Two riders (pair) will start from the starting blocks after signalization from the traffic lights. There are two tracks – shorter and longer (with joker zone). After the start, riders head into the split section. One rider goes one side of the split which is the longer track whilst the second rider goes to the other side of the split which is the shorter track. After completing the first lap, the rider goes to the other side of the split and takes the other track length. Second rider does the same procedure.

Heading into the third lap, it is up to each of the riders whether they take the left or right side of the split. Both then continue on to the shorter track. The winner of the session is the one who crosses the finish line first.

22.1.11 RESULTING AND SCORING

22.1.11.1 RACE FINAL RESULTS

1st place: Battle for 1st ; winner
2nd place: Battle for 1st ; runner-up
3rd place: Battle for 3rd ; winner
4th place: Battle for 3rd ; runner-up
5th place: ROUND OF 8; 5th fastest
6th place: ROUND OF 8; 6th fastest
7th place: ROUND OF 8; 7th fastest
8th place: ROUND OF 8; 8th fastest
9th place: ROUND OF 14; 9th fastest
10th place: ROUND OF 14; 10th fastest
11th place: ROUND OF 14; 11th fastest
12th place: ROUND OF 14; 12th fastest
13th place: ROUND OF 14; 13th fastest
14th place: ROUND OF 14; 14th fastest

22.1.11.2 POINTS SCORING

1st place: 25 points
2nd place: 20 points
3rd place: 16 points
4th place: 14 points
5th place: 12 points
6th place: 10 points
7th place: 8 points
8th place: 7 points
9th place: 6 points
10th place: 5 points
11th place: 4 points
12th place: 3 points
13th place: 2 points
14th place: 1 point

22.1.12 CHAMPIONSHIP WINNER

Winner of the Championship is the rider with the most collected points from each particular round.

23 MOTOSURF ELECTRIC CHALLENGE – MOTOSURF CONTINENTAL CUP

23.1 HEAD TO HEAD RACING FORMAT

23.1.1 FREE PRACTICE SESSION (FP)

For the practices, riders are sorted into groups according to their championship standings. In the first race of the season, it will be according to the standings from the previous year. In case there are no standings available, riders are sorted into pairs according to drawn token in descending order, i.e. Riders with the 8 (eight) lowest numbers and 8 (eight) riders group.

23.1.2 THE QUALIFYING

The qualification is one of the most important stages of the race. The best time, it means the winner of the qualification. From the qualifying, only the Top 8 (eight) riders proceed to next sessions of the race format. In case there are only 8 (eight) registered riders in the race, all of the 8 (eight) proceed to the Round of 8.

There are two qualification laps. The direction of the ride depends on the previously announced direction.

The riders enter their qualifying in pairs. The pairs are made according to the number of points in the standings. The riders with the closest points scoring accompany the other in top to bottom order. In case there are no standings available to make pairs, the riders are sorted in pairs according to drawn number from the registration in descending order.

In case of an odd number of riders, the top two riders always start in a pair. The last rider can conduct the qualifying alone.

If there is a pair that has not scored any points in the championship yet, such pair will draw numbers.

The two riders enter the water at the same time based on the instruction of the Track Marshall. **First rider** gets ready for his qualifying laps and waits in the marked area and watches out for green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not be passing the gate before starting his/her qualifying run. Generally, the flying lap start should be started within 30 seconds. Causing any delays will be penalized by Penalty 1.

Time keeping begins after passing through the gate. The rider shall not enter the gate unless he was signaled to do so by the green flag. After passing through the gate the time keeping starts. If a rider falls into the water, or because of other rider's mistake and doesn't want to resume the measured lap, he signals his decision by raising his hand, subsequently a green flag signals to him that he may start the second qualification lap.

The time keeping begins by crossing the gate.

The second rider gets ready in the marked area and watches out for the green flag signal to start his qualifying. After 50 % of the first rider's flying lap, the green flag signal comes for the second rider to start his/her qualifying run.

