



WORLD CHAMPIONSHIP



MOTOSURF
CONTINENTAL CUP



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UIM MOTOSURF RULEBOOK 2022

MOTORIZED SURFBOARDS RACING RULEBOOK

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1 GENERAL OVERVIEW

MotoSurf is a racing discipline of motorized surfboards racing. Since 2019, this discipline has been part of the UIM and has been organized as part of a UIM World Cup and Continental Cup championships.

MotoSurf is a complex sports discipline which is organized in categories of men, women, juniors and fully electric surfboards and its own men category. The fully electric surfboards are divided into two main disciplines – MotoSurf Electric Challenge and e-Foils Masters.

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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. 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.

2.3 National Authority (NA)

National Powerboating Authority, a member of the UIM.

2.4 Event Organizer

A partner of the Promoter in terms of hosting and administration of the event. The Organizer works under control of the Promoter based on an agreement.

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, it is necessary there is 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 – Member of the UIM - and a Serial licence issued by the UIM. In case a rider has no NA – member of the UIM – such rider has to apply through other NA that is a member of the UIM.

3.2 INTERNATIONAL LICENCES

International licences are issued by the NA.

3.3 SERIAL LICENCE

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

- Personalized licence card.
- Liability insurance for the events of the MotoSurf WorldCup and MotoSurf Continental Cup Europe and MotoSurf Games (America).
- Inclusion in the UIM MotoSurf World ranking.
- Free access to the on-line version of the UIM MotoSurf rulebook.
- The serial licence 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 serial licence: 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 ADVANCE PROGRAM

The Promoter is obliged to create an Advance Program in order to inform all riders about all important facts regarding the event organization. Based on the advance program, 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.

In case there is a rider below the age limit for the category he/she is applying to, legal guardian can ask the Promoter for exception. Such exception shall be granted only to rider known for exceptional results and performances from the previous season.

a) MotoSurf World Cup

Open – minimum 16 years of age.

Stock R – minimum 15 years of age

Stock Senior – minimum 18 years of age

Women – minimum 15 years of age

Juniors – 8-15 years of age.

Electric Challenge – minimum 16 years of age.

e-Foil Masters – minimum 15 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 14. Such a move shall be proposed by the legal guardian of the rider and approved by the Race Director.

b) MotoSurf Continental Cup

Open – minimum 16 years of age.

Stock R – minimum 15 years of age

Stock Senior – minimum 18 years of age

Women – minimum 15 years of age.

Juniors – 8-15 years of age.

Electric Challenge – minimum 16 years of age.

e-Foil Masters – minimum 15 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@motosurfworldcup.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. The instructions about registration will be sent by the Promoter.

Every rider has to have an international licence issued by his/her national powerboating authority that is a member of the UIM.

Every rider needs to have a private insurance for extreme sports. The liability insurance is covered by 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 participate at any session during the race weekend. 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 advance program sent prior to the event. Every rider shall fill the registration form and sign a waiver of participation at the event.

5 TECHNICAL AND SAFETY INSPECTION

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 equipment check, the rider receives a sticker on all particularly checked equipment which is valid for the period of one race.

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

- a) Technical inspection of the board.
- b) Inspection of safety gear.
- c) Compliance with technical specification for each category.

6 TECHNICAL INSPECTION OF THE MOTORIZED SURFBOARD IN THE MOTOSURF WORLD CHAMPIONSHIP

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 CATEGORY

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.
- 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.

- d) Each board registered to the race weekend shall be based on the production type of the board coming from each particular manufacturer. Competing with a prototype board is not possible. Based on request from the Promoter, each manufacturer is obliged to prove that the particular type of the board registered into the competition has been previously produced in minimum volume of 50 pieces.
- e) Each board registered to the competition shall have its genuine number of the engine and on the hull. Such number shall be shown to the technical commissioner based on request. Missing of such number shall lead to denial of registration process.

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 or damage that could potentially lead to instability of the surfboards construction.
- c) Handle and throttle cable check

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

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

b) Shape of each fin shall be without any toothed shape larger than 1 cm in order to ensure the safety of other riders. (as Picture 6)

6.1.6 FUNCTIONAL CHECK OF THE SURFBOARD

a) Kill switch functional check.

b) Engine functions checks.

c) Compliance with technical specification for each category.

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 and JetSurf Titanium DFI 2022 in its standard specifications and modifications allowed as per Paragraph 6.2.
- 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.
- 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.
- e) Technical setup of the surfboards are regulated according to point 6.2.7.

6.2.2 ENGINE REQUIREMENTS

- a) Features not allowed by sections of this rulebook are prohibited.
- b) The engine shall be in standard configurations as per JetSurf Titanium DFI 2021 and JetSurf Titanium DFI 2022 specifications and factory setup.
- c) Each engine registered into the Stock class must be previously sealed by the manufacturer. The sealing consists of four sealing screws on the cylinder and all exhaust checked by the manufacturer proved by mark lasered on the exhaust. Such number on the exhaust must match the number of the engine seal. Only fully sealed and non-damaged seals engines sets will be accepted to the race. It is responsibility of every rider to secure sealing with the manufacturer or make sure the engine and exhaust set is sealed before the technical inspection in the time window announced in the time schedule of the race.
- d) In case the sealing has to be removed for purposes of servicing of the board during the event, it is necessary the engine is sealed again for the next session the rider is going to attend. In case the sealing is removed between the events, it is rider's responsibility to make sure the engine set is re-sealed before the event or in the time window for sealing announced in the advance program in the time schedule of the racing weekend.
- e) If the Stock Class board has been successfully checked for its seals during the technical inspection, the Technical Commissioner will install a seal on engine mounting to prevent

further manipulation with the engine outside of the hull. Damaging of such seal without approval of Technical Commissioner will be penalized according to penalties for breaching the stock class conditions. Such seal can be opened only by the Technical Commissioner only for service purposes of the engine.

6.2.3 HULL REQUIREMENTS

a) The hull specification shall be as per JetSurf Titanium DFI 2021 and JetSurf Titanium DFI 2022.

6.2.4 WEIGHT REGULATION.

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

6.2.5 FINS and FINS ADJUSTORS REQUIREMENTS

- a) Fins integrity check – there must not be any visible burrs and cracks,
- b) The only allowed main fin options are those provided by the manufacturer:
 - Main fin Race Titanium set (separated base and fin), part number: POA0017
 - Main fin Race Titanium (base and fin in one part), part number: P020350
- c) Side fins adjustors are permitted but these adjustors must be in accordance with standard specification of the manufacturer - (L-20A0/R-20A0).
- d) Side fins for the Stock category must be FCS fins compatible with approved adjusters. No other fins will be accepted
- e) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders. (as Picture 6).

6.2.5.1 CONTROL PROCEDURE OF THE FIDE FINS

a) Only officially certified FCS fins are allowed.

6.2.6 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.
- c) Engines / engines sealings compliance check.

6.2.7 ALLOWED MODIFICATIONS

- a) Pads & Straps
- b) Throttle controller length
- c) Shut-off key protector installation on the throttle controller.
- d) Main fin & Side fins as per 6.2.5.

6.2.8 PROHIBITED MODIFICATIONS

- a) Engine and its parts and its settings different from the factory setup.
- b) Piston.
- c) Cylinder head and its parts.
- d) Cylinder and its parts.
- e) Crankshaft and its part.
- f) Rod.
- g) Silencer in version without ball in the exhaust.
- h) Exhaust and exhaust slip-on.
- i) Jetpump and its parts.
- j) Ignition and fuel mapping.
- k) Cooling system (the cooling system has to remain in the same shape as per the factory setup).
- l) ICU.
- m) Air intake (air intake must remain in the standard shape, no feature changing characteristics of standard air intake is allowed).
- n) TPS (throttle position sensor) and its settings.
- o) Electronic parts.
- p) Main fin apart of 6.2.5.
- q) Central fin apart of 6.2.5.

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 or JetSurf Titanium DFI 2022 specification. Race Director and the Technical commissioner can require any rider at anytime to test/measure features of the board compliant with the JetSurf Titanium DFI 2021 or JetSurf Titanium DFI 2022 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 or penalized according to penalties for breaching the stock class conditions.

6.3 WOMEN CATEGORY

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 planing mode.
- c) None of the participants in the Women, Juniors Categories can race on the JetSurf Titanium DFI, Jetsurf Titanium, Jetsurf Titanium RS. Every rider shall race on a surfboard produced in at least a 75 pieces production batch in order to inform the Promoter that the used surfboard is production based, and not prototype based.
- d) Only the Jetsurf Race, Jetsurf Race DFI in the standard specification is accepted to the women category.
- 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.

6.4 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.

- f) Each engine (AOO1090) in standard specifications and factory setup, registered into the Women Class must be previously sealed by the manufacturer. The sealing consists of four sealing screws on the cylinder and all sealed screws on the exhaust (Exhaust A001118) in standard specification, accepted with removed exhaust ball and sealed lid of the cylinder head. Only fully sealed and non-damaged seals engines sets will be accepted to the race. It is responsibility of every rider to secure sealing with the manufacturer or make sure the engine and exhaust set is sealed before the technical inspection in the time window announced in the time schedule of the race.
- g) In case the sealing has to be removed for purposes of servicing of the board during the event, it is necessary the engine is sealed again for the next session the rider is going to attend. In case the sealing is removed during the events, it is rider's responsibility to make sure the engine set is re-sealed before the event by the event or in the time window for sealing announced by the Promoter in the time schedule of the racing weekend.

