



## 1. Basic Services

### a. Pit Stops,

For the top 10 riders (or their team colleagues) there will be permanent facilities prepared at the race .

### b. Service Center,

#### i. Service of Boards,

(at each race there will be a mechanic from the MSR present)

#### ii. Sale of Spare Parts,

(the MSR will deliver the spare parts only within Europe; USA and Asia are serviced by a dealer in the racing venue)

#### iii. Sale of the Apparel,

(MSR will bring the apparel only within Europe; USA and Asia are serviced by a dealer in the racing venue)

### c. The area for cleaning of the boards,

Specified in the instructions and marked in the map

### d. The area for handling of gasoline,

Specified in the instructions and marked in the map

### e. The area for the overnight boards storage,

Specified in the instructions and marked on the map. It shall be under surveillance.

### f. The area for the board packing

#### i. Material for the board packing

#### ii. Material for the board treatment

### g. Fuel

#### i. Fuel shall only be 95 or 98 octane.

#### ii. Fuel may be checked even during the race.

#### iii. Instruction will let riders know if possible to have fuel from organizer (charged service). In other case, the fuel will be rider's duty let know in advance in instructions.

### h. Oil

#### i. The permitted oil is not regulated. The only condition is to use environment friendly oil (recommended: Motorex FS Ocean 2T BIO).

#### ii. The oil will be provided for a consideration by the factory-backed mechanics while stocks last.

## 2. The Program of the Day

- see annex 1.

## 3. Registration

### a) Racer's registration



To register to the race, will be possible from 15 years of age. In some cases, even 14 years old racer can join the race after previous jury approval. Rider younger than 18 needs to deliver officially certified signature of legal representative or legal representative must be preset.

Racers registration takes places one day before or at the day of the first practice, maximum 30 minutes before the first practice start.

Racer who did not go throught the registration process will not be allowed to the race course. If went to the race course, this will be sanctioned by Penalty 2.

During the registration, riders has to:

Settle the starting fee (only in cash)

Show a valid insurance card. In case of junior racers, the rider has to claim a sport doctor permission.

Claim a liability insurance.

The rider will slot a number into the qualifying practice. Lower number from the duo starts first. Rider has to check all his personal details and register his/her start number. Maximum 3 digit number is allowed to use. It is not allowed two rider are using the same number in one category. The signed up number will remain valid for the whole season. Next start number update will be possible after the final race of the season.

Rider shall sign his/her agreement about publishing photos and videos where rider could potentially appear. This agreement is ruled by GDPR.

## **b) Teams registration**

### **4. Technical Check**

Technical check is carried out during the registration process. All Jetsurfs and riders have to undergo a technical inspection. After successfully passing the technical inspection and security features check the rider receives a sticker (label) on the helmet and Jetsurf which is valid for the period of a one race. A rider who does not have a sticker on the helmet and Jetsurf will not be allowed to the race track. Technical check has to check the preparedness and safety of the individual JetSurfs and consists of two parts:

- Technical inspection of the Jetsurf,
- Inspection of the security features.

#### **a. Inspection of the Board**

Technical inspection is performed by a factory-backed technician or by a person authorized by him. Technical inspection focuses on the following tasks:



- float frame check, there shall be no visible cracks and damage of the integrity,
- handle and throttle cable check, testing the handle in salt water (against spontaneous turning on),
- magnet check,
- fins check – there must not be any visible carbon burrs and cracks,
- fueling system check (complete tank and fueling system shall be EPA certified)
- starting check
- boards weighting – the maximum weight of the Jetsurf without fuel tank is 21kg
- for the 2018 season, women are allowed to use Race Titanium only on their own responsibility. From 2019 season, only Race Titanium Pro with power regulation will be allowed to use.
- Combustion engine with maximum 125 ccm engine displacement is the only permitted power unit.

**b. Inspection of security features.**

Inspection of security features may be conducted by the Jury or by a person authorized by him. The inspection is focused on the following tasks:

- helmet check – its intactness and integrity, the helmet has to be of an integral type with a jaw protection (motocross, down hill), a visor is recommended.
- life vest check, for some races it is important that the vest was certified in the particular country (look out for the USA and Japan).
- Neck guard from foam material is recommended
- Leash becomes an obligatory feature in riders equipment in 2018
- Goggles are recommended to use

**5. License**

**a. Insurance**

Each rider has to have a private medical insurance for extreme sports. The rider should have the liability insurance.

