



CIRCUIT

ADOPTED RULE CHANGE PROPOSALS FOR THE 2017 RACING SEASON

**Rule change proposals adopted by the UIM
Council in Fujairah, on date of 21st October 2016**

 Proposal n°	1	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 101.01 EVENT SANCTION REQUIREMENTS AND FEES 83		

Current text

101.01 - EVENT SANCTION REQUIREMENTS AND FEES

All international powerboating events must be sanctioned by the UIM and by the National Authority. An International

Sanction is a written authorization which permits an organizing body to conduct an international event under the rules of the UIM.

Written approval by the UIM of the registration of an international event on the UIM annual calendar, subject to payment of a fee determined annually by the General Assembly, constitutes the granting of an International UIM Sanction for that event.

If two titles are organised at one event, the second calendar fee will be invoiced at 0 %.

If three titles are organised at one event, the second calendar fee will be invoiced at 0 % and the third one at 2 %.

Hydro GP events must include the authorized classes. Payment of these fees must be made within three months after the fixing of the international calendar except Hydro GP events which are due: 0 %, two months after allocation and next 0 %, twelve months before event.

Permission to organise these meetings is only given by the UIM upon payment of these fees.

No permission is to be granted to National Authorities who are in arrears of payment.

All requests to organise an international championship must be sent to the UIM Secretariat before the time set by the deadline in the rules.

The organisation of an event cannot be granted if the title, the classes to race, the registered race course and the date of the event are not given.

The titled meetings have priority over all other meetings before the closing of the registrations for the sports calendar. However, when the sports calendar is finalised, all the motorboating meetings are on an equal footing.

In order to promote new series and classes, new hulls, motors or engines, new ideas regarding propulsion and new concepts of racing, the Council may, provided the request to organise be accompanied by an amount equal to double the fee of an ordinary meeting, approve the organisation of international contests for such boats, motors or engines, type of propulsion and races of a kind not yet known to the UIM provided such events do not clash with other UIM titled meetings at the sole discretion of UIM.

Proposed text

101.01 - EVENT SANCTION REQUIREMENTS AND FEES

All international powerboating events must be sanctioned by the UIM and by the National Authority. An International Sanction is a written authorization which permits an organizing body to conduct an international event under the rules of the UIM. ***These events may include national racing classes open to international drivers, when so stated in the advance program. In these cases, UIM rules apply to the event but not to the technical rules of the national classes.***

Written approval by the UIM of the registration of an international event on the UIM annual calendar, subject to payment of a fee determined annually by the General Assembly, constitutes the granting of an International UIM Sanction for that event.

If two titles are organised at one event, the second calendar fee will be invoiced at 0 %.

If three titles are organised at one event, the second calendar fee will be invoiced at 0 % and the third one at 2 %.

% Hydro GP events must include the authorized classes.

Payment of these fees must be made within three months after the fixing of the international calendar except Hydro GP events which are due: 0 %, two months after allocation and next 0 %, twelve months before event.

Permission to organise these meetings is only given by the UIM upon payment of these fees.

No permission is to be granted to National Authorities who are in arrears of payment.

All requests to organise an international championship must be sent to the UIM Secretariat before the time set by the deadline in the rules.

The organisation of an event cannot be granted if the title, the classes to race, the registered race course and the date of the event are not given.

The titled meetings have priority over all other meetings before the closing of the registrations for the sports calendar. However, when the sports calendar is finalised, all the motorboating meetings are on an equal footing.

In order to promote new series and classes, new hulls, motors or engines, new ideas regarding propulsion and new concepts of racing, the Council may, provided the request to organise be accompanied by an amount equal to double the fee of an ordinary meeting, approve the organisation of international contests for such boats, motors or engines, type of propulsion and races of a kind not yet known to the UIM provided such events do not clash with other UIM titled meetings at the sole discretion of UIM.

Justification

Increase participation in International Races and give the NAs of the UIM a potential boost in entries.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">2</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 101.03 Deadline dates Page 84		

Current text

101.03 – DEADLINES DATES

[...]

Council may allocate an international titled event to an NA at the General Assembly more than one year ahead. This is necessary when organizers need more time to prepare financial and organizational matters for a UIM titled event. Application from the NA must be sent to the UIM no later than 1. September of the year the Council, in agreement with COMINSPORT or the involved commission/committee, will process the application during the General Assembly.

Proposed text

101.03 – DEADLINES DATES

[...]

Council may allocate an international *Circuit* titled event *for unique occasions* to an NA at the General Assembly more than one year ahead. This is necessary when organisers need more time to prepare financial and organisational matters for a UIM event. Application from the NA must be sent to the UIM no later than 1st September of the year that Council, in agreement with COMINSPORT ~~or~~ *and* the involved commission Committee, will process the application during the General Assembly.

Justification

Cominsport must be fully consulted as the responsible Commission for the UIM calendar and UIM Titled allocation. This idea must not be the “norm” as it would totally upset UIM Title allocation. It must be only for a really special reason. There are multi-class event which should be used.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">3</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 101.04 LATE REQUEST, CHANGE OF DATE AND CANCELLATION Page: 84		

Current text

101.04 - LATE REQUEST, CHANGE OF DATE AND CANCELLATION

Titled events

[...]

In all «Hydro GP events» the following will apply:

- no late requests
- no change of date or venue unless agreed by Cominsport at least 120 days before the old date and 120 days before the new date
- no refund of inscription for cancellation
- no round of the series can be re-allocated except if a complete Hydro GP event is cancelled before fixing the UIM Calendar at the GA or failure of payment of the relevant fees by the set deadlines. (i.e 12 months before event Rule 101.01)

[...]

Proposed text

101.04 - LATE REQUEST, CHANGE OF DATE AND CANCELLATION

Titled events

[...]

In all «Hydro GP events» the following will apply:

- no late requests
- no change of date or venue unless agreed by Cominsport at least 120 days before the old date and 120 days before the new date
- no refund of inscription for cancellation
- no round of the series can be re-allocated except if a complete Hydro GP event is cancelled before fixing the UIM Calendar at the GA or failure of payment of the relevant fees by the set deadlines. (i.e 12 months before event Rule 101.01). ***Allocation of cancelled Hydro GP Classes ~~F125 and F250 not fully allocated~~, can be re-allocated by Cominsport to any requests from N.A's. Normal Rates to apply (Rule 108.03)***

[...]

Justification

Rules catching up with what happens now.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Proposal n°	4	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 102.01 Technical Commissioner 84		

Current text

102.01 - GENERAL

The presence of a UIM Commissioner is required at any UIM World or Continental Championship Titled events.

Some Titles, including Formula 1, require the presence of two UIM Commissioners, one of whom may be a Technical Commissioner.

Proposed text

102.01 - GENERAL

The presence of a UIM Commissioner is required at any UIM World or Continental Championship Titled events.

Some Titles, including Formula 1, require the presence of two UIM Commissioners, one of whom may be a Technical Commissioner.

For classes using Low Emission engines (excluding FF) a UIM Technical Commissioner is required for World Championships to oversee and assist the technical inspections. The UIM Technical Commissioner is chosen by UIM from the list of available Technical Commissioner's List (nominated by National Authorities).

Justification

Races are organized mostly by nations, which have many drivers in the class for what they have titled race. Therefore technical inspectors are checking local drivers and are under very high pressure from local teams and drivers. It is better to have for UIM World Championships independent technical inspector appointed by UIM.



**Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017**

 Proposal n°	5	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 102.02 UIM Commissioner functions 86		

Current text

102.02 - FUNCTIONS

The U.I.M. Commissioner

...

- After completion of the races, he must receive a copy of all classifications and documents to be transferred to UIM.
- He must survey the weighing of the boats (if applicable), or receive the relevant data.

Proposed text

102.02 - FUNCTIONS

The U.I.M. Commissioner

...

- After completion of the races, **the UIM Commissioner** must receive a copy of all classifications and documents to be transferred to UIM.
- ***The UIM Commissioner has the right, at any time during an event, together with the race technical inspector(s) to carry out any technical checks they consider necessary.***
- **The UIM Commissioner** must survey the weighing of the boats (if applicable), or receive the relevant data.

Justification

To add for commissioner right to initiate same inspections at the race time as it is given to the technical inspectors (see 503.03). Often at the race is said, that UIM Commissioner did not have such right, only technical inspectors have.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

Proposal n°	6	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject	Circuit 104 NON APPROVED RACES		
2016 Rulebook page	Page: 87		

Current text

104 - NON APPROVED RACES

[...]

A national race, or a race by "invitation" in which a foreign licensed driver is invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised event. Invited drivers entering such unauthorised races, may lose their international licences. Remember that drivers having international licences, are only allowed to enter a meeting outside their country provided their National Authority gives them permission to do so.

Proposed text

104 - NON APPROVED RACES

[...]

A national race, or a race by "invitation" in which a foreign licensed driver is invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised event. Invited drivers entering such unauthorised races, may lose their international licences. Remember that drivers having international licences, are only allowed to enter a meeting outside ~~their own~~ **the country of their license**, provided **that** their National Authority gives them **written** permission to do so.

Justification

Vital drivers show written document.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	8	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 105 Titled International Events 88		

Current text

105 Titled International Events

[...]

Except for Formula Future and American Power Boat Association classes, if a scheduled UIM titled event takes place with only or less participating boats from less than 2 National Authorities only the event results will stand. It will not be officially recognised by the UIM and therefore not included in the UIM records. The organiser has the discretion to pay any prize and/or travel/start monies. The organizer will receive a credit of 50 % of the calendar fee. In the event of endurance titles awarded as a result of a series of (more than one) races, the participant boats in all events may be counted to comply with the minimum participation number.

Proposed text

105 Titled International Events

[...]

Except for Formula Future and American Power Boat Association classes, **and championships for Jet Sprinting, River Marathon, the RD classes, and GPHydro**, if a scheduled UIM titled **"Championship"** titled event **for a specific** class takes place with **fewer than 10** only 5 or less participating boats **drivers** from less fewer than 2 **3** National Authorities **over two consecutive years, future titles awarded for this class may be "Cup" unless and until COMINSPO determines otherwise.** only the event results will stand. It will not be officially recognized by the UIM and therefore not included in the UIM records. The organizer has the discretion to pay any prize and/or travel/start monies. The organizer will receive a credit of 50 % of the calendar fee. In the event **case** of endurance titles awarded as a result of a series of (more than one) races, the participant boats **drivers** in **any one** all events may be counted to comply with the minimum participation numbers.

Justification

To give a lesser value to an event that may not have attracted the proper number of contestants, while still allowing the promoter to retain some "pride."



**Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2018**

 Proposal n°	9	COMMISSION & COMMITTEE	Cominsport
Discipline Rule article n° Article subject	CIRCUIT 106.01 General rules		
2016 Rulebook page	88		

Current text

106 - INTERNATIONAL CHAMPIONSHIPS, WORLD AND CONTINENTAL CUPS

106.01 – GENERAL RULES

[...]

- a) Full medical rescue as UIM rules,
- b) Full experienced organisation to UIM rules,
- c) Computerised timing equipment and experienced staff,
- d) Adequately controlled pit area on hard surface,
- e) Free electricity in the pit area,
- f) Adequate toilets and showers (hot),.
- g) Free parking and camping area with electricity for teams and drivers.
Maximum distance from pit area 1 km.
- h) Adequate podium for prize giving ceremony with adequate background of the podium.

[...]

Proposed text

106 - INTERNATIONAL CHAMPIONSHIPS, WORLD AND CONTINENTAL CUPS

106.01 – GENERAL RULES

[...]

- a) Full medical rescue as UIM rules,
- b) Full experienced organisation to UIM rules,
- c) Computerised timing equipment and experienced staff,
- d) Adequately controlled pit area on hard surface,
- e) Free electricity in the pit area,
- f) Adequate toilets and showers (hot),.
- g) ~~Free parking and camping area with electricity for teams and drivers.~~
~~Maximum distance from pit area 1 km.~~
- h) Adequate Podium for prize giving ceremony with **stand for first three places and with a full** adequate background of the podium.

[...]

Justification

Organisers cannot always meet the demands of the old rule. (cf. g).



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1>10</h1>	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 106.02 Water Registration 89		

Current text

106.02 - WATER REGISTRATION

Permission for a UIM titled race meeting is granted ONLY if the race course is approved by UIM Cominsport before the National Authority applies for the international titled event for the following calendar year. A UIM titled race without an approved Water Registration for the registered categories is not permitted. Reallocation of the race is permitted only to a race course with a valid Water Registration.

A Water Registration for a specific course is valid for four years. Water Registration is subject to payment of the fee determined annually by the UIM General Assembly.

[...]

Proposed text

106.02 - WATER REGISTRATION

Permission for a UIM titled race meeting is granted ONLY if the race course is approved by UIM Cominsport before the National Authority applies for the international titled event for the following calendar year. A UIM titled race without an approved Water Registration for the registered categories is not permitted. Reallocation of the race is permitted only to a race course with a valid Water Registration.

A Water Registration for a specific course is valid for four years. Water Registration is subject to payment of the fee determined annually by the UIM General Assembly. *Handling time for the Water Registration application is three calendar months from the date of application. In case organizer is not giving correct needed information and not making demanded corrections, application is going to be declined and payed fee is not returned. Both the UIM and the organizer are responsible for a timely completion.*

[...]

Justification

Very often organizers or NA-s are not actively helping in the Water Registration process. There are always delays and therefore Water Registration is often late.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">11</h1>	COMMISSION & COMMITTEE	COMINSPO RT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 106.02 Water Registration 89		

Current text

106.02 - WATER REGISTRATION

[...]

All National Authorities MUST approve such courses and send to the UIM the Water Registration documentation in English, including:

1. Minimum depth at race course for all circuit classes up to 1000cc/ is 2 meter
2. For cockpit classes up to 1000cc is 3 meter
3. Minimum depth at race course for all other classes is 4 meter

[...]

Proposed text

106.02 - WATER REGISTRATION

[...]

All National Authorities MUST approve such courses and send ~~to the UIM~~ the Water Registration documentation **to the UIM** in English, including:

1. Minimum depth ~~at of the~~ race course for all circuit classes up to 1000cc is 2 ~~meter~~ **metre**
2. **Minimum depth** for cockpit classes up to 1000cc is 3 ~~meter~~ **metre**
3. Minimum depth ~~at of the~~ race course for all other classes is 4 ~~meter~~ **metre**.

[...]

Justification

Improve English [not American] and continuity of layout



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1>12</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 108.01 Allocation of the races 92		

Current text

108.01 - NUMBER OF CHAMPIONSHIPS

There can be one championship per year, per class, per continent (except where there is a series) but only in classes approved by the Cominsport at least 13 months before the applicable year.

The right to organise Continental and World Championships is annually rotated in alphabetical order of the Initials of the English names of the affiliated countries applying. However, when National Authorities apply for a Hydro GP event, no rotation will be used.