6.5 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 or 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)

6.6 WEIGHT REGULATION.

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

6.7 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.
- c) Fins integrity check – there must not be any visible burrs and cracks,
- d) The only allowed main fin options are those provided by the manufacturer in the standard board set:
- e) Allowed side fins adjustors are the adjustors provided in standard specification of the manufacturer.
- f) The allowed side fins for the Women category are all the FCS fins compatible with provided adjustors. No other fins will be accepted. Only officially certified FCS fins are allowed.

6.8 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check
- b) Engine functions checks.
- c) Engines / engines sealings compliance check.

6.9 PROHIBITED MODIFICAITONS

- a) Engine and its parts
- b) Piston
- c) Cylinder head and its parts
- d) Cylinder and its parts
- e) Crankshaft and its parts
- f) Engine rod
- g) ICU
- h) Fuel maps settings
- i) TPS (throttle position sensor) and its settings
- j) Air intake (air intake must remain in the standard shape, no feature changing characteristics of standard air intake is allowed).
- k) Exhaust and its parts

6.10 ELECTRIC CHALLENGE

6.10.1 ELECTRONIC REQUIREMENTS

- a) Maximum voltage of 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.

6.10.2 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. (As Picture 6)
- 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.

6.10.3 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.

6.10.4 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. (as Picture 6)
- c) Fins integrity check – there must not be any visible burrs and cracks
- d) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders.
- e) Only officially certified FCS fins are allowed.

6.10.5 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.

6.11 JUNIORS CATEGORY

6.11.1 GENERAL REQUIREMENTS

- a) Only the Jetsurf Race, Jetsurf Race DFI in the standard specification is accepted to the Juniors category.
- b) In case of any other manufacturer takes part in the Juniors Category, the rider has to prove the board is in factory configuration without any modifications.
- c) 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.
- d) 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.
- e) JETSURF MOTORIZED SURFBOARD is not allowed to participate with the models Titanium, Titanium DFI, Titanium DFI RS.
- f) 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.
- g) It is recommended that all the manufacturers' surfboards competing in the Junior Class are based on production boards. In case there is a tuning modification found by the technicians, the rider will be penalized according to section Penalties.

6.12 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 or 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)

6.12.1 WEIGHT REGULATION

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

6.12.2 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 safely protect other riders. (as Picture 6)

6.12.3 FUNCTIONAL CHECK OF THE SURFBOARD

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

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

7.1 OPEN CATEGORY

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.
- 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.
- d) Each board registered to the race weekend shall be based on the production type of the board coming from each particular manufacturer. Competing with a prototype board is not possible. Based on request from the Promoter, each manufacturer is obliged to prove that the particular type of the board registered into the competition has been previously produced in minimum volume of 50 pieces.
- e) Each board registered to the competition shall have its genuine number of the engine and on the hull. Such number shall be shown to the technical commissioner based on request. Missing of such number shall lead to denial of registration process.

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.
- 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 or 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)

7.1.4 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 safety protection of other riders. (as Picture 6)
- c) Fins integrity check – there must not be any visible burrs and cracks

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 surfboard allowed in the Stock Category is the JetSurf Titanium DFI 2021 and JetSurf Titanium DFI 2022 in its standard specifications and modifications allowed as per Paragraph 6.2.
- 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 planing mode.
- 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.
- e) Technical setup of the surfboards are regulated according to point 6.2.7.

7.2.2 ENGINE REQUIREMENTS

- a) Features not allowed by sections of this rulebook are prohibited.
- b) The engine shall be in standard configurations as per JetSurf Titanium DFI 2021 and JetSurf Titanium DFI 2022 specifications and factory setup.
- c) Each engine registered into the Stock class must be previously sealed by the manufacturer. The sealing consists of four sealing screws on the cylinder and all exhaust checked by the manufacturer proved by mark lasered on the exhaust. Such number on the exhaust must match the number of the engine seal. Only fully sealed and non-damaged seals engines sets will be accepted to the race. It is responsibility of every rider to secure sealing with the manufacturer or make sure the engine and exhaust set is sealed before the technical inspection in the time window announced in the time schedule of the race.

- d) In case the sealing has to be removed for purposes of servicing of the board during the event, it is necessary the engine is sealed again for the next session the rider is going to attend. In case the sealing is removed between the events, it is rider's responsibility to make sure the engine set is re-sealed before the event or in the time window for sealing announced in the advance program in the time schedule of the racing weekend.
- e) If the Stock Class board has been successfully checked for its seals during the technical inspection, the Technical Commissioner will install a seal on engine mounting to prevent further manipulation with the engine outside of the hull. Damaging of such seal without approval of Technical Commissioner will be penalized according to penalties for breaching the stock class conditions. Such seal can be opened only by the Technical Commissioner only for service purposes of the engine.

7.2.3 WEIGHT REGULATION.

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

7.2.4 FINS REQUIREMENTS

- a) Fins integrity check – there must not be any visible burrs and cracks,
- b) The only allowed main fin options are those provided by the manufacturer:
 - Main fin Race Titanium set (separated base and fin), part number: POA0017
 - Main fin Race Titanium (base and fin in one part), part number: P020350
- 1. Side fins adjustors are permitted but these adjustors must be in accordance with standard specification of the manufacturer - (L-20A0/R-20A0).
- 2. Side fins for the Stock category must be FCS fins compatible with approved adjusters. No other fins will be accepted
- c) Shape of each fin has to be without any toothed shape larger than 1 cm in order to safely protect other riders. (as Picture 6).

7.2.5 FUNCTIONAL CHECK OF THE SURFBOARD

- a) Kill switch functional check.
- b) Engine functions checks.
- c) Engines / engines sealings compliance check.

7.2.5.1 CONTROL PROCEDURE OF THE FIDE FINS

- a) Only officially certified FCS fins are allowed.

7.2.6 ALLOWED MODIFICATIONS

1. Pads & Straps
2. Throttle controller length
3. Shut-off key protector installation on the throttle controller.
4. Main fin & Side fins as per 6.2.5.

7.2.7 PROHIBITED MODIFICATIONS

- a) Engine and its parts and its settings different from the factory setup.
- b) Piston.
- c) Cylinder head and its parts.
- d) Cylinder and its parts.
- e) Crankshaft and its part.
- f) Rod.
- g) Silencer in version without ball in the exhaust.
- h) Exhaust and exhaust slip-on.
- i) Jetpump and its parts.
- j) Ignition and fuel mapping.
- k) Cooling system (the cooling system has to remain in the same shape as per the factory setup).
- l) ICU.
- m) Air intake (air intake must remain in the standard shape, no feature changing characteristics of standard air intake is allowed).
- n) TPS (throttle position sensor) and its settings.
- o) Electronic parts.
- p) Main fin apart of 6.2.5.
- q) Central fin apart of 6.2.5.

7.2.8 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 Director 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 CHALLENGER, 40 + CATEGORY

SEE SECTION 7.1. – OPEN CLASS

7.4 WOMEN CATEGORY

7.4.1 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.
- c) None of the participants in the Women, Juniors Categories can race on the JetSurf Titanium DFI, Jetsurf Titanium, Jetsurf Titanium RS. Every rider shall race on a surfboard produced in at least a 75 pieces production batch in order to inform the Promoter that the used surfboard is production based, and not prototype based.
- d) Only the Jetsurf Race, Jetsurf Race DFI in the standard specification is accepted to the women category.
- 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.

7.4.2 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.

- f) Each engine (AOO1090) in standard specifications and factory setup, registered into the Women Class must be previously sealed by the manufacturer. The sealing consists of four sealing screws on the cylinder and all sealed screws on the exhaust (Exhaust A001118) in standard specification, accepted with removed exhaust ball and sealed lid of the cylinder head. Only fully sealed and non-damaged seals engines sets will be accepted to the race. It is responsibility of every rider to secure sealing with the manufacturer or make sure the engine and exhaust set is sealed before the technical inspection in the time window announced in the time schedule of the race.
- g) In case the sealing has to be removed for purposes of servicing of the board during the event, it is necessary the engine is sealed again for the next session the rider is going to attend. In case the sealing is removed during the events, it is rider's responsibility to make sure the engine set is re-sealed before the event by the event or in the time window for sealing announced by the Promoter in the time schedule of the racing weekend.

7.4.3 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 or 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)

7.4.4 WEIGHT REGULATION.

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

7.4.5 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 safety protection of other riders.
- c) Fins integrity check – there must not be any visible burrs and cracks,
- d) The only allowed main fin options are those provided by the manufacturer in the standard board set:
- e) Allowed side fins adjustors are the adjustors provided in standard specification of the manufacturer.
- f) The allowed side fins for the Women category are all the FCS fins compatible with provided adjustors. No other fins will be accepted. Only officially certified FCS fins are allowed.

7.4.6 PROHIBITED MODIFICATIONS

- a) Engine and its parts
- b) Piston
- c) Cylinder head and its parts
- d) Cylinder and its parts
- e) Crankshaft and its parts
- f) Engine rod
- g) ICU
- h) Fuel maps settings
- i) TPS (throttle position sensor) and its settings
- j) Air intake (air intake must remain in the standard shape, no feature changing characteristics of standard air intake is allowed).
- k) Exhaust and its parts

7.4.7 FUNCTIONAL CHECK OF THE SURFBOARD

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

7.5 ELECTRIC CHALLENGE

7.5.1 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 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.