The riders shall pass a medical examination in their country. Riders under 18 years of age shall pass a sports doctor examination.

The Organizer's liability insurance – shall be secured by the promoter (except for the USA where it is AJ Handler's responsibility). At the formal inspection it has to be checked that everyone have their insurance. Find out which companies still provide insurance directly for jetsurfing. Recommend these companies to the riders in advance and inform them that they have to have their insurance.

**b. FIDSM License**

FIDSM license will be issued by FIDSM.

**6. Race Entry Fee**

For each race there is the entry fee of 100 EUR for men and 50 EUR for women. The fee will be collected in cash only. Exact cash combination is required.

**7. Generally Applicable Rules**



The race is supervised by the Race Director, the Chief Referee, the Time Referee, the Track Referee, the Race Marshal, the Guards Officer.

The Race Director – checks whether everything is carried out in accordance with the rules of the race. He has the main decision-making right, he may change the schedule, cancel the race, he communicates with the representatives of the Association of Riders.

The Chief Referee – carries out the inspection of the time measuring of the qualification, checks whether everything is carried out in accordance with the rules of the race, he may cancel the heat or the finale.

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

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

The Race Marshal — carries out the starting procedure; he may cancel the heat or the finale.

The Guards Officer — prepares the riders for the start, assists at the starting procedure.

The riders have the right to set up the board (pit stop), these pit stops are determined by the order in the World Cup, for the first race of the 2018 season the order from the 2017 season will be applied.

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

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

Riders have the right to purchase the available ND at the race venue.

The riders do not have the right to fuels and lubricants; each rider has to arrange for the fuel himself.

The Organizer does not provide any fuel and lubricant source at the race venue, unless otherwise stated in the instructions.

Riders shall comply with the referees' instructions and strictly follow the FIDSM 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 FIDSM rules

Riders who want to take part in the race, must complete the registration during the registration time. Later registration will be charged of 100 EUR but only until the end of the first practice. Later registration than this will not be possible.

Registration – drawing for position in the qualification, technical inspection of the Jetsurf, safety equipment inspection, license check, payment of the starting 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, track racing training and starting procedures training. In case of rider's gratuitous and unexcused absence he 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, might be penalised according to Penalty 1.

Rider are not allowed to enter the track without Jury or other event staff member approval. In other case, the rider will be penalised according to penalty 1.

The Race Director or the Chief Referee shall inform the riders about the current state of the race, they shall transmit the information necessary for the racing weekend to run smoothly. Afterwards there will be a space for questions which the Jury will answer. The discussion shall not be allowed. Any communication between the Jury 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. VIP can be granted to two racers in each class (men and women). VIP card cannot be granted to licensed FIDSM riders. If local organizers are interested to issue a VIP card, this must be requested at Jury at least one month before the event.

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

"The Commission of Riders" communicates with the Jury on behalf of riders (see the rules section 19).

This Commission only within the frame of the Jury 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 filing a protest. A rider may file a protest only to the Chief Referee within 15 minutes after finishing the qualification, heat or finals. After this period other comments or protests shall not be considered.

**c. Deposit**

The deposit for solving rider's complaint is in 2018 set at 200 EUR. If the protest is rejected, the money will be forfeited and will be transferred to the FIDSM Federation's bank account. In the case of the positive decision, the deposit will be repaid in full.

**8. Drawing for Position in Qualification**



The drawing for position is relevant only for the qualification. Both men and women 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.

## **9. Track**

The track for the MotoSurf World Cup is always located in a square, with the maximum 500 m length 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). The riding direction on the track is clockwise as well as counterclockwise, as follows:

- Direction of the race is held in opposite way compared to previous round.
- If any race was skipped in the calendar, the last happened round counts for opposite direction.
- In case the safety reason do not allow to built the track to ride in opposite direction compared to last conducted round, Jury has right to change the race course direction.

The track is built so that it is possible to safely enter the track and leave safely. Compared to 2017, the joker buoy will be fixed. The Joker buoy can be even without white marking.

Two lengths of the track will be distinguished. The short track is with average lap time of shorter than 50 seconds. The longer track is longer than 50 seconds per lap. In case of the short track, the heats are held for 7 laps, final B for 7 laps, and final A1 and A1 for 11 laps. Finals W1 and W2 are held for 9 laps.