Proposed text

108.01 - NUMBER OF CHAMPIONSHIPS

There can be one championship per year, per class, per continent (except where there is a series) but only in classes approved by the Cominsport at least 13 months before the applicable year.

To apply for Continental or World Championship races or series rounds, National Authority application has to include the following information:

- *Classes and titles raced at the event*
- *Dates of the event*
- *Race venue. Race venue has to have a valid UIM Water Registration (see rule 106.02) at the date of the application **face**. In case it does not exist at the moment of application, the Water Registration has to be made in the next three months from the date of application; if not, the titled race will be given to the next organizer in the application list, which fulfills all the requirements.*
- *Information about experience of the organizer. All minimum criteria's for UIM race have to be fulfilled (see rule 106.01).*

The right to organise Continental and World Championships is annually rotated in alphabetical order of the Initials of the English names of the affiliated countries applying. However, when National Authorities apply for a Hydro GP event, no rotation will be used.

Justification

Very often NA-s are applying races without any information, where and when event is planned. This is not good to finalize racing calendars. Also not having valid Water Registration for the race made a lot of problems for UIM Office, teams and drivers in preparing to the race. Organizer has to guarantee, that race is organized using highest possible standards.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1>15</h1>	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 202.01 FORWARDING DATE 99		

Current text

202.01 - FORWARDING DATE

60 days before any international race the organising committee must forward at least one advance-programme to the UIM Secretariat to be immediately published on the UIM website. The advance-program will also be forwarded to the commissioners for recommendations. Any such recommendation should be accomplished at least two weeks prior to the event.

Should the 60 days delay not be complied with, the calendar fee will be double.

Proposed text

202.01 - FORWARDING DATE

~~60~~ **90** days before any international race the organizing committee must forward at least one advance-program to the UIM Secretariat **who will have it examined for completeness and correctness within 30 days** and to be immediately **subsequently** published on the UIM website. The advance-program will also be forwarded to the commissioners for recommendations. **Any such recommendation should be accomplished at least two weeks prior to the event.**

Should the **90** days delay not be complied with, the calendar fee will be double.

Justification

To insure we have complete Advance-Programs to support race potential entrants.



**Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017**

 Proposal n°	<h1 style="color: red;">16</h1>	NATIONAL AUTHORITY	UK
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 201.02 International Officers List 98		<i>No Support Required</i>

Current text

201.02 – INTERNATIONAL OFFICERS LISTS

Lists of International Officers of the days and of International Jury Chairman are deposited in the Secretariat of the UIM.

Each year, each National Authority has to transmit to the Secretariat its new list of O.O.D. and I.J.C. or the confirmation of the previous year's one not later than September 30th.

Each National Authority may propose for enrolment in the list of O.O.D. and I.J.C. only those race Officers that have been regularly qualified by said National Authority.

Requirements for the enrolment of a candidate:

- a) a personal record containing personal data, address, telephone, fax, numbers and/or e-mail)
- b) knowledge of French or English
- c) not less than a five year experience in the position applied for

Only people enrolled in the UIM lists are allowed to be appointed to the charges mentioned above and therefore to be approved by their National Authority to perform such duties in international races valid for UIM titles.

Proposed text

201.02 – INTERNATIONAL OFFICERS LISTS

Lists of International Officers of the day and International Jury Chairman are deposited in the Secretariat of the UIM.

Every year, each National Authority has to transmit *to* the Secretariat its new list of O.O.D. and I.J.C. or the confirmation of the previous year's one not later than September 30th.

Each National Authority may propose for enrolment in the list of O.O.D. and I.J.C. only those race Officers that have been regularly qualified by said National Authority.

Requirements for the enrolment of a candidate:

- a) a personal record (containing personal data, address, telephone, fax, number and/or email)
- b) knowledge of French or English
- c) ~~not less than a five year experience in the position applied for~~ **the NA of the relevant candidate for O.O.D. and I.J.C. must be satisfied they have had sufficient experience to officiate at a UIM International event.**

Only people enrolled on the UIM lists are allowed to be appointed to the charges mentioned above and therefore to be appointed by their National Authority to perform such duties in international races valid for UIM titles.

Justification

Some National Authorities may only hold one or two race Meetings in a year and other NAs may hold 20 or more races in a year; therefore a new official at some NAs may be able to get more experience in one year than they may get in another NA in five years. It is more important that the candidate has sufficient experience and is competent rather than the number of years of experience

Commission advice

Supported by COMINSPORT



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">17</h1>	COMMISSION & COMMITTEE	COMINSPO RT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 202.02.24 Advance Program - stickers 100		

Current text

202. INFORMATION IN ADVANCE PROGRAMME

[...]

202.02.24 Each organizer who imposes on all drivers the application of a sticker (max measures 30 x 10 cm) of their own sponsors, must write that in the advance-program;

Proposed text

202. INFORMATION IN ADVANCE PROGRAMME

[...]

202.02.24 Each organizer who imposes on all drivers the application of **a sticker** (max measures 30 x 10 cm) of their own sponsors **on each side of the boat**, must write that in the advance-program;

Justification

Boats have two sides and organizers and sponsors want visibility from both sides.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1>18</h1>	COMMISSION & COMMITTEE	COMINSPO RT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 203.051 Publicity on the boats 102		

Current text

203.051 – PUBLICITY ON THE BOATS

[...]

Each organizer who imposes on all drivers the application of a sticker (max measures 30 x 10 cm) of their own sponsors, must write that in the advance-program.

Proposed text

203.051 – PUBLICITY ON THE BOATS

[...]

Each organizer who imposes on all drivers the application of **a sticker** (max measures 30 x 10 cm) of their own sponsors **on each side of the boat**, must write that in the advance-program.

Justification

Boats have two sides and organizers and sponsors want visibility from both sides.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">19</h1>	COMMISSION & COMMITTEE	COMINSport
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 204.03 Drivers briefing 103		

Current text

204.03 - DRIVERS MEETING

DRIVERS' BRIEFING

1 RACE BRIEFING FOR COMPETITORS

These meetings should be held in English. If the meeting is not in English a full and immediate translation into English must be made by an Interpreter.

The Drivers' Briefing is an extremely important part of the race event and the OOD must ensure that all relevant information is conveyed to the competitors during this process. The OOD must check that all competitors are in possession of the Race Instructions and any Bulletins issued as these will provide comprehensive information of the event. It is mandatory for all competitors to attend all Drivers' Briefings for their class, failure to do so may lead to disqualification. A guide to the format of a Drivers' Briefing is set out below:

Proposed text

204.03 - DRIVERS MEETING

DRIVERS' BRIEFING

1 RACE BRIEFING FOR COMPETITORS

These meetings should be held in English. If the meeting is not in English a full and immediate translation into English must be made by an Interpreter.

Any instruction not infringing the actual rules and specific to the venue, given by the OOD or UIM Commissioner, during race briefing, becomes obligatory for the drivers and race officials to follow. Not abiding by these instructions may involve penalties being applied. as a written rule.

The Drivers' Briefing is an extremely important part of the race event and the OOD must ensure that all relevant information is conveyed to the competitors during this process. The OOD must check that all competitors are in possession of the Race Instructions and any Bulletins issued as these will provide comprehensive information of the event. It is mandatory for all competitors to attend all Drivers' Briefings for their class, failure to do so may lead to disqualification. A guide to the format of a Drivers' Briefing is set out below:

Justification

No legal power fixed in the rules for OOD & UIM Commissioner instruction during drivers briefing.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">20</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 205.03 Medical evaluation sheet 106		

Current text

205.02.01 MEDICAL EXAMINATION- ADDITIONAL REQUIREMENTS.

In order to qualify for a super-licence or for drivers in classes where the UIM world speed record exceeds 210kph. 131.25mph (at 1st. January of the relevant year.) additional items in the medical examination are mandatory.

Proposed text

205.02.01 MEDICAL EXAMINATION -ADDITIONAL REQUIREMENTS.

In order to qualify for a **UIM** Super Licence ~~or for drivers in classes where the UIM World Speed Record exceeds 210kph 131.25mph~~ (at 1st. January of the relevant year.) additional items in the medical examination are mandatory.

Justification

Part Rule never used. Delete as shown.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">21</h1>	COMMISSION & COMMITTEE	COMINSport
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 205.05 IMMERSION TEST 108		

Current text

205.05 - IMMERSION TEST

Competitors taking part in a race and using a reinforced cockpit as defined in rule 509, must have a certificate of underwater training. This is given by a National Authority and includes an immersion test in a simulated reinforced cockpit. All tests must include demonstrating the drivers' ability to use the air supply successfully under water in simulated accident conditions. The immersion test is only valid for 14 months.

A model for the certificate and instructions of how to perform an immersion test are available at the UIM Secretariat.

Proposed text

205.05 - IMMERSION TEST

Competitors taking part in a race and using a reinforced cockpit as defined in rule 509, must have a certificate of underwater training. This is given by a National Authority and includes an immersion test in a simulated reinforced cockpit. All tests must include demonstrating the drivers' ability to use the air supply successfully under water in simulated accident conditions. The immersion test is only valid for 14 months.

If the class being raced demands a "Neck restraint device (NRD)" then the immersion test certificate must show a successful immersion test wearing a similar approved NRD.

A model for the certificate and instructions of how to perform an immersion test are available at the UIM Secretariat.

Justification

The test certificate must show if the driver has successfully passed the test wearing a Neck restraint Device. More classes are introducing a mandatory wearing of a NRD. [Formula 1??]



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">24</h1>	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 205.07 (first paragraph) PROTECTING HELMET Second Change 109		

Current text

205.07 - PROTECTING HELMET

Any person aboard any boat taking part in races must wear a helmet which complies with the SNELL or FIA or ECE22-05 helmet standards in accordance with the list available on the UIM Website.

Proposed text

205.07 - PROTECTING HELMET

Any person aboard any boat taking part in races must wear a helmet which complies with the SNELL or FIA or ECE22-05 helmet standards in accordance with the list available on the UIM Website.

205.07.01

Restrained drivers must wear a helmet employing a head and neck support/restraint device that satisfies SFI 38.1.

Justification

Driver safety

Commission advice

COMINSAFE



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1>25</h1>	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 205.07 (first paragraph) PROTECTING HELMET 109		

Current text

205.07 - PROTECTING HELMET

Any person aboard any boat taking part in races must wear a helmet which complies with the SNELL or FIA or ECE22-05 helmet standards in accordance with the list available on the UIM Website.

[...]

Proposed text

205.07 - PROTECTING HELMET

Any person aboard any boat taking part in races must wear a helmet which complies with the SNELL or FIA or ~~ECE22-05~~ helmet standards in accordance with the list available on the UIM Website.

[...]

Justification

Driver safety

Commission advice

COMINSAFE



**Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017**

 Proposal n°	<h1>27</h1>	COMMISSION & COMMITTEE	COMINTECH
Discipline Rule article n° Article subject	CIRCUIT 205.10 TECHNICAL PROTECTION		
2016 Rulebook page	110		

Current text

205.10 - TECHNICAL PROTECTION

It is forbidden to start the motor with the propeller rotating in the air, except when the boat is launched immediately.

After launching of a boat whose cylinder capacity is more than 750 cc, it is forbidden to start the motor or the engine with the afterpart of the boat lifted up and the screw rotating. If it is necessary in order to start a boat of less than 750 cc to lift it up, a contrivance must be set up to protect the person(s) who must launch the boat.

This device must leave a free space between the propeller and the above mentioned people.

Proposed text

205.10 - TECHNICAL PROTECTION

It is forbidden to start the engine with any items on the propeller shaft, except in the following case.

Each engine must have a propeller guard in place whenever a propeller is installed except when in the process of launching. Non-compliance results in disqualification from the relevant heat.

When launching of a boat whose cylinder capacity is more than 750 cc, it is forbidden to start the motor or the engine with the afterpart of the boat lifted up and the **propeller** rotating. If it is necessary in order to start a boat of less than 750 cc to lift it up, **efforts must be made to** protect the person(s) who launch the boat.

~~This device must leave a free space between the propeller and the above mentioned people.~~

Justification

The prop guard has been put on the pre-race inspection list last year but it was not mandatory.



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">30</h1>	COMMISSION COMMITTEE	COMINSPO RT
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 303.02 TURNING BUOYS 115		

Current text

303.02 TURNING BUOYS

Any turning point of the circuit must be marked with two buoys (minimum)

Recommendation: the two buoys should not be tied up together.

All "O" class hydroplane courses must consist of minimum 4 buoys placed to create a minimum turning radius of 35 meters where practical.

Proposed text

303.02. TURNING BUOYS.

Any turning point of the circuit must be marked with *a minimum of at least* two buoys (minimum).

Recommendation: the two + buoys should not be tied together.

~~All "O" class hydroplane courses must consist of minimum 4 buoys placed to create a minimum turning radius of 35 meters where practical.~~

Justification

This is never used in Europe, in fact with some Hydro Classes it makes it more dangerous (Catamersans)



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">32</h1>	COMMISSION & COMMITTEE	COMINSPO RT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 319 Posting of the results 129		

Current text

319 - POSTING OF THE RESULTS

The results of each race must be posted at the pits in a clearly visible position, specified during the driver's meeting. Final results must show the nationality of all drivers – either by using a three letter abbreviation for the countries worldwide as listed by the IOC or as full names of the nations in English language.

Proposed text

319 - POSTING OF THE RESULTS

The results of each race must be posted at the pits in a clearly visible position, specified during the driver's meeting. *Results have to be signed by OOD or by delegated person by OOD and has to include time of posting. Reasons (rule number) of given penalties must be defined.* Final results must show the nationality of all drivers – either by using a three letter abbreviation for the countries worldwide as listed by the IOC or as full names of the nations in English language.

Justification

Now very often time of posting and reasons of penalties are not published. OOD has to approve results before publishing. UIM Commissioner signs final results.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">33</h1>	COMMISSION & COMMITTEE	COMINTECH
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 503.02 PRE-RACE INSPECTION 145		

Current text

503.02 PRE-RACE INSPECTION

At every race meeting all race boats must be inspected before going in the water due to safety reasons, and as a help to the inspectors they may use the recommended minimum check list.

	UIM art.
Boat number	206.02.
Life jacket	205.06/509.04
Crash helmet	205.07
Lifting eyes and slings	205.12
National flag	206.01
Boat number on boat deck and under cockpit	206.02/509.19
Mooring eye	504.01
Paddle (not required in boats with reinforced cockpits)	504.01
Flotation	504.01/509.02
Throttle & ignition cut off	504.03
Steering drum and steering cables	504.05
Rigging of fuel systems	504.05
Rigging of electrical systems	504.05
ID plate on cockpit	509.01
Seat belts and belt buckle (check for wear)	509.03
Driver fitting in cockpit	509.05
Water deflector	509.07
Prop guard	205.10
Energy absorbing padding in cockpit	509.08
Sharp edges in cockpit	509.09
Removable steering wheel	509.10
Rear view mirrors	509.11
Motor shut off switch outside of cockpit	509.12
Air vents	509.14
Water inlet holes in back of boat	509.15
Bottom of cockpit coloured orange	509.19
Oil absorbing carpet	703
Main power switch (electrical)	Formula Rules
UIM Sticker for all titled events	Formula Rules
Oil	508.07
[...]	