7.5.2 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. (as Picture 6)
- 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.

7.5.3 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.

7.5.4 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 Junior Category

8.1 GENERAL REQUIREMENTS

- a) Only the Jetsurf Race, Jetsurf Race DFI in the standard specification is accepted to the Juniors category.
- 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.
- d) JETSURF MOTORIZED SURFBOARD is not allowed to participate with the models Titanium, Titanium DFI, Titanium DFI RS.
- 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.
- f) It is recommended that all the manufacturers' surfboards competing in the Junior Class are based on production boards. In case there is a tuning modification found by the technicians, the rider will be penalized according to section Penalties.

8.2 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 or 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)

8.2.1 WEIGHT REGULATION

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

8.2.2 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 safely protect other riders. (as Picture 6).

8.2.3 FUNCTIONAL CHECK OF THE SURFBOARD

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

9 TECHNICAL INSPECTION OF SAFETY GEAR

9.1 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:

9.1.1 Open, Stock, Challenger, 40+ , Electric Challenge

- a. The wearing of a Helmet is mandatory, its intactness and integrity will be checked. If a helmet does not meet the required standards of intactness and integrity the rider will not be permitted to race using this piece of equipment and a suitable alternative must be found. The helmet has to be of an integral type with jaw protection (motocross, downhill). A properly fitting helmet that meets current N.A. standard is required to be worn by all the riders in a competition.
- b. Goggles may be used.
- c. A racing vest will be worn by all pilots and at all times when on the water. It is required that the Racing Vest 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.

9.1.2 Women, Juniors

- a. The wearing of a Helmet is mandatory, its intactness and integrity will be checked. If a helmet does not meet the required standards of intactness and integrity the rider will not be permitted to race using this piece of equipment and a suitable alternative must be found,. The helmet must be of an integral type with jaw protection (motocross, downhill). Only a helmet with CE homologation shall be accepted.
- b. Goggles may be used.
- c. A Racing Vest will be worn by all pilots and at all times when on the water. It is required that the Racing Vest 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.

10 BASIC SERVICES AT THE EVENT – MotoSurf World Championship

10.1 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:

- a) 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.
- b) Chairs – basic chairs for each registered rider participating in the event.
- c) Clothes hangers – hangers for basic riders' equipment such as helmets, protectors, jerseys etc.
- d) Electricity socket – at least one socket for two riders under the shelter.

10.2 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.

10.3 AREA FOR CLEANING

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

10.4 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.

10.5 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.

10.6 AREA FOR THE BOARDS UNPACKING / PACKING (storage) – **World Championship 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.

10.7 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. (at MotoSurf WorldCup events)
- d. None of the competing manufacturers are allowed to secure their own fuel.

10.8 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.

11 CATEGORIES

11.1 MotoSurf World Championship

11.1.1 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).

11.1.2 Stock

Category closed in terms of manufacturers plurality, the only accepted board specification is JetSurf Titanium DFI 2021 or JetSurf Titanium DFI 2022, further specification as per section 6.2. of this rulebook. Age limit for this category is 18 years of age.

11.1.2.1 Stock R

Category closed in terms of manufacturers plurality, the only accepted board specification is JetSurf Titanium DFI 2021 or JetSurf Titanium DFI 2022, further specification as per section 6.2. of this rulebook. Age limit for this category is 15 – 17. There is a possibility for granting an age exception in case of a rider with exceptional performances from the previous season. Such exception shall be granted exclusively by the Race Director, Promoter and with approval of legal guardian of requesting rider.

The Stock R category is part of the Stock category for the qualifying and heats. However, their final scoring is separate from the Stock Category. After the heats, the Stock R category riders are formed into the Final 1 and Final 2 and are independent of the Stock Class.

11.1.3 Women

Category for women older than 15 years of age. The category is open in terms of manufacturers plurality.

11.1.4 Juniors

11.1.4.1 Juniors Y

Junior riders of mixed gender in age ratio from 8 – 11 years of age.

11.1.4.2 Juniors O

Junior riders of mixed gender in age ratio from 12 – 14.

11.1.5 Electric Challenge

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.

11.2 MotoSurf Continental Cup

11.2.1 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).

11.2.2 Stock

Category closed in terms of manufacturers plurality, the only accepted board specification is JetSurf Titanium DFI 2021 or JetSurf Titanium DFI 2022, further specification as per section 6.2. of this rulebook. Age limit for this category is 18 years of age.

11.2.2.1 Stock R

Category closed in terms of manufacturers plurality, the only accepted board specification is JetSurf Titanium DFI 2021 or JetSurf Titanium DFI 2022, further specification as per section 6.2. of this rulebook. Age limit for this category is 15 – 17. There is a possibility for granting an age exception in case of a rider with exceptional performances from the previous season. Such exception shall be granted exclusively by the Race Director, Promoter and with approval of legal guardian of requesting rider.

The Stock R category is part of the Stock category for the qualifying and heats. However, their final scoring is separate from the Stock Category. After the heats, the Stock R category riders are formed into the Final 1 and Final 2 and are independent of the Stock Class.

11.2.3 Women

Category for women older than 15 years of age. The category is open in terms of manufacturers plurality.

11.2.4 Juniors

11.2.4.1 Juniors Y

Junior riders of mixed gender in age ratio from 8 – 11 years of age.

11.2.4.2 Juniors O

Junior riders of mixed gender in age ratio from 12 – 14.

11.2.5 Electric Challenge

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.

11.2.6 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).

11.2.7 Challenger

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).

12 RACE ENTRY FEE

12.1 RACE ENTRY FEE – MOTOSURF WORLD CUP

OPEN, STOCK – 130 EUR

WOMEN – 100 EUR

JUNIORS – 60 EUR

ELECTRIC CHALLENGE – FREE OF CHARGE

12.2 RACE ENTRY FEE – MOTOSURF CONTINENTAL CUP

MASTER – 130 EUR

CHALLENGER – 130 EUR

40 + - 130 EUR

STOCK - 130 EUR

WOMEN - 100 EUR

JUNIORS - 60 EUR

ELECTRIC CHALLENGE – FREE OF CHARGE

13 EVENT STAFF

13.1 RACE DIRECTOR

Race Director is 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.

13.2 UIM COMMISSIONER

13.2.1 General description

The presence of a UIM Commissioner is required at any International titled meeting. The function of the Commissioner must be fulfilled most carefully. As soon as UIM gets the Commissioners agreement, the Secretary General of the UIM will send a letter to the National Authority informing them that the Commissioner has been designated for the events referred in the letter.

No Commissioner will be appointed to an Event organised by his National Authority, unless a derogation agreed by MotoSurf Committee.

The UIM Commissioner sent to the competitions must come from a Nation near to the organizing one and not from different continents.

National Authorities are requested to send yearly to the UIM Secretariat a list of candidate Commissioners with the following data:

- Name, address, telephone, telefax and / or e-mail
- Languages spoken
- languages read and understood
- At what times the candidate is at disposal
- Knowledge in sports and technical matters

An UIM Commissioner shall be chosen by the Secretary General in coordination / consultation with the chairperson of the MotoSurf Committee from the listings provided by National Authorities and by the MotoSurf Committee.

The UIM commissioner cannot be appointed to an Event organised by his own National Authority unless by special reasons.

13.2.2 Functions of the UIM Commissioner

- a) Assist the local organiser and more particularly the Race Director
- b) Approve last minute amendments to the advance – programme
- c) Ensure that the course is in accordance with the water registration
- d) Take part in important decision making during the race with Race Direction.
- e) Take part in urgent decision making with the Race Direction
- f) Take part in urgent decision making with the Race Direction and the organising promoter, in matters related to the overall organisation.

13.2.3 UIM commissioners guidelines

On the day prior the first race / practice day, a meeting shall be held between the UIM Commissioner and the race organizers / officials, and the promoter to review all aspects of the race organization. Time for the meeting will be at 18:00, unless otherwise agreed.

13.2.4 After the race responsibilities

As soon as the results are verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat.

After the event, the UIM Commissioner sends his report to the UIM Secretariat by using the official form, within ten days after the race. The official results of the Event must be enclosed with the report. The reports are considered as confidential matter and cannot be used for aims other than UIM's.

13.2.5 Accommodation and travel expenses

Travel expenses must be compensated by the organizers to the Commissioner from his place of residence to the race venue on basis of return air ticket, economy class. Organizers shall secure daily meals or provide reimbursement of 30 EUR per day.

13.3 PROTEST JUDGE

A 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.

13.4 RACE SECRETARY

Carries out the inspection of the time keeping of the qualification. Race Secretary is responsible for carrying out racing matters in accordance with the rules of the race and may suggest interruption or cancelling of a session. Race secretary is responsible for carrying out the communication with riders, publishing the results and all race information. Race Secretary accepts the Protests for further protests procedure.

13.5 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.

13.6 SPORTING COORDINATOR

Person responsible for coordination of all sporting processes during the session and coordination of all the event staff. The Sporting Coordinator coordinates the track observers, flag marshals, race marshal, rescue team and in accordance with Race Direction.

13.7 TRACK OBSERVERS

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.

13.8 RACE MARSHAL

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

13.9 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.

13.10 GUARD OFFICER

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

13.11 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.

13.12 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.

13.13 RESCUE TEAM

The Rescue Team is responsible for operations on 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.