In case of the longer track, the heats are held for 6 laps, A1 and A2 finals for 10 laps and W1 and W2 for 8 laps.

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

#### **i. The Buoy Disappears From The Water Surface**

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

#### **ii. The 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.

#### **iii. The Distinguishing Stripe 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.

#### **iv. The 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).

#### **v. The Finish Gate Changes Its Rotation Angle**

The 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.

#### **vi. All Other Cases**

Not listed above

### **b. Improper Track**

#### **i.**

#### **What Is The 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 finale.

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 finale 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 1/2 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.

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

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

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

The rider has the right to declare the track improper and cancel the race if the buoy has sunk, if the distinguishing stripe 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 Jury 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 Jury then immediately stops the heat or the race. Each stop is individually assessed. It is up to Jury's consideration to stop the session.

## **Buoys**

The buoys are inflatable or made from the foam 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 color of buoy or distinguishing suit determines the function and the use of the buoy.

### **i. Red,**

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

### **ii. Blue,**

The blue buoy is designed to mark the track so that the rider makes a right-hand turn and passes it on the right side.

### **iii. Yellow, or balloons**

The yellow buoy is designated to indicate the beginning of a track separation (it used in pairs). After passing through 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 yellow buoys). The yellow buoy is also used for marking the point of return from the white buoy. When turning around it depends on the direction from which the rider returns. The turn around the yellow buoy is always in such a way to prevent the crossing of the entrance and exit paths. If the rider is coming from the left, then the yellow buoy is considered as the red and the yellow buoy must be bypassed from the left. If the rider is coming from the right, the yellow buoy is considered as the blue, and the rider must bypass it from the right.

**iv. "JOKERBUOY"**

Joker buoy is designated for setting the turning point of the penalty ride (if a buoy is missed) or tactical ride "JOKERLAP" (at least once during the heats or twice during the finale). The yellow buoy is always negotiated in such a way so as to prevent the crossing of the entrance and exit paths. The ride to the white buoy with black stripes starts from the designated red or blue buoy, alternatively the yellow buoy is used as an entering point. When riding in clockwise direction, the rider rides at the white buoy with stripes from the left, the buoy is considered as the blue buoy and the rider turns around it to the right. When riding in counterclockwise direction, the rider rides at the white buoy with black stripes from the right, the buoy is considered as the red buoy and the rider turns around it to the left.

A rider who is returning from the white buoy with black stripes gives way to the riders riding on the standard circuit.

Generally, it will be necessary to pass the joker buoy 1-2 times in heats, and 2-3 times in the finals. The numbers to be decided by Jury at riders briefing.

**v. 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.

**vi. Right of way when crossing more directions of ride**

When riders are crossing the ways from more directions (end of split sector, return from Joker buoy) the right of way belongs to the rider whose board is more in front of the others or is riding in the inside line.

**b. The Gate**

The gate consists of inflatable structures, or a pair of **specially marked buoys**. The gate is used for the purposes of the qualification when passing through it starts the time measuring. The second and the third passage ends the measuring of the first or more precisely of the second measured lap. In case of the heats and the finale 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 jetsurf will cross the finish line, the better position counts for the front edge of the craft closer to the finish line.**

**c. The Flags**

**i. Green**

The green flag is used for starting purposes or for signaling, restart and water entry into the session. During qualifying, the green flag mean the track is clear for qualifier. In case of flying start, the green flag gives a signal to proceed the start or to make a restart.

When shore start option, marshall signalizes “get ready” having the flagpole horizontally with water surface. “Steady” command by raising arm and wave down means to start.

While start procedure is signalized once by the green flag, it is not possible to interrupt it.

Green flag is used also for signalizing the water entry to the marshall. It shall always be used if the entrance was closed using the black flag.

**ii. 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.

**iii. 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.

**iv. Blue,**

The yellow flag together with the rider’s number inform the particular rider that he should clear the way for a faster rider (who has already overtaken him by one lap previously) as soon as possible. No later than three buoys after the signalization. The flag is also used for signaling to vacant a position, if the Track Referees assess that the rider has gained an unfair advantage during his ride.

In case of implementing an audio communication device, this message is announced to all riders.

