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# United States Jet Sprint Association

## 2018 Rules and Regulations

Adopted by  
USJSA Board of Directors

Ron Domoe - President  
Chris Bowman - Vice President  
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Steven Church - Director  
Eric Werner - Director  
Ken Worst - Director

On  
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**Warranty Disclaimer:**

The rules promulgated in this Rule Book are intended as guidelines for the sport of Sprint Boating, and the rules relating to the safety of equipment are the responsibility of each individual who participates in the sport of Sprint Boat Racing under these rules. No express or implied warranty of safety is intended nor may be inferred from the publication of neither this document nor the compliance therewith.

**NOTHING CONTAINED HEREIN SHOULD BE CONSTRUED AS A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, BYSTANDERS OR SPECTATORS.**

The rules contained herein are intended solely for the governance of USJSA sanctioned events and may or may not meet the requirements for international competition. For more information on international rules, please contact your local UIM representative.



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## 1 - General Definitions

1. **DNF:** Did Not Finish. Driver did not successfully complete the designated course. Entering a wrong channel, wrecking, beaching or otherwise needing assistance of the safety crew constitutes a DNF. Receiving a DNF during a qualifying round means no time is awarded to the driver for that round. Receiving a DNF in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNF during the elimination rounds automatically eliminates the driver from the remainder of the event.
2. **DNS:** Did Not Start. Driver was unable to start a run within the 5 minutes of a call to start. Receiving a DNS during a qualifying round means no time is awarded to the driver for that round. Receiving a DNS in every qualifying round means no time is awarded and the driver does not qualify for the elimination rounds. Receiving a DNS during the elimination rounds automatically eliminates the driver from the remainder of the event.
3. **DQ:** Disqualified. Any participant disqualified from a sanctioned points event, by the sanctioning body or their appointed representative, for any reason, immediately forfeits all entry fees, prize money and points accrued for the event.
4. **Chain Of Command:** The Chain of Command for problem resolution during an event will be as follows:
  1. Begin by addressing the issue with the designated representative for your team.
  2. The team representative will in turn address the issue to a member of the Race Control Committee.
  3. During the period of time that the race controller is resolving the issue, the race course will be red flagged and closed, and remain closed until the issue has been resolved by the race controller or the matter has been turned over to the USJSA board of directors by the race controller.
  4. If the problem can't be resolved satisfactorily, the USJSA Officers and Board of Directors will be consulted for a definitive and final ruling on the issue.
5. **Underway:** Engine running, pump operating and able to propel itself under its own power.
6. **Red flag condition/Cold Track:** Under a non-race condition. Either by a red flag or a boat grounded or otherwise not underway.



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7. **Green flag condition/Hot Track:** Under race/green flag conditions. When underway in race conditions, a boat remains under a green flag until under the command of the race controller and being trailered.
8. **U-Turn:** A complete reversal in direction. When a boat becomes mis-directed and/or spins out in a channel, they can reverse that direction to get back on course.
9. **Trailered:** Boat fully onto the trailer, chain attached and trailer pulled from the water.

## 2 - General Rules

1. All boats and drivers must comply with the USJSA's technical inspection list, which will be updated once per year, unless a serious safety situation is found. All drivers and navigators must be current members of the U.S. Jet Sprint Association and either be current APBA racing members or purchase an APBA day pass. All pit crew participants are encouraged to become USJSA members.

All drivers participating in a points event shall be required to have been issued a valid U.S. Sprint Boat Association driver's license for the class they are competing in.

2. Crew and boat registration and technical inspection must be completed prior to launching boat. Minimum age for driver is 16 years. Minimum age for navigator is 16 years. Navigators under 16 years of age may compete provided the parent or legal guardian has given written consent. Proof of age will be required.

Each boat team shall consist of a driver and a navigator.

3. Once a driver and navigator have registered for the event as a team, they will be the only participants allowed to compete on that team. Driver and navigator may not switch seats during an event. During an event a navigator can be replaced for good cause, subject to the approval of the racing committee for that event, as long as that navigator is a paid member of the USJSA. The navigator can only be changed during the qualification rounds. No swapping will be allowed during the elimination rounds. All other conditions must be met for the replacement navigator with respect to forms, ID, age, and USJSA membership.
4. A driver may run in more than one class as long as there is less than 25 registered boats for the event. Drivers choosing to race in more than one class will be required to pay separate entry fees for each class he/she chooses to race. Navigators may participate in different classes as



long as it is in two different boats. No driver may navigate in another boat in the same event that he or she is participating as a driver. Boats may run both A and B teams. A and B drivers will not be allowed to participate in more than one class in the same event. If a teams boat is deemed unusable due to a wreck or mechanical failure that team may continue racing in a borrowed boat as long as it is still during qualifying rounds and borrowed boat is not already being driven by more than one team.

5. No more than 2 teams per boat will be allowed, unless otherwise approved by the race committee for that event.

The use of safety equipment, specified within this document is mandatory any time the boat is underway with no exceptions. If a neck restraint or helmet becomes un-done and/or flies off while a racer is racing on the course, or a driver/navigator removes any safety equipment or restraints under a green flag condition, a DNF will be assigned for the round in which the violation occurred. This will be strictly enforced.

6. Any driver wishing to test a boat must do so away from the pits and course area. Local rules and laws must be observed at all times.
7. Boats will not exceed a speed more than required to maintain forward motion in the pit area.
8. All crews must attend drivers meeting prior to the event. This means driver and navigator. If attendance can't be met you must appoint someone representing your team. Ignoring this meeting (negligence) is grounds for disqualification.
9. After starting order has been set, if for good reason a boat cannot start in the order drawn, the Race Controller or Launch Master will be immediately notified. Five minutes will be given after the call to start to correct the problems and get staged. If the boat is started within the allotted 5 minutes it will be sent to the track in the next available slot of the racing order by the Race Controller or Launch Master. A DNS designation will be given if the 5 minute clock cannot be met.
10. Sprint course planning and layout will be done by at least one licensed USJSA driver who has past experience in course layout, design, and course safety. Any protest of the course rotation for any event shall be done through the Race Controller. No one except the Race Controller may change or alter the selected course rotation for the day. If the race controller determines that the selected course rotation is unsafe due to unforeseen conditions, the chosen rotation may be changed.



11. All protests, during the race event, shall be presented to the Race Controller by one, and only one, member from the challenging team. If more than one member of the challenging team approaches the Race Controller with a protest, that protest will be rejected by the Race Controller and may not be filed at a later time.

A minimum of 3 boats is required to make a class.

12. Noise limitations shall be unrestricted unless specified by track owners and/or county code restrictions. Track owners or event promoters must notify the USJSA of any restrictions prior to the beginning of the racing season.

13. FLAGS/LIGHT TREE:

Green - Starter flag.

Red - Course closed.

Black - Disqualification, leave course.

14. The staging area will be identified. A raised green flag means course is clear and the next boat has one minute to enter the staging area.
15. Once the boat is in the staging area, and at idle speed, the green flag will wave, signaling the boat to begin. The actual timing will start as the boat crosses a fixed reference point.
16. If the boat fails to launch due to a plugged pump intake grate, the driver may elect to waive off the run and immediately return to the pit area and rectify the issue. Five minutes will be given to correct the problem and get re-staged. If the problem cannot be rectified and the boat re-staged within the 5 minute period, the boat will receive a DNF for the round. A maximum of two restarts after a failed start due to a plugged pump intake grate will be allowed per round. No wave offs are allowed for mechanical problems, the driver must attempt to run the course or return to the pits and take a DNF.
17. Drivers may switch boats in qualifying rounds only unless there are less than 25 registered boats for the event where in that case they may run more than one boat in elimination rounds as well. (See section 2-4) The boat that is raced during elimination rounds must have been successfully qualified.
18. The race officials have the authority to investigate boats for the compliance of rules at any time during an event.



19. Boat numbers must be requested from and assigned by the USJSA Secretary and will remain the property of the participant as long as the number is entered into at least one sanctioned event during the past 2 seasons. If a number becomes inactive due to non-participation, it can then be assigned to a new owner by the USJSA Secretary.
20. All event promoters and tracks must schedule their race dates by a USJSA approved deadline in order to hold a USJSA sanctioned points event. All event promoters and tracks, scheduling a race after the deadline, will only be allowed to schedule a USJSA sanctioned non-points event. The deadline for scheduling a USJSA sanctioned points race is January 31st for each respective year.