Proposed text

503.02 PRE-RACE INSPECTION

UIM art.

Boat number	206.02.
Life jacket	205.06/509.04
Crash helmet	205.07
Lifting eyes and slings	205.12
National flag	206.01
Boat number on boat deck and under cockpit	206.02/509.19
Mooring eye	504.01
Paddle (not required in boats with reinforced cockpits)	504.01
Flotation	504.01/509.02
Throttle & ignition cut off	504.03
Steering drum and steering cables	504.05
Rigging of fuel systems	504.05
Rigging of electrical systems	504.05
ID plate on cockpit	509.01
Seat belts and belt buckle (check for wear)	509.03
Driver fitting in cockpit	509.05
Water deflector	509.07
Prop guard	205.10
Energy absorbing padding in cockpit	509.08
Sharp edges in cockpit	509.09
Removable steering wheel	509.10
Rear view mirrors	509.11
Motor shut off switch outside of cockpit	509.12
Air vents	509.14
Water inlet holes in back of boat	509.15
Bottom of cockpit coloured orange	509.19
Oil absorbing carpet	703
Main power switch (electrical)	Formula Rules
UIM Sticker for all titled events	Formula Rules
Oil	508.07
[...]	

Fin to lean out from the keel fixed system check (without reinforced cockpit boat only) – UIM art. 522.03.

[...]

Justification

Driver safety in case of accident.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1>34</h1>	COMMISSION & COMMITTEE	COMINTECH
Discipline Rule article n° Article subject	CIRCUIT 503.04.1 AFTER RACE INSPECTION - GENERALITIES		
2016 Rulebook page	147		

Current text

503.04 AFTER RACE INSPECTION

503.04.1 GENERALLY

[...]

The post-race inspection should be about speed and power enhancing matters.

Proposed text

503.04 AFTER RACE INSPECTION

503.04.1 GENERALLY

[...]

The post-race inspection should be about speed and power enhancing matters.

At the discretion of the UIM Commissioner or of the Technical Commissioner a dyno test or others specific laboratory test, may be required as a part of the post-race scrutineering.

The Technical Commissioner, at his discretion, will:

- 1. Seal other parts of the engines*
- 2. Put his signature on critical removal parts*
- 3. Take pictures of critical parts*
- 4. Collect engine oil/fuel samples*
- 5. Keep the ECU under UIM jurisdiction*
- 6. Require the engines and equipment to be sealed in the presence of a UIM official in shipping crates or boxes supplied by the team*
- 7. Agree with the Team representative on follow-up issues*

Justification

There is no procedure when this occurs.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1>36</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 508.07 Fuel 155		

Current text

508.07 - RANDOM TESTING OF COMPETITORS' FUEL

- 1) Fuel samples taken at random from competitors during the event will be tested at the race venue, and may also be chemically analysed afterwards in the laboratory. The organizer must seal the sample of the fuel in a fuel approved can.
- 2) The entire installed fuel system may be dismantled, removed from the boat and inspected.
- 3) Gasoline supplied by an organiser will be tested at the start of an event to establish its test device value.
- 4) In the event that the organiser does not supply fuel and the competitors bring their own, each competitor's fuel will be checked. This will be part of the pre race scrutineering.
- 5) At an event where the competitor's fuel is used, it will be the competitor's responsibility to ensure that at least one litre of neat gasoline is always available for sealing as a sample.
- 6) The presence of illegal fuel at any time will result in the driver being immediately disqualified up to that point.

Proposed text

508.07 - RANDOM TESTING OF COMPETITORS' FUEL

- 1) Fuel samples taken at random from competitors during the event will be tested at the race venue, and may also be chemically analysed afterwards in the laboratory. The organizer must seal the sample of the fuel in a fuel approved can.
- 2) The entire installed fuel system may be dismantled, removed from the boat and inspected.
- 3) Gasoline supplied by an organiser will be tested at the start of an event to establish its test device value.
- 4) In the event that the organiser does not supply fuel and the competitors bring their own, each competitor's fuel will be checked. This will be part of the pre race scrutineering.
- 5) At an event where the competitor's fuel is used, it will be the competitor's responsibility to ensure that at least one litre of neat gasoline is always available for sealing as a sample.
- 6) *Temperature of the fuel at the test cannot be lower than 5°C (9°F) from surrounding shaded air temperature.***
- 7) The presence of illegal fuel at any time will result in the driver being immediately disqualified up to that point.

Justification

Cooling of the fuel gives power enhancement. Some drivers are already using this method. Measurement instruments, technical inspectors are using, also measure temperature of the fuel.

Commission advice

COMINTECH



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">37</h1>	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 509.05 HEAD CLEARANCE 162		

Current text

509.05

Minimum 5 cm (2 in) clearance above driver's helmet, with 10 cm highly recommended, covering at least 50 % of the top of the helmet and at least 50 % of the side of the helmet with the driver's head in the furthest aft position, as an integral part of the cockpit construction.

It is mandatory for new boats built after January 1st 2016, the cockpit must afford a minimum of 10 cm (4 in) clearance above the drivers helmet and extending laterally at least 45° from the vertical. See Figure 1:

[...]

Proposed text

509.05

Minimum 5 cm (2 in) clearance above driver's helmet, with 10 cm highly recommended, covering at least 50 % of the top of the helmet and at least 50 % of the side of the helmet with the driver's head in the furthest aft position, as an integral part of the cockpit construction. ***"As of January 1, 2018, all cockpits require a minimum 10 cm (4 in) clearance above driver's helmet, covering at least 50 % of the top of the helmet and at least 50 % of the side of the helmet with the driver's head in the furthest aft position, as an integral part of the cockpit construction."***

It is mandatory for new boats built after January 1st 2016, the cockpit must afford a minimum of 10 cm (4 in) clearance above the driver's helmet and extending laterally at least 45° from the vertical. See Figure 1:

[...]

Justification

Safety of the drivers

Commission advice

COMINSAFE / SAFETY COCKPIT COMMITTEE

 Proposal n°	<h1 style="color: red;">38</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 509.05 HEAD CLEARANCE 162		

Current text

509.05

For integral load bearing canopies the canopy structures will provide the helmet coverage. The integral load bearing canopy structure will be at least as strong as the reinforced cockpit structure and provide a load path to transmit loading into the cockpit structure. That is, the canopy must be latched and hinged in such a way that it remains in place and is supported so that it acts as though it was part of the cockpit structure during an accident.

Any changes to the above rule must have the first implementation date of at least years from being passed by the General Assembly (no derogation allowed).

Proposed text

509.05

[...]

For integral load bearing canopies the canopy structures will provide the helmet coverage. The integral load bearing canopy structure will be at least as strong as the reinforced cockpit structure and provide a load path to transmit loading into the cockpit structure. That is, the canopy must be latched and hinged in such a way that it remains in place and is supported so that it acts as though it was part of the cockpit structure during an accident.

~~“Any changes to the above rule must have the first implementation date of at least 3 years from being passed by the General Assembly (no derogation allowed).”~~

Justification

Safety of the drivers

Commission advice

COMINSAFE / SAFETY COCKPIT COMMITTEE

 Proposal n°	<h1 style="color: red;">39D</h1>	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 522.03 HULL 178		

Current text

522.03

Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

For the boat without reinforced cockpit only; a fin to lean out from the keel may be fixed by a pivot and one bolt to lock a rotation; in case of accident a possible knock on the fin will break the bolt in order to allow the rotation of the same fin around the pivot. The rotation of fin must be sufficient to relieve the keel totally.

Dimensioning:

- Pivot: to be guaranteed free rotation
- Stopper bolt: screw M4 max, material inox AISI 304 UNI 6900-71
- Distance from pivot to hole of screw: max 40 mm
- One or two spring must be fitted to replace the fin in the working position when the stopper bolt has been broken in case of accident.

Proposed text

522.03

Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

For the boat without reinforced cockpit only; a fin to lean out from the keel may be fixed by a pivot ***bolt with friction washers to inhibit rotation from water pressure and/or two bolts to inhibit rotation.***

Alternately, a pivot bolt and one bolt to lock a rotation; in case of accident a possible knock on the fin will break the bolt in order to allow the rotation of the same fin around the pivot. The rotation of fin must be sufficient to relieve the keel totally.

Dimensioning:

- Pivot: to be guaranteed free rotation
- Stopper bolt: screw M4 max, material inox AISI 304 UNI 6900-71
- Distance from pivot to hole of screw: max 40 mm
- One or two spring must be fitted to replace the fin in the working position when the stopper bolt has been broken in case of accident.

It is obligatory the measurer to control of all component. Spring action should be demonstrated with M4 bolt removed.

Justification

The present rule was developed to permit the fin to rotate up and out of the way when loaded in an accident. In practice, the shear bolt, the one that is supposed to inhibit the rotation has proven to be strong enough that it is essentially like bolting the fin on with multiple bolts. Since the condition and strength of this bolt varies with time, installation, and material properties, it is difficult to inspect to ensure that it breaks at a given loading. With respect to the fin striking a driver, the installation, as described in the present rule, will not prevent injury. Experience has shown that a single bolt and friction washers provides the capability to have the fin rotate up and is sufficient to hold the fin in place for the large majority of the class speeds. Should the water loading require, a second bolt can be added.

 Proposal n°	41	COMMISSION & COMMITTEE	COMINTECH
Discipline Rule article n° Article subject	CIRCUIT 543.09 POINT 15 MACHINERY SOLE MODIFICATION ALLOWED		
2016 Rulebook page	188		

Current text

543.09 – SOLE MODIFICATIONS ALLOWED

[...]

15. Re boring is allowed, but only pistons assemblies supplied by the manufacturer of the motor may be used within the cc limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of original adjacent connection passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet;

[...]

Proposed text

543.09 – SOLE MODIFICATIONS ALLOWED

[...]

15. Re boring is allowed, but only pistons assemblies supplied by the manufacturer of the motor may be used within the cc limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of original adjacent connection passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet; *For classes using Mercury 2.5 EFI homologation sheet n° F-1/00496 (F1 engine) the use of aftermarket pistons and connecting rods is allowed, conforming to UIM homologation specification. The number of piston rings must be the same. ~~Small difference on weight of these parts must be accepted.~~*

[...]

Justification

Adjustment to the 2015 derogation.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	44	COMMISSION & COMMITTEE	SWEDEN
Discipline Rule article n° Article subject	Circuit 543.09 SOLE MODIFICATIONS ALLOWED		
2016 Rulebook page	186- 187		

Current text

543.09 - SOLE MODIFICATIONS ALLOWED

[...]

7. The swivel bracket may be altered for the purpose of installing a power trim and/or a power lift and the dampers (shock absorbers) may be altered or removed. For F4 class the standard power trim is allowed only, the power lift is not allowed and position on maximum height of the power unit in respect of the boat must be observed. With the power unit fixed in race condition and the power trim adjusted so that the propeller shaft is in a horizontal position and with the boat positioned so that the lowest fore-aft edges (at the rear) of the sponsons are in a horizontal position, the propeller shaft axis cannot be more than 60 mm higher than the lowest running edges of the sponsons.

Proposed text

543.09 - SOLE MODIFICATIONS ALLOWED

[...]

7. The swivel bracket may be altered for the purpose of installing a power trim and/or a power lift and the dampers (shock absorbers) may be altered or removed. For F4 class the standard power trim is allowed ~~only~~, the power lift is not allowed **in F4**, and position on maximum height of the power unit in respect of the boat must be observed. ~~With the power unit fixed in race condition and the power trim adjusted so that the propeller shaft is in a horizontal position and with the boat positioned so that the lowest fore-aft edges (at the rear) of the sponsons are in a horizontal position, the propeller shaft axis cannot be more than 60 mm higher than the lowest running edges of the sponsons.~~

Justification

Reduce Costs for entry level

Commission advice

Supported by COMINSPORT and COMINTECH



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	46	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 550-554 Monohull outboards (T) 190-195		

Current text

550 - MONOHULL OUTBOARDS (T)

General: The purpose is to limit this class to simple monohulls easily built by an amateur or readily available commercially, each fitted with one single homologated "stock" motor, available on standard sale.

551 - CLASSES

- JT250 cylinder capacity of the motor to 250 cc incl.
- T 250 cylinder capacity of the motor to 265 cc incl.
- T 400 cylinder capacity of the motor from 265 cc up to 405 cc incl.
- T 550 cylinder capacity of the motor from 406 cc to 550 cc incl.
- T 750 cylinder capacity of the motor from 551 cc to 750 cc incl.
- T 850 cylinder capacity of the motor from 751 cc to 870 cc incl.

551.01 - LOW EMISSION ENGINES

Class	Advertised hp	Weight	Length	Cockpit depth	Minimum width measurements
GT15	15 hp	210 kg	3.10 m	0.35 m	1.35 m
GT30	30 hp	250 kg	3.50 m	0.40 m	1.35 m
GT60*	60 hp	350 kg	4.00 m	0.40 m	1.40 m
GT90*	90 hp	425 kg	4.50 m	0.40 m	1.50 m

* plus powertrim as manufactured
Weight is including driver.

Engines :

1. Only original standard voltage (12 Volt) is admitted for the start of the Engine (in respect of the rule)
2. The Pin Plug connection wire and cover of the ECU (Electronic control units) of the Engine is an integral part of the Engine; only original standard from manufacturer is allowed (in respect of the rules).

Only low emission engines complying with 2006 EPA Regulations will be allowed in GT60, GT90. Integral powertrim is allowed (as supplied and fitted by the same engine manufacturer).

The following modifications are not permitted :

- Alteration or modification of any powerhead components
- Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair
- ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.
- Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

MODIFICATION ALLOWED

To repair a damaged Cylinder block, GT15 engines may have one cylinder bored to manufacturer-supplied oversize. GT30 may have two cylinders bored to manufacturer-supplied oversize. The remaining cylinders must remain at OEM size.

It is allowed to disable/remove the neutral switch and in gear starting protection wire.

The trim tab may be altered or removed to accommodate a propeller.

The rubber mounts of the engine may be replaced.

Power trim may be removed. The use of thrust block to adjust the trim angle is allowed.

Spark plug may be replaced with a non-modified standard spark plug with the same thread length.

Propeller nut is free.

The original propeller may be replaced by another in accordance with 504.13.

For GT15 and GT30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed.