Signalization of the “clear the position for the faster one” will be tested during the 2018 season; its poor execution does not entitle the riders to file a protest.

**v. Yellow,**



The yellow flag signalizes danger on the course (accident or floating object on the water). When yellow flag is being waved, overtaking is forbidden until the green flag is being waved again.

**vi. Checkered,**

Waving of the checkered flag announces the end of the race or training. Rider who crossed the checkered flag continues on the outside line of the track so that other rider can finish their fast laps. Then, rider can head into the water entry point. In case rider is waved by the checkered flag while have not completed the full amount of laps, the remaining laps are not completed. The session ends right at the time when rider crosses the checkered flag.

By the market buoy (penultimate buoy, in front of the closest buoy to the water entry point) rider's raised arm signalizes leaving the track to the riders behind. Rising arm in this case is not understood as a health problem on the course.

**d. Traffic lights**

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 jetski. The lights are turned on from left to right withing 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 jetsurf for 1/3 length of the craft, this action will be considered as a jump start with jump start penalty.

**e. The Ride**

**i. The Right Posture**

JetSurf is designed for riding in stand up or squat position. It is not possible to ride in lying or kneeling position (exception for the disabled). The competitors must stand up within the first turn buoy (for the off-shore start), or within the third buoy if the competitor fell in the slalom. Handles on the board are designed only for manipulation or riding by disabled racers. In other cases, handles shall not be used for riding the jetsurf.

**ii. The Right Direction**

The direction effective for the particular heat or finale is always 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.

**iii. The Driving Direction during the Qualification,**



The qualification is always in the opposite direction to the direction in the qualification in the last race.

*The qualification ride starts with the departure from the shore on the Guards Officer's command from the waiting point. The rider shall not pass through the gate. The rider shall not delay the race, and on the green flag's command the rider heads off via the shortest way to the gate and starts his first measured lap. After passing through the gate, the rider rides the second measured lap and after finishing it he immediately makes way for another rider.*

- iv. The Direction of the Ride during the Heats,**  
Heats 1, 2 are in the same direction as the qualification. Heats 3 and 4 are in the opposite direction to the direction in the qualification.
- v. The Direction of the Ride during the Finale B,**  
Finale B is in the same direction as the qualification.
- vi. The Direction of the Ride during the Finale A1, A2, W1, W2**
- vii.** Finale A1, W1 are in the same direction as the qualification. Finale A2, W2 are in the opposite direction to the direction in the qualification.
- viii. The Flying Start**  
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 their order after the qualification or after the second heat (if it has been already finished). The riders line up one beside the other from best to worst and in one single file; 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 solve the problem. After that the starting procedure resumes. If the leading rider encounters a problem and even within one minute he is not able to line up for the start, his function is 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 starts the race by moving his hand downwards.

If leading rider is not satisfied with the riders line up, the leading rider goes out of the start area to left in case of clockwise direction and to right in case counterclockwise direction.

During the ride to the starting area the leading rider shall not radically change the speed (strategizing), he must 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 his duty is to safely negotiate the corridor to the positioning area and negotiate the same course as the riding group.

**ix. The Off-shore Start**

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 second heat (if it has been already finished) may choose first, followed by the riders according to their order after the qualification or after the second heat (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. Then a whistle and a board signal the "engine check" to the riders. The competitors are responsible for starting up the Jetsurf and testing whether it can turn on and off. If the rider has a technical problem he indicates it 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 board, the Main Referee resumes the starting procedure.

The board is shown to the competitors twenty (20) seconds before the start. The Start Marshal stretches the white flag sideways horizontally with the surface (the command to get ready). At this moment, the riders are starting up the boards and are waiting for further commands from the Start Marshal. The starting procedure is not interrupted even if any rider has a technical problem. The rider may join the race as long as the track is not closed by the leading rider passing through the gate.

Before reaching the period of twenty seconds the Start Marshal hoists the green flag (the command to get set). The race is started by dropping the green flag. Dropping is understood as the movement of the arm downwards.

**x. The Traffic Lights Start**

The traffic light start is executed the same way as the standing 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 board signal the "engine check" to the riders. The competitors are responsible for starting up the Jetsurf and testing whether it can be turned on and off. 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 board, 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.

