



UIM MOTOSURF RULE BOOK  
2020  
MOTOSURF ELECTRIC CHALLENGE RACING RULE BOOK

## 1. General overview

MotoSurf Electric Challenge is electric motorized surfboards world championship. The championship is competed in two main categories – men and women class.

MotoSurf Electric Challenge is a head to head/group speed competition on the race course made from buoys. Such buoys are made in specially designed shape and technology to protect the maximum safety of the competitors.

MotoSurf Electric Challenge is ruled under the valid rules and under authorized staff only. Promoter of the championship reserves all rights for adjusting the race format and for implementing exhibition races/performances into the calendar.

MotoSurf Electric Challenge is open championship in terms of manufacturers plurality. Every manufacturer participates in the championship under agreement between the promoter and manufacturer.

Promoter details:

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## 2. Basic Services

### a) Paddock Area

A permanent facility prepared at the race venue. The paddock area is a designated area to the riders and serves like their background.

### b) Service Center

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

### c) The area for cleaning of the boards

1) Specified in the joining instructions and marked in the map attached to riders instruction.

### d) The area for the overnight boards storage

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

### e) The area for the boards unpacking / packing (storage)

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

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

### f) Battery storage & Charging station

1) Every paddock has a designated area for handling battery packs and battery packs charging.

### 3. Participating parties

#### a) International Federation (UIM)

The UIM is the International Federation, fully recognized by the IOC, governing any motorized water sports worldwide. The UIM is responsible for the organisation, administration, governance and development of all international powerboat activities, including the motorized surfboards.

#### b) Promoter (MSWC)

Promoter is owner of all championship rights and is responsible for communication with riders and organizers of the event. Promoter creates the joining instructions, paddock organization and all formal direction of the event.

#### c) Race direction

Race direction is a group of judges who are controlling the event according to valid UIM rules.

#### d) Manufacturers

Manufacturer is each surfboard producer who is participating in the Championship under agreement with the Promoter.

#### e) Riders

Participants of events who are properly registered to each event complying with all administration procedures as per valid UIM rules.

#### f) Commission of riders

At the first briefing of each racing weekend the riders elect the "Commission of Riders", three persons, this Commission communicates with the Race Director or the Chief Referee in terms of safety reasons of the event.

#### g) Safety staff

For maximum safety of every event, there is a safety staff which includes:

- 1) Doctor – a doctor is necessary part of safety staff of each event. Doctor is a person in charge of on-shore health protection. Without a doctor, none of the session of the event can start.
- 2) Ambulance – ambulance is responsible for transportation of injured person to the nearest hospital. It is necessary that at least one ambulance has to be present the race venue.
- 3) On water rescue – 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 person works in cooperation with doctor and ambulance.

## 4. The Program of the Day

- see annex 1.

## 5. Start number submit

### a) Assigning of start number

1. Every rider has to submit a request for assigning of start number at least 4 (four) weeks before the first event.
2. Request shall be sent via e-mail address:  
[martin.jancalek@motosurfworldecup.com](mailto:martin.jancalek@motosurfworldecup.com)
3. Newly assigned start number remains with rider for the whole season in case rider is signed up for the whole championship.
4. Start number shall be contained of maximum 3 (three) digits without blank digits (spaces, other digits).
5. Start number must not begin with 0 (zero).
6. In case of ambiguity, Race Direction shall decide about start number.
7. Every permanent rider with assigned start number has right to keep the particular number

### b) Removal of start number

1. Start numbers are assigned for certain period of time
2. If rider has right to keep his start number but does not submit for it until the end of January of each particular season and does not attend the first race of the season, such number will be removed from the particular rider.
3. In case of assigned start number, maximum period of assigning is 1 (one) calendar year.

## 6. Registration

### Racer's registration

- 1) To register to the race, the rider has to be older than 15 years of age. This condition shall be fulfilled on the first day of the event at latest. Riders of 14 years of age can join the race only after Race Director's approval. Request for such approval shall be delivered to race director of the championship at least one month before the first day of the event. Rider under 18 years of age needs to deliver officially signed form of legal representative. Such form will be provided by the promoter of the event upon request.
- 2) Racers registration takes place in the morning before the first practice, maximum 30 minutes before the first practice start – according to joining instruction with race schedule.
- 3) Racer who did not go through the registration process will not be allowed to the race course. If went to the race course, this will be sanctioned by Penalty 2.
- 4) To complete the registration process, every rider has to settle entry fee to the race. Such entry fee will be instructed in the joining instructions.

During the registration, riders shall to:

- 1) Settle the starting fee or provide a receipt of advance payment.
- 2) Show a valid insurance card. Rider under 18 years of age has to claim a sport doctor permission.
- 3) Claim a liability insurance.
- 4) Rider will slot a number into the qualifying practice.
- 5) Rider will register his start number valid for the whole season.
- 6) Rider will fill the registration form, claim receipts for entry fee and licenses settlement.

\*For world competitions under national authorities, section is modified in paragraph: World Competition.

## 7. Technical Inspection

Technical check is carried out during the registration process. Each registered rider has to undergo a technical inspection. After successfully passing the technical inspection and security features check, the rider receives a sticker (label) on particularly checked equipment which is valid for the period of one race. A rider who does not have a sticker on the checked equipment will not be allowed to the race track. Technical check has to check the level of preparations and safety of the individual equipment and consists of two parts:

- Technical inspection of the motorized surfboard and its technical specifications,
- Inspection of the security features of the rider.

### a. Inspection of the Board and Board Technical Specification

Technical inspection is performed by a UIM MotoSurf WorldCup authorized technician. Technical inspection focuses on the following tasks:

- 1) Maximum voltage of fully charged battery must not exceed 60 V, i.e. 14S.
- 2) Maximum weight of the board including battery pack must not exceed 50 kg.
- 3) Motorized surfboard must not have any sharp edges that could potentially harm other riders on the track during racing manoeuvres and procedures.
- 4) Power unit must have a safety shut off system (kill switch). In case of remote control handle, the handle must shut off the engine immediately after dropped from rider's control.
- 5) Difference of claimed technical figures stated by manufacturer in technical documents must not exceed 15 %.
- 6) Every motorized surfboard must be ready and accessible to check technical dimensions for needs of Race Direction. Data must be sent via CAN bus specifications 3.12. This clause is valid from 2021.

### b. Inspection of security features.

Inspection of security features may be conducted by the technical director of the race. The inspection is focused on the following in following categories:

#### i.Men

1. Helmet is mandatory – its intactness and integrity, the helmet has to be of an integral type with a jaw protection (motocross, down hill).
2. Googles are mandatory. Glasses are not accepted.
3. Life vest is mandatory.
4. Neck brace is mandatory.
5. Leash is mandatory.