Every cross of the gate is signaled by a green flag giving a signal to the rider that he can continue in his qualifying run or by a chequered flag ending the qualifying run.

After finishing the qualifying run, the rider goes to the track leaving point as soon as possible to make the course clean for other qualifiers.

Every rider has up to 3 qualifying laps based on these conditions:

- a. If first rider crashes during the first lap and the second rider has not entered the track yet, the second rider does not take any advantage.
- b. If first rider crashed during the first lap while second rider has begun his/her qualifying run and a crash does affect the race line of the second rider, the second rider has the advantage of one more lap.
- c. If second rider crashes during the first lap, and a crash affects the race line of the second rider, the first rider has the advantage of one more lap.
- d. If first rider crashes during the second lap, and the second rider did not get another lap and the crash will affect the second rider's race line, the second rider has the advantage of one more lap.
- e. If second rider crashes during the second lap, the first rider does not take any extra lap.
- f. Granting an extra lap will always depend on the decision of the Race Direction.

If a rider intends to retire from the qualifying for any reason, he gives a signal by raising his/her hand. In this case, the rider continues on the outside line of the track to keep the way clear for other qualifiers, or after being waved by a chequered flag, the rider leaves the track.

In this case, no extra laps are given after the rider's fall.

Head to head battle race format is made up of two qualifiers. A better lap time from the combination of the two qualifying sessions will count to each particular rider. The Round of 8 (eight) standings are based on the combination of both qualifying sessions.

23.1.3 QUALIFYING LIMIT

Qualifying limit for UIM MotoSurf Electric Challenge is not set by % (percentage). All competitors registered for the race enter the qualifying session. From qualifying session, the TOP 8 (eight) proceed to head to head battle.

23.1.4 ROUND OF 8

Round of 8 is the initial session of the Electric Challenge competition. Its entry list is based on the qualifying results.

23.1.5 ROUND OF 8 STARTING GRID

1st pair: 7th + 8th
2nd pair: 5th + 6th
3rd pair: 3rd + 4th
4th pair: 1st + 2nd

23.1.6 ROUND OF 4

Winners from the TOP 8 shootout proceed to the Round of 4 (four) and will form the final 4 that will compete for the final shootout. The winner of each pair proceeds further. To distinguish which rider from each pair goes, the fastest laptime in each session counts. Riders with the closest lap time are paired together.

23.1.7 FINAL ROUND

a) BATTLE FOR 3rd

Round of 4 1st Pair Loser + Round of 4 2nd pair Loser.

b) BATTLE FOR 1st

Round of 4 1st Pair Winner + Round of 4 2nd Pair Winner.

23.1.8 RACE FORMAT GENERAL SUMMARY

Each session of the Round of 14, Round of 8 and Round of 4 and Battle for 3rd and Battle for 1st are held for 3 (three) laps. Two riders (pair) will start from the starting blocks after signalization from the traffic lights. There are two tracks – shorter and longer (with joker zone). After the start, riders head into the split section. One rider goes to one side of the split which is the longer track whilst the second rider goes to the other side of the split which is the shorter track. After completing the first lap, the rider goes to other side of the split and takes the other track length. The second rider does the same procedure.

Heading into third lap, it is up to each of the riders whether they take the left or right side of the split. Both then continue on to the shorter track. The winner of the session is the one who crosses the finish line first.

23.1.9 RESULTING AND SCORING

23.1.9.1 RACE FINAL RESULTS

- 1st place: Battle for 1st ; winner
- 2nd place: Battle for 1st ; runner-up
- 3rd place: Battle for 3rd ; winner
- 4th place: Battle for 3rd ; runner-up
- 5th place: ROUND OF 8; 5th fastest
- 6th place: ROUND OF 8; 6th fastest
- 7th place: ROUND OF 8; 7th fastest
- 8th place: ROUND OF 8; 8th fastest

23.1.10 POINTS SCORING

- 1st place: 12 points
- 2nd place: 9 points
- 3rd place: 7 points
- 4th place: 5 points
- 5th place: 4 points
- 6th place: 3 points
- 7th place: 2 points
- 8th place: 1 points

23.1.11 CHAMPIONSHIP WINNER

Winner of the Championship is the rider with the most collected points from each particular round.