### 3 - Scoring System

1. Boat drivers will accrue points throughout the season at each sanctioned points event that they participate in. This system will lead to a season ending champion in each class.
2. Points are accrued in the class that the driver enters in each sanctioned points event and will be totaled separately for each class. The points a driver earns in one class can't be combined with points for another class.
3. Points are awarded on the following scale for each sanctioned points event, excluding the national finals race, in which all points are doubled:
  - 30 points for showing up and entering a boat in the event.
  - 60 points for successfully qualifying, plus an additional:
  - 64 points for successfully qualifying fastest for each class.
  - 4 points less for each subsequent qualifying position. (i.e. 60 for 2nd, 56 for 3rd etc.)
  - 300 Points for 1st place finish.
  - 10 Points less for each subsequent finishing position (i.e. 290 for 2nd, 280 for 3rd). Points will be awarded to all boats in each class that have run a successful qualifying round, from fastest in the elimination round, to slowest in the qualifying round.
4. Any driver who fails to make it into the elimination rounds will be placed and awarded points based on the fastest time.
5. In case of a tie, both drivers will be awarded the same place points and then skip the next place in line. (i.e. tie for 10th, both drivers receive 210 points and the next place awarded is 12th)



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6. No placement points will be awarded to a driver that doesn't successfully complete at least 1 qualifying run.
7. For scoring purposes, a DNF will score higher than a DNS. Multiple DNF's or DNS's in the elimination rounds will be scored by going back to the previous elimination round or the previous qualification round if necessary. The boat successfully running the fastest, most recent round will be awarded the higher position.

## 4 - Race Format

1. Race teams must pay their entry fee and sign the required paperwork to enter the event during technical inspection (usually held the evening prior to race day) and up to (1) one hour prior to the scheduled Drivers Meeting, (Entry Deadline), on race day. No entries will be allowed after the Entry Deadline...No Exceptions! Teams arriving late on race day, due to travel problems, may call ahead and have a proxy pay their entry fee to enter the event, anytime, prior to the Entry Deadline. However, the entry fee is non-refundable if the team fails to show up in time to race.
2. All teams/ boats must pass technical inspection no later than 30 minutes prior to the scheduled Drivers Meeting or the team will not be allowed to participate in the event and will forfeit any and all entry fees and points for that event.
3. A sanctioned race will consist of 4 qualifying rounds (may be reduced by 1 qualification round due to time and/or weather) for each class unless the USJSA Board of Directors, based on promoters input, determines that there are too many boats for a normal venue. The running order will be determined by the race committee. A new order will be drawn for each individual race event of the season. All entrants must run in the specific order of placement as determined by the Secretary/Treasurer, with the following exception: entrants who fall under the 5 minute rule may be temporarily replaced by the next boat in order as determined by the launch controller . No entrant will be allowed more than one qualifying run during any round of qualifying.
4. At the completion of the qualifying rounds, the top 8 boats in each class, based on fastest time, which successfully made a qualifying round, will advance to the first elimination round. The boats will run in an order from slowest to fastest.



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5. The elimination rounds will consist of one each of the following rounds: (8 Cut) from 8 down to 5, (5-cut) from 5 down to 3, and (Championship) from 3 down to the winner with the following exception: If there are less than 4 boats that advanced to the elimination round in any class and at the discretion of the class the 8 cut may be eliminated and continue with the 5 cut in order to preserve the equipment.
6. All boats, in all classes that have successfully qualified for the elimination rounds must start from the 8 cut unless there are less than 5 boats in a particular class, and all drivers agree to start with the 5 cut. In the event there is only one boat left after the qualification rounds the remaining boat has the option to run or not run in the elimination rounds but will still get their win for those rounds and the race win.
7. A DNF, DNS, or DQ will eliminate a boat from the elimination round immediately, regardless of the elimination round it is in.
8. Sponsor rides will be held after the conclusion of each race and will be limited to 5 boats, one sponsor ride per team unless agreed upon by the safety crew. All sponsor rides need to follow the course rotation for that day's race.
9. All checkered flag runs start at the start gate and will run only along the outside of the track. There will be 2 laps maximum run, then finish in the spin-out pool.

## 5. Code of Conduct

1. All personnel involved with an event, competitors, their crews and officials to have read and understand the USJSA Rules and Code of Conduct.
2. All personnel involved with an event, competitors, their crews and officials are required to function within the code of conduct.
3. No one other than a USJSA Board Member may contact a venue owner regarding any association business. Any questions or concerns for a venue owner must be presented to a current board member and not directly to a venue owner or venue personnel.



## 5.1 Sportsmanship

1. There is a total commitment to promote and foster good sportsmanship within the USJSA. This is to assist in the creation of a strong, positive public image of a group of competitors with a professional attitude, providing exciting, spectacular entertainment.
2. All competitors, their crew and race officials are expected to understand and display, in public, all those qualities which define good sportsmanship.
3. Obvious public displays of bad sportsmanship by any member will be considered a breach of the code of conduct and subject to disciplinary action.
4. The code of conduct requires not only a public display of good sportsmanship, but compliance with the rules of racing and the contractual obligations of the individual competitors and their teams via the signed entry forms carrying conditions relating to behaviour and general codes of practise as outlined in these rules.
5. No competitor or crew shall be involved in any instance of dangerous behavior, or conduct which deliberately causes or could cause disruption to a race event, nor may they take any action, verbal or otherwise which may be deemed to bring the sport into disrepute.

Penalties for public displays of unsportsmanship like conduct:

**FIRST OFFENCE:** Event disqualification and \$100.00 fine and next event suspension.

**SECOND OFFENCE:** \$500.00 fine and receive a one year racing suspension (365 days)

**THIRD OFFENCE:** Ineligible for USJSA membership

## 5.2 Alcohol & Drugs

1. The designated pits area is a controlled-access area and there is to be ZERO consumption of alcohol or other intoxicating substances consumption 12 hours prior to the commencement of drivers meeting and for the duration of the race event.
2. There is a total ban on the consumption of alcohol and any other intoxicating substances by all boat crews, event officials and safety crews, for 12 hours prior to the commencement of drivers meeting and for the duration of the race event.
3. Boat crews, event officials and safety crews are required to have a zero (.00 ) blood alcohol content prior to and during race event and to comply with insurance conditions and USJSA rules.



Breathalyzer testing of the boat crews, event officials and safety crews will occur prior to the start of the event or anytime during the event.

4. There is a total ban on prescribed drugs and other performance altering substances. Properly administered prescription drugs that allow the operation of motor vehicles and authorized by a Doctor will be allowed. This rule will be strictly enforced.
5. Drivers and navigators may be required to undergo drug testing upon race controllers request. All race officials must unanimously agree and have good reason that testing is necessary prior to crew notification. Cost of testing is to be paid by the USJSA, and will be performed locally to the event location.
6. No crewmember, or support crewmember may consume alcohol whilst wearing racing apparel.
7. Any member who willingly breaks a civil law concerning prescribed substances in a manner which brings the sport into disrepute, may be deemed to be in a breach of the code of conduct and can be penalised.
8. Pre and Post Race Event, NO ONE will operate any all-terrain and or recreational vehicles if their Blood Alcohol Concentration (BAC) is greater than .080

Penalties for violating the alcohol & drugs rules:

**FIRST OFFENCE:** Event disqualification and \$100.00 fine and next event suspension.

**SECOND OFFENCE:** \$500.00 fine and receive a one year racing suspension (365 days)

**THIRD OFFENCE:** Ineligible for USJSA membership

### 5.3 Pits Safety

1. Smoking is prohibited in the pit area. A smoking area may be established adjacent to the pit area at each track at the discretion of the Race Controller.
2. No children under the age of 14 years will be allowed in the designated pits area during any event unless accompanied, and under the close guidance of an adult. Children of race teams may enter the pits but must stay within their team pit area and not roam unsupervised. Children may not enter the launch area.