13.14 FACILITY DIRECTOR

Facility director is responsible for order in the paddock and in the whole race venue area. Facility director shall be mainly responsible for clean environment and proactive environmental approach towards the race venue.

14 GENERAL RULES FOR RIDERS' ORGANIZATION

14.1 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 that are planning 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.

Each rider has right to request an extra time of arrival to the race and making the registration and technical inspection. This right can be used only once per season. In case it's the first race of a rider, the exception cannot be granted.

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 Secretary. 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/recollected 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. Each rider is obliged to be ready for the briefing session 15 minutes before it starts. Every rider is obliged to sign the presence list. If anybody is proved for signing an other rider, both riders will be fined as per Penalty 1.

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

Riders are required to watch for all flag signals on the track. If a rider does not respect a flag signal, 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 Race Secretary 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.

Race Director and Race Secretary's tent is closed for all the riders and individuals. All protests need to be submitted via the Protest Judge latest 60 mins after publishing of the unofficial results. The protests will be dealt in the time window announced in the time schedule.

Race Director and Race Secretary may use electronic methods of communication for faster publishing and communication of the results and racing information.

14.2 ANTI DOPING AND SAFETY MEASURES

14.2.1 ALCOHOL TESTING

For the maximum safety of the event, Race Secretary/Protest Judge or Promoter, 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.

14.3 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>

14.4 WILD CARD – MOTOSURF WORLD CHAMPIONSHIP 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.

14.5 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.

14.6 PROTESTS

14.6.1 PROTEST PROCEDURES

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

14.6.2 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.

14.6.3 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.

14.6.4 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.

14.6.5 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.

14.6.6 HEARING OF THE PROTEST

14.6.6.1 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.

14.6.7 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.

In case there is no evidence of protested action, such protest shall be closed as a racing incident.

14.6.8 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.

14.6.9 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.

14.6.10 UIM INTERNATIONAL COURT OF APPEAL (ICA)

The ICA sits whenever the Chairman calls a meeting.

14.6.11 INTERESTED PARTIES

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

14.6.12 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.

14.6.13 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.

14.6.14 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.

14.6.15 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.

14.6.16 NOTIFICATIONS F THE PARTIES OF THE APPEAL

The UIM Secretariat must within two days from receiving the appeal, notify by telefax or letter (e mail) 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.

14.6.17 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.

14.7 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.

14.7.1 COSTS

For titled international championship series or for events which require a UIM Serial Licence, 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/BLUE 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 rider 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.

14.8 ARBITRATION

14.8.1 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.

14.8.2 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.

14.8.3 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.

14.8.4 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 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.

14.8.5 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.

14.8.6 GENERAL CONCLUSION

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

15 THE TRACK

15.1 GENERAL DESCRIPTION

The track for the UIM MotoSurf World Cup / Continental 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.

15.2 BUOYS

The buoys are inflatable or made from rubber material in an 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.

15.2.1 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.

15.2.2 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.

15.2.3 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.

15.3 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.

15.4 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 signal. 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 7

15.5 TRACK LENGTH – MOTOSURF WORLD CUP ONLY

The track for the MotoSurf WorldCup event should not be shorter than 45 seconds per lap. The reference lap time is taken from 1st fastest in the Open Category.

15.6 LAP CHART AND JOKER BUOYS PER CATEGORY– MOTOSURF WORLD CUP

15.6.1 LAP CHART

Open

Heats: 8 laps, 2 jokers

F1, F2: 12 laps, 2 jokers, (jokers until lap nr. 8)

Stock + Stock R

Heats: 6 laps, 2 jokers

F1, F2: 10 laps, 2 jokers (jokers until lap nr. 7)

Women

Heats: 7 laps, 2 jokers

F1, F2: 9 laps, 2 jokers (jokers until lap nr. 6)

Juniors

Heats: 4 laps, 1 joker

F1, F2: 6 laps, 1 joker

Electric Challenge

Heats: 4 laps, 1 joker

F1, F2: 5 laps, 1 joker

The joker buoy run shall not be conducted in the lap right after the start. The rider is allowed to make his/her joker buoy run only after passing the Finish Gate at least once. The amount of joker buoys is different for every category, where Open, Stock + Stock R and Women have to conduct both joker buoys runs until announced lap.

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. In case the weather conditions do not allow to complete

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

15.8

Open

Heats: 8 laps, 2 jokers

F1, F2: 12 laps, 2 jokers, (jokers until lap nr. 8)

Challenger, 40+, Stock + Stock R

Heats: 6 laps, 2 jokers

F1, F2: 10 laps, 2 jokers (jokers until lap nr. 7)

Women

Heats: 7 laps, 2 jokers

F1,F2: 9 laps, 2 jokers (jokers until lap nr. 6)

Juniors

Heats: 4 laps, 1 joker

F1,F2: 6 laps, 1 joker

Electric Challenge

Heats: 4 laps, 1 joker

F1, F2: 5 laps, 1 joker

15.9 TRACK PROFILE CHANGES DURING A SESSION

15.9.1 Buoy Disappears From The Water Surface

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

15.9.2 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.

15.9.3 Distinguishing Sleeve Is Removed From The Buoy

The distinguishing sleeve is removed from the buoy or damaged.

15.9.4 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).

15.9.5 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.

15.9.6 All Other Cases

Any other cases that Race Direction evaluates as improper race course as per 15.9.

15.10 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 $\frac{3}{4}$ (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 $\frac{1}{4}$ of it remains on the water surface. If at least $\frac{1}{4}$ 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 $\frac{3}{4}$ (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 of $\frac{1}{2}$ (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.

15.11 IMPROPER RACE COURSE CLAIM

The Race Director 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.

16 FLAG SIGNALS

16.1 FLAG SIGNALS DEFINITION, MEANING, ACTION

16.1.1 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.

16.1.2 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.

16.1.3 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.

16.1.4 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.

16.1.5 White

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

16.2 LAPS SIGNALS

For better orientation in the race distance, the current lap is signaled to the riders.

Signals are given based on the leading rider position. Flag marshal signals 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 signal is valid for the rider in the position farthest forward.

17 PROPER RIDE DEFINITION

17.1 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.

17.2 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.

18 STARTING PROCEDURE

18.1 FLYING START

The leading rider has to watch for the flag signals. The start procedure can begin only after green flag signal has been shown. 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. In case there are two or more riders entering a heat with equalled lap time, the rider higher ranked in the current standings of the championship has advantage over the other rider. 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/herself 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.

18.2 START FROM THE SHORE

18.2.1 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 7.

18.2.2 STARTING BLOCKS LINING UP

For Heats 1-3, riders are taking positions according to qualifying results in descending order. For the finals, riders are taking positions according to results of the sum of the Heats 1-3 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.

18.2.3 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 Electric Challenge 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 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 signals 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, Stock and Stock R category conduct a warmup start and ride one lap on a designated lap. Such lap is announced on the first briefing by Race Direction.

18.2.4 SIGNALS GIVEN DURING THE STARTING PROCEDURE

Guards officer checks to make sure all the riders are ready for the start procedure. Start Marshall raises 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 signal such issue by raising a hand. Guards officer then signals 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 raised and the starting procedure continues.

In case the rider has possibility to change the board, he/she can use another board which is has gone through the technical control and is compliant with technical requirements for the category the rider who faced the issues is racing.

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

18.2.4.1 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 raised, 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.

18.2.5 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 signals to the Main Referee that they are ready by raising a green flag. Then a whistle and a flashing light signals 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.

18.3 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 Director 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.

18.4 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”.

18.5 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.

18.6 ACKNOWLEDGEMENT AFTER LAST VALID LAP BEFORE RESTART

In case of finishing 2/3 of the session length, the session is not restarted but the last completed lap result is valid.

19 PENALTIES

19.1 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 A, the rider scores no points for this performance.

19.2 JOKER ZONE / JOKER BUOY

Penalty time instead of joker buoy passing will be announced by Race Director 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. Rider is allowed to go to the joker section only after passing through the finish gate for at least once. When rider is entering the joker zone, the rider shall indicate such action by raising his/her arm.

It is not allowed to take joker zone after announced number of lap in the section Lap Chart.

19.3 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, movement of one length of the motorized surfboard is considered as jump start and is penalized with 100 % of announced lap time.

19.4 A VOLUNTARILY MISSED BUOY (a riding mistake)

If the rider misses 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.

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

If a rider misses the buoy involuntarily, i.e. there was an obstacle in the water or bypassing the buoy would be a 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.

19.6 MISSING MORE BUOYS IN THE SLALOM SECTION

If a competitor misses more buoys (max. of two) in the slalom, he/she 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.

19.7 MISSING MORE BUOYS OUTSIDE THE SLALOM

If a competitor misses 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.

19.8 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.

19.9 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.

19.9.1 LATE STAND UP AFTER THE START FROM THE START

On the race course, there is a buoy as a stand up mark for the riders starting from the start gates. Until reaching this buoy, all riders have to ride in standing position. In case they are not able to ride in standing position, such action is considered as missed buoy and the particular penalty for missed buoy will be imposed.

19.10 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 Director.

19.11 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.

19.12 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).

19.13 BREACHING THE TECHNICAL REGULATIONS FOR STOCK / WOMEN Category

In case any rider breaches the technical requirements for Stock Category – rule numbers 6.2. & 7.2.

In case any rider breaches the technical requirements for Women Category – rule numbers 6.3. & 7.4.

