

AJSBA 2024 RULE BOOK AMENDMENT

Pro Ski GP – Australia

01) This AJSBA Amendment is intended to promote interest in personal watercraft Competition with a higher degree of modification. Skis competing in this class must conform to the specifications which follow, including riders adhering to Australian license rules.

02) It is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in Competition and comply to Australian rules including License.

03) Sound level shall not exceed 100 dB(A) at 24 m.

04) Fuel must be in conformity with the criteria defined in the IJSBA rule book section 19.4.3 and local Government regulations.

05) Ballast weight may be added prior to Competition to meet the required minimum weight limit of 135kg

06) The weight control will be done with the fuel tank empty and all other liquids at the race level.

07) Turbo housing and exhaust manifold must be of the full circulating water type at all times when the engine is running.

Skis competing in this category must conform to the following criteria:

01) The maximum engine cubic capacity: a) Atmospheric 2 Strokes 1300 cc b) Atmospheric 4 Strokes 1620 cc c) Turbo 4 Strokes 1000 cc

02) Hull length cannot exceed 280 cm

03) Hull width cannot exceed 85 cm

04) Hull height cannot exceed 86 cm measuring from the lowest point of the hull to the handle pole in its position rested against the hood.

05) The handle pole must be mounted in front of the engine compartment and must have a minimum movement of 75 degrees

HULL:

01) All skis must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.

02) All skis may be equipped with a maximum of two sets of sponsons (2 front + 2 rear). Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 153 cm. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.

If two sets of sponsons are installed, the front sponson must adhere to the hull and the total sponson length shall be limited to 210 cm in a connected or separated sponson configuration.

The vertical channel created by the underside of the sponson shall not exceed: 63 mm No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than: 63.5mm Sponsons must exceed 6 mm in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.

Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50 mm below the lower part of the bond flange (bumper removed).

Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.

03) Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12 mm below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard. The projecting member must be filed not to create a hazard.

04) Pump cover plate must not extend more than 100 mm beyond the end of the pump itself. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard (see diagram in Appendix). Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

The pump itself can only protrude 130 mm past the rear of the ski bumpers removed.

05) Trim tabs cannot exceed the width of the planning surface or extend rearward more than 100 mm beyond the transom. All edges must be radiused so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed. **06)** Safety Bumpers are compulsory

07) Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the skis provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.

08) Fuel tanks must be from an homologated PWC or an approved IJSBA fuel tank supplier, one piece no modifications. Fuel venting and cap must be from an homologated IJSBA craft, filler neck hose must be 1 piece no joins and from an homologated PWC

All clamps fuel clamps used on the complete fuel system must be stainless steel

09) The fuel filler neck must be located outside the engine compartment.

10) During the safety inspection the technical inspector will report to the race committee on any PWC that presents any modification or element considered dangerous. The Race Committee will then decide if the PWC may compete in the event.

Open Runabout - Australia

- 01)** This AJSBA Amendment is intended to promote interest personal watercraft Competition with a higher degree of modification. Watercraft competing in this class must conform to the specifications which follow, Including Australia licence requirements to compete in this class.
- 02)** It is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in Competition.
- 03)** Sound level shall not exceed 100 dB(A) at 24 m.
- 04)** Fuel must be in conformity with the criteria defined in the IJSBA rule book section 19.4.3 and local Government regulations.
- 05)** Ballast weight may be added prior to Competition to meet the required weight limit, minimum weight is 250kg
- 06)** The weight control will be done by the fuel tank empty and all other liquids at the race level.
- 07)** Turbo housing and exhaust manifold must be of the full circulating water type at all times when the engine is running.

Runabouts competing in this category must conform to the following criteria:

- 01)** The maximum engine cubic capacity:
 - a)** Atmospheric 2 Strokes 2600 cc
 - b)** Atmospheric 4 Strokes 2600 cc
 - c)** Turbocharged/Supercharged 4 Strokes 2000 cc
- 02)** Hull length cannot exceed 360 cm
- 03)** Hull width cannot exceed 127 cm
- 04)** For Endurance only, the Hull length cannot exceed 394 cm

HULL

- 01)** All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks which protrude beyond plane of the hull must be removed.
- 02)** Runabouts must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 92 cm, each side. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed: 63.5 mm No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than: 63.5 mm, Sponsons must exceed 6 mm in thickness. All leading edges must be radiused so as

not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed. Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.

- 03)** Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12 mm below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard. The projecting member must be filed not to create a hazard.
- 04)** Pump cover plate must not extend more than 100 mm beyond the end of the pump itself. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard (see diagram in Appendix). Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- 05)** Trim tabs cannot exceed the width of the planning surface or extend rearward more than 100 mm beyond the transom. All edges must be radiused so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- 06)** Safety Bumpers are compulsory.
- 07)** Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the PWC provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.
- 08)** Fuel tanks must be from an homologated PWC or an approved IJSBA fuel tank supplier, one piece no modifications. Fuel venting and cap must be from an homologated IJSBA craft, filler neck hose must be 1 piece no joins and from an homologated PWC. All clamps fuel clamps used on the complete fuel system must be stainless steel.
- 09)** The fuel filler neck must be located outside the engine compartment.
- 10)** During the safety inspection the technical Inspector will report to the race committee on any PWC that presents any modification or element considered dangerous. The Race Committee will then decide if the Craft is allowed to take part to the even.

All Classes

2024 Models will be aligned with IJSBA homologation process is complete and will only be allowed to participate in open/GP class until this process is completed.

Yamaha Runabouts may use aluminium intake manifolds from stock homologated Yamahas with the same engine family however the ribbon rule must comply with the IJSBA stock class rules.

Seadoo Runabouts may reinforce or add intake manifold girdle to strengthen manifold so long as no part of the internal chamber is modified or touched.

All watercraft competing in AJSBA events shall be allowed a fogging kit fitted as long as the kit is plugged with a bung and not attached to anything else except the intake manifold.

All watercraft may be reinforced for preventative measures and repairs only, this may not impact the outside structure or performance of the hull, this may only be done over the existing material and may not cause relocation to any other parts in relation to stock and LTD classes.

All watercrafts may have backing plates fitted to the internal side of the engine compartment as part of sponson fitment.

All fuel lines and hoses must be fitted with stainless steel clamps.

Goggles, gloves, footwear, vests, back braces and helmets must be worn while racing at all times. Helmets and back braces must be worn at all times during an event this includes riding your PWC to the pits, tech and a trailer once signed on. Or the waterway is closed for the event.

Marshalls must wear Helmets. Open face permitted providing safety standards are met.

They must meet the local governing body's requirements in regard to lifejackets and racing lifejackets.

Helmets must meet safety standards with dot, snell and European standards as well as AJSBA standards with approximately 50% bright colours, the final decision will be from the events race director.

All holders to wear gloves and footwear.

Absolutely no smoking in the Rider pits, start line or fuelling areas at all AJSBA events.

AJSBA card system in use.

If there is any confusion with the above-mentioned rules, please reach out to Info@Ajsba.org.au