Penalties for violating the Pit Safety rules:

**FIRST OFFENCE:** Event disqualification and \$100.00 fine and next event suspension.



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**SECOND OFFENCE:** \$500.00 fine and receive a one year racing suspension (365 days)

**THIRD OFFENCE:** Ineligible for USJSA membership

## 5.4 Race Control

1. Any competitor, who has a dispute with any official on race day, must present the details of the problem to a class representative who may consult with the Race Controller for resolution. Likewise, any competitor who has any complaint concerning the running of the race day must firstly present the details in person to a race official.
2. No competitor, or support crew members shall abuse verbally or physically any Race Official, USJSA Board Member, USJSA member, Venue Owner, Venue Staff, or fan, on or off of the track.
3. No official shall abuse verbally or physically any competitor or support crew members, USJSA Board Member, USJSA member, Venue Owner, Venue Staff, or fan, on or off of the track. If there is a perceived problem with the behaviour of a competitor, the matter must be brought to the attention of the Race Controller.
4. The Timekeepers word is final and no protests will be considered, the Timekeepers area is out-of-bounds to competitors and their crew at all times except by direct invitation of the Race Controller. This also applies to the control tower. Penalties include but are not limited to disqualification of the day's racing.
5. Competitors and their crews are not allowed to challenge race officials (See Chain of Command); notify your designated representative for consideration of a conflict or problem.
6. All Competitors and their crews will comply with any and all requirements of the insurance carriers.

Penalties for violating the Race Control rules:

**FIRST OFFENCE:** Event disqualification and \$100.00 fine and next event suspension.

**SECOND OFFENCE:** \$500.00 fine and receive a one year racing suspension (365 days)

**THIRD OFFENCE:** Ineligible for USJSA membership

## 5.5 Venue Respect & Rules

1. All personnel involved with an event, competitors, their crews and officials will follow and respect venue rules.



2. No personnel involved with an event, competitors, their crews and officials shall abuse verbally or physically any Venue Owner, Venue Staff, or Safety Personal, on or off of the track.
3. Crews and officials are allowed a set number pit entrance passes set by the Venue Owner any additional crew members or family needing pit entrance passes will pay venue set price for admittance.
4. Entry is confined to competitors who are entered on the day, pit crew, officials and those holding pit passes. Non-competing, regular members may not use their membership as a pit-pass, and not as a free event entry pass.
5. If the venue hosts a public relations event pre race day, such as a Show and Shine, Boat, driver and navigator at a minimum are required to attend for the duration of the event. Some latitude will be given if the boat and or competitors have not reached the venue in time to make the public relations event.
6. No oil, fuel or lubricants will be disposed at the venue. It is the crews responsibility to dispose of any oils, fuel or lubricants off venue property in a environmentally friendly way, meeting any federal, state and local codes.
7. Crews and officials leaving the venue shall ensure that area occupied in the pits is cleaned up and any trash is disposed of properly.

Penalties for violating the Venue Respect & rules:

**FIRST OFFENCE:** Event disqualification and \$100.00 fine and next event suspension.

**SECOND OFFENCE:** \$500.00 fine and receive a one year racing suspension (365 days)

**THIRD OFFENCE:** Ineligible for USJSA membership

## 5.6 Social Media

1. Proper conduct by all members of the USJSA also applies to all forms of communication. Disparaging remarks by any member including, but not limited to: texting, SMS, Twitter, Facebook, online forums and other public and/or semi-public means that are detrimental to the sport could be cause for a warning, temporary suspension or permanent suspension of membership at the discretion of the USJSA Board of Directors.

Penalties for violating the Social Media rules:

**FIRST OFFENCE:** Written Warning



**SECOND OFFENCE:** \$250.00 fine and receive next three race suspension

**THIRD OFFENCE:** \$500.00 fine and receive a one year racing suspension (365 days)

**FOURTH OFFENCE:** Ineligible for USJSA membership

## 5.7 Penalties

1. For any offence occurring on race day the maximum penalty, which can be imposed by the Race Controller, shall be disqualification for that day and loss of all points accrued during the event. Additional penalties can only be imposed by the USJSA Board of Directors by a 2/3 vote following the race day and after consultation with all parties concerned with the incident and within 7 days of any offence.
2. The penalty for a breach of the rules may, shall be at the discretion of the USJSA Board of Directors, be in the form of a suspension penalty and shall remain current for a period of up to one year from the time of the offence. Any further breach of the rules within that time shall cause the suspension penalty to be immediately applied.
3. Suspension penalties for one or more events shall apply from the next listed event and if more than one, shall be consecutive.
4. Any monetary fines imposed as a penalty will be paid in full to the USJSA, before the member is allowed enter the pits of any future USJSA sanctioned events.
5. All offences and penalties levied against a member by USJSA Board of Directors will be be made public to all regular members and associate members.
6. Any member losing their membership and removed from all USJSA social media pages and websites as a result of a penalty will be banned from designated pit area for all future USJSA events.

## 5.8 Overview

1. The Race Controller shall have certain discretionary powers to deal with disputes and may make a ruling concerning a dispute.
2. The ruling will be given after due and careful consideration of the issues involved and will be final. It will not be open to further discussion on the day of the event.



3. Any ruling, which affects the results of the day, may not be challenged on that day, but can be subject to appeal by affected competitors as per the appeals rule.
4. The USJSA Board of Directors will formally advise affected persons that they have been reported for a breach of the rules or the code of conduct.

### **5.9 Appeals**

1. Any disputes will be brought before USJSA Board of Directors and Race Controller.
2. Whenever possible and practical, the Race Controller will consult with the disputes USJSA Board of Directors when considering disciplinary action.
3. Any member subjected to disciplinary action may lodge a formal appeal within 7 days of a penalty being imposed.
3. The Race Controller or the USJSA Board of Directors , may request a competitor to attend a meeting, either during the event or at some other suitable time, to provide good reason why they should not have disciplinary action taken against them for a breach of the rules or code of conduct, which in the opinion of the race controller, could bring the sport into disrepute.
4. Failure to attend such a meeting will result in the immediate imposition of the appropriate penalty without right of appeal.
5. Notwithstanding the listed penalties, it is policy to apply penalties progressively. A first offence penalty may be issued followed by the prescribed penalty for a repeat offence.
6. A non-time related protest must be submitted in writing by a competing crewmember and accompanied by a US \$100.00 protest fee (or equivalent). It may be lodged immediately or at latest, within 15 minutes of the occurrence and handed to a class representative and the race controller. The USJSA Board of Directors and Race Controller will hear the protest as soon as possible and if upheld, the fee will be refunded.

## **6 - Technical Inspection**

A boat will be barred from competing in an event if it does not meet with the technical requirements as specified below. Any additional items not specifically listed, but deemed unsafe by the Race Control Committee, must be satisfactorily rectified before the boat will be allowed to compete in an event. Random inspections of boats may be carried out during the



race. Any boat that is found in violation of the rules will not be allowed to run until the violations are corrected.

If at any time a boat rolls or makes heavy contact with hay bales, fencing, fence posts poles or any other items foreign to the boat during an event, it must be completely inspected and approved by the USJSA head tech prior to being allowed to re-enter the event. Post-crash inspections must be fully documented on the Post-Crash Inspection Sheet.

1. A sprint boat shall be defined as a single hull, single engine (super boats are exempt from the single engine rule) boat, propelled by a jet pump unit. The hull shall be constructed of metal up to the deck line. The deck may be metal or composite material, but must be permanently affixed to the hull in a manner to add strength to the overall assembly. Length of the boat is measured from bow tip to rear edge of the stern, not including the pump, with a minimum length of 12 feet and a maximum of 16 feet.
2. Nitrous oxide is banned from all competing boats.
3. Non-reinforced plastic or wood steering wheels are banned from competing boats.
4. Race numbers shall be affixed and legible on all boats and shall be at least 7 (seven) inches in height. Numbers shall be affixed to each side of the boat, between the cowl and centerline of the roll bar. Numbers should contrast with the color of the boat for ease of reading. Any boat running Methanol fuel must have a Red letter "M" affixed to each side of the boat at least 7 inches in height.
5. A functional electric bilge pump is optional.
6. All boats with fully enclosed motor covers shall have an operable bilge blower.
7. A fire extinguisher must be installed on each boat trailer, minimum size 2.5 lbs and must carry a minimum of a BC standards approval label. Each fire extinguisher must be equipped with an externally readable gauge, , and must indicate that it's fully charged. The fire extinguisher will be equipped with quick release mechanism that will allow the extinguisher to be removed quickly from its mounting bracket. Snap ties will not be allowed to secure fire extinguishers in place at any time. Any fire extinguisher that has been previously activated will not be allowed unless it has been re-charged and certified operational.
8. Fuel cells or tanks shall be securely affixed to the boat; through bolting or welding.