MACHINERY FOR JUNIOR CLASSES

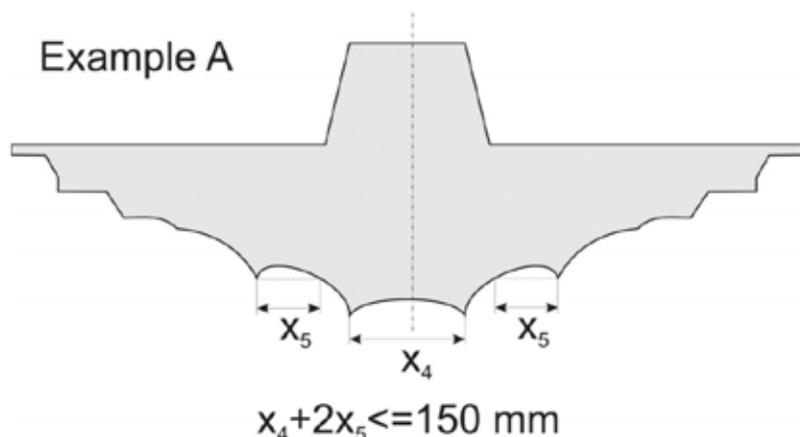
For junior-classes GT-15 engines do not allow "blue printing", it must be race condition "as manufactured". All inside surfaces of power head, crankcase, boost and transfer passages in cylinders must be "as cast" with no signs of polishing, grinding and sandblasting. Repainting any parts of power head is prohibited.

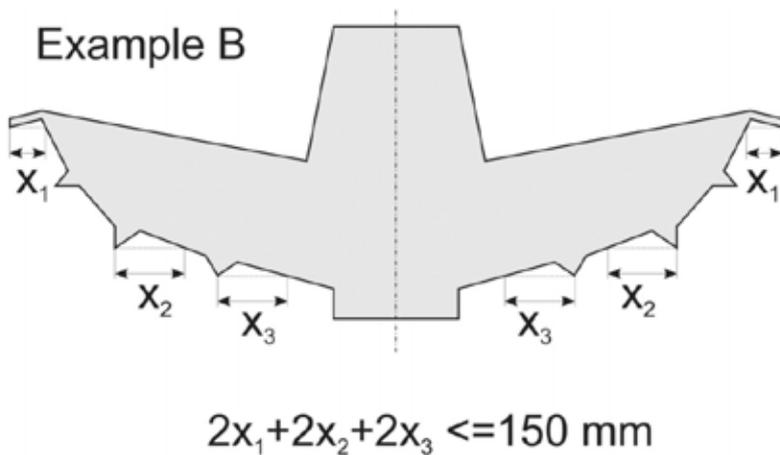
551.02 - HULL

Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to aerodynamic lift.

Transverse steps, tunnels, hydrofoils or devices which tend to add to the air pressure under the hull, are prohibited, except that protruding strips substantially parallel to the fore and aft line of the keel are permitted providing that in any channels, etc. so produced the horizontal measurements, of such openings with the boat on an even keel, do not add up to a total of more than 15 cm in any transverse section. Any divergence of such strips from a line parallel to the keel must show a minimum radius of 30 cm. If stopped short of the transom, strips must be tapered off to zero over a minimum length, viewed at 90 to the line of the keel and parallel to the surface of the hull in that area, of 15 cm. A single fixed vertical fin on the underwater body is allowed for directional stability. The maximum length of the fin is 250 mm.

Ballasting is allowed inside the hull but liquid ballasting is not permitted to be pumped in from the sea or pumped overboard during race or time trials.





551.03

Full seats must be fitted in JT250, GT15, GT30, GT60, T550, T750 & T850 classes.

“Full” means a complete seat including back support up to shoulder blades.

Construction to be stiff and strong enough so that it's attachment to the hull is fully secured.

551.04

Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

551.05 - MINIMUM DIMENSIONS

Class Weight Length Width Boat depth

JT250 160 kg 3.10 m 1.25 m 0.35 m

T 250 180 kg 3.10 m 1.25 m 0.35 m

T 400 240 kg 3.50 m 1.30 m 0.35 m

T 550 265 kg 3.75 m 1.30 m 0.40 m

T 750 270 kg 4.00 m 1.35 m 0.40 m

T 850 boat only 250 kg 4.25 m 1.40 m 0.40 m

T850 boat+driver 330 kg

1. The minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water
2. Measurements are taken while the boat is ashore.

The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.

Any extending parts, rubbing stiches, fenders, stabilising and trim tabs and rudder are not to be included.

The width of the boat is measured at the widest part of the hull.

553 - MACHINERY

553.01

An outboard motor is a mechanical propulsion assembly which can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point.

The motor thus removed and placed ashore must be capable of being started, fed by its fuel tank.

The mounting supports fixed to the boat, the control levers, the tachometer with its connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the motor.

The attachment angle and the height of the motor must remain fixed while the boat is under way. But it is allowed to change the attachment angle between a heat and another.

The use of powertrim is allowed for monohull boats provided with safety reinforced cockpit, per rule 509.

For all T classes, the centre of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall not be above the bottom of the boat measured at the lowest point of the bottom. No design of the hull, by fins, keels or convex

shaped bottom to obtain a higher engine position is allowed. For boats with the power trim this height will be measured with the propeller shaft set parallel with the bottom of the boat.

This dimension will be checked in the "as raced" condition.

This dimension is affected by the attachment angle. In JT.250, T 250, T.400 and T.550, it is not allowed to change the attachment angle by other means than pulling out and resetting tilt pin or by adjusting a thrust block on the outside of the transom for which adjustment tools must be required. It is only allowed to change the attachment angle when the boat is on land. After any change of the attachment angle the propeller shaft depth must be rechecked.

553.02

To be homologated as stock motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of boats.

To be eligible for homologation, a minimum of 1000 units must have been built and assembled, certified by the manufacturer to the National Authority of the country of origin.

553.03

The motor must be able to function at reduced speed.

553.04

When the motor is in the water, the cooling must be effected by a water circulation pump.

The cooling water must circulate through the water pump and be fed only through the standard water intake, neither the position nor the shape of which may be modified.

553.05

An efficient gear changing system giving forward, neutral and astern movement is compulsory.

The control handle for the reverse gear, ready for use, must be within easy hand reach of the driver, when he is in the normal driving position. Manoeuvring of the boat astern, must be possible by selecting reverse gear.

553.06

An electric or manual starter must assure a quick and easy start without external aids. It must be used as it was supplied by the manufacturer, no adjustment or alteration being allowed.

553.10 - SOLE MODIFICATIONS ALLOWED

Only the following modifications are allowed:

1. All studs, screws, nuts, bolts and their washers are free as well as the method of locking them.
2. The original propeller may be replaced by another in accordance with 504.13. In classes T.750 and T.850 4 blades maximum.
3. The trim tab may be altered or removed to accommodate a propeller, except in classes T.750 and T.850.
4. The cooling system must be provided by the water pump.
5. Thermostats and pressure valves of the cooling system may be removed.
6. The steering mechanism may be altered. If the original steering bar is removed or new ones are installed, any openings created must be sealed to prevent the motor from pulling in additional air.
7. The dampers (shock absorbers) may be altered or removed.
8. The rubber mounts of the motor may be altered, removed or replaced.
9. Revolution counters, water temperature gauges, water pressure gauges and similar instruments can be installed.
10. Revolution limiters may be removed.
11. The gear interlock device on the starter may be removed.
12. Spark plugs are free.
13. Original carburettor jets may be replaced for another size.
14. Springs may be added to the throttle lever of the carburettors.
15. Re-boring is allowed, but only piston assemblies supplied by the manufacturer of the motor may be used within the cc-limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only

be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet.

16. A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure;
17. A part may be machined to attain the weight quoted in the homologation sheet without altering other criteria given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected;
18. Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted.
19. The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. If this is done the opening left after the connector and around the fuel hose must be sealed to prevent extra air entering inside of cover.
20. Electric fuel pumps may be added provided the fuel still runs through the original fuel system and no parts are removed or blocked off.
21. No parts may be added to the motor unless specified in this rule.
22. It is allowed to extend the starter cord of a rewind starter so that the starting handle can be reached from the cockpit

554 - FUEL

See 508.01, 508.02, 508.06, 508.07, 508.08, 508.09, 508.10, 508.11.

Proposed text

550 - MONOHULL OUTBOARDS (T)

General: The purpose is to limit this class to simple monohulls easily built by an amateur or readily available commercially, each fitted with one single homologated "stock" motor, available on standard sale.

~~551~~ 550.1 - CLASSES

- JT250 cylinder capacity of the motor to 250 cc incl.
- T 250 cylinder capacity of the motor to 265 cc incl.
- T 400 cylinder capacity of the motor from 265 cc up to 405 cc incl.
- T 550 cylinder capacity of the motor from 406 cc to 550 cc incl.
- T 750 cylinder capacity of the motor from 551 cc to 750 cc incl.
- T 850 cylinder capacity of the motor from 751 cc to 870 cc incl.

GT15 15 hp as advertised

GT30 30 hp as advertised

GT60 60 hp as advertised

GT90 90 hp as advertised

~~551.01~~ LOW EMISSION ENGINES

Class	Advertised hp	Weight	Length	Cockpit depth	Minimum width measurements
GT15	15 hp	210 kg	3.10 m	0.35 m	1.35 m
GT30	30 hp	250 kg	3.50 m	0.40 m	1.35 m
GT60*	60 hp	350 kg	4.00 m	0.40 m	1.40 m
GT90*	90 hp	425 kg	4.50 m	0.40 m	1.50 m

* plus powertrim as manufactured

Weight is including driver.

Engines :

1. Only original standard voltage (12 Volt) is admitted for the start of the Engine (in respect of the rule)
2. The Pin Plug connection wire and cover of the ECU (Electronic control units) of the Engine is an integral part of the Engine; only original standard from manufacturer is allowed (in respect of the rules).

Only low emission engines complying with 2006 EPA Regulations will be allowed in GT60, GT90. Integral powertrim is allowed (as supplied and fitted by the same engine manufacturer).

The following modifications are not permitted :

- Alteration or modification of any powerhead components
- Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair
- ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.
- Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

MODIFICATION ALLOWED

To repair a damaged Cylinder block, GT15 engines may have one cylinder bored to manufacturer supplied oversize. GT30 may have two cylinders bored to manufacturer supplied oversize. The remaining cylinders must remain at OEM size.

It is allowed to disable/remove the neutral switch and in gear starting protection wire.

The trim tab may be altered or removed to accommodate a propeller.

The rubber mounts of the engine may be replaced.

Power trim may be removed. The use of thrust block to adjust the trim angle is allowed.

Spark plug may be replaced with a non modified standard spark plug with the same thread length.

Propeller nut is free.

The original propeller may be replaced by another in accordance with 504.13.

For GT15 and GT30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed.

MACHINERY FOR JUNIOR CLASSES

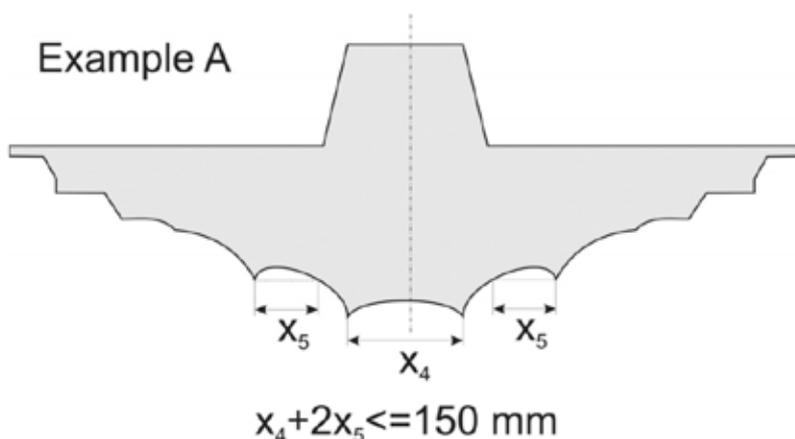
For junior classes GT 15 engines do not allow "blue printing", it must be race condition "as manufactured". All inside surfaces of power head, crankcase, boost and transfer passages in cylinders must be "as cast" with no signs of polishing, grinding and sandblasting. Repainting any parts of power head is prohibited.

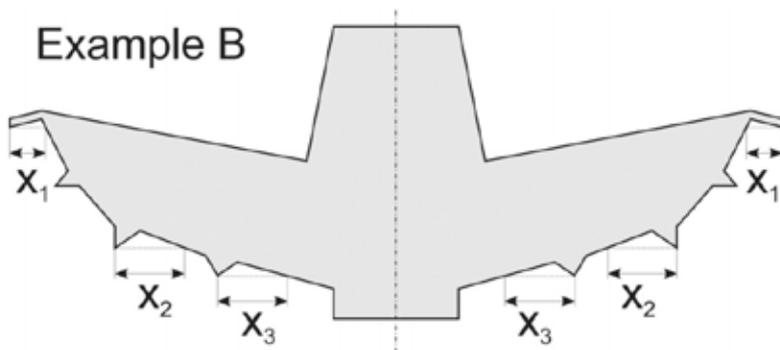
551.02 550.2 - HULL

Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to aerodynamic lift.

Transverse steps, tunnels, hydrofoils or devices which tend to add to the air pressure under the hull, are prohibited, except that protruding strips substantially parallel to the fore and aft line of the keel are permitted providing that in any channels, etc. so produced the horizontal measurements, of such openings with the boat on an even keel, do not add up to a total of more than 15 cm in any transverse section. Any divergence of such strips from a line parallel to the keel must show a minimum radius of 30 cm. If stopped short of the transom, strips must be tapered off to zero over a minimum length, viewed at 90 to the line of the keel and parallel to the surface of the hull in that area, of 15 cm. A single fixed vertical fin on the underwater body is allowed for directional stability. The maximum length of the fin is 250 mm.

Ballasting is allowed inside the hull but liquid ballasting is not permitted to be pumped in from the sea or pumped overboard during race or time trials.





$$2x_1 + 2x_2 + 2x_3 \leq 150 \text{ mm}$$

551.03 550.3

Full seats must be fitted in JT250, GT15, GT30, GT60, T550, T750 & T850 classes.

“Full” means a complete seat including back support up to shoulder blades.

Construction to be stiff and strong enough so that it's attachment to the hull is fully secured.