19.13.1 RULE BREACHING FOUND AT TECHNICAL INSPECTION BEFORE THE RACE – Stock Category

If a breach to the Stock Class Technical Requirements (Rule 6.2. & 7.2.), such rider will not be allowed to the race unless the rider is able to demonstrate the board compliant with the 6.2. & 7.2. rules by the end of the Technical Inspection. There is no extra time given to anybody who came with a craft not compliant to the rules.

19.13.2 RULE BREACHING FOUND AT TECHNICAL INSPECTION BEFORE THE RACE – Women Category

If a breach to the Women Category Technical Requirements (Rule 6.3. & 7.4.), such rider will not be allowed to the race unless the rider is able to demonstrate the board compliant with the 6.3. & 7.4. rules by the end of the Technical Inspection. There is no extra time given to anybody who came with a craft not compliant to the rules.

19.13.3 RULE BREACHING FOUND DURING THE EVENT – Stock Category

In case there is a breach of the Rule 6.2. & 7.2., such rider is disqualified from the entire weekend, all scored points from the particular weekend are removed and the rider is obliged to pay 500 EUR fine – as per Penalty 4.. Riders behind the disqualified rider are moved up in the final results.

19.13.4 RULE BREACHING FOUND DURING THE EVENT – Women Category

In case there is a breach of the Rule 6.3. & 7.4., such rider is disqualified from the entire weekend, all scored points from the particular weekend are removed and the rider is obliged to pay 500 EUR fine – as per Penalty 4.. Riders behind the disqualified rider are moved up in the final results.

19.14 IRRESPONSIBLE RIDING

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

19.14.1 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.

19.14.2 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 Director.

19.14.3 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 Director.

19.14.4 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 Director, and causes danger towards him/herself, misses the buoys or other improper riding, such acts will be classified as Irresponsible riding and Race Director has right to disqualify such rider from the entire event.

19.15 UNSPORTSMENSHIP BEHAVIOUR PENALTIES

19.15.1 UNFAIR PLAY BEHAVIOUR DURING A SESSION

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

+ option to use Card penalty by the Protest judge.

19.15.2 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,

+ option to use Card penalty by the Protest judge.

19.16 PROTESTS

The Race Director 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 Director 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.

20 SAFETY

20.1 SAFE ENTRANCE TO THE RACE TRACK

The entrance into the race track is always marked and staked out by buoys. It is not possible to enter the race track 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 onto the race track will be coordinated by the Track Referee and the Guards Officer.

20.2 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. It is strictly forbidden to return to the buoy in case it has been run from a wrong side or was missed. Any turn into opposite direction of the race course is considered as dangerous riding and will be penalized according to IR3. 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 Director on such matters are final and under absolute right of the Race Direction.

20.3 SAFE EXIT FROM THE TRACK DURING THE RACE

Safe exit from the race track is understood as such a way out to the shore in which the rider shall not cross the race track. In practice, this means that the rider continues in the direction of the ride outside the race track behind the line of all buoys towards the entrance area to the race track. 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.

20.4 SAFE EXIT FROM THE TRACK AFTER THE RACE

Safe exit from the race track is understood as such a way out to the shore in which the rider shall not cross the race 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 to the race track is before the finish gate) or he/she takes the shortest route to the entrance area (if the entrance point to the race track is behind the finish gate).

The rider shall NEVER block the place in the finish gate, he/she 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.

20.5 SIGNALS INDICATING 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 signals.

This signal when given immediately activates rescue forces and emergency services. The rider must undergo medical examination.

20.6 SIGNALS INDICATING 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.

20.7 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.

21 PARC FERMÉ – ONLY MOTOSURF WORLD CUP

The parc fermé is a closed area for riders to line up before the sessions and for technical control after the sessions – Heats and Finals. The parc fermé is meant to organize the riders before their entry onto the water. In the parc fermé area, there are 12 numbered stands. The riders put their board on the stands according to their order on the entry list for the upcoming session.

21.1 Before the session

21.1.1 Forbidden actions in the Parc Fermé area

- 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.

21.1.2 Prevention check of the boards

- a) Before each new session the technical commissioner has right to conduct a check of the board to ensure its compliance with the technical specifications. In case of suspicion, the technical commissioner is authorized to:
 - Interrupt the procedure, request delay for further analysis of the technical conditions of the board and its compliance with the technical regulations. In case the board is not compliant with the technical regulations for each particular category, the rider is immediately disqualified from the entire event and all his/her points are nullified. In case the surfboard is compliant with the technical regulations, the procedure continues and the rider enters the upcoming session.
 - Let the procedure to continue and conduct the technical check of the surfboard after the particular session. The board shall be taken to the parc fermé immediately after finishing the session where the Technical Commissioner conducts the technical check. In case the board is not compliant with the technical regulations for particular category where the rider starts, the rider is disqualified from the entire event and all so far

collected points are nullified. In case the board is compliant with the technical regulations for the particular category, the rider normally continues in the event.

21.2 After the session

After the session the boards will be checked immediately after Heats and Finals sessions. The riders that finished their ride will bring the boards back to the Parc Fermé at earliest possible convenience. It is forbidden to bring the board back to the paddock without going through the Parc Fermé. In case any rider brings the board back to the paddock before being checked, it is necessary to bring the board back by 3 (three) minutes after the last rider put his/her board on the stand. This procedure is happening for top 6 (six) placed riders in the Open, Stock, Stock R and Women Categories.

The technical commissioner is authorized to take a sample of fuel for further analysis to check compliance with the fuel regulations. Breaching the rule of the equal fuel provided by the organizer will be penalized by Penalty 4.

22 RACE FORMAT – MOTOSURF WORLDCUP & MOTOSURF CONTINENTAL CUP

22.1 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. If a rider does not attend the practice, it will not be possible for the rider to attend a practice session in another group. The practice session is held for 10 minutes for each category unless otherwise announced by the Race Director. The Free practice starts with the green flag signal. Based on the green flag signal, riders should enter the race track, it is forbidden to enter the race track from the starting block and getting an advantage of more practice starts. If 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 Director. The session is closed by showing of the chequered flag. When the flag marshal raises the green flag again, another group may enter the race course.

22.2 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 run for 5 minutes. It is forbidden to enter the race track 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.

22.3 QUALIFYING SESSION

22.3.1 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 point 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.

22.3.2 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 race track 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 pass 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 is 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/she 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 is given 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/she can continue in his/her qualifying run or by a chequered flag ending the qualifying run.

After finishing the qualifying run the 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 the 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 crashes during the first lap while second rider has begun his/her qualifying run and the 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 does 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 Director according to the above mentioned circumstances on the race track.
- g. If a 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 a rider retires from the qualifying session 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 Directors decision. In this case, no extra laps are given after the rider's fall. Any decision of the Race Director is final.

22.4 DIVISION OF RIDERS INTO GROUPS (Open, Women, Stock, Stock R)

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.

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.

22.4.1 DIVISION OF RIDERS INTO GROUPS (Electric Challenge)

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 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.

22.5 HEAT 1, 2, 3

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 run 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 and until the lap announced in the Lap Chart.

The race ends by passing through the gate and taking the chequered flag, only riders who pass through the gate and take 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 session.

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 , the first twelve (12) proceed for the Final A1, A2.

4 GROUPS

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

Picture 3 - 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

Picture 1 Division into Heats in case of 3 groups

2 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	A4	B4
5	B5	A5
6	A6	B6
7	B7	A7
8	A8	B8
9	B9	A9
10	A10	B10
11	B11	A11
12	A12	B12

Picture 2 Division into heats in case of 2 groups

22.6 THE FINALS F1 AND F2

22.6.1 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 drop 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.

22.6.2 The Finals F1 and Finals F2 (Women, Juniors, Stock, Electric Challenge)

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.

22.7 SCORING

22.7.1 THE SCORING OF THE QULIFICATION

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.

22.7.2 SCORING OF THE HEATS

The scoring of the heats will be included in the overall scoring of the Championship, with all the 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 points	2. 14 points	3. 11 points	4. 9 points	5. 8 points	6. 7 points
7. 6 points	8. 5 points	9. 4 points	10. 3 points	11. 2 points	12. 1 point

Table 1Heats scoring

22.7.3 THE SCORING OF THE FINALS

The Finals F1 and F2, are awarded three times as many points as in the heats. If a rider is not given the chequered flag and does not finish the race, the rider does not receive any points.

1. 54 points	2. 42 points	3. 33 points	4. 27 points	5. 24 points	6. 21 points
7. 18 points	8. 15 points	9. 12 points	10. 9 points	11. 6 points	12. 3 points

Table 2 Finals scoring

22.7.4 FORMING THE POINTS BEFORE THE FINALS

Starting position into the finals is the sum of the qualifying and all heats. If two riders are tied on points the qualifying result determines the position – better qualifying result determines more advanced position.

22.7.5 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).

22.7.6 RACE OVERALL SCORING

Every race is closed by the winners podium ceremony. Top three racers of the Open, Stock, Women, Juniors, 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.

22.7.7 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.

22.7.8 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 . 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.

23 MOTOSURF ELECTRIC CHALLENGE – MOTOSURF WORLD CUP & MOTOSURF CONTINENTAL CUP

23.1 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. If a rider does not attend the practice, it will not be possible for the rider to attend a practice session in another group. The practice session is held for 5 minutes for each category unless otherwise announced by the Race Director. The Free practice starts with the green flag signal. Based on the green flag signal, riders should enter the race track. It is forbidden to enter the race track starting from the starting block and getting an advantage of more practice starts. If 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 5 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.