9. All boats that use wet cell type batteries must have an enclosed battery box securely affixed to the boat. All types of batteries must be bolted or clamped securely to the boat. If a battery is being used that allows exposed terminals, those battery terminals must be insulated.
10. All boats must be equipped with an ignition kill switch, which must be located so that it is easily accessible to the driver and navigator while strapped in their seats and members of the safety crew from outside the boat. The kill switch must be clearly marked with a red arrow showing the off position. The battery isolation switch may also function as the ignition kill switch provided that it is properly wired to kill the engine when switched off. The battery isolation switch must also be clearly marked with a red arrow showing the off position.
11. All boats must be equipped with a battery isolation switch, which must be accessible to both driver and navigator while strapped in their seats.
12. All boats must have a minimum of two throttle return springs (not including internal carburetor spring(s)), either one of which is capable of closing the throttles in the event that the throttle linkage becomes disconnected.
13. All non-pressure fuel lines may be of the following type of materials: Aeroquip steel braided (or equivalent), steel line, Parker- type push lock hose, or USCG approved fuel hose with two (2) clamps per fitting. Fuel lines on the pressure side of the fuel pump must be steel or steel braided with compression fittings. Pressurized oil lines and fittings must be fluid and temperature rated at a minimum of three times the operating parameters of the engine.
14. Adequate breathers and tip over valves must be fitted to each fuel tank, venting overboard.
15. Any boat using an electric fuel pump must have an automatic shut off switch which stops the pump in the event the boat becomes inverted or the engine stops running.
16. All Boats will have an adequate guard installed above the flywheel. Additionally, all boats utilizing a front engine drive belt system of any type that can be reached by any extremity of the driver or navigator while seated must be equipped with an anti-intrusion net, screen, or guard that will effectively prevent bodily injury from the moving components.
17. All boats shall have the engines safety strapped from the engine block to the hull stringers in at least four places; two on each side, one fore and one aft of the motor. The straps shall consist of a minimum of 3/16 inch (4.7625mm) thick high test chain or cable and fastened to the motor by a minimum 3/8 inch (M10) diameter grade 8 bolts. This is the only area where grade 8 bolts are required. **NOTE: This is not a UIM requirement.**



18. The steering system must be in good condition and all threaded fittings must have effective locking devices. If plastic coated cable is used, plastic must be stripped over the crimped or clamped area.
19. All boats must have a functional reverse.
20. Engine water outlets extruding from the side or rear of the boat, must be angled to discharge the water downwards at a minimum of 45 degrees.
21. No plastic seats will be allowed in competition. Seats must be metal or composite motorsports racing seats.
22. Seats shall be securely affixed to the roll cage assembly, such that the driver and navigator are sitting side by side one another.
23. All seats must have side head restraints extending to a point even with the front of the competitors shoulder while strapped securely in the seat, and or, a device that must limit side to side or lateral movement of the head and neck of both driver and navigator. Hans or any new generation restraining system may be used if preferred by the driver/navigator.
24. All Pit areas will have an additional fire extinguisher with the following specifications: Minimum 4lb or larger-ABC rating.
25. All engine water hoses that utilize double and triple barb racing fittings (Example: Eaton Aeroquip double or triple barbed) do not require clamps.

## **7. Roll Cage Specifications**

1. A roll cage, which meets these minimum specifications, must be fitted to all boats.
2. Boats not complying with these standards will not be permitted to race.
3. The intention of these specifications is to provide the best possible protection to drivers and navigators, taking into consideration the accidents, which have occurred within the sport, and best practices in other motorsports. No guarantee is implied or stated, nor is any responsibility taken, regarding the degree of protection or safety afforded by any roll cage constructed to these specifications. Owners are encouraged to seek the advice of a structural engineer qualified in roll cage design.



4. All jet sprint boats are to have roll cages constructed so that all parts of the crew's bodies above the deck line are contained within the roll cage structure. At the same time, the roll cage should provide minimum restriction to the driver's vision to the sides or front and must allow quick and easy access and exit, especially in the event of an inverted accident. While different designs of roll cages will be permitted, each design must satisfy the requirements stated above and be constructed to the following minimum specifications.

### **7.1 Roll Cage Construction Materials**

1. Round 4130 chrome moly tube is acceptable minimum diameter 1.5 in (38.1 mm) minimum wall thickness 0.083 in (2.1mm)
2. Additional bracing attached to primary cage (fig. 6) must be a minimum diameter of 1.5 in (38.1 mm), minimum wall thickness 0.083 in (2.1mm).
3. Capping plates - minimum .125 in (3 mm) steel or chrome moly. Roll bar capping must not be drilled or have welds ground back for appearances.
4. Attaching plates - minimum .190 in (10 gage) steel or chrome moly.
5. No equipment inside the boat can be attached to the cage structure if it compromises the roll cage integrity. Mounting of the engine to any part of the roll-cage is specifically banned.

### **7.2 Welding & Forming**

1. All joints must be fully welded by a competent welder with all welds being of good external appearance and remain un-ground using the TIG or MIG process with the 4130 filler wire, for chrome Moly.
2. Joints should be preheated and welded in 90-degree increments to avoid brittleness. (Chrome Moly)
3. Tube must be contoured and shaped for a close fit prior to welding.
4. Tubes cannot be flattened in order to make a joint.

### **7.3 Configuration**

1. All bracing and the rear A frame must be straight between attachment points. (Drawing one)



2. The main A frame roll cage structure and brace bars must be of one-piece continuous tubing. No welds permitted other than at attachment points and capping plates.
3. The top corners of the overhead framework must be formed with one 90 degree formed on a bender suitable for bending the chrome moly size used.
4. The two A frames must be spaced apart a minimum of 4 inches (100mm) between centres.
5. Capping plate .125 in (3 mm) must be welded to each corner of the A frame covering the entire bend. (May be mild steel)
6. A minimum of one .125 in (3 mm) plate or tube must be welded in between the capped A frame corners between the top bars.
7. The mounting points on the cage for the shoulder straps behind each crew member must be between a line horizontal to the shoulders and a line drawn downward from the shoulders at an angle on 25 degrees to the horizontal.
8. The two A frames must have a brace on the side so as to form an A section on the side of the cage and should where possible also be attached to the side panel (gunwale) as well as the chine.
9. Helmet Clearance; 6 point harness, a minimum clearance of 4 inches (100 mm) from the top of the helmet to the underside of the cage top bar must be maintained for all crew.
10. An X styled brace going from the upper outer A frame to either: The back cross bar and then down to the engine bearers or outer chine area. (The bottom part of the X brace can be removable in this configuration provided suitable hardware is used) Goes directly to the engine bearers or chine and joined where they intersect. (If the lower part of the X brace goes to the chine it must have suitable load distributing plates on attachment points)
11. Seats must mount to the one piece cross bars shown in drawing three and be attached at all manufacturer located mounting points or a minimum 4 points at the base and 1 at the back above the shoulder line of any crew.
12. All attachment points to the seats must be a minimum of .125 in (3 mm) mild steel and able to support the entire weight of the crew throughout any crash without distortion to the mount between the seats and roll cage crossbars or cross members.



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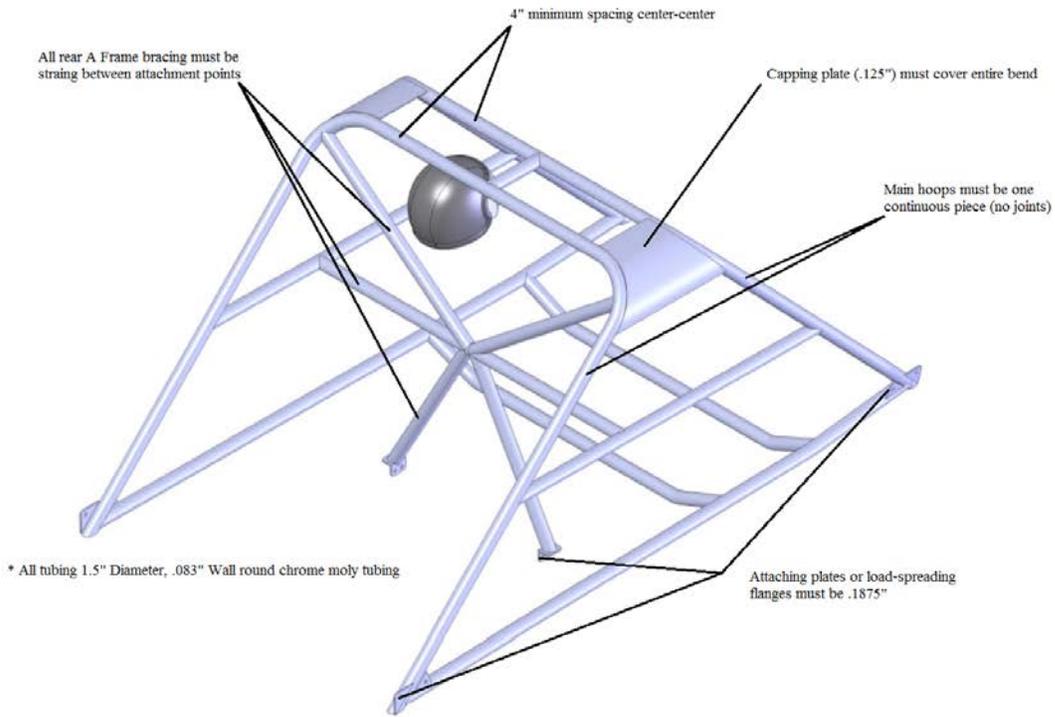