## **ii. Women**

1. Helmet is mandatory – its intactness and integrity, the helmet has to be of an integral type with a jaw protection (motocross, down hill).
2. Googles are mandatory. Glasses are not accepted.
3. Life vest is mandatory
4. Neck brace is mandatory.
5. Leash is mandatory.
6. Shin protectors are mandatory

## **iii. Juniors**

1. helmet is mandatory – its intactness and integrity, the helmet has to be of an integral type with a jaw protection (motocross, down hill).
2. Googles are mandatory. Glasses are not accepted.
3. Life vest is mandatory
4. Neck brace is mandatory.
5. Leash is mandatory.
6. Shin protectors are mandatory.

## **c. Insurance**

1. Each rider has to have a private medical insurance for extreme sports. The rider needs to have the liability insurance.
2. The riders shall pass a medical examination in his/her country. Riders under 18 years of age shall pass a sports doctor examination.
3. The Organizer's liability insurance – shall be secured by the promoter against damages to third parties. At the same time, organizer shall also have insurance for area where the event is held.

## **d. License**

Rider has to hold annual racing license or one event license type. All riders will be informed about a possibility to purchase such license before the season and in case of one event license, before the event in joining instructions for each particular event. In case of one event license, rider shall purchase one event license (voucher) and it is up to rider where such voucher will be applied.

\*For world competitions under national authorities, section is modified in paragraph: World Competition.

## 8. Manufacturer registration to the Championship

### 1) General terms

UIM MotoSurf Electric Challenge is an open championship in terms of manufacturers plurality. Every manufacturer can join the World Championship based on agreement with the Promoter. Such an agreement grants space in the Official paddock, space for official service team and other conditions set by promoter. The championship is considered as production crafts championship. Every manufacturer has to prove that its crafts competing in the championship are available on the market and that at least 50 (fifty) pieces of particular technical specification have been produced.

### 2) Requirements of manufacturer

Every licensed manufacturer has to provide adequate amount of materials for Electric Challenge competition. The minimum amount of supplies is:

- 1) 4 (four) pieces of motorized surfboard
- 2) 10 (ten) battery packs
- 3) 8 (eight) battery packs chargers
- 4) 2 (two) persons for battery packs and motorized boards manipulation.

## 9. Battery storage & Charging station requirements

### 1) Battery storage

- a. must be visibly designated
- b. must be separated from the paddock area by walls from solid material
- c. must be supervised by fire brigade
- d. must be equipped with at least 10 (ten) 50 (fifty) kg bags with sand for event of emergency.

### 2) Charging station

- a. The minimum power of charging stations must be 70 kW (calculated for 20 (twenty) boards and 40 (fourty) battery packs.
- b. Charging station must have 220V plugs
- c. Charging station must be supervised by fire brigade
- d. Charging station must be separated from the paddock area by walls from solid material.
- e. Must be powered from renewable energy.
- f. Must not be powered by Diesel, or other petrols and fuels.
- g. In case organizer is not able to comply with point f. charging station type and specification must be approved by the Promoter.

## 10. Race Entry Fee

For each race, every rider has to settle race entry fee according to joining instructions sent prior the event.

\*For world competitions under national authorities, section is modified in paragraph: World Competition.

## 11. Race direction staff

Race direction is a board made of several members where each member is responsible for certain affairs.

Race is controlled by Race Director, Chief Referee, Time Referee, Track Referee, Race Marshal, Guard Officer and Technical director.

**Race Director** – responsible for supervising over racing matters happening in accordance with the rules of the race. Race director has the main decision-making right regarding the race format and schedule organization, imposing penalties and other affairs connected to racing action. Race director can change/update the schedule, cancel the race, the race director communicates with the representatives of the Association of Riders.

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

**Time Referee** – carries out the time measurement of the qualification and all heats and finals, performs a manual recording of the qualification and all heats and finals (may also serve as the Chief Referee).

**Track Referee** – monitors the riders on the track whether they ride the race in conformity with the rules, he signals competitors' individual mistakes, he may cancel the heat or the Final.

**Race Marshall** — carries out the starting procedure; he may cancel the heat or the Final.

**Guard Officer** — prepares the riders for the start, assists at the starting procedure.

**Technical Director** – a person who is in charge of technical affairs at the race. Technical check and rider's equipment check is the main task of the Technical Director as well as supervising over the service department at each particular venue.

**Medical Director** – medical director is authorized to declare rider fit / unfit for participation in particular session/part of the weekend/whole weekend.

More roles can be carried out by one person in case such person is enough qualified, experienced and capable of executing such role. In case the event scale does not require so, some of the roles may remain unoccupied

## **12. Rules applicable to riders organization**

The rider has right to use the board washing area including fresh water; it will be marked at each track.

The rider has right to store the board overnight at the venue of the race; the place will be marked at each track.

Riders shall comply with the referees' instructions and strictly follow the UIM rules. After the breach of the rules or not complying with the referees' instructions the rider will be fined according to the scale of fees of the rules.

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

Registration – drawing for position in the qualification, 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).

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

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

Riders are not allowed to enter the track without Race Direction or other event staff member approval. In other case, the rider will be penalized according to penalty 1.

Race Director or Chief Referee shall inform the riders about the current status of the race, they shall transmit the information necessary for the racing weekend to run smoothly. Afterwards there will be a time space for questions which will be answered by 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".

### **a. VIP Card**

For marketing purposes, the promoter of the race reserves the right, if necessary, to issue a VIP card. This card is issued to the important participants of the race who passed the free practices, the qualification and the heats. This person qualifies for the Final W1, W2, and A1, A2, even if he 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.

\*For world competitions under national authorities, section is modified in paragraph: World Competition.

**b. The Rules of Communication between Riders and the Race Direction:**

The Commission of Riders” communicates with the Race Direction on behalf of riders (see the rules section 19).

This Commission only within the frame of Race Direction communicates with the Race Director or the Chief Referee. Riders are not allowed to communicate individually with the referees during the racing weekend, except for placing a protest. A rider shall fill in a protest only to the Chief Referee within 30 minutes after finishing the qualification, heat or finals. After this period other comments or protests will not be considered.

**c. Deposit**

The deposit for solving the protest is set at 200 EUR. If the protest is rejected, the money will be forfeited and will be transferred to the promoters bank account. In the case of the positive decision, the deposit will be refunded to the rider in full.

\*For world competitions under national authorities, section is modified in paragraph: World Competition.

### **13. Drawing for Position in Qualification**

The drawing for position is relevant only for the qualification. All categories, men, women and juniors draw one drawing token from the drawing box at the registration. They will transmit the information about the position to the Race Marshall, and keep the token. The lower drawn number means starting first in the pair of the qualifying round.

### **14. Track**

The track for the MotoSurf Electric Challenge is always located in a square, with the maximum length of 500m of the edge. The track can also be of a rectangular shape so that no edge will be longer than 500 m. The track is composed of buoys and the finish gate or finish buoys (with a checkerboard pattern). Split sections or special corridors on the track are highlighted by green / orange balloons. Riding direction of the track is always announced in the joining instructions.