**xi. 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 indicated by a board "TEST START" and **the color as well as the font of the sign should be described**. The board is kept for the entire period of the practice start to prevent from confusing it with the real start. In case of this board signalization, riders are obliged to make the test starting procedure as quickly as possible. The practice start is always performed twice. After performing his own start, the leading rider raises his hand to signal to all competitors to "slow down and follow me".

**xii. The Real Start**

Signaling of the real start is used only if the practice start was performed before the first heat. Signaling is carried out through the "RACE" board. **The color as well as the font should be described**. The board is kept for the entire period before the real start itself.

**xiii. 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 option:

- 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.

**xiv. 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.

**f. The Penalty**

**i. Disqualify**

If rider is disqualified from the heat, disqualify is counted as zero pts 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 pts for this performance.



**ii. Joker buoy**

Penalty time instead of joker buoy passing will be announced by jury before the practices or before the heats at latest.

**iii. The Jump Start,**

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

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

**iv. 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 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 average time of the course to the joker buoy.

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

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

**v. 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 white 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 % qualifying laptime will be applied.

**vi. 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 buoys, then upon his arrival he receives time penalty corresponding to the average time of the course to the joker buoy.



**vii. Missing More Buoys Outside the Slalom,**

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

This rule does not apply if:

1. The rider fell during the slalom race where the buoys are close-coupled.
2. The rider is bypassing the obstacle in the slalom

**viii. Forgetting to pass joker buoy**

**If rider does not pass the joker buoy obligation, he will be penalized for 60 % of the fastest qualifying 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.**

**ix. Late stand up on the board,**

The competitor shall stand on the Jetsurf 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.

**x. 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.

**xi. The Late Arrival to the Qualification, Heat or Finale,**

1. All competitors are required to check and follow the time schedule.
2. 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.
3. 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.





4. During the finale 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.

xii. Late arrival or riders briefing absence

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

## 10. Safety,

### a. **Safe Entrances into the Water**

- b. The entrance into the water is always marked and staked out by the flags or a tape. 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.

### c. **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 for the riders to 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 board 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 pts, or disqualification from the race, based on its seriousness.

### d. **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.

### e. **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.

### f. **Signaling an Injury during the Race**



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

- i. The injured rider is capable of signaling, he raises his hand from the water, picks up the board's nose from the water (lies down on it)
- ii. The injured rider is not capable of signaling, the rider who notices the injured one immediately raises his hand and rides towards the injured.
- iii. 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.
- iv. 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.

**g. 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.

## **11. 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 their enter the water surface. In the parc fermé area, there will be 12 numbered stands. Its order for putting the boards on the stand is decided by guards officer. Rider put their board on the stand and will wait for guards officer instructions.**

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 tank fuel
- e. To make repairs
- f. Riders have to line up into the parc fermé area on time to prevent delays.
- g. In case of practices, riders from other group shall wait at least 2 minutes before the previous group finishes their practice, to enter the parc fermé area soonest possible.



- h. In case of heats, riders from other group shall wait at least 3 minutes before the previous group finishes their practice, to enter the parc fermé area soonest possible.
- i. In case of Final B, riders from other group shall wait at least 3 minutes before the Final B starts.
- j. In case of A1, A1, W1, W2, riders shall wait at least 3 minutes before the particular final starts.

## **12. 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.**

**Riders will be sorted into groups according to different colours 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.**

## **13. The Qualifying – standard qualifying (SQ)**

- a. The qualification is one of the most important stages of the race. In the case that more riders have the same number of pts it determines their order in the event classification. The best time, it means the winner of the qualification, receives the number of pts equal to the number of riders, the person who ranked second receives one pts less than the winner etc. These pts are used in the event of a tie of more riders so that the pts for the qualification are added to their total number of pts. The last one in the qualification receives one point. The final sum then differentiates between the individual riders.
- b. There are two qualification laps. The direction of the ride depends on the announced direction.
- c. The riders enter their qualifyings in pairs
  - a) The pairs are made according to number of pts in the standings. The rider with closest point scoring accompanies the other in top to down order.
  - b) In case of odd number of riders, the top two riders always start in pair. The last rider can conduct the qualifying alone.
  - c) If the pair has not scored any pts in the championship yet, they will draw numbers.
- d. 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 measuring begins after passing through the gate. The rider shall not enter the gate unless he was signaled to do so by the **green** flag. After passing through the gate the time 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 signals his decision by raising his hand, subsequently a green flag signals to him that he may start the second qualification lap.