Figure 1

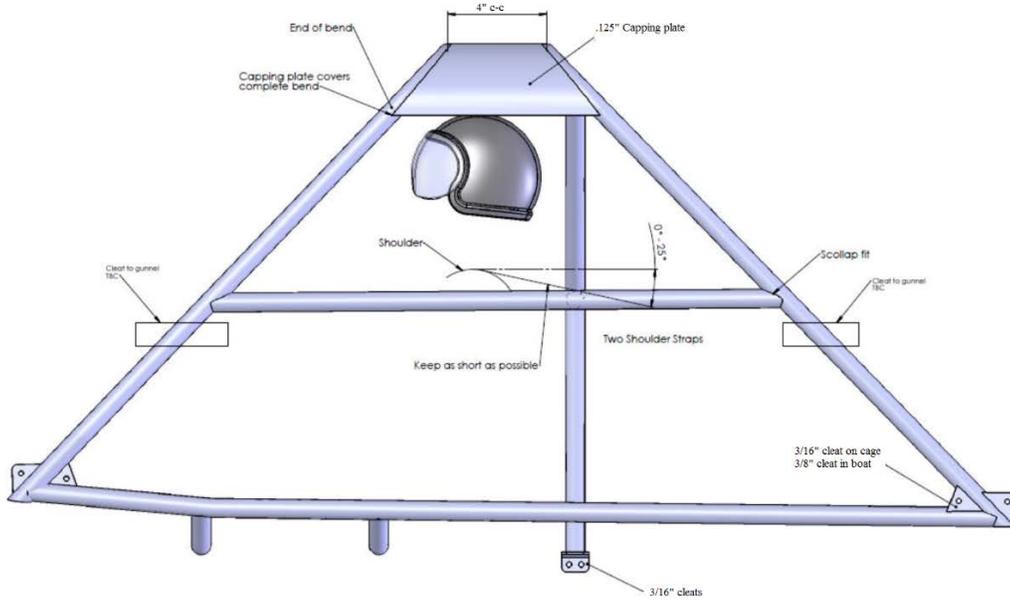


Figure 2

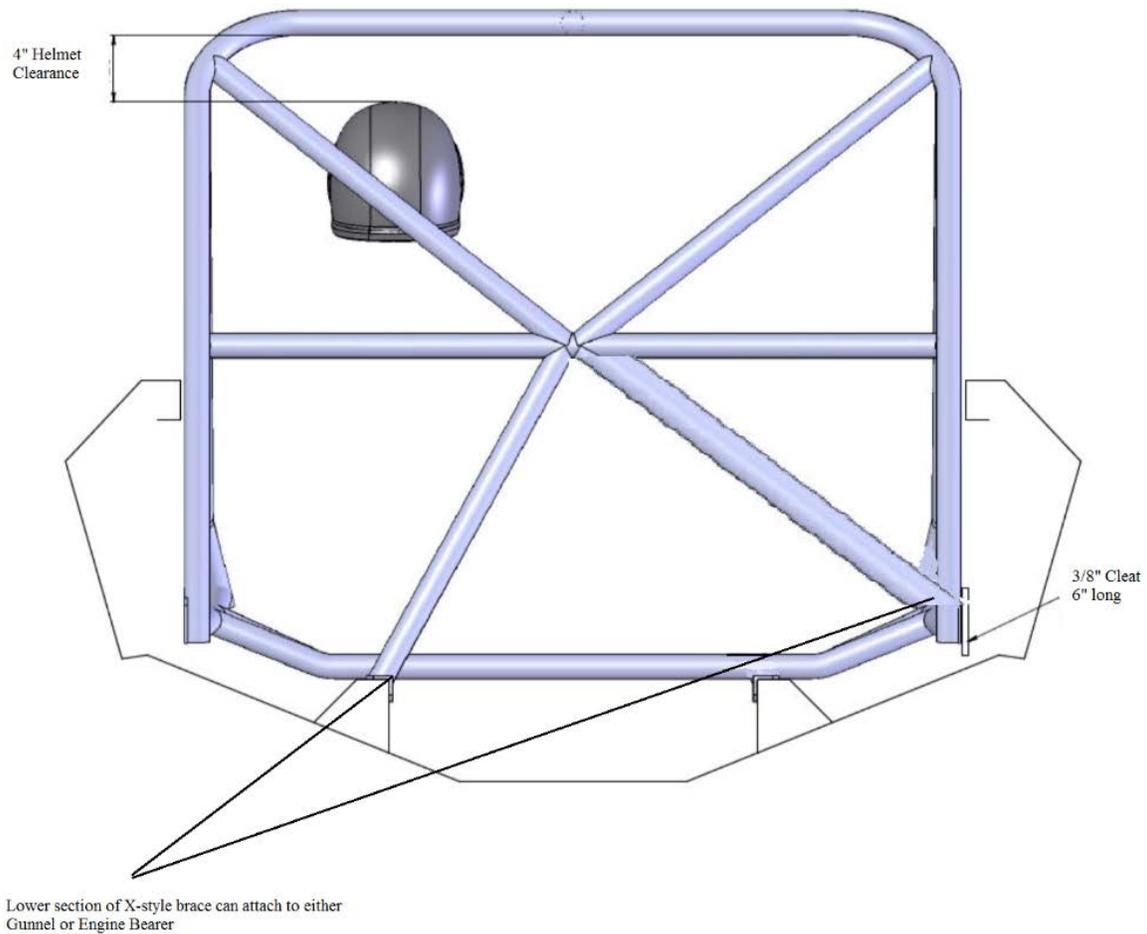


Figure 3

## 7.4 Method of Securing



1. Attachment plates or load-spreading flanges must be welded to the tube ends to secure the cage to the boat and must be at least .19 in (5 mm) minimum thickness.
2. For rectangle attaching plates:  
  
Minimum width of attaching plate = tube diameter.  
Minimum length of attaching plate = tube diameter x 2.
3. For circular attaching plates:  
  
Minimum diameter of round flanges should be tube diameter x 2.  
The roll cage may be bolted or welded to the boat as defined below.
4. The roll cage may be bolted or welded to the boat as defined below.

## 7.5 Anchor Points

1. The primary elements of the roll cage must be secured to the main engine bearers and the chine.
2. In the absence of chine bearers in an alloy boat, the cage should be attached in the chine area of the bottom skin with load-spreading flanges as above.
3. In addition to the above, the main roll bar structure may be attached to the fore or side deck, provided that a brace bar of the same type and size material as the roll bar continues the load path through to the bottom of the boat. Provided the primary elements of the roll cage structure attach to the boat bottom as stated above, then braces may be attached to the roll cage in order to strengthen the boat sides or deck structure.
4. Any material removed from the bearers inside the hull for the purpose of removing weight and lowering components must not affect the structural integrity of the bearer. If the integrity of the bearer is compromised by these modifications, it must be reengineered to achieve its original design strength.
5. A certificate from the hull manufacturer may be required to certify that all modifications and reengineered bearers are satisfactory.
6. Where the brace/intrusion bar is attached to an angle style engine bearer, a plate of .197 in (5 mm) x 6 in (150 mm) long must be welded to the bearer and hull at 90 degrees to stabilize mounting area.