551.04 550.4

Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

551.05 550.5 - MINIMUM DIMENSIONS

Class	Weight	Length	Width	Boat depth
<i>GT15</i>	<i>210 kg</i>	<i>3.10 m</i>	<i>1.35 m</i>	<i>0.35 m</i>
<i>GT30</i>	<i>250 kg</i>	<i>3.50 m</i>	<i>1.35 m</i>	<i>0.40 m</i>
<i>GT60*</i>	<i>350 kg</i>	<i>4.00 m</i>	<i>1.40 m</i>	<i>0.40 m</i>
<i>GT90*</i>	<i>425 kg</i>	<i>4.50 m</i>	<i>1.50 m</i>	<i>0.40 m</i>
JT250	160 kg	3.10 m	1.25 m	0.35 m
T 250	180 kg	3.10 m	1.25 m	0.35 m
T 400	240 kg	3.50 m	1.30 m	0.35 m
T 550	265 kg	3.75 m	1.30 m	0.40 m
T 750	270 kg	4.00 m	1.35 m	0.40 m
T 850	boat only 250 kg	4.25 m	1.40 m	0.40 m
T 850	boat+driver 330 kg			

** plus powertrim as manufactured*

1. The minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water

2. Measurements are taken while the boat is ashore.

The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.

Any extending parts, rubbing stanches, fenders, stabilising and trim tabs and rudder are not to be included.

The width of the boat is measured at the widest part of the hull.

553 550.6- MACHINERY

553.01 550.6.01

An outboard motor is a mechanical propulsion assembly which can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point.

The motor thus removed and placed ashore must be capable of being started, fed by its fuel tank.

The mounting supports fixed to the boat, the control levers, the tachometer with its connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the motor.

The attachment angle and the height of the motor must remain fixed while the boat is under way. But it is allowed to change the attachment angle between a heat and another.

The use of powertrim is allowed for monohull boats provided with safety reinforced cockpit, per rule 509.

For all T classes, the centre of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall not be above the bottom of the boat measured at the lowest point of the bottom. No design of the hull, by fins, keels or convex shaped bottom to obtain a higher engine position is allowed. For boats with the power trim this height will be measured with the propeller shaft set parallel with the bottom of the boat.

This dimension will be checked in the "as raced" condition.

This dimension is affected by the attachment angle. In JT.250, T 250, T.400 and T.550, it is not allowed to change the attachment angle by other means than pulling out and resetting tilt pin or by adjusting a thrust block on the outside of the transom for which adjustment tools must be required. It is only allowed to change the attachment angle when the boat is on land. After any change of the attachment angle the propeller shaft depth must be rechecked.

~~553.02~~ 550.6.02

To be homologated as stock motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of boats.

To be eligible for homologation, a minimum of 1000 units must have been built and assembled, certified by the manufacturer to the National Authority of the country of origin.

~~553.03~~ 550.6.03

The motor must be able to function at reduced speed.

~~553.04~~ 550.6.04

When the motor is in the water, the cooling must be effected by a water circulation pump.

The cooling water must circulate through the water pump and be fed only through the standard water intake, neither the position nor the shape of which may be modified.

~~553.05~~ 550.6.05

An efficient gear changing system giving forward, neutral and astern movement is compulsory.

The control handle for the reverse gear, ready for use, must be within easy hand reach of the driver, when he is in the normal driving position. Manoeuvring of the boat astern, must be possible by selecting reverse gear.

~~553.06~~ 550.6.06

An electric or manual starter must assure a quick and easy start without external aids. It must be used as it was supplied by the manufacturer, no adjustment or alteration being allowed.

~~553.10~~ 550.6.07 - SOLE MODIFICATIONS ALLOWED

Only the following modifications are allowed:

1. All studs, screws, nuts, bolts and their washers are free as well as the method of locking them.
2. The original propeller may be replaced by another in accordance with 504.13. In classes T.750 and T.850 4 blades maximum.
3. The trim tab may be altered or removed to accommodate a propeller, except in classes T.500 and T.850.
4. The cooling system must be provided by the water pump.
5. Thermostats and pressure valves of the cooling system may be removed.
6. The steering mechanism may be altered. If the original steering bar is removed or new ones are installed, any openings created must be sealed to prevent the motor from pulling in additional air.
7. The dampers (shock absorbers) may be altered or removed.
8. The rubber mounts of the motor may be altered, removed or replaced.
9. Revolution counters, water temperature gauges, water pressure gauges and similar instruments can be installed.
10. Revolution limiters may be removed.
11. The gear interlock device on the starter may be removed.
12. Spark plugs are free.
13. Original carburettor jets may be replaced for another size.

14. Springs may be added to the throttle lever of the carburettors.
15. Re-boring is allowed, but only piston assemblies supplied by the manufacturer of the motor may be used within the cc-limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet.
16. A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure;
17. A part may be machined to attain the weight quoted in the homologation sheet without altering other criteria given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected;
18. Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted.
19. The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. If this is done the opening left after the connector and around the fuel hose must be sealed to prevent extra air entering inside of cover.
20. Electric fuel pumps may be added provided the fuel still runs through the original fuel system and no parts are removed or blocked off.
21. No parts may be added to the motor unless specified in this rule.
22. It is allowed to extend the starter cord of a rewind starter so that the starting handle can be reached from the cockpit

550.6.08 - LOW EMISSION ENGINES (GT)

*Only low emission engines complying with 2006 EPA Regulations will be allowed in GT15, GT30, GT60, GT90. Integral powertrim is allowed **only for GT60 and GT90** (as supplied and fitted by the same engine manufacturer).*

- 1. Only original standard voltage (12 Volt) is admitted for the start of the Engine (in respect of the rule)*
- 2. The Pin Plug connection wire and cover of the ECU (Electronic control units) of the Engine is an integral part of the Engine; only original standard from manufacturer is allowed (in respect of the rules).*

~~Only low emission engines complying with 2006 EPA Regulations will be allowed in GT60, GT90. Integral powertrim is allowed (as supplied and fitted by the same engine manufacturer).~~

The following modifications are not permitted :- **MODIFICATIONS NOT ALLOWED**

- *Alteration or modification of any powerhead components*
- *Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair*
- *ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.*
- *Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.*

MODIFICATION ALLOWED

- *To repair a damaged Cylinder block, GT15 engines may have one cylinder bored to manufacturer-supplied oversize. GT30 may have two cylinders bored to manufacturer-supplied oversize. The remaining cylinders must remain at OEM size.*
- *It is allowed to disable/remove the neutral switch and in gear starting protection wire.*
- *The trim tab may be altered or removed to accommodate a propeller.*
- *The rubber mounts of the engine may be replaced.*
- *Power trim may be removed. The use of thrust block to adjust the trim angle is allowed.*
- *Spark plug may be replaced with a non-modified standard spark plug with the same thread length.*
- *Propeller nut is free.*
- *The original propeller may be replaced by another in accordance with 504.13.*
- *For GT15 and GT30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed.*

The following modifications from 550.5.07 are NOT applicable to low emission engine (sections): 1, 5, 9, 10, 11, 12, 13, 15, 16, 17, 20, 22.

From 503.04.2 section 3 and from section 2 last two sentences are not valid.

MACHINERY FOR JUNIOR CLASSES

For junior-classes GT-15 engines do not allow "blue printing", it must be race condition "as manufactured". All inside surfaces of power head, crankcase, boost and transfer passages in cylinders must be "as cast" with no signs of polishing, grinding and sandblasting. Repainting any parts of power head is prohibited.

554-550.7 - FUEL

See 508.01, 508.02, 508.06, 508.07, 508.08, 508.09, 508.10, 508.11.

Justification

Rules for GT-classes are written poorly and they are disorganized and confusing. When reading rules as they are written currently, you don't know which are applicable to low emission engines and which are applicable to normal engines, because rules are mixed all over the rule. Changing the rule as proposed makes reading the rule much easier, because expectations for low emission engines are gathered in two places and you can clearly define which rule is applicable for which class.

Proposed rule changes are from 540 Sport Outboard (S) rules. Those rules are much better written. Also making the rules similar between categories makes it easier to change class, organize races and really understand the rules, because you don't have to learn new rules for every category.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">47</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 551.01 Low Emission Engines, Modifications allowed 191		

Current text

MODIFICATION ALLOWED

[...]

Propeller nut is free.

The original propeller may be replaced by another in accordance with 504.13.

For GT15 and GT30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed

Proposed text

MODIFICATION ALLOWED

[...]

Propeller nut is free.

Springs may be added to the throttle lever of the carburetors.

The original propeller may be replaced by another in accordance with 504.13.

For GT15 and GT30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed

Justification

This modification is recommended for the safety reason. In case of throttle linkage break additional spring guaranties dropping down the throttle.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1>48</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject	Circuit 551.01 Low Emission Engines		
2016 Rulebook page	190		

Current text

551.01 - LOW EMISSION ENGINES

- [...]
The following modifications are not permitted:
- Alteration or modification of any powerhead components
 - Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair

Proposed text

551.01 - LOW EMISSION ENGINES

- [...]
The following modifications are not permitted:
- Alteration or modification of any powerhead components
 - Removal of material from the powerhead for any reason **except for allowed reboring (rule 551.01) [damaged parts have to be replaced by new ones]**. ~~other than recognised (by the manufacturer) repair~~

Justification

This is almost impossible to know, what is recognized by manufacturer and what is not. If you bring engine for repair to the service, which is certified by manufacturer, and they remove material and engine part in the question is still fulfills measures specified by the homologation sheet, then driver is ok as this removal of the material is recognized by the manufacturer. But intention of the rules is to keep all engines as they came out from production.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1>55</h1>	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 610.04 SPEED RECORDS 243		

Current text

610.04

Timing is to be accomplished by two optical scanner triggered (tripod with swivel and telescope sight), video or similar systems, one at each end of the timed distance that can determine the exact instant the front of the boat passes a line determined by the surveyed timing marks (610.02). The systems must be linked and trigger two timers (clocks). Timing is to be to one hundredth of a second.

The official record time is the average of the two timers.

There must be a timekeeper and a timekeeper observer at each position.

If however none of the above equipment can be made available, a minimum of four (4) timekeepers in each end, with a manually operated certified stopwatch each, can be approved by the Sports Commission upon request.

Using this method, the required margin will be 1.0075. Note: ¼ statute mile records may not be established at events using manually operated stop watches.

The time of day of each attempt in each direction must be recorded.

The time elapsing between the two runs must not exceed 20 minutes except for jet attempts when the permitted interval is one hour.

Proposed text

610.04

Timing is to be accomplished by two optical scanner triggered (tripod with swivel and telescope sight), video or similar systems, one at each end of the timed distance that can determine the exact instant the front of the boat passes a line determined by the surveyed timing marks (610.02). The systems must be linked and trigger two timers (clocks). Timing is to be to one hundredth of a second.

The official record time is the average of the two timers.

There must be a timekeeper and a timekeeper observer at each position.

~~If however none of the above equipment can be made available, a minimum of four (4) timekeepers in each end, with a manually operated certified stopwatch each, can be approved by the Sports Commission upon request.~~

~~Using this method, the required margin will be 1.0075. Note: ¼ statute mile records may not be established at events using manually operated stop watches.~~

The time of day of each attempt in each direction must be recorded.

The time elapsing between the two runs must not exceed 20 minutes except for jet attempts when the permitted interval is one hour.

Justification

Not nearly accurate enough for the UIM, a world body, to credibly certify world records!



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">56</h1>	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 902.10 NAVIGATION LIGHTS 285		

Current text

10. NAVIGATION LIGHTS

Boats racing during night hours must have navigation lights as follows:

Single Green to Starboard min 5 watt or analogous LED.

Single Red to port min 5 watt or analogous LED.

Two sets of White lights separate installed to the stern of the boat, minimum 5 watts each or analogous LED, with back-up battery supply.

Two spot lights minimum to the front of the boat 36 watts minimum or analogous LED. These lights must not be more than 2 metres from the front of the boat.

Boats racing during day time and night time must have:

Minimum two emergency yellow flashing lights (21 watts or analogous LED) in the front and rear parts of the boat or on a special metal arc behind and higher than the pilot's head.

Power supply of the above mentioned emergency lights carried out over a separate electric circuit or from a separate battery.

For safety the boat must be equipped with an electric main emergency switch, accessible outside of the boat hull. Above mentioned switch should also stop the engine. Separate electric circuit for emergency lights should be operative when cutting the main electric circuit.

Drivers must carry a water-proof torch within the boat.

Proposed text

10. NAVIGATION LIGHTS

Boats racing during night hours must have navigation lights as follows:

Single Green to Starboard min 5 watt or analogous LED.

Single Red to port min 5 watt or analogous LED.

Two sets of White lights separate installed to the stern of the boat, minimum 5 watts each or analogous LED, with back-up battery supply.

Two spot lights minimum to the front of the boat 36 watts minimum or analogous LED. These lights must not be more than 2 metres from the front of the boat.

Boats racing during day time and night time must have:

Minimum two emergency yellow flashing lights (21 watts or analogous LED) in the front and rear parts of the boat or on a special metal arc behind and higher than the pilot's head.

In addition a lamp 360° of A high-power white leds lamp, with 360 degree visibility and autonomous power (independent of the electrical system of the boat and a battery or batteries only for this lamp) will be placed at the highest point of the boat.

Power supply of the above mentioned emergency lights carried out over a separate electric circuit or from a separate battery.

For safety the boat must be equipped with an electric main emergency switch, accessible outside of the boat hull. Above mentioned switch should also stop the engine. Separate electric circuit for emergency lights should be operative when cutting the main electric circuit.

Drivers must carry a water-proof torch within the boat

Justification

To 24 Hours of Rouen, the yellow lights are banned, they are white strobe lights, and yellow lights are used for safety boats.



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">57</h1>	COMMISSION & COMMITTEE	COMINSPO
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 902.38 Endurance Catamarans 904.38 Endurance Pneumatics PENALTIES 289		

Current text

902 - ENDURANCE CATAMARANS & 904 - ENDURANCE PNEUMATICS

38. PENALTIES

[...]

Fuel infringement	4 laps
Race infringements	3 laps
Light infringements (after 2 laps of notification)	no laps will be scored.
Craning infringements	4 laps
Failure to attend scrutineering or drivers briefing	5 laps
Flag Infringement	3 laps
Priority of boats	5 laps
For hitting a turn buoy or other buoys of the race course	no penalty
For dislodging or destroying the first turn buoy or other buoys of the race course	3 laps
For dislodging or destroying the second turn buoy or other buoys of the race course	5 laps

Proposed text

902 - ENDURANCE CATAMARANS & 904 - ENDURANCE PNEUMATICS

38. PENALTIES

[..]