Race course is made from two tracks - shorter lap (shorter track) and longer lap (longer track). The race course is part of the UIM MotoSurf WorldCup race track or independent track only for UIM MotoSurf Electric Challenge. The track for UIM MotoSurf Electric Challenge is always designated in the joining instructions.

The track is made of buoys, balloons, finish gate and start gate/start pontoon.

#### **a. Change of The Track Profile During The Ride**

1. Buoy Disappears From The Water Surface  
If the buoy suffers such damage that it disappears from the surface (it has sunk).
2. . Buoy Is Laid On The Water Surface  
If there is a shift of the balancing weights or the balancing material in the buoy shifts 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.
3. . Buoy sleeve Is Removed From The Buoy  
The distinguishing stripe which clearly identifies the main direction (i.e. the direction which is the main for the entire race, it is the colour of the buoy bypassing according to the qualification) of bypassing is removed from the buoy or damaged.
4. Buoy Changes Its Position During The Ride  
The buoy shifts in the track in such a way that it significantly affects the next ride. In practice, this means that the case of individual buoys a buoy shifts by more than one third of its distance from other buoys or if it shifts in such a way that it does not allow for safe passage through the track in the opposite side (when this passage is dangerous).
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.
6. . All Other Cases  
Not listed above

#### **b. Improper Track**

##### **Definition of improper track**

Improper track is a track that does not allow the rider to pass it safely or clearly without endangering other rider's ride by his doings. If a buoy disappears from the water surface, it can be considered as an improper track. If the race or heat has been completed from at least 3/4 inclusive, then the results from the last known passing through the finish are recognised, otherwise the race or the heat is repeated. In case of the qualification, the qualification lap is repeated. It is not possible to consider a track improper if the buoy is lying and at least 1/4 of it remains on the water surface. If at least 1/4 of the lying buoy does not remain on the water, the buoy is considered as lost and the previous provisions apply. It is not possible to consider a track improper if the buoy loses the distinguishing stripe after the first lap. It is not possible to consider a track improper if there is a missing distinguishing stripe and the Promoter does not have any spare left and but he has informed the riders before the heat itself or before the Final. The track can be declared improper if three successive buoys are without the distinguishing stripe. If the race or heat has been completed from at least 3/4 inclusive, then the results from the last known passing through the finish

are recognised, otherwise the race or the heat is repeated. In case of the qualification, the qualification lap is repeated.

If the Organizer fails to secure safe and clear differentiation between the buoys, the race is cancelled. Only the finished heats or finals will be included in the overall scoring of the championship. The track can be considered as improper if there is such a shift of the buoy or buoys that passing them is dangerous for other riders in the opposite direction or in the direction of the rider. If the race or the heat are finished from at least of 1/2 of its length inclusive, then the results from the last known passing through the finish are counted, otherwise the race or the heat is repeated. In case of the qualification, the qualification lap is repeated. The track can be considered as improper if the finish gate rotates in such a way that passing it is dangerous for the rider, see the rotation angle. If the race or heat is completed from at least 1/2 inclusive, then the results from the last known passing through the finish gate are recognised, otherwise the race or heat is repeated. In case of the qualification, the qualification lap is repeated.

### **Who Has The Right To Declare The Track Improper**

The Race Direction has right to declare the track improper and cancel the heat or the race by waving a red flag.

Rider has the right to declare the track improper if the buoy has sunk, if the distinguishing sleeve of three successive buoys was 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 when reducing the 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.

#### **c. Buoys**

The buoys are made from inflatable material of a cylindrical or conical shape. They are anchored in such a way that the binding material does not stretch into the racing area and does not cause the rider's fall. The colour of buoy or distinguishing suit determines the function and the use of the buoy. Every buoy complete contains buoy itself and a sleeve with particular colour which distinguishes passing direction. For safety reasons, only MSWC, s.r.o. approved buoys set are considered as official material for building the official course.

#### **Buoy technical specification**

Technical specification of the buoy shall care about the safety of the riders. The buoy is made from inflatable material with inside chamber for ballast water to keep the stability and air to keep the shape of the buoy. The buoy is designed with pad eyes not to move on the water surface. See picture nr. 1 for official buoy construction.

## **Buoys sleeves colours**

1. **Yellow,**  
The yellow buoy is designed to mark the track so that the rider makes a right-hand turn and passes it on the left side.
2. **Red,**  
The red buoy is designed to mark the track so that the rider makes a left-hand turn and passes it on the right side.
3. **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" (at least twice during the heats or three times during the Final).
4. **The Checkered Buoy**  
The checkered buoys are used when there is no finish gate at the track. These buoys are used instead the gate to indicate the finish.

## **Balloons**

1. **Orange balloons**  
The orange balloons are designated to indicate the beginning of a track separation (it used in pairs). After passing through them it the rider may choose one of two tracks which he follows 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 balloon is understood as missing the buoys and will be penalized of Joker buoy run or a time penalty.
2. **Green balloons**  
The green balloons designate the initial track after the start leading to the race course.

## **d. The Gate**

The gate consists of inflatable structures, or a pair of specially marked buoys (checkered). The gate is used for the purposes of the qualification when passing through the time keeping starts. The second and the third passage ends the measuring of the first of the second measured lap. In case of the heats and the Final the passing through the gate is considered as a recognized and finished lap. In the last lap the rider's passage is waved by the checkered flag drop. Maximum of 4 riders may enter the gate. Breaching of this number will lead to the last rider to stand down.

If a technical problem arises during the last lap before the finish into 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 prohibited in area 10 metres 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.

**e. Starting block**

Starting block is a device designed for starting procedure from the shore. The starting block is designed to hold the board in starting position. The rider puts the board on the starting block and gets ready for further lights signalization. It is up to the rider on what side of the board the riders stands. The officially recommended starting block as in the Picture 2. For men category of the MotoSurf Electric Challenge, rider has to bring his board to the starting block without any help from a second person.

**f. The Flags**

**1. Green**

The green flag is used for starting purposes. The Start Marshal uses it for signalizing “ready”- flag (flagpole) is horizontally to the surface of 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 obstructions, and the riders may compete. 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 was closed using the red flag.

**2. Red,**

The immediate interruption of the race, heat or training. The Referees waving the red flag signal the immediate interruption of the activity, the riders head off to 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.

**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 racing track via the safe path and head towards the shore.

**4. Checkered,**

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

## **5. White**

White flag signals last lap of a session.

### **g. Lap numbers**

For better orientation in the race distance, actual lap is signaled to the riders. Signalization is conducted based on the leading rider position. Flag Marshall signals the number of laps in descending order. Last lap is indicated by white flag.

## 15. The Ride

### 1. The Right Posture

Motorized surfboard is designed for riding in stand up or squat position. It is not possible to ride in lying or 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 fell in the slalom.