23.2 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 race track from the starting block and getting an advantage of more practice starts. If a rider makes a practice start from the starting block in the Free practice session, such rider will be penalized for Penalty 5.

23.3 QUALIFYING SESSION

23.3.1 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 .

23.3.2 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 race track 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 is 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/she 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 is given 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 the 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 the 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 crashes during the first lap while second rider has begun his/her qualifying run and the 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 does 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 Director according to the above mentioned circumstances on the race track.
- ii. If a 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 given the chequered flag, the rider leaves the track.
- g) 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 Directors decision. In this case, no extra laps are given after the rider's fall. Any decision of the Race Director is final.

23.4 DIVISION OF RIDERS INTO GROUPS (Electric Challenge)

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.

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.

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.

23.4.1 DIVISION OF RIDERS INTO GROUPS (Electric Challenge)

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. 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.

23.5 HEAT 1, 2, 3

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 run 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 and until the lap announced in the Lap Chart.

The race ends by passing through the gate and taking the chequered flag, only riders who pass through the gate and take 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 session.

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.

In the Electric Challenge, the top 4 (four) riders after the heats proceed to the finals.

DIVISION TO GROUPS (Electric Challenge)

3 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

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

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

Picture 4 - Division to groups - Electric Challenge - 3 groups

2 GROUPS

HEAT 1		
RIDER	GRP E	GRP F
1	A1	B1
2	A2	B2
3	A3	B3
4	A4	B4

HEAT 2		
RIDER	GRP E	GRP F
1	A1	B1
2	B2	A2
3	A3	B3
4	B4	A4

HEAT 3		
RIDER	GRP E	GRP F
1	A1	B1
2	A2	B2
3	B3	A3
4	B4	A4

Picture 5 - Division to groups - Electric Challenge - 2 groups

23.6 THE FINALS F1 AND F2

23.6.1 The Finals F1 (Electric Challenge) and F2 (Electric Challenge)

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 Lap Chart 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 drop 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.

23.6.2 The Finals F1 and Finals F2 (Women, Juniors, Stock, Electric Challenge)

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 Lap Chart of this rulebook. If the rider is not waved by the chequered flag, the rider does not score any points.

23.7 SCORING

23.7.1 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.

23.7.2 SCORING OF THE HEATS

The scoring of the heats will be included in the overall scoring of the Championship, with points of all 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 points	2. 14 points	3. 11 points	4. 9 points
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Table 3Heats scoring

23.7.3 THE SCORING OF THE FINALS

The Finals F1 and F2, are awarded three 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. 54 points	2. 42 points	3. 33 points	4. 27 points
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Table 4 Finals scoring

23.7.4 FORMING THE POINTS BEFORE THE FINALS

Starting position into the finals is a sum of all heats. In case two riders are tied on points, qualifying result determines the position – better qualifying result determines more advanced position.

23.7.5 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).

23.7.6 RACE OVERALL SCORING

Every race is closed by the winners podium ceremony. Top three racers 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.

23.7.7 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.

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

THURSDAY				
START	END	DURATION	TIME GAP	EVENT
8:00	14:00	6:00	0:00	Track building
8:00	14:00	6:00	0:00	Paddock building
17:00	19:00	2:00	0:05	REGISTRATION
17:00	19:00	2:00	0:10	TECHNICAL CONTROL

FRIDAY				
START	END	DURATION	TIME GAP	EVENT
8:30	9:30	1:00	0:05	REGISTRATION
9:35	9:55	0:20	0:10	BRIEFING
10:05	10:15	0:10	0:00	FP1 - STOCK - GROUP A
10:15	10:25	0:10	0:00	FP1 - STOCK - GROUP B
10:25	10:35	0:10	0:00	FP1 - WOMEN - GROUP A
10:35	10:45	0:10	0:00	FP1 - WOMEN - GROUP B
10:45	10:55	0:10	0:00	FP1 - JUNIORS
10:55	11:00	0:05	0:00	FP1 - ELECTRIC CHALLENGE - GROUP A
11:00	11:05	0:05	0:00	FP1 - ELECTRIC CHALLENGE - GROUP B
11:05	11:10	0:05	0:00	FP1 - ELECTRIC CHALLENGE - GROUP C
11:10	11:20	0:10	0:00	FP1 - OPEN - GROUP A
11:20	11:30	0:10	0:00	FP1 - OPEN - GROUP B
11:30	11:40	0:10	0:00	FP2 - STOCK - GROUP A
11:40	11:50	0:10	0:00	FP2 - STOCK - GROUP B
11:50	12:00	0:10	0:00	FP2 - WOMEN - GROUP A
12:00	12:10	0:10	0:00	FP2 - WOMEN - GROUP B
12:10	12:20	0:10	0:00	FP2 - JUNIORS
12:20	12:30	0:10	0:00	FP2 - ELECTRIC CHALLENGE
12:30	12:40	0:10	0:00	FP2 - OPEN - GROUP A
12:40	12:50	0:10	0:00	FP2 - OPEN - GROUP B
12:50	13:20	0:30	0:00	LUNCH TIME
13:20	13:25	0:05	0:00	FP 2 - ELECTRIC CHALLENGE - GROUP A
13:25	13:30	0:05	0:00	FP 2 - ELECTRIC CHALLENGE - GROUP B
13:30	13:35	0:05	0:00	FP 2 - ELECTRIC CHALLENGE - GROUP C
13:35	13:45	0:10	0:00	QP - JUNIORS
13:45	14:15	0:30	0:00	QP - WOMEN
14:15	15:15	1:00	0:00	QP - STOCK
15:15	16:15	1:00	0:00	QP - OPEN
16:15	16:45	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
9:30	9:35	0:05	0:00	WUP - ELECTRIC CHALLENGE - GROUP A
9:35	9:40	0:05	0:00	WUP - ELECTRIC CHALLENGE - GROUP B
9:40	9:45	0:05	0:00	WUP - ELECTRIC CHALLENGE - GROUP C
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	HT1 - STOCK GROUP A (6 laps, 2 jokers)
10:10	10:25	0:15	0:00	HT1 - STOCK GROUP B (6 laps, 2 jokers)
10:25	10:40	0:15	0:00	HT1 - WOMEN GROUP A (6 laps, 2 jokers)
10:40	10:55	0:15	0:00	HT1 - WOMEN GROUP B (6 laps, 2 jokers)
10:55	11:10	0:15	0:00	HT1 - JUNIORS (5 laps, 1 joker)
11:10	11:25	0:15	0:00	HT1 - ELECTRIC CHALLENGE - GROUP A (3 laps, 1 joker)
11:25	11:40	0:15	0:00	HT1 - ELECTRIC CHALLENGE - GROUP B (3 laps, 1 joker)
11:40	11:55	0:15	0:00	HT1 - ELECTRIC CHALLENGE - GROUP C (3 laps, 1 joker)
11:55	12:10	0:15	0:00	HT1 - OPEN GROUP A (6 laps, 2 joker)
12:10	12:25	0:15	0:00	HT1 - OPEN GROUP B (6 laps, 2 joker)
12:25	12:55	0:30	0:00	LUNCH BREAK
12:55	13:05	0:10	0:00	HT2 - STOCK GROUP A (6 laps, 2 jokers)
13:05	13:15	0:10	0:00	HT2 - STOCK GROUP B (6 laps, 2 jokers)
13:15	13:25	0:10	0:00	HT2 - WOMEN GROUP A (6 laps, 2 jokers)
13:25	13:35	0:10	0:00	HT2 - WOMEN GROUP B (6 laps, 2 jokers)
13:35	13:45	0:10	0:00	HT2 - JUNIORS (5 laps, 1 joker)
13:45	13:55	0:10	0:00	HT2 - ELECTRIC CHALLENGE - GROUP A (3 laps, 1 joker)
13:55	14:05	0:10	0:00	HT2 - ELECTRIC CHALLENGE - GROUP B (3 laps, 1 joker)
14:05	14:15	0:10	0:00	HT2 - ELECTRIC CHALLENGE - GROUP C (3 laps, 1 joker)
14:15	14:30	0:15	0:00	HT2 - OPEN GROUP A (6 laps, 2 joker)
14:30	14:45	0:15	0:00	HT2 - OPEN GROUP B (6 laps, 2 joker)
14:45	15:00	0:15	0:00	HT3 - STOCK GROUP A (6 laps, 2 jokers)
15:00	15:15	0:15	0:00	HT3 - STOCK GROUP B (6 laps, 2 jokers)
15:15	15:30	0:15	0:00	HT3 - WOMEN GROUP A (6 laps, 2 jokers)
15:30	15:45	0:15	0:00	HT3 - WOMEN GROUP B (6 laps, 2jokers)
15:45	16:00	0:15	0:00	HT3 - JUNIORS (5 laps, 1 joker)
16:00	16:10	0:10	0:00	HT3- ELECTRIC CHALLENGE - GROUP A (3 laps, 1 joker)
16:10	16:20	0:10	0:00	HT3- ELECTRIC CHALLENGE - GROUP B (3 laps, 1 joker)
16:20	16:30	0:10	0:00	HT3- ELECTRIC CHALLENGE - GROUP C (3 laps, 1 joker)
16:30	16:45	0:15	0:00	HT3 - OPEN GROUP A (6 laps, 2 jokers)
16:45	17:00	0:15	0:00	HT3 - OPEN GROUP B (6 laps, 2 jokers)