Fuel infringement	4 laps
Race infringements	3 laps
Light infringements (after 2 laps of notification)	no laps will be scored.
Craning infringements	4 laps
Failure to attend scrutineering or drivers briefing	5 laps
Flag Infringement	3 laps
Priority of boats	5 laps
<i>For missing a turn buoy or other buoys of the race course</i>	<i>1 lap</i>
For hitting a turn buoy or other buoys of the race course	no penalty
For dislodging or destroying the first turn buoy or other buoys of the race course	3 laps
For dislodging or destroying the second turn buoy or other buoys of the race course	5 laps

Justification

The rule regarding missing buoy penalty has been deleted by mistake when the Endurance Catamarans and Pneumatics have been separated.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">58</h1>	NATIONAL AUTHORITY	LATVIA
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 905.39 Protests Page 311		<i>No Support Required</i>

Current text

39. PROTESTS

The Team Manager on behalf of his driver can make a protest. No collective protests will be accepted. They must be written in English with full details and, if appropriate the UIM rule. The fee for a protest is fixed at 150 Euros, and for a protest against an engine is fixed at 380 Euros. Protest will be heard if possible within one hour of the protest being accepted and the result of any such protest will be given to the Team Manager and driver if possible. If a protest is upheld and laps have been deducted at the next posting of positions the laps will be re - introduced. If a protest comes within the last hour of racing then the protest will be heard as soon as possible and the final result will be not be posted until the protest has been heard. Protest on the final results must be made within half of one hour.

Proposed text

39. PROTESTS

The Team Manager on behalf of his driver can make a protest. No collective protests will be accepted. They must be written in English with full details and, if appropriate the UIM rule. The fee for a protest is fixed at 150 Euros, and for a protest against an engine is fixed at 380 Euros. Protest will be heard if possible within one hour of the protest being accepted and the result of any such protest will be given to the Team Manager and driver if possible. If a protest is upheld and laps have been deducted at the next posting of positions the laps will be re - introduced. If a protest comes within the last hour of racing then the protest will be heard as soon as possible and the final result will be not be posted until the protest has been heard. Protest on the final results must be made within half of one hour.

All protests according to rule 905.38 (Penalties) and "driver against another driver" must be handed to the Race Secretariat within one hour after pilots changing.

Justification

Driver in Endurance Pneumatics classes are allowed to drive up to 2 hours and therefore he/she could not make a protest.

Commission advice

Supported by COMINSPORT



Rule change adopted by UIM Council on 21st October 2016
Implementation date : 1st January 2017

 Amended Proposal n°	59	NATIONAL AUTHORITY	Germany
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 960 Formula Future rules Circuit p. 313 - 323		<i>No Support Required</i>

Current text

960 - FORMULA FUTURE RULES

1. DRIVERS, CLASSES AND TEAMS

Drivers are race in 5 classes. Classes are determined by the age of the driver on 31 December of the relevant year. Classes are as follows:

Class 1	ages	8 - 9 years
Class 2	ages	10 - 11 years
Class 3	ages	12 - 13 years
Class 4	ages	14 - 15 years
Class 5	ages	16 - 18 years

Participating in a Formula Future event is at each driver's own risk. As a minor, each participant must have a waiver of liability signed by either parent or other responsible guardian.

Drivers and any possible co-drivers must be able to swim and must wear sports clothes and flat-heeled shoes (with no heels) in order to be allowed to start.

Teams set up by educational institutions, sports clubs and other organisations can take part in the competitions.

Each team includes a maximum of two drivers from each age group. At the Continental or World Championship events, each national authority may be represented by one team only.

Each team shall have an official adult representative, a team manager and must nominate a captain.

The responsibility of a captain is to provide management and guidance as well as to ensure the proper behaviour of his young team mates.

All drivers, official representatives of the teams and all race officials must be familiar with the UIM Formula Future rules.

2. BOATS, ENGINES AND EQUIPMENT

Each team includes a maximum of two drivers from each age group. At the Continental or World Championship events, each national authority may be represented by one team only. Boats, engines, propellers and other equipment required are provided by the organizer and should be of standard commercial production.

Boats must have a maximum length of 3.6m and a width between 1.3m and 1.7m.

When operating the boat, every driver and co-driver shall at all times wear a helmet and a life jacket, provided by the organizer.

All the boats used at the Championship must have an identification number and/or different colours.

Boats in Classes 1 - 3 shall be RIB type boats powered by an outboard engine with a minimum power of 5h.p. (3.7 kW) and a maximum power of 8h.p. (6kW) for two stroke engines and a maximum power of 10 h.p. (7.4kW) for four-stroke engines, with manual engine steering (tiller arm), if possible with automatic reverse.

A co-driver is mandatory for Classes 1 - 3. During a stage each driver in a class should have his 'own' co-driver. If the co-driver has to be replaced (for whatever reason), the person replacing him must have the same weight or must carry

ballast near to his/her sitting position to achieve the same weight as the replaced co-driver.

The boats for categories 1 - 3 must be equipped with two separate kill-switches, or alternatively with two separate connections to one kill-switch in order to allow the driver and/or the co-driver to stop the engine immediately.

The driver may start only after the kill-switches of driver and co-driver have been properly attached to their bodies or to any part of their equipment (for example life jacket).

Boats in Classes 4 - 5 shall be RIB type boats, powered by an outboard engine with a minimum power of 10h.p. (7.3 kW) and a maximum power of 15h.p. (11.2kW).

The boats must be equipped with a steering wheel, a jockey seat for the driver with the speed lever on the starboard/right side and a kill-switch.

The driver is allowed to start only after his kill-switch has been properly attached to his body or to any part of his equipment (for example life jacket).

3. ORGANIZATION

World and Continental championships may not be run as separate events at the same venue and date. If there is only one championship per year, it is to be held as World Championship even if there are participating Nations from only one Continent.

3.1 - Advance programme

The Advance programme must be in accordance with the UIM circuit rules. In addition it must mention at least:

- Accommodation of the teams and representatives (prices, distance to the race venue, food, transport);
- Transport possibilities on arrival and departure - from the airport/highway to the venue, maps etc.;
- The boats and engines used for the event with photos;
- Data required for the insurance provided.

3.2 - Accident insurance

The organizer provides a free accident insurance for all drivers.

3.3 - Entries

Entries of the drivers and teams must be received by the organizer at least 4 weeks before the date of the event. Entries must include complete data of all participating drivers of the teams (name, surname, birth date, address, passport number and sex) -they are required for the accident insurance (mentioned in point 3.2).

3.4 - Official language

The official language for all correspondence, documents and meetings will be English - in compliance with UIM rules.

All technical and public announcements should be done both in English and in the language of the host country.

The O.O.D. must speak and understand English or must have an official interpreter with him/her for the duration of the race meeting.

3.5 - Protests

Protests may be submitted only by the team manager.

The Jury meeting will take place directly after the race office receives the protest form with all mandatory documents, or at the first possible time (after finishing the running stage).

Protests concerning any part of the boat, engine or equipment, provided by the organizer, must be submitted not more than 1(one) hour after the finish of the official free practice.

All other protest conditions are in accordance with U.I.M rule 403.

3.6 - Jury

Jury is set up of from delegates officially nominated by the teams (NA, sports club etc.) - one delegate for each team (with a minimum of 3 persons).

All duties, responsibilities and conditions for the jury are as described in UIM rule 402.

3.7 - Registration procedure

Registration procedure must be made as described in the time schedule of the advance programme.

Each driver shall receive a personal number and a registration form.

The personal number shall be in black figures, 20 cm high, on a white square of 25 cm by 25 cm and should be visible at all times during the race.

It is obligatory for the driver to wear his/her personal number during every stage of the race.

When registering, each driver shall be weighed. If the driver has a body weight lower than the statistical average, the organiser will add extra weight (ballast) in order to reach the required average weight (driver +ballast) for each class.

Ballast must be located near the driving position and must be securely attached to the boat.

Statistical average weight:

Class 1 32 kg

Class 2 40 kg

Class 3 52 kg

Class 4 64 kg

Class 5 71 kg

After the registration procedure is finished, a list of drivers for each team shall be posted. The list must contain:

- Race number;
- Name and surname;
- Sex;
- Date of birth (day/month/year);
- Verified weight and ballast required;
- Class.

For classes 1 - 3 also the name of the co-driver must be indicated

3.8 - Team representative meeting

After finishing the registration procedure, a Team Representative Meeting must be held.

Attending the meeting is mandatory for every team representative, coach and jury member.

3.9 - Inflatable buoys

Inflatable buoys are to be used, which will have a minimum height of 70 cm (min. 60 cm above the water level), and which will be marked with vertical stripes to easily show any possible rotations caused by touching of the buoys.

All gates must have a width of 2,5 m between buoys.

The following colours are used for the buoys:

- Red for gates and turns;
- Yellow for final gates;
- Blue for the final turn for class 5;
- White for start-finish.

3.10 - Flags

The following flags with a size of 80 cm to 80 cm are used:

- Green start (departure);
- Yellow danger on the circuit;
- Red stopping of the race;
- Chequered finish;
- Black-raised by buoy marshalls when competitor collides with buoy or any part of the timing gates. This flag must also be raised if a competitor bumps the jetty or pontoon whilst manoeuvring.

4. RACE PROCEDURE

4.1 - General

Each race includes 3 stages:

- 1st stage: free practice (point 4.2);
- 2nd stage: manoeuvring (point 4.3);
- 3rd stage: parallel slalom with final races (point 4.4);

Drivers run against the clock.

All the rules will come into force and all penalties can be applied right from the moment of leaving the starting pontoon.

Timekeeping starts after crossing the starting line with the front of the boat (after getting the starting permission with green flag) and ends by crossing the finishing line by front of the boat again.

All drivers must complete every stage according to the drawings and guidelines for the relevant class. There should never be more than one boat on each racecourse at a time.

In classes 1 - 3 the drivers sit or kneel in the boat, the drivers in classes 4 and 5 sit on the jockey seat.

It is permitted to hold the sides of the boat to increase stability and safety.

The start must be performed without additional touching of the starting pontoon with the boat.

Getting ashore: after passing the finishing line a boat must land smoothly within the designated area on the pontoon.

4.1.1 - DEFINITIONS

Getting ashore: after passing the finishing line a boat must land smoothly within the designated area on the pontoon.

Mooring: After passing the finishing line a boat must approach the mooring pontoon and land smoothly within the designated landing area and without bumping. After the boat has come to a complete stop the driver is allowed to put the hands out of the boat to hold tight the boat.

Bumping: A boat is judged to have bumped the pontoon if it hits the pontoon and bounces back more than 300mm within 1 second.

Length of the landing area: The length of the landing area is identical with the length of the longest boat that is used in the competition.

Drive backwards: The boat is only allowed of driving backwards during moving away from the pontoon.

4.2 - Free practice

Free practice is mandatory for every driver.

The manoeuvring racecourse is laid out for the practice on the water.

The driver must practice both circuits, manoeuvring and slalom, according to the race schedule.

The organizer shall determine the timing and duration of the free practice in the race schedule.

The organizer shall ensure that every team will have proportionally the same time for practice, depending on the number of its drivers.

Free practice must be run with the same type of boats and engines which will be used for the 2nd and the 3rd stage and on the same racecourses.

Training order must be determined by drawing lots per country and a team must be informed about this order in advance.

Training is prohibited at the race venue during the week prior to the race. The water area shall be closed until the Friday of the first scheduled training.

4.3 - Manoeuvring

Manoeuvring consists of:

- Tying knots (point 4.3.1);
- Driving on the manoeuvring racecourse (point 4.3.2).

4.3.1 Every driver must show his skill in tying the following knots (see addendum):

- Reef knot;
- Bowline;
- Half-hitch;
- Clove-hitch.

The maximum time limit for tying each knot is 60 seconds, beyond which the knot will be considered as improperly done. The driver must raise his arm, after each attempt, when he considers the knot is done.

4.3.2 Every driver runs the manoeuvring course relevant for his class (see attached drawings).

Each driver is allowed 2 attempts, run consecutively. Both attempts will be performed on the same course, with the same boat and engine - within each class. Only the better attempt will be considered for the results (except of dead-heat situations).

The jury can decide another starting order/system in manoeuvring. If there is a risk of unequal conditions for the drivers caused by significant changes of weather (or similar).

Drivers in classes 4 and 5 shall perform a man-over-board manoeuvre.

The boat must approach the mark with its left side during this manoeuvre and must be completely stopped (for example by using reverse gear).

Backwards motion of the boat is not allowed.

After the boat has come to a complete stop the driver raises a lifebuoy (or similar) over his head with both hands and puts it down on the designated mark without throwing it or dropping it down and then continues the course.

Failing to perform a correct man-over-board manoeuvre in the first attempt will lead to a second attempt, but the boat is allowed to move forward only.

4.4 - Parallel slalom

Parallel slalom is run on the course as shown in the attached drawing.

Two drivers from the same class shall start at the same time, each running on a separate racecourse.

Each driver shall have two attempts - the drivers shall change boats and courses for the second attempt.

Times from both attempts are counted up, adding penalty seconds (if any) and the driver is awarded UIM points for his ranking (point 317.01).

The four drivers having the highest score in each class shall participate in the semi-finals and finals.

Pair setting for the semi-finals is according to the personal number of the drivers.

Each semi-final participant shall again have two attempts. The drivers shall change boats and courses for the second attempt.

The semi-final results are determined as mentioned above and the pair setting for the finals is as follows:

- Drivers with 1st and 2nd highest scores in the semi-finals compete for the 1st and 2nd place;
- Drivers with 3rd and 4th highest scores in the semi-finals compete for the 3rd and 4th place.

4.5 - Restarting

Restarting of the engine must be done made by the driver himself - in categories 4 and 5; for lower classes (1 - 3) the co-driver's assistance is allowed.

The driver must finish the race after restarting, in order to be allowed to submit a protest to the O.O.D. If the driver is not able to restart the engine himself, he must raise his arms in order to be assisted by the rescue.

The O.O.D. decides if a restart is allowed. If the O.O.D. decides to allow a restart, it must take place immediately.

5. POINT SYSTEM, RESULTS AND PENALTIES

5.1 - Point system

The UIM pointing system to be used is:

1-	400	points	8-	53	points	15-	7	points
2-	300	points	9-	40	points	16-	5	points
3-	225	points	10-	30	points	17-	4	points
4-	169	points	11-	22	points	18-	3	points
5-	127	points	12-	17	points	19-	2	points
6-	95	points	13-	13	points	20-	1	point
7-	71	points	14-	9	points			

Drivers must complete the relevant stage and cross the finishing line in order to be classified for the stage.

The 2nd and the 3rd stage will be regarded as separate championships.

At the end of the 3rd stage, points of the 2nd and the 3rd stage will be added up.

An overall title in the individual competition will be awarded to the three drivers of each class who have the highest scores from the sum of the 2nd and the 3rd stages.

To be eligible for the team competition a National Authority must provide a minimum of five drivers. The final results for the team competition are determined by the points gained in the five best results of the team in the overall individual competitions.

5.2 - Results

Results for each class and stage must be posted as soon as possible (and never more than 1 (one) hour after the last driver of that class has finished the relevant stage) in a clearly visible place (as announced in the drivers meeting).

All results must be signed by the O.O.D. and must show the time of posting.