### 2. The Right Direction

Riding direction is announced at the first riders briefing before the race weekend and remain rigid until the end of the race weekend. The direction effective for the particular heat or final 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.

### 3. The Off-shore Start

#### 1) Starting block (Head to Head Race Format)

Starting block is a device designed for starting procedure from the shore. The starting block is designed to hold the board in starting position. The rider puts the board on the starting block and gets ready for further lights signalization. It is up to the rider on what side of the board the riders stands. The officially recommended starting block as in the picture Picture 2.

#### 2) Flying Start (Group Race Format)

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

The start procedure begins on the shore by positioning the riders based on qualification results for Heats sessions. For heat nr. 4, riders line up according to Heat 1-3 standings. The riders line up one beside to the other in descending order; 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 and in the area for positioning they line up. The leading rider rides with a hand above his head so that all the other competitors clearly see who is leading the group.

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 leading rider finds 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 counterclockwise direction.

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

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

Distance between the riders when forming the starting order has to be at least length of one board. Second line (seventh rider) might start forming only behind the board of rider formed in 6th 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 other 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 did not pass 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.

### **3) Positions to starting blocks**

For Heats 1-3, riders are taking positions according to qualifying results in descendent order. For Heats 4, riders are taking positions in the blocks according to results of Heats 1-3 in descending orders. For the finals, riders are taking positions according to results of sum of the Heats 1-4 in descending order.

### **4) Starting procedure**

The off-shore start procedure begins with the riders lining up next to the starting blocks. The winner of the qualification or the winner after the sum of Heats 1-3 / Heats 1-4 (if it has been already finished) may choose first, followed by the riders according to their order after the qualification or after the Heat session (if it has been already finished). The Guards Officer checks whether all riders are ready and are signaling to the Main Referee that they are ready by a raised green flag.

- a. Guards officer checks all the riders are ready for the start procedure.
- b. Start Marshall erects the flag and blows a whistle. Flag horizontally get ready) Riders start their engines.
- c. In case any rider faces an issue, it is necessary to signalize such issue by raised hand. Guards officer then signalizes the issue to Start Marshall to interrupt the start procedure. Guard officer waits 10 seconds to rider solving the issue. If the issue resists, Start Marshall removes the green flag giving 20 more minutes

- d. to the rider with a technical issue. In case the problem persists even after this period of time, the green flag is erected and the starting procedure continues.
- e. In case all riders are ready to start, guards office erects the green flag.

1) Marshall rises the flag (pay attention)

2) Based on the start Marshall decision, rapid movement down with the flag starts the session.

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

#### **5) The Traffic Lights Start**

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

If the rider has a technical problem, he indicates it to the management by raising a hand. The Guards Officer then using a red flag signals a delay to the management. 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. 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 the second time.

#### **6) 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 twice. Practice start is conducted during the end of the last practice session or in the warm up session before the first heat. After performing his own start, the leading rider raises his hand to signal to all competitors to "slow down and follow me".

#### **7) 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 race, rider have crossed the final gate just once.

b. Riders are forming according to last lap order. From 2<sup>nd</sup> to 4<sup>th</sup> lap in a heat, from 2<sup>nd</sup> to 6<sup>th</sup> lap in a race, maximum 5 crosses through the gate.

**8) Acknowledgement after last valid lap before restart**

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

## 16. The Penalty

**1) Disqualify**

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

**2) Joker zone / Joker buoy**

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

**3) The Jump Start,**

Is understood as a movement forward of the board and rider's body using power of the motorized surfboard's engine before the traffic lights turns on or the flag is dropped. Penalty of 30 seconds is imposed in case of jump start.

**4) The Voluntary Missed Buoy (Riding Mistake),**

If the competitor missed a buoy then he is obliged in this case to negotiate to the joker buoy in current or the next lap. This course does not mean that the requirement of one, more precisely, two courses 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 negotiate to the white buoys, then upon his arrival he receives time penalty corresponding to the announced time of the course to the joker buoy.

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

If riders misses the buoy right after start because of safety reasons, the rider has to let the riders overtaken from the short cat go until the end of the first lap. This action will be considered after the race or in the mean time between the races.

**5) Involuntarily Missed Buoy (due to the necessary bypassing of an obstacle in the water)**

If a rider missed the buoy involuntarily, i.e. there was an obstacle in the water or bypassing the buoy would be a huge safety risk, then the rider may miss the buoy (max. of two buoys in the slalom) without the penalty course to the joker buoy. These incidents will be subsequently assessed from the rider's camera. Rider 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.

**6) Missing More Buoys (Slalom),**

If the competitor misses more buoys (max. of two) in the slalom, he is obliged in this case to negotiate to the joker buoy in the next lap. This course does not mean that the requirement of one, more precisely, two courses 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 negotiate to the joker buoy, then upon his arrival he receives time penalty corresponding to the average time of the course to the joker buoy.

**7) Missing More Buoys Outside the Slalom,**

If a racer missed more buoys (two or more) outside the slalom then he is disqualified from the race.

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

**8) Not passing a joker buoy**

If rider does not pass the joker buoy obligation, he/she will be penalized for 60 % of the announced lap time. If rider was flagged by checkered flag and did lap all the laps nor joker buoys, the final race time will be balanced for average time going to joker buoy.

**9) Late stand up on the board,**

The competitor shall stand 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 comply with the stipulated conditions, he is penalized by an average time corresponding to the course to the joke buoy.

#### **10) More than Four Riders Passing through the 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 max. of four (4) riders. The fifth one shall line up behind the first four. The fifth in the order is the rider who in the last buoy before the gate was the fifth out of the five riders. If the fifth rider passes through the gate at the same time as the other four, he will be received, after assessing whether he complied with the stipulated conditions, the penalty 1 to 3 according to the seriousness.

#### **11) The Late Arrival to the Qualification, Heat or Final,**

- a. All competitors are required to check and follow the time schedule.
- b. 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 at the shore. In practice, this means that three riders will be always ready, one of them in the water. If the rider is unable to start due to a technical problem, then after 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.
- c. During the heats the whole group of riders shall get ready. As soon as they are in the water, another group is getting 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 the period of thirty (30) seconds to solve the problem. After this period, the starting procedure resumes.
- d. During the Finals the whole group of riders gets ready. From the announcement of the order the rider have one minute to solve any technical problems. Afterwards the start takes place without them if they were not able to solve the problems. The rider who missed the regular start may still join the race unless the first rider has already passed through the finish gate.

#### **12) Late arrival or riders briefing absence**

Riders shall attend all announced briefings. In case rider is not present, the Penalty 1 will be applied.



### **13) Traffic light**

Traffic lights is a feature serving for objective and save race start from shore or from floating pier. 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 from 0.5 – 3 seconds. If riders makes a move that moves his/her motorized surfboard for 1/2 length of the craft, this action will be considered as a jump start with jump start penalty.