- e. The time measuring 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 4 qualifying laps based on these conditions:
  - i. 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.
  - ii. If first rider crashed during the first lap while second rider has begun his/her qualifying run, the second rider has advantage of one more lap.
  - iii. If second rider crashed during the first lap, the first rider has advantage of one more lap.
  - iv. If first rider crashed during the second lap, the second rider had advantage of one more lap.
  - v. If second rider crashes during the second lap, the first rider does not take any extra lap.
- j. If rider wants 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 jury decision. In this case, no extra laps given after rider's falls.

#### **14. Advance qualifying (AQ)**

Advanced qualifying brings even better conditions for riders to improve their lap time. Top 4 men and top 2 women advance into AQ.

- a) **AQ is held for one lap only**
- b) **The slowest rider from SQ goes first, the procedure is the same in SQ**



- c) After checkered flag, next rider goes on the water immediately
- d) Women qualifying is the same as men's

### 15. Qualifying limit

Czech nationality riders are majority in the field. In case any non-Czech rider passes the qualifying limit of 135 % of the fastest qualifier, (always maximum two riders of foreign nationality can relegate two of the major country, despite the major country riders will mark better qualifying laptime). In practice, that means every country can have any number of riders. Two best riders (who passed 135 % qualifying time) of the country are then selected. Those will create a particular group so that the most possible nationalities will enter the race.

If non-Czech rider was the only nationality in the field and would not pass the 135 % qualifying limit, there is no chance to enter the race. The rest of the riders and the field will be completed according to qualifying laptimes from slowest to fastest laptime.

Passing the qualifying limit at one event does not guarantee upcoming event race start.

\*qualifying limit might change according to track difficulty. The limit will be announced at latest after free practices by Jury.

### 16. The Division of Riders into Groups

#### a. The Division of Riders into Groups

The riders are divided into groups according to their number during the registration, 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 pts 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 pts will be allocated in the championship. The maximum number of riders for the season 2018 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 complete, riders fill the groups A, B, C, D.

#### a. The Heat 1, 2, 4 and 4

The Heats 1 and 2 are in the same direction as the qualification. The heat consists of six (6) or seven (7) laps with one compulsory course to the joker buoy. 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 the rider misses the buoy, she/ he shall negotiate to the joker buoy in the current or following lap (it is not considered as an obligatory course to the joker buoy). At least twice per heat each rider must negotiate to the joker buoy. 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 pts 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' pts 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 in 2018 there will be no finale B, therefore the first twelve (12) qualify for the finale A1, A2.

## 12. The Finale B

- a. The finale B is in the same direction as the qualification. Finale B consists of six (6) or seven (7) 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 pts from the heats, alternatively from the qualification if there is a tie regarding the pts.

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

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

## 13. The Finale A1 and A2 /W1 and W2

- a. **The Finale A1 and A2**

The finale 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**. Finale A1 consists of ten (10) or eleven (11) laps with three compulsory courses to the joker buoy.

The pts in the finale 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 Finale W1 and W2**

The finale W1 and W2 is in the same direction to the direction in the qualification. Everything else remains the same as in the finale A1. The women finals are held for eight (8) or nine (9) laps with three (3) compulsory joker buoys. If the rider is not waved by the checkered flag, finishes 12<sup>th</sup>. If there are more riders not finishing the race, the one with more marked laps ends higher.

**14. The Winner of the Race**

The winner of the race is the one who has the highest number of pts from the finale A1, A2/ W1, W2 and the three best heats (provided the rider was not disqualified). If there is a tie, the pts for the qualification will be included.

**15. The Scoring**

**a. The Scoring of the Qualification,**

The qualification is awarded with the maximum number of pts corresponding to the number of riders, men and women separately. The winner of the qualification will have as many pts 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 pts of the three best heats added to the scoring to the pts from finale W1, W2, or rather A1, A2. If any competitor is disqualified in any heat, such heat is awarded with zero pts and is not omitted. The pts are designed to motivate the riders to participate in all heats even if they have already received enough pts to directly qualify for the finale. The second reason is the effort to partially eliminate the loss of pts caused by e.g. a technical problem during the race.