24.4 SUNDAY

SUNDAY				
START	END	DURATION	TIME GAP	EVENT
9:00	9:10	0:10	0:10	BRIEFING
9:20	9:25	0:05	0:00	WUP - JUNIORS
9:25	9:30	0:05	0:00	WUP - STOCK FINAL 12
9:30	9:35	0:05	0:00	WUP - STOCK R - FINAL 12
9:35	9:40	0:05	0:00	WUP - OPEN - FINAL 12
9:40	9:40	0:00	0:00	WUP - ELECTRIC CHALLENGE - FINAL 4
9:40	9:45	0:05	0:05	WUP - WOMEN - FINAL 12
9:50	10:00	0:10	0:10	F1 - JUNIORS (6 laps, 1 joker)
10:10	10:25	0:15	0:05	F1 - STOCK (10 laps, 2 jokers - unt. 7th lap)
10:30	10:45	0:15	0:05	F1 - STOCK R (10 laps, 2 jokers - unt. 7th lap)
10:50	11:00	0:10	0:05	F1 - ELECTRIC CHALLENGE (4 laps, 1 joker)
11:05	11:20	0:15	0:05	F1 - WOMEN (9 laps, 2 jokers - unt. 6th lap)
11:25	11:40	0:15	0:05	F1 - OPEN - (12 laps, 2 jokers - until 8th lap)
11:45	12:45	1:00	0:00	LUNCH BREAK
12:45	13:00	0:15	0:05	F2- JUNIORS (6 laps, 1 joker)
13:05	13:20	0:15	0:05	F2 - STOCK (10 LAPS, 2 jokers - unt. 7th lap)
13:25	13:40	0:15	0:05	F2 - STOCK R - (10 laps, 2 jokers - unt. 7th lap)
13:45	13:55	0:10	0:05	F2 - ELECTRIC CHALLENGE (4 laps, 1 joker)
14:00	14:15	0:15	0:05	F2 - WOMEN (9 laps, 2 jokers - unt. 6th lap)
14:20	14:35	0:15	1:00	F2 - OPEN - (12 laps, 2 jokers - until 8th lap)
15:35	15:50	0:15	0:00	FINAL CEREMONY

25 EVENT SCHEDULE – MOTOSURF CONTINENTAL CUP

25.1 THURSDAY + FRIDAY

THURSDAY				
START	END	DURATION	TIME GAP	EVENT
8:00	14:00	6:00	0:00	TRACK BUILDING
8:00	14:00	6:00	0:00	Paddock BUILDING
17:00	19:00	2:00	0:05	REGISTRATION
17:00	19:00	2:00	0:10	TECHNICAL CONTROL

FRIDAY				
START	END	DURATION	TIME GAP	EVENT
8:30	9:30	1:00	0:05	REGISTRATION
9:35	9:55	0:20	0:10	BRIEFING
10:05	10:15	0:10	0:00	FP1 - STOCK - GROUP A
10:15	10:25	0:10	0:00	FP1 - STOCK - GROUP B
10:25	10:35	0:10	0:00	FP1 - WOMEN - GROUP A
10:35	10:45	0:10	0:00	FP1 - WOMEN - GROUP B
10:45	10:55	0:10	0:00	FP1 - JUNIORS
10:55	11:00	0:05	0:00	FP1 - ELECTRIC CHALLENGE - GROUP A
11:00	11:05	0:05	0:00	FP1 - ELECTRIC CHALLENGE - GROUP B
11:05	11:15	0:10	0:00	FP1 - OPEN - GROUP A
11:15	11:25	0:10	0:00	FP1 - OPEN - GROUP B
11:25	11:35	0:10	0:00	FP2 - STOCK - GROUP A
11:35	11:45	0:10	0:00	FP2 - STOCK - GROUP B
11:45	11:55	0:10	0:00	FP2 - CHALLENGER + 40+ - GROUP A
11:55	12:05	0:10	0:00	FP2 - CHALLENGER + 40+ - GROUP B
12:05	12:15	0:10	0:00	FP2 - WOMEN - GROUP A
12:15	12:25	0:10	0:00	FP2 - WOMEN - GROUP B
12:25	12:35	0:10	0:00	FP2 - JUNIORS
12:35	12:45	0:10	0:00	FP2 - ELECTRIC CHALLENGE
12:45	12:55	0:10	0:00	FP2 - OPEN - GROUP A
12:55	13:05	0:10	0:00	FP2 - OPEN - GROUP B
13:05	13:35	0:30	0:00	LUNCH TIME
13:35	13:40	0:05	0:00	FP 2 - ELECTRIC CHALLENGE - GROUP A
13:40	13:45	0:05	0:00	FP 2 - ELECTRIC CHALLENGE - GROUP B
13:45	13:55	0:10	0:00	QP - JUNIORS
13:55	14:25	0:30	0:00	QP - WOMEN
14:25	14:55	0:30	0:00	QP - STOCK
14:55	15:25	0:30	0:00	QP - CHALLENGER + 40+
15:25	16:25	1:00	0:00	QP - OPEN
16:25	16:55	0:30	0:00	QP - ELECTRIC CHALLENGE

25.2 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 - CHALLENGER + 40+
9:20	9:25	0:05	0:00	WUP - CHALLENGER + 40+
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 - ELECTRIC CHALLENGE - GROUP A
9:45	9:50	0:05	0:00	WUP - ELECTRIC CHALLENGE - GROUP B
9:50	9:55	0:05	0:00	WUP - OPEN GROUP A
9:55	10:00	0:05	0:00	WUP - OPEN GROUP B
10:00	10:15	0:15	0:00	HT1 - STOCK GROUP A (6 laps, 2 jokers)
10:15	10:30	0:15	0:00	HT1 - STOCK GROUP B (6 laps, 2 jokers)
10:30	10:45	0:15	0:00	HT1 - CHALLENGER + 40+ - GROUP A (6 laps, 2 jokers)
10:45	11:00	0:15	0:00	HT1 - CHALLENGER + 40+ - GROUP B (6 laps, 2 jokers)
11:00	11:15	0:15	0:00	HT1 - WOMEN GROUP A (6 laps, 2 jokers)
11:15	11:30	0:15	0:00	HT1 - WOMEN GROUP B (6 laps, 2 jokers)
11:30	11:45	0:15	0:00	HT1 - JUNIORS (5 laps, 1 joker)
11:45	12:00	0:15	0:00	HT1 - ELECTRIC CHALLENGE - GROUP A (3 laps, 1 joker)
12:00	12:15	0:15	0:00	HT1 - ELECTRIC CHALLENGE - GROUP B (3 laps, 1 joker)
12:15	12:30	0:15	0:00	HT1 - OPEN GROUP A (6 laps, 2 joker)
12:30	12:45	0:15	0:00	HT1 - OPEN GROUP B (6 laps, 2 joker)
12:45	13:15	0:30	0:00	LUNCH BREAK
13:15	13:25	0:10	0:00	HT2 - STOCK GROUP A (6 laps, 2 jokers)
13:25	13:35	0:10	0:00	HT2 - STOCK GROUP B (6 laps, 2 jokers)
13:35	13:45	0:10	0:00	HT2 - CHALLENGER + 40+ - GROUP A (6 laps, 2 jokers)
13:45	13:55	0:10	0:00	HT2 - CHALLENGER + 40+ - GROUP B (6 laps, 2 jokers)
13:55	14:05	0:10	0:00	HT2 - WOMEN GROUP A (6 laps, 2 jokers)
14:05	14:15	0:10	0:00	HT2 - WOMEN GROUP B (6 laps, 2 jokers)
14:15	14:25	0:10	0:00	HT2 - JUNIORS (5 laps, 1 joker)
14:25	14:35	0:10	0:00	HT2 - ELECTRIC CHALLENGE - GROUP A (3 laps, 1 joker)
14:35	14:45	0:10	0:00	HT2 - ELECTRIC CHALLENGE - GROUP B (3 laps, 1 joker)
14:45	14:55	0:10	0:00	HT2 - OPEN GROUP A (6 laps, 2 joker)
14:55	15:05	0:10	0:00	HT2 - OPEN GROUP B (6 laps, 2 joker)
15:05	15:15	0:10	0:00	HT3 - STOCK GROUP A (6 laps, 2 jokers)
15:15	15:25	0:10	0:00	HT3 - STOCK GROUP B (6 laps, 2 jokers)
15:25	15:35	0:10	0:00	HT3 - CHALLENGER + 40+ - GROUP A (6 laps, 2 jokers)
15:35	15:45	0:10	0:00	HT3 - CHALLENGER + 40+ - GROUP B (6 laps, 2 jokers)
15:45	15:55	0:10	0:00	HT3 - WOMEN GROUP A (6 laps, 2 jokers)
15:55	16:05	0:10	0:00	HT3 - WOMEN GROUP B (6 laps, 2 jokers)
16:05	16:15	0:10	0:00	HT3 - JUNIORS (5 laps, 1 joker)
16:15	16:25	0:10	0:00	HT3 - ELECTRIC CHALLENGE - GROUP A (3 laps, 1 joker)
16:25	16:35	0:10	0:00	HT3 - ELECTRIC CHALLENGE - GROUP B (3 laps, 1 joker)
16:35	16:45	0:10	0:00	HT3 - OPEN GROUP A (6 laps, 2 jokers)
16:45	16:55	0:10	0:00	HT3 - OPEN GROUP B (6 laps, 2 jokers)