## 17. Safety,

### 1. Safe Entrances into the Water

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

### 2. The 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 the riders ride dangerously (deliberately closing the course to the buoy despite the fact that is apparent from their ride that they will not be able to turn appropriately), it is not acceptable to roughly push the riders riding next to them, to intentionally drive into the opponent's surfboard etc. In the case of the incidents not listed above the incident will always be assessed with the help of the camera and witnesses.

Dangerous riding can be penalized financially, by changing of the order, taking away the points, or disqualification from the race, based on its seriousness.

### 3. Safe Exit from the Track during the Race

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

### 4. Safe Exit from the Track after the Race

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

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

### 5. Signalizing an Injury during the Race

If there is a serious injury during the race that requires prompt medical attention, then there are two options:

- a. The injured rider is capable of signalizing, he raises his 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 signalizing, the rider who notices the injured one immediately raises his hand and rides towards the injured.
- c. Other riders who see the injured one 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 red flag above his head. The riders exit the track safely following the rules. The red and white flag signalization.

The signalization immediately activates the rescue and emergency services. The rider must undergo medical examination and if possible immediately inform the main director of the race.

**6. Signaling a Serious Technical Problem that Requires an Interruption of the Race**

In the event of such a technical problem that requires immediate pick up of the rider and the interruption of the race, the rider raises his hand as if signaling the 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 or a mechanic for technical conditions. If the session interruption was not eligible, the rider will be penalized by a penalty 1-3.

**7. Declaring rider's fitness to upcoming session**

In case rider sustained injury and was taken for doctor's examination, fitness declaration about continuing in the event's programme is based only on Medical Director's decision.

## **18. Parc fermé**

The parc fermé is a closed area for riders to line up before the sessions. The parc fermé is meant to organize the riders before they enter the water surface. In the parc fermé area, there will be up to 12 numbered stands (according to session). Its order for putting the boards on the stand is set by Guards Officer. Rider puts his board on the stand and will wait for Guards Officer instructions.

In parc fermé, It is forbidden to:

- a. Start the engine without guards officer's instruction
- b. Manipulate with the board in inappropriate way that causes damage on alongside standing board
- c. Manipulate with the board in a way causing injury to other competitor
- d. To make repairs
- e. Riders have to line up into the parc fermé area on time to prevent delays.
- f. In case of practices, riders from other group shall wait at least 2 minutes before the previous group finishes their practice, to enter the parc fermé area soonest possible.
- g. 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 soonest possible.

## 19. Head to Head Race Format

### 1) The practice session

For the practices, riders are sorted into group according to championship standings. In the first race of the season, according to standings from previous year. In case there is not standings available, riders are sorted into pairs according to drawn token in descending order, i.e. Riders with 8 (eight) lowest numbers for and 8 (eight) riders group.

Each group has its own schedule. In case any rider will not attend the practice, it is only up to the guards office if lets any other rider ride instead.

### 2) The Qualifying

- a. The qualification is one of the most important stages of the race. The best time, it means the winner of the qualification. From the qualifying, only top 14 (fourteen) riders proceed to next sessions of the race format.
- b. There are two qualification laps. The direction of the ride depends on previously announced direction.
- c. The riders enter their qualifying in pairs
- d. The pairs are made according to number of points in the standings. The riders with closest point scoring accompanies the other in top to down order. In case there is no standings available to make pair, the riders are sorted to pair according to drawn number from the registration in descending order.
- e. In case of odd number of riders, the top two riders always start in pair. The last rider can conduct the qualifying alone.
- f. If there is a pair that has not scored any points in the championship yet, such pair will draw numbers.
- g. The two riders enter the water at the same time based on command of the Track Marshall. **First rider** gets ready for his qualifying laps and waits in the marked area and watches out for green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not be passing the gate before starting his/her qualifying run. Generally, the flying lap start should be started within 30 seconds. Causing any delays will be penalized by Penalty 1.
- h. Time measuring begins after passing through the gate. The rider shall not enter the gate unless he was signalized to do so by the green flag. After passing through the gate the time measuring starts. If a rider fell into the water, or because of other riding mistake he does not want to resume the measured lap, he signalizes his decision by raising his hand, subsequently a green flag signals to him that he may start the second qualification lap.

- j. The time measuring begins by crossing the gate.
- k. The second rider gets ready in the marked area and watches out for green flag signal to start his qualifying. After 50 % of the first rider flying lap, the green flag signal comes for the second rider to start his/her qualifying run.
- l. Every cross of the gate is signaled by green flag giving a message the rider can continue in his qualifying run or by checkered flag ending the qualifying run.
- m. After finishing the qualifying run, rider goes to track leaving point the soonest possible to make the course clean for other qualifiers.
- n. Every rider has up to 3 qualifying laps based on these conditions:
  - 1) If first rider crashes during the first lap and the second rider has not entered the track yet, the second rider does not take any advantage.
  - 2) If first rider crashed during the first lap while second rider has begun his/her qualifying run and a crash does affect the race line of the second rider, the second rider has advantage of one more lap.
  - 3) If second rider crashes during the first lap, and a crash affects the race line of the second rider, the first rider has advantage of one more lap.
  - 4) If first rider crashes during the second lap, and the second rider did not get another lap and the crash will affect the second rider's race line, the second rider had advantage of one more lap.
  - 5) If second rider crashes during the second lap, the first rider does not take any extra lap.
  - 6) Granting an extra lap will always depend on decision of the Race Direction.
- o. If rider intends to retire from the qualifying for any reason, he gives a signal by raising his/her hand. In this case, the rider continues on the outside line of the track to keep the way clear for other qualifier. Or after being waved by checkered flag, the rider leaves the track.
- p. 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 based on Race Direction decision. In this case, no extra laps given after rider's falls.
- q. Head to head battle race format is made of two qualifying sessions. A better laptime from combination of two qualifying sessions will count to each particular rider. The Top 14 (fourteen) standings is based on the combination of both qualifying sessions.

### **3) Qualifying limit**

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

**a) TOP 14**

The first part of the Head to Head battle is session called: TOP 14. Top 14 (fourteen) riders will form pairs according to following scheme:

- 1<sup>st</sup> pair: 7<sup>th</sup> + 8<sup>th</sup>
- 2<sup>nd</sup> pair: 6<sup>th</sup> + 9<sup>th</sup>
- 3<sup>rd</sup> pair: 5<sup>th</sup> + 10<sup>th</sup>
- 4<sup>th</sup> pair: 4<sup>th</sup> + 11<sup>th</sup>
- 5<sup>th</sup> pair: 3<sup>rd</sup> + 12<sup>th</sup> h
- 6<sup>th</sup> pair: 2<sup>nd</sup> + 13<sup>th</sup> h
- 7<sup>th</sup> pair: 1<sup>st</sup> h + 14<sup>th</sup>

Winner from each pair proceed to next session – TOP 8

**b) TOP 8**

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

**i. Fastest loser**

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

**ii. TOP 8 starting grid**

- 1<sup>st</sup> pair: ) 4<sup>th</sup> + 5<sup>th</sup>
- 2<sup>nd</sup> pair: 3<sup>rd</sup> + 6<sup>th</sup>
- 3<sup>rd</sup> pair: 2<sup>nd</sup> + 7<sup>th</sup>
- 4<sup>th</sup> pair: 1<sup>st</sup> + Fastest loser (8<sup>th</sup> fastest lap time from Top 14)

**c) TOP 4**

Winners from TOP 8 shootout proceed to Top 4 (four) and will form final 4 that will compete for top three positions.