24 EVENT SCHEDULE – MOTOSURF WORLD CUP

24.1 THURSDAY

THURSDAY				
START	END	DURATION	TIME GAP	EVENT
9:00	16:00	7:00		RACE TRACK BUILDING
9:00	16:00	7:00		Paddock BUILDING
17:00	19:00	2:00		REGISTRATION
17:00	19:00	2:00		TECHNICAL CONTROL

24.2 FRIDAY

FRIDAY				
START	END	DURATION	TIME GAP	EVENT
8:00	9:00	1:00	0:05	REGISTRATION
9:05	9:25	0:20	0:10	BRIEFING
9:35	9:45	0:10	0:00	FP1 - STOCK - GROUP A
9:45	9:55	0:10	0:00	FP1 - STOCK - GROUP B
9:55	10:05	0:10	0:00	FP1 - WOMEN - GROUP A
10:05	10:15	0:10	0:00	FP1 - WOMEN - GROUP B
10:15	10:25	0:10	0:00	FP1 - JUNIORS
10:25	10:35	0:10	0:00	FP1 - ROOKIES
10:35	10:45	0:10	0:00	FP1 - OPEN - GROUP A
10:45	10:55	0:10	0:00	FP1 - OPEN - GROUP B
10:55	11:05	0:10	0:00	FP2 - STOCK - GROUP A
11:05	11:15	0:10	0:00	FP2 - STOCK - GROUP B
11:15	11:25	0:10	0:00	FP2 - WOMEN - GROUP A
11:25	11:35	0:10	0:00	FP2 - WOMEN - GROUP B
11:35	11:45	0:10	0:00	FP2 - JUNIORS
11:45	11:55	0:10	0:00	FP2 - ROOKIES
11:55	12:05	0:10	0:00	FP2 - OPEN - GROUP A
12:05	12:15	0:10	0:00	FP2 - OPEN - GROUP B
12:15	12:45	0:30	0:00	LUNCH TIME
12:45	12:55	0:10	0:00	FP 1 - ELECTRIC CHALLENGE
12:55	13:05	0:10	0:00	QUAL - JUNIORS
13:35	14:05	0:30	0:00	QUAL- ROOKIES
13:05	13:35	0:30	0:00	QUAL - WOMEN
14:05	15:05	1:00	0:00	QUAL - STOCK
15:05	16:05	1:00	0:00	QUAL - OPEN
16:05	16:35	0:30	0:00	QP - ELECTRIC CHALLENGE