The results of each race must be organized separately in each stage in columns showing clearly:

5.2.1 Manoeuvring: knots test penalties, 1st attempt times, 1st att. penalties, 1st att. times including penalties, 2nd attempt times, 2nd penalties, 2nd attempt times including penalties, best times including knots test penalties, ranking, UIM points.

Disqualification shall result in zero (0) points for the attempt.

5.2.2 Parallel slalom preliminary heat / semi-finals / finals: 1st attempt times, 1st att. penalties, 1st att. times including penalties, 2nd attempt times, 2nd penalties, 2nd attempt times including penalties, 1st and 2nd attempts combined times including penalties, ranking, UIM points.

If a disqualification occurs in parallel slalom, the driver concerned shall be disqualified from the whole stage because he does not have the required two valid attempts. In the case of disqualification in a semi-final or final, the driver will be ranked last in the relevant heat.

5.2.3 Individual competition / General: manoeuvring overall UIM points, parallel slalom overall UIM points, UIM combined points ranking.

5.2.4 Team competition: UIM points secured by the top five team members in the overall individual competitions, sum of the top five points, ranking of the team.

5.2.5 Prize giving: The three best drivers in Manoeuvring (stage 2), Parallel slalom (stage 3), Individual competition and in Team competition are awarded by prizes. The organizer arranges the prize giving.

5.2.6 Dead-heat situations:

Manoeuvring - if two or more drivers have the same time in their best attempt (including knots and driving penalties), the driver with the better added attempt time (including penalties for both attempts) will be ranked higher.

If one of the drivers has only one valid attempt, he will be ranked lower.

Parallel slalom - if two or more drivers have the same added times from their two attempts (including penalties), the driver having the better single attempt time (including penalties) from either his first or second attempt will be ranked higher.

If there is still a dead-heat situation and a decision is required in order to set up the semi-finals or finals, the drivers having the same time must re-run both attempts. After running again only the time of the re-run will be taken into account.

Individual competition - if two or more drivers have the same combined number of points from 2nd and 3rd stage, the driver having the best combined times, i.e. the sum of his better manoeuvring attempt (including penalties) and both his parallel slalom attempts (including penalties) - will be ranked higher.

Team competition - if two or more teams end up having the same sum of UIM points in the team competition, the sum of points of 1st places are added, if the dead heat situation continues, the same procedure must be followed for the 2nd place until a winner can be defined. This is only possible if both teams have enough drivers to be taken into account.

If any of the above mentioned solutions would not define a winner, there will be a dead-heat result.

5.3 - Penalties

For the race courses the following penalties are to be applied:

- Additional touch of the starting pontoon 5 seconds
- Bumping the landing pontoon 5 seconds
- Touching of a buoy 5 seconds
- Not passing the gate with the full length of the boat 20 seconds
- 2nd and 3rd attempt each element of the race course (each attempt) 5 seconds
- 4th attempt of the racecourse disqualified

- Improperly done knot (each) 5 seconds
- Standing during manoeuvring or parallel slalom disqualified
- Sitting on the side of the inflated boat, or bending disqualified
- Boat did not stop at the mark during the man-over-board manoeuvre 5 seconds
- Boat did not stop at the landing pontoon when the driver put the hands out of the boat 10 seconds
- Boat goes backwards during the man-over-board manoeuvre disqualified
- Raising the safety belt with one hand 5 seconds
- Not raising the safety belt not above the head (i.e. lower than drivers head) 5 seconds
- Putting down the safety belt with one hand 5 seconds
- Dropping or throwing the safety belt on the mark 5 seconds
- Second attempt to raise the lifebuoy 5 seconds
- Error doing the circuit (except above mentioned ones) disqualified

Proposed text

960 - FORMULA FUTURE RULES

1. DRIVERS, CLASSES AND TEAMS

Drivers are race in ~~5~~ **6** classes. Classes are determined by the age of the driver on 31 December of the relevant year.

Classes are as follows:

~~Class 1 ages 8 – 9 years~~

~~Class 2 ages 10 – 11 years~~

~~Class 3 ages 12 – 13 years~~

~~Class 4 ages 14 – 15 years~~

~~Class 5 ages 16 – 18 years~~

Class Dolphin ages 6 – 7 years

Class 1 ages 8 - 9 years

Class 2 ages 10 - 11 years

Class 3 ages 12 - 13 years

Class 4 ages 14 - 15 years

Class 5 ages 16 - 18 years

Participating in a Formula Future event is at each driver's own risk. As a minor, each participant must have a waiver of liability signed by either parent or other responsible guardian.

Drivers and any possible co-drivers must be able to swim and must wear sports clothes and flat-heeled shoes (with no heels) in order to be allowed to start.

Teams set up by educational institutions, sports clubs and other organisations can take part in the competitions.

Each team includes a maximum of two drivers from each age group. At ~~all the Continental or World Championship~~ events, each national authority may be represented by one team only.

Each team ~~shall~~ **must** have an official adult representative, a team manager and must nominate a captain. ***Each team member must wear clothing to be identified as team member during event and competition according to event timetable.***

The responsibility of a captain is to provide management and guidance as well as to ensure the proper behaviour of his young team mates.

All drivers, official representatives of the teams and all race officials must be familiar with the UIM Formula Future rules.

2. BOATS, ENGINES AND EQUIPMENT

Each team includes a maximum of two drivers from each age group. At ~~all the Continental or World Championship~~ events, each national authority may be represented by one team only. Boats, engines, propellers and other equipment required are provided by the organizer and should be of standard commercial production.

Boats must have a maximum length of 3.6m and a width between 1.3m and 1.7m. When operating the boat, every driver and co-driver shall at all times wear a helmet and a life jacket, provided by the organizer.

All the boats used at the Championship must have an identification number and/or different colours.

Boats in ~~Classes 1—3~~ **Classes Dolphin, 1 - 3** shall be RIB type boats powered by an outboard engine with a minimum power of 5 HP (3.7 kW) and a maximum power of 8 HP (6 kW) for two stroke engines and a maximum power of 10 HP (7.4 kW) for four-stroke engines, with manual engine steering (tiller arm), if possible with automatic reverse.

A co-driver is mandatory for ~~Classes 1—3~~ **Classes Dolphin, 1 - 3**. During a stage each driver in a class should have his 'own' co-driver. If the co-driver has to be replaced (for whatever reason), the person replacing him must have the same weight or must carry ballast near to his/her sitting position to achieve the same weight as the replaced co-driver.

The boats for categories ~~1—3~~ **classes Dolphin, 1 - 3** must be equipped with two separate kill-switches, or alternatively with two separate connections to one kill-switch in order to allow the driver and/or the co-driver to stop the engine immediately.

The driver may start only after the kill-switches of driver and co-driver have been properly attached to their bodies or to any part of their equipment (for example life jacket).

Boats in Classes 4 - 5 shall be RIB type boats, powered by an outboard engine with a minimum power of 10 HP (7.3 kW) and a maximum power of 15 HP (11.2 kW).

The boats must be equipped with a steering wheel, a jockey seat for the driver with the speed lever on the starboard/right side and a kill-switch.

The driver is allowed to start only after his kill-switch has been properly attached to his body or to any part of his equipment (for example life jacket).

3. ORGANIZATION

World and Continental championships **in classes 1-5 including UIM Dolphins Cup may not be** run as separate events at the same venue and date. If there is only one championship per year, it is to be held as World Championship even if there are participating Nations from only one Continent. **Continental championships are in parallel slalom only, no manoeuvring.**

3.1 - Advance programme

The Advance programme must be in accordance with the UIM circuit rules. In addition it must mention at least:

- Accommodation of the teams and representatives (prices, distance to the race venue, food, transport);
- Transport possibilities on arrival and departure - from the airport/highway to the venue, maps etc.;
- The boats and engines used for the event with photos;
- Data required for the insurance provided.

3.2 - Accident insurance

The organizer provides a free accident insurance for all drivers.

3.3 - Entries

Entries of the drivers and teams must be received by the organizer at least 4 weeks before the date of the event. Entries must include complete data of all participating drivers of the teams (name, surname, birth date, address, passport number and sex) -they are required for the accident insurance (mentioned in point 3.2).

3.4 - Official language

The official language for all correspondence, documents and meetings will be English - in compliance with UIM rules.

All technical and public announcements should be done both in English and in the language of the host country.

The O.O.D. must speak and understand English or must have an official interpreter with him/her for the duration of the race meeting.

3.5 - Protests

Protests may be submitted only by the team manager.

The Jury meeting will take place directly after the race office receives the protest form with all mandatory documents, or at the first possible time (after finishing the running stage).

Protests concerning any part of the boat, engine or equipment, provided by the organizer, must be submitted not more than 1(one) hour after the finish of the official free practice.

All other protest conditions are in accordance with U.I.M rule 403.

3.6 - Jury

Jury is set up of from delegates officially nominated by the teams (NA, sports club etc.) - one delegate for each team (with a minimum of 3 persons).

All duties, responsibilities and conditions for the jury are as described in UIM rule 402.

3.7 - Registration procedure

Registration procedure must be made as described in the time schedule of the advance programme.

Each driver shall receive a personal number and a registration form.

The personal number shall be in black figures, 20 cm high, on a white square of 25 cm by 25 cm and should be visible at all times during the race.

It is obligatory for the driver to wear his/her personal number during every stage of the race.

When registering, each driver shall be weighed. If the driver has a body weight lower than the statistical average, the organiser will add extra weight (ballast) in order to reach the required average weight (driver +ballast) for each class.

Ballast must be located near the driving position and must be securely attached to the boat.

Statistical average weight:

~~Class 1 32 kg~~

~~Class 2 40 kg~~

~~Class 3 52 kg~~

~~Class 4 64 kg~~

~~Class 5 71 kg~~

Class Dolphin 26 kg

Class 1 32 kg

Class 2 40 kg

Class 3 52 kg

Class 4 64 kg

Class 5 71 kg

After the registration procedure is finished, a list of drivers for each team shall be posted. The list must contain:

- Race number;
- Name and surname;
- Sex;
- Date of birth (day/month/year);

- Verified weight and ballast required;
- Class.

For classes 1—3 *classes Dolphin, 1 - 3* also the name of the co-driver must be indicated

3.8 - Team representative meeting

After finishing the registration procedure, a Team Representative Meeting must be held.

Attending the meeting is mandatory for every team representative, coach and jury member.

3.9 - Inflatable buoys

Inflatable buoys are to be used, which will have a minimum height of 70 cm (min. 60 cm above the water level), and which will be marked with vertical stripes to easily show any possible rotations caused by touching of the buoys.

All gates must have a width of 2.5 m between buoys.

The following colours are used for the buoys:

- Red for gates and turns;
- Yellow for final gates;
- Blue for the final turn for class 5;
- White for start-finish.

3.10 - Flags

The following flags with a size of 80 cm to 80 cm are used:

- Green start (departure);
- Yellow danger on the circuit;
- Red stopping of the race;
- Chequered finish;
- Black-raised by buoy marshals when competitor collides with buoy or any part of the timing gates. This flag must also be raised if a competitor bumps the jetty or pontoon whilst manoeuvring.

4. RACE PROCEDURE

4.1 - General

Each race includes 3 stages:

- 1st stage: free practice (point 4.2);
- 2nd stage: manoeuvring (point 4.3);
- 3rd stage: parallel slalom with final races (point 4.4);

Drivers run against the clock.

All the rules will come into force and all penalties can be applied right from the moment of leaving the starting pontoon.

Timekeeping starts after crossing the starting line with the front of the boat (after getting the starting permission with green flag) and ends by crossing the finishing line by front of the boat again.

All drivers must complete every stage according to the drawings and guidelines for the relevant class. There should never be more than one boat on each racecourse at a time.

In classes 1—3 *classes Dolphin, 1 - 3* the drivers sit or kneel in the boat, the drivers in classes 4 and 5 sit on the jockey seat.

It is permitted to hold the sides of the boat to increase stability and safety.

The start must be performed without additional touching of the starting pontoon with the boat.

Getting ashore: after passing the finishing line a boat must land smoothly within the designated area on the pontoon.

4.1.1 - DEFINITIONS

Getting ashore: after passing the finishing line a boat must land smoothly within the designated area on the pontoon.

Mooring: After passing the finishing line a boat must approach the mooring pontoon and land smoothly within the designated landing area and without bumping. After the boat has come to a complete stop the driver is allowed to put the hands out of the boat to hold tight the boat.

Bumping: A boat is judged to have bumped the pontoon if it hits the pontoon and bounces back more than 300mm (*distance as tube diameter*) within 1 second.

Length of the landing area: The length of the landing area is identical with the length of the longest boat that is used in the competition.

Drive backwards: The boat is only allowed of driving backwards during moving away from the pontoon.

4.2 - Free practice

Free practice is mandatory for every driver.

The manoeuvring racecourse is laid out for the practice on the water.

The driver must practice both circuits, manoeuvring and slalom, according to the race schedule.

The organizer shall determine the timing and duration of the free practice in the race schedule.

The organizer shall ensure that every team will have proportionally the same time for practice, depending on the number of its drivers.

Free practice must be run with the same type of boats and engines which will be used for the 2nd and the 3rd stage and on the same racecourses.

Training order must be determined by drawing lots per country and a team must be informed about this order in advance.

Training is prohibited at the race venue during the week prior to the race. The water area shall be closed until the Friday of the first scheduled training.

4.3 - Manoeuvring

Manoeuvring consists of:

- Tying knots (point 4.3.1);
- Driving on the manoeuvring racecourse (point 4.3.2).

4.3.1 Every driver must show his skill in tying the following knots (see addendum):

- Reef knot;
- Bowline;
- Half-hitch;
- Clove-hitch.

The maximum time limit for tying each knot is 60 seconds, beyond which the knot will be considered as improperly done.

The driver must raise his arm, after each attempt, when he considers the knot is done.

4.3.2 Every driver runs the manoeuvring course relevant for his class (see attached drawings).

Each driver is allowed 2 attempts, run consecutively. Both attempts will be performed on the same course, with the same boat and engine - within each class. Only the better attempt will be considered for the results (except of deadheat situations).

The jury can decide another starting order/system in manoeuvring. If there is a risk of unequal conditions for the drivers caused by significant changes of weather (or similar).

Drivers in classes 4 and 5 shall **must** perform a man-over-board manoeuvre.

The boat must approach the mark with its left side during this manoeuvre and must be completely stopped (for example by using reverse gear).

Backwards motion of the boat is not allowed.

After the boat has come to a complete stop the driver raises a lifebuoy (or similar) over his head with both hands and puts it down on the designated mark without throwing it or dropping it down and then continues the course.

Failing to perform a correct man-over-board manoeuvre in the first attempt will lead to a second attempt, but the boat is allowed to move forward only.

4.4 - Parallel slalom

Parallel slalom is run on the course as shown in the attached drawing.