7. A mounting plate minimum size of 3/8" (10mm) x 6" (150mm) long is required for all mounts welded longitudinally along chine area of hull.
8. In addition to the above, the main roll bar structure should be attached to the foredeck or gunnel provided that a brace bar of the same type and size material as the roll bar continues the load path through to the bottom of the boat. Provided that the primary elements of the roll cage structure attach to the boat bottom as stated above, then braces may be attached to the roll cage in order to stiffen the boat sides or deck structure.
9. Anchor points for the seat belt harness must be attached directly to the roll cage and the seat base attachment bars. Harnesses cannot share a common mounting point, apart from the shoulder straps. A split pin must lock the seatbelt hook to the lap anchorage.
10. Anchor points that are not acceptable include any part of the engine, any part of the hull sides or unsupported deck.
11. There must be six (4) attachments at the base of the seat, two (2) at the shoulder suitably spaced to stabilize the upper part of the seat, and use a minimum bolt size of 5/16" (8mm) bolts.
12. Restraint systems anchorage points must be constructed in such a manner that they shall be capable of withstanding the same forces that the harnesses are designed to withstand.
13. Harness anchoring bolts must be a minimum size of a 3/8 in (M10) 16 UNC - threaded bolt or eye bolt, and have suitable backup washer.

## **7.6 Bolting**

1. Through bolting with back-up washers.
2. Minimum of two bolts per attachment point.
3. Minimum bolt diameter 3/8 in (M10) for two bolts, four bolts - 5/16 in (M8) , six bolts - 1/4 in (M6).

## **7.7 Crew Protection**

1. The driver and navigator must be able to exit an inverted boat through the front area of the roll cage with no frame members in such a position as to impede their exit or rescue.



2. The frame of the cage must protect the crew from any frontal or inverted impact to their head and torso and must be able to restrain the engine from moving forward far enough to cause injury by having suitable cross-members in place.
3. A minimum clearance from the top of the crews' helmet to the underside of the roll bar will be 4 inches (100 mm) for a five or six-point harness.
4. Roll cage padding with a minimum .75 inches (20 mm) thickness must extend a minimum of 180 degrees around the roll cage tubing, and be of high density foam padding. Padding is to be placed where in the event of an accident the expected trajectory of the occupants heads are likely to make contact. It is not advisable to place this roll padding above the helmet area if it reduces the helmet clearance specifications. Roll cage padding is recommended but not compulsory.
5. It is recommended that the steering wheel is also protected by the A frame to prevent injury to hands if boat goes into a wire safety barrier.

## 8 - Personal Protective Equipment (PPE)

All PPE will be inspected and approved prior to each event.

1. All boats must be equipped with a minimum of 5-point SFI 16.1 approved racing harnesses for both driver and navigator. Lap belts must be 3", shoulder belts shall be 3". A combination of 2" to 3" with the change being made at the adjuster to accommodate head and neck restraint devices will be allowed on a case by case basis. This must be per the restraint device manufacturer's recommendation. In any case the harness combination must be SFI 16.1 approved. Harnesses should be securely attached to the boat or roll bar in a manner to restrain the occupant securely in their seat at all times that the boat is underway. The harnesses will be equipped with a quick release lever, push or cam lock style of lock shall not be permitted, which will allow the entire assembly to be unbuckled quickly from one central point. Harnesses shall be maintained in clean working order. Any harnesses that show excessive wear, tears, cuts, burns or damaged hardware must be replaced and will not be allowed in competition.
2. Fire resistant race suits, one or two piece, with a minimum rating of SFI-3-2A/1 or SFI-5 if running methanol are mandatory for the Driver and Navigator. Non-rated, fire resistant balaclavas with a single eye opening, gloves, closed toed shoes or boots, neck braces and arm restraints are required in all classes. Any suits which are not clearly marked with the above



specified ratings will only be accepted after a certified copy of the written specifications for the suits, which proves the suit's rating meets or exceeds USJSA specifications, is presented to the sanctioning body. It will be the responsibility of the competitor to provide these specifications to the sanctioning body before the race suits can be utilized in a sanctioned event.

3. Only open face helmets, Full face can only be used in conjunction with an onboard air supply system and in either case helmets shall meeting SA2010 Snell rating or higher are required in all classes. Beginning with the 2019 season all helmets will be required to be SA2015 Snell rating or higher.
4. Motorsport type approved arm restraints must be worn on the outside wrist of each boat occupant. These should be adjusted to a length, which prevents the arm from protruding outside the boat in case of a roll over. They will be attached to the harness in a manner that allows it to release freely from the harness when it's unbuckled.
5. All neck braces shall be replaced before the expiration date or when functionality has been compromised as determined by the Technical Inspector. The driver and/or navigator will be expected to replace the respective neck brace before the next race, if required by the Technical Inspector.

## 9 - Post Race Inspection

At any meeting, any boat's engine capacity and compliance with restrictions may be tested, at random without notice. The decision to conduct testing shall be made by the committee prior to the commencement of that meeting. Other boats may be tested, time permitting, as the chief inspector or his appointed deputy sees fit, but only after they have been eliminated for the day.

1. The boat will be inspected for regulations compliant to their specific class.
2. Any boat failing a post race inspection or refusing to submit to the inspection, will automatically be disqualified from the event. Additionally, USJSA will levy a fine of \$1,000 dollars against the competitor. The competitor will also forfeit all points accrued up to that point in the season. A second offense will constitute immediate suspension from any further competition during the season. All fines must be paid in full prior to the competitor participating in another sanctioned event.



3. If a boat is disqualified, the remaining boats in the class will automatically advance in finishing position, with the new 1st place boat submitting to the same post race inspection.

### **9.1 Testing Procedure**

1. Testing will be conducted by the chief inspector or appointed deputy and in the continual presence of the boat owner or designated representative.
2. Refusal to allow an engine to be tested will be taken as evidence of over-capacity or outside specification and the stated penalty applied immediately.
3. The results of the capacity and compliance testing as detailed will be final and no protest will be entered into provided the equipment falls within its manufacturer set tolerances

### **9.2 Testing Apparatus**

1. A measuring flask of 1000 cc's certified capacity (known brand name) and have sufficient height so as to have distinct and well-separated graduations.
2. A length of flexible hose 12 to 24 inches long with one end attached to the bottom of the measuring flask, the other end able to accept either a large or small spark plug hole fitting, drilled to allow fluid to pass.
3. One gallon of testing oil, to be a recognised upper-cylinder lubricant.

### **9.3 Method of Testing Group A Class**

1. Engine must have:-All spark plugs removed, one rocker cover removed, both rockers on one cylinder backed off, so that both valves remain closed at all times.
2. Bring piston to approximately TDC on the cylinder being tested.
3. Screw the measuring flask connecting hose into the spark plug hole.
4. Fill the measuring flask with testing oil and raise the flask above the cylinder, keeping the connecting hose as vertical as possible.
5. Turn the engine over slowly by hand until no more air bubbles are expelled.
6. Turn the engine over slowly by 3 times, recording the maximum and minimum level readings each complete rotation. (At all times the oil level must remain within the graduation range of



the flask). The oil level may be topped up in between reading sets if necessary and the process should be repeated until two readings are within 8.0cc of each other.

7. Taking the difference between the two readings and multiplying by the number of cylinders will yield the total engine displacement. For Group A boats, this may not be more than 412 Cubic inches (6752cc).
8. Maximum allowable capacity for one cylinder is  $844\text{cc} + 1\% = 852\text{cc}$  for Group A boats. (8 cylinder engine)
9. The engine will be classed over-capacity if: measuring flask reading is more than 852cc (for group A) per cylinder, the engine cannot be turned over one revolution.
10. Oil leakage from the cylinder is such that no two readings are within 8.0cc (in this case, another cylinder must be tested). The number of cylinders to be tested is at the inspectors discretion.
11. Competitors suffering total engine failure, such as the engine cannot be capacity tested as above will be workshop capacity tested.
12. The method of testing Superboat engine capacities, will generally be those as indicated above for Group A class, however capacities should be substituted so as to comply with the class capacity rules.

#### **9.4 Workshop Capacity Testing**

1. Only one head of a "V" configuration engine need be removed to enable access to the cylinder bore for the purpose of accurately measuring the bore and stroke of that engine. The resultant calculated swept volume shall not exceed 412 Cubic Inch (6752cc) for Group A. At this time the engine should be measures and inspected for full compliance with the specifications outlined herein.
2. There shall be no tolerance permitted when the capacity is measured in this manner.