- 1<sup>st</sup> pair: 3<sup>rd</sup> + 4<sup>th</sup>
- 2<sup>nd</sup> pair: 1<sup>st</sup> + 2<sup>nd</sup>

**4) Race general description**

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

Heading into third lap, it is up to each of the rider whether they take left or right side of the split. Both then continue on the shorter track.

**d) Final Results**

- 1<sup>st</sup> place: TOP 4; 2<sup>nd</sup> pair winner
- 2<sup>nd</sup> place: TOP 4; 2<sup>nd</sup> pair runner-up
- 3<sup>rd</sup> place: TOP 4; 1<sup>st</sup> pair winner
- 4<sup>th</sup> place: TOP 4; 1<sup>st</sup> pair runner-up
- 5<sup>th</sup> place: TOP 8; 5<sup>th</sup> fastest
- 6<sup>th</sup> place: TOP 8; 6<sup>th</sup> fastest
- 7<sup>th</sup> place: TOP 8; 7<sup>th</sup> fastest
- 8<sup>th</sup> place: TOP 8; 8<sup>th</sup> fastest
- 9<sup>th</sup> place: TOP 14; 9<sup>th</sup> fastest
- 10<sup>th</sup> place: TOP 14; 10<sup>th</sup> fastest
- 11<sup>th</sup> place: TOP 14; 11<sup>th</sup> fastest
- 12<sup>th</sup> place: TOP 14; 12<sup>th</sup> fastest
- 13<sup>th</sup> place: TOP 14; 13<sup>th</sup> fastest
- 14<sup>th</sup> place: TOP 14; 14<sup>th</sup> fastest

**e) Points scoring:**

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



## 20. GROUP RACE FORMAT / 2<sup>ND</sup> option Race Format

### 1) The practice session (Free training)

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

Riders will be sorted into groups and each group will have its own schedule. In case any rider will not attend the practice, it is only up to the guards office if lets any other rider ride instead.

### 2) The Qualifying

a. 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.

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

c. The riders enter their qualifying in pairs

- 1) The pairs are made according to number of points in the standings. The riders with closest point scoring accompanies the other in top to down order.
- 2) In case of odd number of riders, the top two riders always start in pair. The last rider can conduct the qualifying alone.
- 3) If the pair has not scored any points in the championship yet, they will draw numbers.
- 4) The two riders enter the water at the same time based on command of the Track Marshall. First rider gets ready for his qualifying laps and waits in the marked area and watches out for green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not be passing the gate before starting his/her qualifying run. Generally, the flying lap start should be started within 30 seconds. Causing any delays will be penalized by Penalty 1.

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

e. The time keeping begins by crossing the gate.

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

- g. Every cross of the gate is signaled by green flag giving a message the rider can continue in his qualifying run or by checkered flag ending the qualifying run.
- h. After finishing the qualifying run, rider goes to track leaving point the soonest possible to make the course clean for other qualifiers.
- i. Every rider has up to 3 qualifying laps based on these conditions:
  - 1) If first rider crashes during the first lap and the second rider has not entered the track yet, the second rider does not take any advantage.
  - 2) If first rider crashed during the first lap while second rider has begun his/her qualifying run and a crash does affect the race line of the second rider, the second rider has advantage of one more lap.
  - 3) If second rider crashes during the first lap, and a crash affects the race line of the second rider, the first rider has advantage of one more lap.
  - 4) If first rider crashes during the second lap, and the second rider did not get another lap and the crash will affect the second rider's race line, the second rider had advantage of one more lap.
  - 5) If second rider crashes during the second lap, the first rider does not take any extra lap.
  - 6) Granting an extra lap will always depend on decision of the Race Direction
- j. If rider intends to retire from the qualifying for any reason, he gives a signal by raising his/her hand. In this case, the rider continues on the outside line of the track to keep the way clear for other qualifier. Or after being waved by checkered flag, the rider leaves the track.
- k. 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 based on Race Direction decision. In this case, no extra laps given after rider's falls.

### **3) The Division of Riders into Groups**

The riders are divided into groups according to 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 anymore. The number of riders simultaneously determines the number of received points for the individual heats. According to the following table. For example, if there are 23 riders, they are split into three groups of 8, 8, 7, for the 39 riders 10, 10, 10, 9. At the same time, if the number of riders is less than 13, then only half of the points will allocated in the championship. The maximum number of riders is 48 riders, i.e. four groups of twelve riders and 24 women, divided into two groups of 12 riders.

The riders' division system is in annex 2.

The qualifying winner is group A leader, runner up in the qualifying leads group B and so on. In case both groups are completed, rider fill the groups A, B, C, D.

#### **4) The Heat 1, 2, 4 and 4**

All Heats have the same direction as the qualification. The heat consists of six (6) or seven (7) laps with two compulsory course to the Joker zone. The heats are ridden according to the groups that were created after the riders' qualification. The leader (the best rider according to the qualification in the group) leads and influences the starting procedure. See chapter ride, flying start and off-shore start. If rider misses the buoy, she/ he shall negotiate to the joker zone in the current or following lap (it is not considered as an obligatory course to the joker zone). At least twice per heat each rider must negotiate to the joker zone. However, it is only up to him in which lap he/she decides to do so.

The race ends by passing through the gate and dropping the checkered flag, only then the rider is awarded the points for the heat for the overall scoring. If no flag is dropped for the rider then he is marked as a DNF and receives zero (0) for the heat.

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

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

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

#### **5) The Final B**

The Final B is held in the same direction as the qualification. Final B consists of five (5) laps with two compulsory courses to the joker buoy. The leader (ranked at the ninth place after the heats) leads and influences the starting procedure. See chapter ride, flying start and off-shore start.

The positions of the riders is determined by the total number of points from the heats, alternatively from the qualification if there is a tie regarding the points.

The first four competitors in the finish qualify for the group of twelve competitors for the Final A1, A2.

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

## **6) The Finals A1 and A2 /W1 and W2**

### **a. The Finals A1 and A2**

The Final A1 is in the same direction as the qualification. The winner of the heats is the leading rider who influences the starting procedure. See chapter ride, flying start and off-shore start. Final A1 consists of eight (8) laps with three compulsory courses to the joker buoy.