25.3 SUNDAY

SUNDAY				
START	END	DURATION	TIME GAP	EVENT
9:00	9:10	0:10	0:10	BRIEFING
9:20	9:25	0:05	0:00	WUP - JUNIORS
9:25	9:30	0:05	0:00	WUP - STOCK FINAL 12
9:30	9:35	0:05	0:00	WUP - STOCK R - FINAL 12
9:35	9:40	0:05	0:00	WUP - CHALLENGER - FINAL 12
9:40	9:45	0:05	0:00	WUP - 40+ - FINAL 12
9:45	9:50	0:05	0:00	WUP - OPEN - FINAL 12
9:50	9:50	0:00	0:00	WUP - ELECTRIC CHALLENGE - FINAL 4
9:50	9:55	0:05	0:05	WUP - WOMEN - FINAL 12
10:00	10:10	0:10	0:10	F1 - JUNIORS (6 laps, 1 joker)
10:20	10:35	0:15	0:05	F1 - STOCK (10 laps, 2 jokers - unt. 7th lap)
10:40	10:55	0:15	0:05	F1 - STOCK R (10 laps, 2 jokers - unt. 7th lap)
11:00	11:10	0:10	0:05	F1 - ELECTRIC CHALLENGE (4 laps, 1 joker)
11:15	11:30	0:15	0:05	F1 - 40+ (8 laps, 2 jokers)
11:35	11:50	0:15	0:05	F1 - WOMEN (9 laps, 2 jokers - unt. 6th lap)
11:55	12:10	0:15	0:05	F1 - OPEN - (12 laps, 2 jokers - until 8th lap)
12:15	13:15	1:00	0:00	LUNCH BREAK
13:15	13:30	0:15	0:05	F2- JUNIORS (6 laps, 1 joker)
13:35	13:50	0:15	0:05	F2 - STOCK (10 LAPS, 2 jokers - unt. 7th lap)
13:55	14:10	0:15	0:05	F2 - STOCK R - (10 laps, 2 jokers - unt. 7th lap)
14:15	14:25	0:10	0:05	F2 - ELECTRIC CHALLENGE (4 laps, 1 joker)
14:30	14:45	0:15	0:05	F2 - WOMEN (9 laps, 2 jokers - unt. 6th lap)
14:50	15:05	0:15	1:00	F2 - OPEN - (12 laps, 2 jokers - until 8th lap)
16:05	16:20	0:15	0:00	FINAL CEREMONY

26 EVENTS SCHEDULE UPDATES

Race format may be updated based on the decision of the Race Director 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.

26.1 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

26.2 POINTS SCORING IN CASE OF UPDATED EVENT SCHEDULE

If the event schedule changes the point scoring system will not change and will remain rigid. The points are assigned only for actually conducted sessions. Assigned points shall not be multiplied in order to cover the missing sessions.

27 TRACK LIMITS

In the MotoSurf WorldCup and Continental Cups, there are the track limits and the time schedule limits that are reflected in the maximum number of groups allowed to every event.

27.1 MotoSurf WorldCup

Maximum number of groups: 11

Groups per category

Open: 2

Stock+ Stock R: 2

Juniors: 2

Women: 2

Electric Challenge: 3

Limit for the maximum attendance of the group is the qualifying, i.e. in case of 30 registered riders to Open Category, the maximum number of groups is 2 which means only the top 24 will qualify to the Heats and Finals.

In case some of the maximum number of groups in a category are not fully filled, there is a possibility to increase the number of groups to other classes in the following preference:

- b) Stock + Stock R
- c) Open
- d) Women
- e) Juniors
- f) Electric Challenge

27.2 Continental Cups

Maximum number of groups: 12

Open: 2

Stock + Stock R: 2

Challengers + 40+: 2

Juniors: 2

Women: 2

Electric Challenge: 2

Limit for the maximum attendance of the group is the qualifying, i.e. in case of 30 registered riders to Open Category, the maximum number of groups is 2 which means only the top 24 will qualify to the Heats and Finals.

In case some of the maximum number of groups in a category are not fully filled, there is a possibility to increase the number of groups to other classes in the following preference:

- a) Stock + Stock R
- b) Challenger + 40+
- c) Open
- d) Women
- e) Electric Challenge
- f) Juniors

28 E-FOIL MASTERS (MotoSurf World Championship)

28.1 GENERAL DESCRIPTION

E-foil Masters is the latest addition to the electric racing section of the MotoSurf WorldCup. Due to safety reasons, the E-foil Masters is is raced on a separate race course on electric powered foils devices.

28.2 E-Foil technical requirements

- Only electric powered foil are allowed into the E-Foil Masters
- The maximum number of motors on the device is 3.
- Maximum voltage is 60 V
- Control handle is accepted remote and wired
- It is necessary the propeller on the foil is hidden and its sharp end are not uncovered
- The maximum width of the wind on the foil is 1m.

28.3 RIDING GEAR REQUIREMENTS

- a) The wearing of a Helmet is mandatory, its intactness and integrity will be checked. If a helmet does not meet the required standards of intactness and integrity the rider will not be permitted to race using this piece of equipment and a suitable alternative must be found,. The helmet must be of an integral type with jaw protection (motocross, downhill). Only a helmet with CE homologation shall be accepted.
- b) Goggles may be used..
- c) A racing vest must be worn by all pilots and at all times when on the water. It is required that the racing vest 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.

28.4 SESSIONS IN THE E-foil Masters

- Free practices
- Qualifyings
- Heats
- Finals

28.4.1 MAXIMUM RIDERS ALLOWANCE IN THE SESSIONS

- Maximum of riders in event: 12
- Maximum of riders in group: 3
- Maximum number of groups: 4

28.5 RACING FORMAT

28.5.1 Qualifyings

- MotoSurf WorldCup format

28.5.2 Heats -pursuit race

- The three riders are started based on the qualifying results in descending order. The time gap between the riders is 15 seconds in order to secure safe distance between the riders.
- The goal of the session is to close the gap between the riders – extend the gap in case of the first rider.
- In case any riders falls down and is overtaken by the other rider, the fallen rider is automatically put on the last position. In case more riders retire because of a crash, the positions are sorted based on time spent on track – longer time on track means better position.
- The riders on the track have the goal to create the highest negative delta of time difference on their opponnet.
- At the end of the session, the deltas are summarized and the positions are based on the fastest lap times (shortest/longest) deltas.
- In case two riders meet each other on the course, the minimum distance for overtaking when one of the riders is in the water is 2m.

28.5.3 Finals

- The three riders are started based on the qualifying results in descending order. The time gap between the riders is 15 seconds in order to secure safe distance between the riders.
- The goal of the session is to close the gap between the riders – extend the gap in case of the first rider.
- The riders on the track have the goal to create the highest negative delta of time difference on their opponnet.

28.5.4 QUALIFYING

As per MotoSurf World Championship format

28.5.4.1 Sorting to groups

1st – 1A
2nd – 1B
3rd – 1C
4th – 2A
5th – 2B
6th – 2C
7th – 3A
8th – 3B
9th – 3C
10th – 4A
11th – 4B
12th – 4C

28.5.5 Division into heats

4 GROUPS														
HEAT 1					HEAT 2					HEAT 3				
RIDER	GRP A	GRP B	GPR C	GPR D	RIDER	GRP A	GRP B	GPR C	GPR D	RIDER	GRP A	GRP B	GPR C	GPR D
1	A1	B1	C1	D1	1	A1	B1	C1	D1	1	A1	B1	C1	D1
2	A2	B2	C2	D2	2	B2	C2	D2	A2	2	C2	D2	A2	B2
3	A3	B3	C3	D3	3	C3	D3	A3	B3	3	D3	A3	B3	C3

3 GROUPS														
HEAT 1					HEAT 2					HEAT 3				
RIDER	GRP A	GRP B	GPR C		RIDER	GRP A	GRP B	GPR C		RIDER	GRP A	GRP B	GPR C	
1	A1	B1	C1		1	A1	B1	C1		1	A1	B1	C1	
2	A2	B2	C2		2	C2	A2	B2		2	B2	C2	A2	
3	A3	B3	C3		3	B3	C3	A3		3	C3	A3	B3	

2 GROUPS														
HEAT 1					HEAT 2					HEAT 3				
RIDER	GRP E	GRP F			RIDER	GRP E	GRP F			RIDER	GRP E	GRP F		
1	A1	B1			1	A1	B1			1	A1	B1		
2	A2	B2			2	B2	A2			2	A2	B2		
3	A3	B3			3	A3	B3			3	B3	A3		

28.6 LAP CHART

Heats – 3 laps

Finals – 4 laps

28.7 POINTS SCORING

28.7.1 HEATS

1st place – 4 points

2nd place – 2 points

3rd place – 1 point

28.7.2 FINALS

1st place – 12 points

2nd place – 6 points

3rd place – 3 points

- At the end of the session, the deltas are summarized and the positions are based on the fastest lap times (shortest/longest) deltas.
- In case two riders meet each other on the course, the minimum distance for overtaking when one of the riders is in the water is 2m.

28.8 PROPER RIDING

28.8.1 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.

28.8.2 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.

28.8.3 Improper ride

In case the rider is kneeling on the board and the board is not flying and is touching the water, such time will be imposed as penalty at the end of the session.



Picture 6 - Side fin toothed shapes



Picture 7 Starting block