24.3 SATURDAY

SATURDAY				
START	END	DURATION	TIME GAP	EVENT
8:45	9:00	0:15	0:05	BRIEFING
9:05	9:10	0:05	0:00	WUP - STOCK GROUP A
9:10	9:15	0:05	0:00	WUP - STOCK GROUP B
9:15	9:20	0:05	0:00	WUP - WOMEN GROUP A
9:20	9:25	0:05	0:00	WUP - WOMEN GROUP B
9:25	9:30	0:05	0:00	WUP - JUNIORS - Girls
9:30	9:35	0:05	0:00	WUP - ROOKIES
9:35	9:40	0:05	0:00	WUP - OPEN GROUP A
9:40	9:45	0:05	0:00	WUP - OPEN GROUP B
9:45	10:00	0:15	0:00	HT1 - STOCK GROUP A (6 laps, 2 jokers)
10:00	10:15	0:15	0:00	HT1 - STOCK GROUP B (6 laps, 2 jokers)
10:15	10:30	0:15	0:00	HT1 - WOMEN GROUP A (6 laps, 2 jokers)
10:30	10:45	0:15	0:00	HT1 - WOMEN GROUP B (6 laps, 2 jokers)
10:45	11:00	0:15	0:00	HT1 - JUNIORS (5 laps, 1 joker)
11:00	11:15	0:15	0:00	HT1 - ROOKIES (6 laps, 2 jokers)
11:15	11:30	0:15	0:00	HT1 - OPEN GROUP A (6 laps, 2 joker)
11:30	11:45	0:15	0:00	HT1 - OPEN GROUP B (6 laps, 2 joker)
11:45	12:15	0:30	0:00	LUNCH BREAK
12:15	12:25	0:10	0:00	FP2 - ELECTRIC CHALLENGE
12:25	12:40	0:15	0:00	HT2 - STOCK GROUP A (6 laps, 2 jokers)
12:40	12:55	0:15	0:00	HT2 - STOCK GROUP B (6 laps, 2 jokers)
12:55	13:10	0:15	0:00	HT2 - WOMEN GROUP A (6 laps, 2 jokers)
13:10	13:25	0:15	0:00	HT2 - WOMEN GROUP B (6 laps, 2 jokers)
13:25	13:40	0:15	0:00	HT2 - JUNIORS (5 laps, 1 joker)
13:40	13:55	0:15	0:00	HT2 - ROOKIES (6 laps, 2 jokers)
13:55	14:10	0:15	0:00	HT2 - OPEN GROUP A (6 laps, 2 joker)
14:10	14:25	0:15	0:00	HT2 - OPEN GROUP B (6 laps, 2 joker)
14:25	14:40	0:15	0:00	HT3 - STOCK GROUP A (6 laps, 2 jokers)
14:40	14:55	0:15	0:00	HT3 - STOCK GROUP B (6 laps, 2 jokers)
14:55	15:10	0:15	0:00	HT3 - WOMEN GROUP A (6 laps, 2 jokers)
15:10	15:25	0:15	0:00	HT3 - WOMEN GROUP B (6 laps, 2jokers)
15:25	15:40	0:15	0:00	HT3 - JUNIORS (5 laps, 1 joker)
15:40	15:55	0:15	0:00	HT3 - ROOKIES (6 laps, 2 jokers)
15:55	16:10	0:15	0:00	HT3 - OPEN GROUP A (6 laps, 2 jokers)
16:10	16:25	0:15	0:00	HT3 - OPEN GROUP B (6 laps, 2 jokers)
16:25	17:25	1:00	0:00	ROUND OF 14 - ELECTRIC CHALLENGE