The points in the Final will always be included in the overall scoring, even if the rider does not receive a checkered flag drop he is assigned the twelfth place. If there are more riders who did not finish the race, then they are assigned the position based on the placings from the last lap they negotiated or based on the fact who has more laps.

### **b. The Finals W1 and W2**

The Final W1 and W2 is in the same direction to the direction in the qualification. Everything else remains the same as in the Final A1. The women finals are held for six (6) laps with three (3) compulsory joker buoys. If the rider is not waved by the checkered flag, does not score any points.

### **c. The Winner of the Race**

The winner of the race is the one who has the highest number of points from the Final A1, A2/ W1, W2. If there is a tie, the second Final position determines the winner (higher in standings means higher positions).

## **7) The Scoring**

### **a. 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.

### **b. The Scoring of the Heats**

The scoring of the heats will be included in the overall scoring of the Championship, with points of the three best heats added to the scoring to the points from Final W1, W2, or rather A1, A2. If any competitor is disqualified in any heat, such heat is awarded with zero points and is not omitted. The points are designed to motivate the riders to participate in all heats even if they have already received enough points to directly qualify for the Final. The second reason is the effort to partially eliminate the loss of points caused by e.g. a technical problem during the race.

All riders who finish a particular heat are awarded with points (the checkered flag drop is recognized as the finish). In case that the rider (though in the first position) does not receive the checkered flag drop, he is not entitled to any points from the heat and is marked as a DNF.

Scoring is dependent on the number of riders in the groups, with the maximum difference in the number of riders in the groups being 1, see table 1. The riders based on their number and the order receive points according to the table 2.

If the number of competitors in the World Championship is less than 13, then all points are divided by two, this also applies to the Final A1, A2.

**c. The Scoring of the Final B,**

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

**d. The Scoring of the Final A1 and A2**

The Final A1 and A2/W2, W2, is awarded four times as much points as in the case of the heat consisting of 48 riders, see table 3. These points are calculated also for the riders who do not finish (did not receive the checkered flag drop). If the riders did not receive the flag drop, their order, and thus the allocated number of points depends on the last finished lap (i.e. in the case of multiple disqualified competitors in one lap it is not assessed who finished farther).

**e. Forming the points before the finals**

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

**f. Race overall scoring**

Every race is closed by the winners podium ceremony. Top three racers men class and women class are awarded on the podium. Race overall standings is a sum of two finals. In case of two riders are tied on points, the last valid session determines the final position – higher position in last valid finals determined higher position in overall standings.

**g. Season Overall points standings**

Points of ALL heats and each particular Finals (A1, A2/W1, W2) will be counted. The overall points standings of the season consists of all races (from 2020). All races points scoring are valid to the Season Overall Points standings. In case two riders are tied on points, higher position is last valid Race weekend determines higher position in Season Overall points standings.

**h. First lap award scoring**

First lap award is a separate competition awarding the rider crossing the finish line after the first lap of the race on the first position. First lap award is awarded in each of the finals – two men 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 most points in First lap award standing wins the overall first lap award classification.

In case two riders are tied on points, the higher position in last valid session determined 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 nearest following racer without a jumpstart scores the first lap award victory.

## 21. The Penalty

### 1) Unfair play behaviour during the race

- a. Vulgar manifestations – Penalty 1
- b. Aggressive behaviour – Penalty 4
- c. Dangerous overtaking maneuver – individual assessment, penalty 2-3
- d. Deliberate damage to the opponent's equipment – Penalty 4
- e. Deliberate driving into the opponent - Penalty 3

### 2) Unsportsmanlike behaviour outside the race

- 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 jury – Penalty 4,
- e. Damage to other rider's equipment – Penalty 4,

### 3) Solving protests - penalty

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

Classification of penalty

Penalty 1 - 100 EUR fine

Penalty 2 - 200 EUR fine

Penalty 3 - disqualification from the heat and 200 EUR fine

Penalty 4 - disqualification from the race and 500 EUR fine

Fees for penalties need to be settled until 19:00 o'clock the day the penalty was applied. If not, rider will not be let on the race course the next day. The only accepted was to pay is in cash.

## 22. The Commission of Riders

At the first briefing of each racing weekend the riders elect the "Commission of Riders", three persons, this Commission communicates within the Race Direction only with the Race Director or the Chief Referee. In practice this means that the riders in case of any problem, comments on the safety of the track, slalom in the track, etc. must decide together and the Commission presents the result of their discussion to the Jury. The jury is not obliged to comply with these comments. Convening the riders is the task of the "Commission of Riders".

In case the Commission of Riders will not be formed, Race Direction will not force the riders to form such an entity.

## 23. International events

International event is understood as international event organized by international authorities. The basic rules book to any of the authority for event the motosurf event is the valid UIM rule book.

### 1. Riders nomination –

Number of slots for riders is defined by international authority. To apply for the event, riders have to follow the national procedure to apply for international event.

### 2. Qualification for international events –

In case the number of riders applying for international event at the national federation is higher than the number of slots for each country, national federation is obliged to organize a qualification race for national representatives to fill the slots. In case the qualification event is not possible to be organized, the valid source for riders nomination is the latest valid standings of World Championship competition.

### 3. Registration

At the international events, riders register themselves to the race according to specifications of joining instructions of the event. Joining instruction will state the amount of race entry fee and other details.

### 4. VIP Card

In case of International event under national federations/committees nominations, the VIP card cannot be granted to any rider.

### 5. Deposit for protests

In case of international event under national federations/committees, there is no deposit for protests required.

## 24. Race format updates

Race format defined in Annex 1. might be updated based on decision of Race Direction in following cases:

- I. Weather aspects – in case the weather aspects will not allow to hold the race in safe conditions, Race direction after communication if Riders commission might update the race weekend format.
- II. Competition format aspects – In case the competition is held on the level of international event and is considered as a side competition, the MotoSurf race format might be adjusted by UIM delegate.

# TIME SCHEDULE

xx.xx.2019

PRINCIPAL DIRECTION

CLOCKWISE ?