## **10 - Protest Procedure:**

The criteria by which a formal protest can be lodged shall be as follows:



1. A protest can only be brought to the attention of USJSA officials (See Chain of Command) at a scheduled USJSA event by members in good standing, and shall only involve boats participating in the same class as that in which the member lodging the protest is competing.
2. Notice of a formal protest shall commence with written notification to the USJSA race officials, (i.e., race controller, race committee, or technical inspection official), before the completion of the sanctioned event.
3. Upon notification to the necessary official(s), cash or a check in the amount of \$500.00 shall accompany a written protest, identifying the component(s) of the boat protested, i.e. engine, pump, etc. A protest of the engine or pump, constitutes the entire assembly not just individual pieces. All other components subject to usual technical inspection are not offered to protest. Each component protested constitutes a separate complaint and must be accompanied by an additional \$500.
4. The protest fee is broken down as follows:
  - \$50.00 paid to the inspector.
  - \$450.00 paid to the party subject to protest, to cover parts during reassembly.
5. The protest fee, once given to the necessary official(s) shall be held by USJSA until the protest is adjudicated.
6. The protest inspection can be done at a site agreed upon by the official(s) conducting the inspection. Only persons involved shall be present during inspection, i.e., the boat owner or his representative (one person only); and USJSA officials (two officials). If additional persons are required to perform the inspection, such requirement shall be at the sole discretion of the USJSA officials.
7. If upon notification of a formal protest, the party subject to the protest does not submit the components protested to the inspector after official request, a finding by the official of a violation of the rules shall be imposed. The boat or components in question will be immediately impounded by the USJSA officials prior to the boat leaving the race site.
8. If after inspection by USJSA officials, the party subject to protest is found to be in violation of the rules as they exist at the time of protest, the party subject to protest shall be required to:
9. Pay a fine of \$1000.00.



10. The fine is broken down as follows:

\$50.00 paid to the inspector.  
\$950.00 paid to USJSA.

In addition, all prizes, awards, and points given to the party subject to protest for the event at which the protest was lodged, as well as any points accrued up to that point in the season, shall be forfeited.

The protest fee of \$500.00, given upon the lodging of the protest, shall be returned in full to the protesting party.

11. The finding of a third violation against such party shall result in the party being banned from all USJSA sanctioned events for the remainder of the calendar year.
12. Upon full payment of all fines, costs, and expiration of the ban period due to the USJSA finding of a violation, the party subject to protest shall be allowed to compete in all remaining USJSA sanctioned events.
13. If during the course of the existing series of scheduled events, any additional protest is brought involving the same party subject to a prior protest and the party against whom the protest is brought is again found to be in violation of the rules, such party will be banned from the next three scheduled events.

### **11.1 - Group B** (Formerly Super-Mod)

The purpose of this class change is to allow currently built Super mod motors to live out their useful lifespan in a structured competitive class.

1. Points will be counted as with the other classes
2. Restrictor plates are required and will be 4, 1.00" (25.4mm) holes and be of 1" (25.4mm) thickness, plastic, metal or phenolic (R2C p/n CS 10501 or equivalent, approximately \$59.00)
3. Plates will be subject to a 1.00" (25.4mm) go / no go gauge at tech inspection (zero tolerance, no modification to "as purchased" plate allowed)



4. **Boats** will comply to current USJSA Group A rules in place with the following exceptions:
  - a) Any size 4150/4160 carburetor may be used
  - b) A lower limit of 289 cubic inches (4,737cc), maximum of 412 cubic inches (6,752cc)
  - c) Engine must be a V8 in design, Any 2 valve per cylinder, iron or aluminum, non overhead cam heads allowed.
  - d) Blocks to be cast iron only.
  - e) LS type motors will be allowed using a carburetor and the legal 14. No fuel injection of any type allowed.
5. Boats will exhibit a stable 1600 rpm (or less) idle speed “on the ramp” with pump in the water.
6. **Exhaust:** Any exhaust allowed. Must meet individual track requirements. Track owners will notify the USJSA of any specific noise requirements 1 month prior to any race.
7. **Jet Drive:** Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.
8. **Fuel:** Any 100 low lead or leaded racing fuel. No additives, oxygenation, Methanol, Nitrous Oxide, and Nitromethane will be allowed. Race organizer may control fuel.

## 11.2 - International Group A (400) Class

1. **Purpose:** This is the 1st of 2 classes recognized for international competition. The rules presented here are intended for USJSA sanctioned events and may not qualify for international competition.
2. **Engine Configuration:** Single cast iron only, CID 412 cubic inch (6,752cc) maximum swept volume. 2 valves per cylinder, push rod operated, with a maximum of 8 cylinders. Internal combustion only.
3. **Crankshaft:** No titanium or alloy.
4. **Connecting Rods:** Must be of ferrous alloy material.
5. **Pistons:** Open



6. **Camshaft:** Single camshaft only in OEM production location.
7. **Heads:** Cast iron only. No cutting or welding of heads other than crack repairs. Valve angles and location must be OEM stock only. Porting will be allowed. Maximum valve sizes- 2.125 inch (53.975mm ) intake, 1.625 inch (41.275mm) exhaust.

All port and bolt locations must be OEM stock. Minimum valve angle to the engine block face is as follows: Chevy 23 degrees, intake port size template Felpro gasket P/N 1207, Ford 20 degrees intake port size template Felpro gasket P/N 1262, Chrysler 18 degrees intake port size template Mopar P/N DCC4120211.

8. **Lifters-Rocker Arms:** no restriction to valve lift or rocker ratio. Shaft mounted rockers are permitted. Offset rockers are permitted to relieve the problem of pushrod to cylinder head interference created by some aftermarket heads. Offset rockers are permitted for OEM cylinder heads where pushrod tubes have been inserted to gain port width comparable to aftermarket castings. Max offset is 0.250 inches (6.35mm) in either case.
9. **Lubrication:** Dry sump systems, no restriction on system- The driveshaft angle can only be parallel to the delta or angled upwards (i.e. the crankshaft centerline height cannot be below the jet unit shaft center line height).

Wet Sump Systems- Vacuum pumps permitted.

10. **Intake Manifold:** Any mass produced cast intake manifold is permitted. Inlet manifold must use the OEM bolt pattern and position to mount to cylinder heads without the use of adaptors or spacers. No sheet metal or tunnel ram style inlet manifolds are permitted. Inlet manifold must remain largely visually standard and unmodified from the outside. Sectioning the plenum for porting access and re-welding is a permitted exception.
11. **Induction:** Naturally aspirated only via a single 4 barrel carburetor, with a maximum of 4 venturis. Carburetor throttle body bores below the throttle shaft centerline shall not exceed 1-11/16" (42.8625mm) diameter. Butterflies or throttle blades shall not exceed 1-11/16" (42.8625mm) diameter. No fuel injection or electronic fuel metering device permitted. No additives may be discharged into the intake tract.
12. **Ignition System:** Open
13. **Exhaust:** Any exhaust allowed. Must meet individual track requirements. Track owners will notify the USJSA of any specific noise requirements 1 month prior to any race.



14. **Jet Drive:** Single unit only. Direct drive only (no gearboxes) 8 1/2" (215.9mm) diameter impellers maximum. A functional reverse system is required.
15. **Fuel:** Any 100 low lead or leaded racing fuel. No additives, oxygenation, Methanol, Nitrous Oxide, and Nitromethane are allowed. Race organizer may control fuel.
16. **Engines not exceeding 365 cubic inches maximum swept capacity may be fitted with aluminum cylinder heads conforming with these rules only.**
17. **FORD Engines**

Same common rules as Chevrolet engine, except:

- a) Cylinder heads- Valve angle only 20 degrees to block face (OEM spec) Original cylinder head manufacturer location only.
- b) Intake ports- Template FELPRO gasket 1262R max size Published dimensions 1.400" (35.56mm) x 2.250" (57.15mm).
- c) Offset Rockers are permitted as per Chevrolet max .250" (6.35mm).
- d) Intake ports- must be in original manufacturers location.
- e) Valves- Maximum sizes= 2.125" (53.975mm) intake 1.625" (41.275mm) exhaust.
- f) Intake Manifold- Any mass produced cast intake manifold is permitted. Inlet manifold must use OEM bolt pattern and may not use spacers or adaptors to bolt up to heads to allow for differing deck heights in Ford production blocks. Manifold must be designed for deck height block used.