24.4 SUNDAY

SUNDAY				
START	END	DURATION	TIME GAP	EVENT
9:00	9:10	0:10	0:05	BRIEFING
9:15	9:20	0:05	0:00	WUP - STOCK GROUP A
9:20	9:25	0:05	0:00	WUP - STOCK GROUP B
9:25	9:30	0:05	0:00	WUP - WOMEN GROUP A
9:30	9:35	0:05	0:00	WUP - WOMEN GROUP B
9:35	9:40	0:05	0:00	WUP - JUNIORS
9:40	9:45	0:05	0:00	WUP - ROOKIES
9:45	9:50	0:05	0:00	WUP - OPEN GROUP A
9:50	9:55	0:05	0:00	WUP - OPEN GROUP B
9:55	10:10	0:15	0:00	HT4 - STOCK GROUP A (6 laps, 2 jokers)
10:10	10:25	0:15	0:00	HT4 - STOCK GROUP B (6 laps, 2 jokers)
10:25	10:40	0:15	0:00	HT4 - WOMEN GROUP A (6 laps, 2 jokers)
10:40	10:55	0:15	0:00	HT4 - WOMEN GROUP B (6 laps, 2 jokers)
10:55	11:10	0:15	0:00	HT4 - JUNIORS (5 laps, 1 joker)
11:10	11:25	0:15	0:00	HT4 - ROOKIES (6 laps, 2 jokers)
11:25	11:40	0:15	0:00	HT4 - OPEN GROUP A (6 laps, 2 jokers)
11:40	11:55	0:15	0:00	HT4 - OPEN GROUP B (6 laps, 2 jokers)
11:55	12:55	1:00	0:00	LUNCH BREAK
12:55	13:25	0:30	0:00	ELECTRIC CHALLENGE - ROUND OF 8
13:25	13:40	0:15	0:00	F1 - JUNIORS (5 laps, 1 joker)
13:40	13:55	0:15	0:00	F1 - ROOKIES (8 laps, 2 jokers)
13:55	14:10	0:15	0:00	F1 - STOCK - (8 laps, 2 jokers)
14:10	14:25	0:15	0:00	F1 - WOMEN (8 laps, 2 joker)
14:25	14:40	0:15	0:00	F1 - OPEN - (8 laps, 2 jokers)
14:40	15:10	0:30	0:05	Electric Challenge - Round of 4
15:15	15:30	0:15	0:05	ELECTRIC CHALLENGE - BATTLE FOR 3rd / 1st
15:35	15:50	0:15	0:05	F2 STOCK (8 laps, 2 jokers)
15:55	16:10	0:15	0:00	F2 - WOMEN (8 laps, 2 jokers)
16:10	16:25	0:15	0:35	F2 - OPEN (8 laps, 2 jokers)
17:00	17:15	0:15	0:00	FINAL CEREMONY

25 EVENT SCHEDULE – MOTOSURF CONTINENTAL CUP

25.1 THURSDAY

THURSDAY				
START	END	DURATION	TIME GAP	EVENT
9:00	16:00	7:00		RACE TRACK BUILDING
9:00	16:00	7:00		Paddock BUILDING
17:00	19:00	2:00		REGISTRATION
17:00	19:00	2:00		TECHNICAL CONTROL

25.2 FRIDAY

FRIDAY				
START	END	DURATION	TIME GAP	EVENT
8:00	9:00	1:00	0:05	REGISTRATION
9:05	9:25	0:20	0:10	BRIEFING
9:35	9:45	0:10	0:00	FP1 - STOCK + CHALLENGER + 40+- GROUP A
9:45	9:55	0:10	0:00	FP1 - STOCK + CHALLENGER + 40+ - GROUP B
9:55	10:05	0:10	0:00	FP1 - WOMEN - GROUP A
10:05	10:15	0:10	0:00	FP1 - WOMEN - GROUP B
10:15	10:25	0:10	0:00	FP1 - JUNIORS
10:25	10:35	0:10	0:00	FP1 - ROOKIES
10:35	10:45	0:10	0:00	FP1 - OPEN - GROUP A
10:45	10:55	0:10	0:00	FP1 - OPEN - GROUP B
10:55	11:05	0:10	0:00	FP2 - STOCK + CHALLENGER + 40+- GROUP A
11:05	11:15	0:10	0:00	FP2 - STOCK + CHALLENGER + 40+- GROUP B
11:15	11:25	0:10	0:00	FP2 - WOMEN - GROUP A
11:25	11:35	0:10	0:00	FP2 - WOMEN - GROUP B
11:35	11:45	0:10	0:00	FP2 - JUNIORS
11:45	11:55	0:10	0:00	FP2 - ROOKIES
11:55	12:05	0:10	0:00	FP2 - OPEN - GROUP A
12:05	12:15	0:10	0:00	FP2 - OPEN - GROUP B
12:15	12:45	0:30	0:00	LUNCH TIME
12:45	12:55	0:10	0:00	FP 1 - ELECTRIC CHALLENGE
12:55	13:05	0:10	0:00	QUAL - JUNIORS
13:35	14:05	0:30	0:00	QUAL- ROOKIES
13:05	13:35	0:30	0:00	QUAL - WOMEN
14:05	15:05	1:00	0:00	QUAL - STOCK + CHALLENGER + 40+
15:05	16:05	1:00	0:00	QUAL - OPEN
16:05	16:35	0:30	0:00	QP - ELECTRIC CHALLENGE