Training day				
Start	End	Duration	Time Gap	Description
8:30	10:00	1:30	0:00	Registration A-E
8:30	10:00	1:30	0:00	Inspection of JetSurf & Safety Equipement
10:00	10:25	0:25	0:40	Briefing
11:05	11:19	0:14	0:01	Track learning - group E (women)
11:20	11:34	0:14	0:01	Track learning - group A (men)
11:35	11:49	0:14	0:01	Track learning - group B (men)
11:50	12:04	0:14	0:01	Track learning - group C (men)
12:05	12:19	0:14	0:06	Track learning - group D (men)
12:25	12:34	0:09	0:01	1st training - group E (women)
12:35	12:44	0:09	0:01	1st training - group A (men)
12:45	12:54	0:09	0:01	1st training - group B (men)
12:55	13:04	0:09	0:01	1st training - group C (men)
13:05	13:14	0:09	0:01	1st training - group D (men)
13:15	13:45	0:30	0:00	Lunch
13:45	13:54	0:09	0:01	2nd training - group E (women)
13:55	14:04	0:09	0:01	2nd training - group A (men)
14:05	14:14	0:09	0:01	2nd training - group B (men)
14:15	14:24	0:09	0:01	2nd training - group C (men)
14:25	14:34	0:09	0:16	2nd training - group D (men)
14:50	15:20	0:30	0:05	Qualification women
15:25	17:25	2:00	0:00	Qualification men



# TIME SCHEDULE

xx.xx.2019

PRINCIPAL DIRECTION

CLOCKWISE

First day of racing				
Start	End	Duration	Time Gap	Description
9:15	9:30	0:15	0:05	Briefing
9:35	9:44	0:09	0:01	Warm up - group E
9:45	9:54	0:09	0:01	Warm up - group A
9:55	10:04	0:09	0:01	Warm up - group B
10:05	10:14	0:09	0:01	Warm up - group C
10:15	10:24	0:09	0:21	Warm up - group D
10:45	10:55	0:10	0:06	Heat 1 - E, 6 Laps, 2x Joker Buoy
11:01	11:11	0:10	0:06	Heat 1 - A, 6 Laps, 2x Joker Buoy
11:17	11:27	0:10	0:06	Heat 1 - B, 6 Laps, 2x Joker Buoy
11:33	11:43	0:10	0:06	Heat 1 - C, 6 Laps, 2x Joker Buoy
11:49	11:59	0:10	0:01	Heat 1 - D, 6 Laps, 2x Joker Buoy
12:00	13:00	1:00	0:00	Lunch
13:00	13:10	0:10	0:06	Heat 2 - E, 6 Laps, 2x Joker Buoy
13:16	13:26	0:10	0:06	Heat 2 - A, 6 Laps, 2x Joker Buoy
13:32	13:42	0:10	0:06	Heat 2 - B, 6 Laps, 2x Joker Buoy
13:48	13:58	0:10	0:06	Heat 2 - C, 6 Laps, 2x Joker Buoy
14:04	14:14	0:10	0:10	Heat 2 - D, 6 Laps, 2x Joker Buoy
14:24	14:34	0:10	0:06	Heat 3 - E, 6 Laps, 2x Joker Buoy
14:40	14:50	0:10	0:06	Heat 3 - A, 6 Laps, 2x Joker Buoy
14:56	15:06	0:10	0:06	Heat 3 - B, 6 Laps, 2x Joker Buoy
15:12	15:22	0:10	0:06	Heat 3 - C, 6 Laps, 2x Joker Buoy
15:28	15:38	0:10	0:00	Heat 3 - D, 6 Laps, 2x Joker Buoy

# TIME SCHEDULE

xx.xx.2019

PRINCIPAL DIRECTION

CLOCKWISE

Second day of racing				
Start	End	Duration	Time Gap	Description
9:00	9:25	0:25	0:35	Briefing
10:00	10:09	0:09	0:01	Warm up - group E
10:10	10:19	0:09	0:01	Warm up - group A
10:20	10:29	0:09	0:01	Warm up - group B
10:30	10:39	0:09	0:01	Warm up - group C
10:40	10:49	0:09	0:01	Warm up - group D
10:50	11:00	0:10	0:06	Heat 4 - E, 6 Laps, 2x Joker Buoy
11:06	11:16	0:10	0:06	Heat 4 - A, 6 Laps, 2x Joker Buoy
11:22	11:32	0:10	0:06	Heat 4 - B, 6 Laps, 2x Joker Buoy
11:38	11:48	0:10	0:06	Heat 4 - C, 6 Laps, 2x Joker Buoy
11:54	12:04	0:10	0:00	Heat 4 - D, 6 Laps, 2x Joker Buoy
12:04	13:04	1:00	0:00	Lunch
13:04	13:14	0:10	0:00	Finale B - 6 Laps, 2x Joker Buoy
13:14	13:49	0:35	0:00	Break
13:49	14:04	0:15	0:05	Finale W1 - 8 Laps, 3x Joker Buoy
14:09	14:24	0:15	0:25	Finale M1 - 10 Laps, 3x Joker Buoy
14:49	15:04	0:15	0:05	Finale W2 - 8 Laps, 3x Joker Buoy
15:09	15:24	0:15	0:36	Finale M2 - 10 Laps, 3x Joker Buoy
16:00	16:15	0:15	0:00	Ceremony

Annex 2

1. Table 1 Riders divided into groups according to their number.

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

Annex 3

The yellow marking indicates half of the championship's points.

1 – 1A	2 – 2A	3 – 3A	4 – 4A	5 – 5A	6 – 6A	7 – 7A	8 – 8A
9 – 5A,4B	10 – 5A,5B	11 – 6A,5B	12 – 6A,6B	13 – 7A,6B	14 – 7A,7B	15 – 8A,7B	16 – 8A,8B
17 – 6A,6B 5C	18 – 6A,6B 6C	19 – 7A,6B 6C	20 – 7A,7B 6C	21 – 7A,7B 7C	22 – 8A,7B 7C	23 – 8A,8B 7C	24 – 8A,8B 8C
25 – 7A,6B 6C,6 D	26 – 7A,7B 6C,6 D	27 – 7A,7B 7C,6 D	28 – 7A,7B 7C,7 D	29 – 8A,7B 7C,7 D	30 – 8A,8B 7C,7 D	31 – 8A,6B 8C,7 D	32 – 8A,8B 8C,8 D
33 – 9A,8B 8C,8 D	34 – 9A,9B 8C,8 D	35 – 9A,9B 9C,8 D	36 – 9A,9B 9C,9 D	37 – 10A,9B 9C, 9D	38 – 10A,10B 9C, 9D	39 – 10A,10B 10 C,9D	40 – 10A,10B 10 C,10D
41 – 11A,10B 10 C,10D	42 – 11A,11B 10 C,10D	43 – 11A,11B 11 C,10D	44 – 11A,11B 11 C,11D	45 – 12A,11B 11 C,11D	46 – 12A,12B 11 C,11D	47 – 12A,12B 12 C,11D	48 – 12A,12B 12 C,12D

Points according to the maximum number of riders in the group

Up to 32 riders

1.	142.	103.	74.	55.	46.	37.	28.	1
points	points	points	points	points	points	points	points	point

Up to 40 riders

1.	162.	123.	94.	75.	6
points	points	points	points	points	points
6.	57.	48.	39.	210.	1
points	points	points	points	point	point

Up to 48 riders

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

Scoring of the Final A1, A2, W1, W2

Twelve riders

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

Picture 1 – Official buoy scheme



Picture 2 – Official starting block scheme