18. **TRADITIONAL PONTIAC ENGINES**

Same common rules as Chevrolet except:

- a) Cylinder Heads. Cast iron only, valve angle 14 degrees to block face (OEM Spec), original cylinder head manufacturers location only. D-Port or round port exhaust.
- b) Intake Ports. Template TIP gasket 120240 max size (Published dimensions 1.20" x 2.40"). Offset rockers are permitted for OEM cylinder heads where pushrod tubes have been inserted to gain port width comparable with aftermarket castings. Max offset is .250".



- c) Valve maximum sizes 2.110" intake, 1.770" exhaust (OEM 400 cid).
- d) Exhaust Ports exhaust crossover, EGR or heat riser passages may be filled with aluminum. Epoxy may be used to seal this at the intake manifold flange.
- e) Intake Manifold- separating the water crossover from the intake is an acceptable modification.

**19. COMBINED RULES AND LIMITS ON MODIFICATION (ALL MAKES)**

- a) No angle milling of heads allowed. Maximum 0.50 degree (either way) valve angle testing tolerance applies to factory valve angle.
- b) Porting is permitted but no material may be added to any part of the cylinder head casting (unless specified in that engine family specific rules). Includes but not limited to aluminum ramps, epoxy, brazing, furnace cement, etc.
- c) Welding is permitted for crack repair purposes only but is limited in the port, intake and exhaust runner area to a maximum of 2 repairs per cylinder head.
- d) Welding in the chamber area for crack repair only is limited to 2 chambers per head but must not alter the shape or size of the combustion chamber.
- e) Replacement of valve guides are not considered to be a repair. (see below).
- f) All machine work for valve guides, spring and valve seats must remain parallel and in original cylinder head manufacturers position. No offsetting of valve guides is permitted.
- e) Any machined surface must remain parallel to original surface.
- f) Repair sleeves or tubes of any material may be fitted to either the head bolt or pushrod holes.
- g) Head bolt= 1 repair per cylinder head.
- h) Pushrod hole/slot= 4 sleeves or tubes max permitted per head for OEM heads to gain port width comparable with aftermarket castings. Max rocker offset is 0.250".
- i) No restriction on intake valve seat inserts.
- j) No restriction on exhaust valve seat inserts.



**NOTE: Engine options may be expanded in the future provided they offer a similar power to weight ratio. Applications for engine consideration must be made and supported by full technical specifications. Any engine under consideration will be subject to supervised trials before approval for competition is granted.**

### 11.3 - Super Boat Class:

1. **Purpose:** This is the 2nd of 2 classes recognized for international competition. The rules presented here are intended for USJSA sanctioned events and may not qualify for international competition.
2. **Engine:** Any engine minimum of 231 cid must be forced induction, 350 cid to 419 cid must be fuel injected ( mechanical only no OEM ) or must be multi carbureted running on methanol. All engines larger than 420 cid have no restrictions. (NOTE: Competitors may apply to USJSA to have non-complying boats awarded Super Boat status on a per season basis.)
3. **Exhaust:** Any exhaust allowed. Must meet individual track requirements. Track owners will notify the USJSA of any specific noise requirements 1 month prior to any race.
4. **Jet Drive:** Single unit only. Direct drive only (no gearboxes) otherwise no restriction. A functional reverse system is required.
5. **Fuel:** Alcohol (methanol) fuel. Booster additives are not allowed. Any type gasoline allowed. Any boat using methanol must display a red "M" on each side of the boat. **Letters must be at least 7 inches tall.**
6. **Special Rules:** Under certain circumstances, an Existing super boat driver may be granted an emergency waiver to run another boat for that race only. The Board of Directors on a one by one basis will address any future emergency waiver changes.

### 12 - Nationals

1. **Eligibility:** In order to establish eligibility to race in the elimination round of nationals, a driver must have qualified in at least one (1) regular, current season USJSA sanctioned race of the same class. Under no circumstances will a driver be allowed to race the elimination rounds of nationals in a class that the driver has not previously qualified in during the current season. A driver who has not qualified in a regular season USJSA sanctioned race may run during the



qualifying rounds of nationals, but may not advance to the elimination rounds or score any points whatsoever in the event.

2. **Points:** All points, as determined in the points section of this rules document, will be doubled during the national's race.
3. **General Rules:** All rules and provisions contained within this document shall also apply during the national race, with no deviations.
4. **Class Rules:** All individual class rules, restrictions, and provisions contained within this document shall also apply during the national race, with no deviations.

## 13 - Personnel

1. **Race Control Committee:** Consists of Race controller, Technical Inspector(s), Safety Coordinator and Promoter Representative. Any conflicts that arise during an event which can't be successfully resolved by the Race Control Committee will be immediately addressed to the USJSA Officers and Board of Directors.
2. **Race Controller:** Designated by the Sanctioning Body and is responsible for enforcement of all sanctioning rules, regulations and procedures pertaining to the race event. Designated as the head of the Race Control Committee.
3. **Technical Inspector I:** Designated by the Sanctioning Body and is responsible for inspection of race boats and safety equipment for compliance with the USJSA rule book. Inspections will be completed on all boats prior to the race event. Anytime a boat wrecks and must be trailered back to the pits, a follow-up inspection will be completed prior to the boat re-entering the event. Any boat that wins an event will be subject to a post race inspection with regards to class specific regulations. Any conflicts that arise from a technical inspection will be immediately addressed with the Race Controller to determine an appropriate course of action.
4. **Technical Inspector II:** Designated by the Sanctioning Body and has duplicate responsibilities of the Technical Inspector I.
5. **Safety Coordinator:** Designated by the Sanctioning Body and is responsible for assuring the racecourse is safe for competition. They are also responsible for coordinating with track officials and safety personnel to assure adequate protection is provided for the spectators and competitors. Any potential hazards that arise will empower the safety coordinator to



immediately stop the event until the problem is resolved. All concerns should be immediately addressed with the Race Controller.

6. **Lead Timer:** Designated by the Sanctioning Body and is responsible for timing of all boats and recording the times of each run. The lead timer will provide the appropriate time sheets for each class -- one set for each of the following: (1) the lead timer, (2) the back-up timer, (3) the pit steward, and (4) the announcer. Coordinates the delivery and set up of the primary timing system and time display. Brings and maintains USJSA provided stopwatches for back up timing by the lead and back-up timers. The lead and back-up timers will use stop watches for all runs in case of a malfunction of the primary timing system. The lead or back-up timer will radio the official time of each run to the announcer, if the primary timing system fails. The lead and back-up timers will keep track of the racer's time for each qualification and elimination run. They will then be given a fifteen (15) minute break between qualification and elimination to assemble classes in a running order by slowest to fastest time for the elimination rounds. The lead timer will make information available after each class runs, on the next running order for that class, by radio to the pit steward and announcer. If a boat is being double-teamed, the lead timer will adjust the running order to allow the crews to have time to change places and refuel if necessary. The lead timer has the final say in all matters associated with the official times of the racers. The timing area is off limits at all times during racing events to competitors and spectators. Violators are subject to disqualification and/or removal from the event. The lead timer will provide a list of the winners of each class from first to last in order of finish to the USJSA secretary at the end of the race day for prize presentations. An official copy of the time sheets, initialed by both timers will be provided to the USJSA secretary immediately after the completion of each race, for archiving in the USJSA records. Race results and points standings will also be made available to the USJSA webmaster within 48-72 hours after an event for posting on the web site.
7. **Back-up Timer:** Designated by the USJSA, but chosen by the Lead Timer and duplicates efforts of lead timer and confirms accuracy of official results.
8. **Pit Timing Board:** This is a courtesy board provided by the Promoter. Please keep in mind the times on this board are not necessarily the official race times.
9. **Spotters:** There will be a minimum of 2 qualified people assigned, one provided by the sanctioning body, and one provided by the Promoter, whom are responsible for verifying each boat runs the correct course rotation.



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10. **Pit Steward:** Designated by the Sanctioning Body and is responsible for staging the boats in the order assigned by the Lead Timer.
11. **Launch Controller:** Designated by the Sanctioning Body and is responsible for sending the boats to the staging area.
12. **Race Secretary and Assistant:** This will be the USJSA Secretary and a designated assistant which will be responsible for all race clerical duties.
13. **Media Director:** Designated by the USJSA and responsible for coordinating all the onsite media people and ensuring their waivers are signed before each event and conducting a safety meeting before each event.
14. **Security:** Designated by Race Promoter and is responsible for controlling access to the event, pit area and spectator safety.