25.3 SATURDAY

SATURDAY				
START	END	DURATION	TIME GAP	EVENT
8:45	9:00	0:15	0:05	BRIEFING
9:05	9:10	0:05	0:00	WUP - STOCK + CHALLENGER + 40+GROUP A
9:10	9:15	0:05	0:00	WUP - STOCK + CHALLENGER + 40+GROUP B
9:15	9:20	0:05	0:00	WUP - WOMEN GROUP A
9:20	9:25	0:05	0:00	WUP - WOMEN GROUP B
9:25	9:30	0:05	0:00	WUP - JUNIORS - Girls
9:30	9:35	0:05	0:00	WUP - ROOKIES
9:35	9:40	0:05	0:00	WUP - OPEN GROUP A
9:40	9:45	0:05	0:00	WUP - OPEN GROUP B
9:45	10:00	0:15	0:00	HT1 - STOCK + CHALLENGER + 40+GROUP A (6 laps, 2 jokers)
10:00	10:15	0:15	0:00	HT1 - STOCK + CHALLENGER + 40+GROUP B (6 laps, 2 jokers)
10:15	10:30	0:15	0:00	HT1 - WOMEN GROUP A (6 laps, 2 jokers)
10:30	10:45	0:15	0:00	HT1 - WOMEN GROUP B (6 laps, 2 jokers)
10:45	11:00	0:15	0:00	HT1 - JUNIORS (5 laps, 1 joker)
11:00	11:15	0:15	0:00	HT1 - ROOKIES (6 laps, 2 jokers)
11:15	11:30	0:15	0:00	HT1 - OPEN GROUP A (6 laps, 2 joker)
11:30	11:45	0:15	0:00	HT1 - OPEN GROUP B (6 laps, 2 joker)
11:45	12:15	0:30	0:00	LUNCH BREAK
12:15	12:25	0:10	0:00	FP2 - ELECTRIC CHALLENGE
12:25	12:40	0:15	0:00	HT2 - STOCK + CHALLENGER + 40+GROUP A (6 laps, 2 jokers)
12:40	12:55	0:15	0:00	HT2 - STOCK + CHALLENGER + 40+GROUP B (6 laps, 2 jokers)
12:55	13:10	0:15	0:00	HT2 - WOMEN GROUP A (6 laps, 2 jokers)
13:10	13:25	0:15	0:00	HT2 - WOMEN GROUP B (6 laps, 2 jokers)
13:25	13:40	0:15	0:00	HT2 - JUNIORS (5 laps, 1 joker)
13:40	13:55	0:15	0:00	HT2 - ROOKIES (6 laps, 2 jokers)
13:55	14:10	0:15	0:00	HT2 - OPEN GROUP A (6 laps, 2 joker)
14:10	14:25	0:15	0:00	HT2 - OPEN GROUP B (6 laps, 2 joker)
14:25	14:40	0:15	0:00	HT3 - STOCK + CHALLENGER + 40+GROUP A (6 laps, 2 jokers)
14:40	14:55	0:15	0:00	HT3 - STOCK + CHALLENGER + 40+GROUP B (6 laps, 2 jokers)
14:55	15:10	0:15	0:00	HT3 - WOMEN GROUP A (6 laps, 2 jokers)
15:10	15:25	0:15	0:00	HT3 - WOMEN GROUP B (6 laps, 2jokers)
15:25	15:40	0:15	0:00	HT3 - JUNIORS (5 laps, 1 joker)
15:40	15:55	0:15	0:00	HT3 - ROOKIES (6 laps, 2 jokers)
15:55	16:10	0:15	0:00	HT3 - OPEN GROUP A (6 laps, 2 jokers)
16:10	16:25	0:15	0:00	HT3 - OPEN GROUP B (6 laps, 2 jokers)
16:25	16:55	0:30	0:00	ROUND OF 8 - ELECTRIC CHALLENGE