All riders who finish a particular heat are awarded with pts (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 pts 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 pts according to the table 2.

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

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

Finale B does not award pts, it is only used to complete the final group of racers for the finale 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 Finale A1 and A2**

The finale A1 and A2/W2, W2, is awarded four times as much pts as in the case of the heat consisting of 48 riders, see table 3. These pts 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 pts 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).

The order of the riders is determined by the final number of pts from the heats, alternatively from the qualification if there is a tie.

**e. The Scoring of the Teams**

Each team will receive the point scoring of its highest ranked riders in each particular event.

**f. Overall pts standings**

Pts of all heats and each particular Finals (A1, A2/W1, W2) will be counted. The overall pts standings of the season consists of all races. In case the season has concluded more than four (4) races, the worst result is omitted. In case rider would be tied on pts, the one with more second places wins. If still tied, the third places decide. If still not able to decide, the more winning qualifying will make the rider winning the Championship trophy. In case even this condition will not decide, placement of the last race of the championship decides.

**16. The Penalty**

- a. Unsportsmanlike behavior during the race
  - i. Vulgar manifestations – Penalty 1
  - ii. Aggressive behavior – Penalty 4
  - iii. Dangerous overtaking maneuver – individual assessment, penalty 2-3
  - iv. Deliberate damage to the opponent’s equipment – Penalty 4
  - v. Deliberate driving into the opponent - Penalty 3
- b. Unsportsmanlike behavior outside the race
  - i. Vulgar manifestations – Penalty 1
  - ii. Vulgar manifestations against other rider – Penalty 2
  - iii. Aggressive behavior – Penalty 4,
  - iv. Vulgar and aggressive behavior towards the jury – Penalty 4,
  - v. Damage to other rider’s equipment – Penalty 4,

**17. Technical security**

- a. The system for communication with riders
- b. GPS tracker,
- c. Surveillance helmet camera

**18. 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 penalties





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 way to pay is in cash.

### **19. The Commission of Riders**

At the first briefing (always on Thursday) of each racing weekend the riders elect the "Commission of Riders", three persons, this Commission communicates within the Jury 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, Jury will not force the riders to form such an entity.

### **20. The race format**

- The pts scoring total contains of

Three best scoring pts out of the four heats. In case of three heats conducted, the three heats are counted.

If rider was disqualified, the pts scorings equals zero and other one with the worst point finish will count (in case of 4 heats).

To this pts, pts for A1 and A2 In case of men class, and W1 and W2 will be counted to previously scored pts.

The rider standings will be created from top down order and in case tied pts, better qualifier always gets advantage.

- Pts scoring to current standings

Pts from all heats are counted into the WorldChampionship standings

Pts from A1,A2 and W1 and W2 are counted into the WorldChampionship standings.

- Final ceremony



Top three rider of men and women classes are awarded at the final ceremony

- Championship winners ceremony

In case of five events, the worst performance is omitted.

In case of four rounds, all four rounds are counted.

All pts of all rounds are summarized and top three riders of each class are awarded.



## Annex 1

### Sorting to groups

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

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

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

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

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

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

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

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

## Annex 2

### Points scoring each rider

Up to 32 riders

1. 14pts	2. 10pts	3. 7pts	4. 5 pts	5. 4 pts	6. 3body	7. 2body	8. 1bod
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Up to 40 riders

1. 16 pts	2. 12pts	3. 9pts	4. 7pts	5. 6pts
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6. 5pts	7. 4body	8. 3 pts	9. 2 pts	10. 1 point
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Up to 48 riders

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

Pts scoring finals - A1, A2, W1, W2

12 riders

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





Annex 2

- Table 1 Riders according to their number.

divided into groups

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

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

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

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

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

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

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

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

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



**Pts according to the maximum number of riders in the group**

Up to 32 riders

1. 14 pts	2. 10 pts	3. 7 pts	4. 5 pts	5. 4 pts	6. 3 pts	7. 2 pts	8. 1 point
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Up to 40 riders

1. 16 pts	2. 12 pts	3. 9 pts	4. 7 pts	5. 6 pts
6. 5 pts	7. 4 pts	8. 3 pts	9. 2 pts	10. 1 point

Up to 48 riders

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

Scoring of the finale A1, A2, W1, W2

Twelve riders

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