25.4 SUNDAY

SUNDAY				
START	END	DURATION	TIME GAP	EVENT
9:00	9:10	0:10	0:05	BRIEFING
9:15	9:20	0:05	0:00	WUP - STOCK + CHALLENGER + 40+GROUP A
9:20	9:25	0:05	0:00	WUP - STOCK + CHALLENGER + 40+GROUP B
9:25	9:30	0:05	0:00	WUP - WOMEN GROUP A
9:30	9:35	0:05	0:00	WUP - WOMEN GROUP B
9:35	9:40	0:05	0:00	WUP - JUNIORS
9:40	9:45	0:05	0:00	WUP - ROOKIES
9:45	9:50	0:05	0:00	WUP - OPEN GROUP A
9:50	9:55	0:05	0:00	WUP - OPEN GROUP B
9:55	10:10	0:15	0:00	HT4 - STOCK + CHALLENGER + 40+GROUP A (6 laps, 2 jokers)
10:10	10:25	0:15	0:00	HT4 - STOCK + CHALLENGER + 40+GROUP B (6 laps, 2 jokers)
10:25	10:40	0:15	0:00	HT4 - WOMEN GROUP A (6 laps, 2 jokers)
10:40	10:55	0:15	0:00	HT4 - WOMEN GROUP B (6 laps, 2 jokers)
10:55	11:10	0:15	0:00	HT4 - JUNIORS (5 laps, 1 joker)
11:10	11:25	0:15	0:00	HT4 - ROOKIES (6 laps, 2 jokers)
11:25	11:40	0:15	0:00	HT4 - OPEN GROUP A (6 laps, 2 jokers)
11:40	11:55	0:15	0:00	HT4 - OPEN GROUP B (6 laps, 2 jokers)
11:55	12:55	1:00	0:00	LUNCH BREAK
12:55	13:10	0:15	0:00	F1 - JUNIORS (5 laps, 1 joker)
13:10	13:25	0:15	0:00	F1 - ROOKIES (8 laps, 2 jokers)
13:25	13:40	0:15	0:00	F1 - STOCK (8 laps, 2 jokers)
13:40	13:55	0:15	0:00	F1 - WOMEN (8 laps, 2 joker)
13:55	14:10	0:15	0:00	F1 - OPEN - (8 laps, 2 jokers)
14:10	14:40	0:30	0:05	Electric Challenge - Round of 4
14:45	15:15	0:30	0:05	F1 - CHALLENGER (8 laps, 2 jokers)
15:20	15:35	0:15	0:05	ELECTRIC CHALLENGE - BATTLE FOR 3rd / 1st
15:40	15:55	0:15	0:00	F2 - WOMEN (8 laps, 2 jokers)
15:55	16:10	0:15	0:35	F2 - OPEN (8 laps, 2 jokers)
16:45	17:00	0:15	0:00	FINAL CEREMONY

26 EVENTS SCHEDULE UPDATES

Race format defined in points 21 and 22 of this rulebook. might be updated based on the decision of the Race Direction in order to react on current weather situation or other environmental aspects. The minimum requirements for validity of the event format as per 23.1. of this rulebook.

B. MINIMUM REQUIREMENTS OF THE EVENT SCHEDULE

- a. Minimum number of FP: 1
- b. Qualifying is obligatory part of the event
- c. Minimum number of heats per class: 2
- d. Minimum number of Finals: 1

C. POINTS SCORING IN CASE OF UPDATED EVENT SCHEDULE

In case of an updated event schedule, the point scoring system remains rigid. The points are assigned only for actually conducted sessions. Assigned points shall not be multiplied in order to cover the missing sessions.



Picture 4 Official buoy scheme



Picture 5 Start block scheme