Two drivers from the same class shall start at the same time, each running on a separate racecourse.

Each driver shall have two attempts - the drivers shall change boats and courses for the second attempt.

Times from both attempts are counted up, adding penalty seconds (if any) and the driver is awarded UIM points for his ranking (point 317.01).

The four drivers having the highest score in each class shall participate in the semi-finals and finals.

Pair setting for the semi-finals is according to the personal number of the drivers.

Each semi-final participant shall again have two attempts. The drivers shall change boats and courses for the second attempt.

The semi-final results are determined as mentioned above and the pair setting for the finals is as follows:

- Drivers with 1st and 2nd highest scores in the semi-finals compete for the 1st and 2nd place;
- Drivers with 3rd and 4th highest scores in the semi-finals compete for the 3rd and 4th place.

4.5 - Restarting

Restarting of the engine must be done made by the driver himself - in categories 4 and 5; for lower classes (1 – 3) **classes Dolphin, 1 - 3** the co-driver's assistance is allowed.

The driver must finish the race after restarting, in order to be allowed to submit a protest to the O.O.D. If the driver is not able to restart the engine himself, he must raise his arms in order to be assisted by the rescue.

The O.O.D. decides if a restart is allowed. If the O.O.D. decides to allow a restart, it must take place immediately.

5. POINT SYSTEM, RESULTS AND PENALTIES

5.1 - Point system

The UIM pointing system to be used is:

1- 400 points	8- 53 points	15- 7 points
2- 300 points	9- 40 points	16- 5 points
3- 225 points	10- 30 points	17- 4 points
4- 169 points	11- 22 points	18- 3 points
5- 127 points	12- 17 points	19- 2 points
6- 95 points	13- 13 points	20- 1 point
7- 71 points	14- 9	

Drivers must complete the relevant stage and cross the finishing line in order to be classified for the stage.

The 2nd and the 3rd stage will be regarded as separate championships.

At the end of the 3rd stage, points of the 2nd and the 3rd stage will be added up.

An overall title in the individual competition will be awarded to the three drivers of each class who have the highest scores from the sum of the 2nd and the 3rd stages.

To be eligible for the team competition a National Authority must provide a minimum of five drivers. The final results for the team competition are determined by the points gained in the five best results of the team in the overall individual competitions.

5.2 - Results

Results for each class and stage must be posted as soon as possible (and never more than 1 (one) hour after the last driver of that class has finished the relevant stage) in a clearly visible place (as announced in the drivers meeting).

All results must be signed by the O.O.D. and must show the time of posting.

The results of each race must be organized separately in each stage in columns showing clearly:

5.2.1 Manoeuvring: knots test penalties, 1st attempt times, 1st att. penalties, 1st att. times including penalties, 2nd attempt times, 2nd penalties, 2nd attempt times including penalties, best times including knots test penalties, ranking, UIM points.

Disqualification shall result in zero (0) points for the attempt.

5.2.2 Parallel slalom preliminary heat / semi-finals / finals: 1st attempt times, 1st att. penalties, 1st att. times including penalties, 2nd attempt times, 2nd penalties, 2nd attempt times including penalties, 1st and 2nd attempts combined times including penalties, ranking, UIM points.

If a disqualification occurs in parallel slalom, the driver concerned shall be disqualified from the whole stage because he does not have the required two valid attempts. In the case of disqualification in a semi-final or final, the driver will be ranked last in the relevant heat.

5.2.3 Individual competition / General: manoeuvring overall UIM points, parallel slalom overall UIM points, UIM combined points ranking.

5.2.4 Team competition: UIM points secured by the top five team members in the overall individual competitions, sum of the top five points, ranking of the team.

5.2.5 Prize giving: The three best drivers in Manoeuvring (stage 2), Parallel slalom (stage 3), Individual competition and in Team competition are awarded by prizes. The organizer arranges the prize giving. ***Class Dolphin winners will be awarded by UIM Dolphin Cup Awards.***

5.2.6 Dead-heat situations:

Manoeuvring - if two or more drivers have the same time in their best attempt (including knots and driving penalties), the driver with the better added attempt time (including penalties for both attempts) will be ranked higher.

If one of the drivers has only one valid attempt, he will be ranked lower.

Parallel slalom - if two or more drivers have the same added times from their two attempts (including penalties), the driver having the better single attempt time (including penalties) from either his first or second attempt will be ranked higher.

If there is still a dead-heat situation and a decision is required in order to set up the semi-finals or finals, the drivers having the same time must re-run both attempts. After running again only the time of the re-run will be taken into account.

Individual competition - if two or more drivers have the same combined number of points from 2nd and 3rd stage, the driver having the best combined times, i.e. the sum of his better manoeuvring attempt (including penalties) and both his parallel slalom attempts (including penalties) - will be ranked higher.

Team competition - if two or more teams end up having the same sum of UIM points in the team competition, the sum of points of 1st places are added, if the dead heat situation continues, the same procedure must be followed for the 2nd place until a winner can be defined. This is only possible if both teams have enough drivers to be taken into account.

If any of the above mentioned solutions would not define a winner, there will be a dead-heat result.

5.3 - Penalties

For the race courses the following penalties are to be applied:

- Additional touch of the starting pontoon 5 seconds
- Bumping the landing pontoon 5 seconds
- Touching of a buoy 5 seconds
- Not passing the gate with the full length of the boat 20 seconds
- 2nd and 3rd attempt each element of the race course (each attempt) 5 seconds
- 4th attempt of the racecourse disqualified
- Improperly done knot (each) 5 seconds
- Standing (*leaving original seating position*) during manoeuvring or parallel slalom disqualified
- Sitting on the side of the inflated boat, or bending disqualified
- Boat did not stop at the mark during the man-over-board manoeuvre 5 seconds
- Boat did not stop at the landing pontoon when the driver put the hands out of the boat 10 seconds
- Boat goes backwards during the man-over-board manoeuvre disqualified
- Raising the safety belt with one hand 5 seconds
- Not raising the safety belt not above the head (i.e. lower than drivers head) 5 seconds
- Putting down the safety belt with one hand 5 seconds
- Dropping or throwing the safety belt on the mark 5 seconds
- Second attempt to raise the lifebuoy 5 seconds
- Error doing the circuit (except above mentioned ones) disqualified

For drawings:

 Proposal n°	<h1 style="color: red;">61</h1>	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 1.13 ORGANISATION 355		

Current text

1. ORGANISATION

[...]

1.13 Official PIT PASSES (Driver/Members of the Team/Radioman) will be provided by the F.2 Team Association at the beginning of the season upon the registration of any F.2 Team or at the first race where the Team/Drivers attended.

These PASSES will be valid throughout the whole season. It is the responsibility of the Team have these PIT PASSES present at any race site.

Proposed text

1. ORGANISATION

[...]

1.13 Official PIT PASSES (Driver/Members of the Team/Radioman) will be provided by the F.2 Team Association at the beginning of the season upon the registration of any F.2 Team or at the first race where the Team/Drivers attended.

These PASSES will be valid throughout the whole season. It is the responsibility of the Team have these PIT PASSES present at any race site.

The Radiomen/women are requested to wear their pass with the number of the boat when they are at the drivers meeting and when they are at race control for the practices and race. Failure of this rule means Euro 200,00 of penalty for the Driver.

Justification

SAFETY – It is important for OOD and UIM COMMISSIONER know the Radiomen.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date : 1st January 2017

 Proposal n°	<h1 style="color: red;">62</h1>	COMMISSION & COMMITTEE	SWEDEN
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 2. Race format Page 354		

Current text

2. RACE FORMAT

No current text

Proposed text

*Each World Championship round should be organized on a course with a water registration allowing **at least 18** boats to start Or a course allowing 16 boats with an additional two on a 5 second delayed start.*

Justification

We need to find a number that aligns from race to race. We are today approximately 25 boats turning up to each event. Allowing only 16 boats to start in a race where close to 10 boats will be excluded is not fair to people travelling far to race. Furthermore it will not benefit the development of the sport since it will be even harder for new drivers to qualify to races with narrow numbers of starters. In the long run this will not benefit the recruiting of new drivers to the F2 class.

Commission advice

Supported by FORMULAE COMMITTEE with text modification



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 VVC Proposal n°	64	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 2.4.2/2.4.7 RACE FORMAT 355-356		

Current text

2. RACE FORMAT

[...]

2.4.7 A typical programme would be:

FRIDAY

Pit area opens at 08.00
10.00 to 18.00 Scrutineering
14.00 to 16.00 Registration

SATURDAY

Compulsory drivers and radio persons roll-call and briefing, penalty if not present
Free practice [90 minutes]
Qualifying as per 2.4.2 if not using the large entry Q system
Match race, covered by separate rules.

SUNDAY

Compulsory drivers and radio men roll-call and meeting, at race headquarters. Penalised if not present.
War-up [45 mins]
Qualifying race.
Presentation parade lap
Race
Prize giving should take place within 20 minutes after the conclusion of the race.

Proposed text

2. RACE FORMAT

[...]

2.4.7 A typical programme would be:

~~FRIDAY~~

Pit area opens at 08.00
10.00 to 18.00 Scrutineering
14.00 to 16.00 Registration

16.00 – Permanent meeting of F2 Team Association

SATURDAY

Compulsory drivers and radio persons roll-call and briefing, penalty if not present ***(12.2 – 12.6)***
Free practice [90 minutes]
Qualifying as per 2.4.2 if not using the large entry Q system
Match race, covered by separate rules.

SUNDAY

Compulsory drivers and radio men roll-call and meeting, at race headquarters. ***Penalty if not present (12.2 – 12.6)***
All drivers are requested to wear their racing vest and have their helmets for the group picture mandatory after mentioned above drivers meeting.

War-up [45 mins]

Qualifying race.

Presentation parade lap

Race

Prize giving should take place within 20 minutes after the conclusion of the race. **Top three finishers must have to be present on the podium. Penalty if not present (12.2.1)**

Justification

Adjustment of existing rule – clearness



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

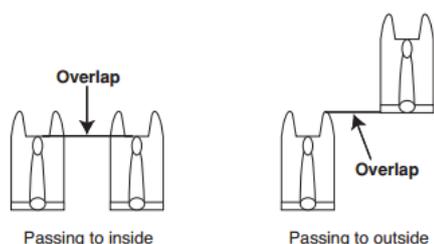
 Proposal n°	<h1 style="color: red;">65</h1>	COMMISSION & COMMITTEE	SWEDEN
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 3.15 Overlap rule Page 358		

Current text

3.15 - An overlap may only be established when two boats are on the same course or approximately on the same course and the cockpit of the overtaking boat, if passing on the inside is level with the cockpit of the overtaken boat.

When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to alter course without contact.

When trying to overtake a boat on the inside the driver must anticipate the possible direction of the boat it is trying to overtake and must take all necessary action to avoid a collision (see drawing)



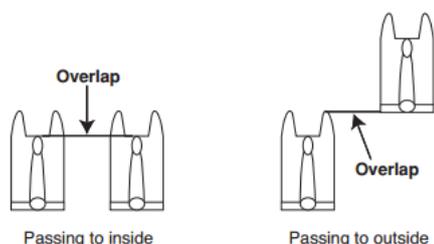
Proposed text

RULES OF THE ROAD

3.15 - An overlap may only be established when two boats are on the same course or approximately on the same course and the cockpit of the overtaking boat, if passing on the inside is level with the cockpit of the overtaken boat.

When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to alter course without contact.

When trying to overtake a boat on the inside the driver must anticipate the possible direction of the boat it is trying to overtake and must take all necessary action to avoid a collision (see drawing)



Justification

The overlap rule is not applicable for the start sequence – it is a rule applicable in all other situations than the start.

As it is now it cause confusion. One example is a protest handed in during the WC GP in South Africa 2014. The protest was about a situation appearing during the qualifying – the chairman of the jury rejected the protest since it referred to the overlap rule written in the white pages. The chairman referred to the rule in the blue pages and the

jury gave the chairman support – we do believe this was wrong decision since the overlap-rule in the blue pages is only relevant in the start. But... the overlap rule is not applicable in the start.

The main purpose with this proposed change is to clarify.

Commission advice

Supported by FORMULAE COMMITTEE with text modification



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1>66</h1>	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 3.4 START 357		

Current text

3. START

[...]

3.4 Boats should be drawn up stern first with dead engine, to a jetty, floating pontoon or beach, exception for four stroke engines with friction clutches may be started at the one minute count-down and run a maximum of 1800 RPMs for the start.

The start must be with the current. The distance between the starting line and the first turning buoy must be at least 300 metres.

[...]

Proposed text

3. START

[...]

3.4 Boats should be drawn up stern first with dead engine, to a jetty, floating pontoon or beach, exception for four stroke engines with friction clutches may be started at the one minute count-down and run a maximum of 1800 RPMs for the start.

Boats which do not line up with the boat next to them with 20 second of being requested to do it will be financially penalized (12.7).

The start must be with the current. The distance between the starting line and the first turning buoy must be at least 300 metres.

[...]

Justification

Adjustment of the existing rule - clearness



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">67</h1>	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 5.5 Interrupted race – yellow flag 359		

Current text

5. INTERRUPTED RACE – YELLOW FLAG

[...]

5.5 When a rolling re-start is used, the UIM Commissioner can restart the race by showing a green flag at any point on the race course. The first 10 boats must be in their correct positions before the race can be restarted. The position of the boats for the rolling restart will be that on their race positions on the lap before the yellow signal was given.

[...]

Proposed text

5. INTERRUPTED RACE – YELLOW FLAG

[...]

5.5 When a rolling re-start is used, the UIM Commissioner can restart the race by showing a green flag at any point on the race course. The first 10 boats must be in their correct positions before the race can be restarted. The position of the boats for the rolling restart will be that on their ~~race positions~~ **classification order** on the lap before the yellow signal was given.

[...]

Justification

Adjustment of existing rule - clearness



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Proposal n°	68	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 6 Race course 359		

Current text

6. RACE COURSE

[...]

- 6.3 In cases of force Majeure, any changes to the course must be agreed by the Daily Management Committee members present at the event and the new course presented to the drivers. If the course is changed from its original specifications then free practice may be offered to the drivers if the time schedule permits.
- 6.4. The pit area should be sufficiently large to prevent boats being craned into the water over other boats.
- 6.5. There must be a minimum of 2 cranes.

Proposed text

6. RACE COURSE

[...]

- 6.3 In cases of force Majeure, any changes to the course must be agreed by the Daily Management Committee members present at the event and the new course presented to the drivers. If the course is changed from its original specifications then free practice may be offered to the drivers if the time schedule permits.
- 6.4. The pit area should be sufficiently large to prevent boats being craned into the water over other boats.
- 6.5. There must be a minimum of 2 cranes
- 6.6 **Local Organizer has to provide specific area for timing/race control/radio-men (9 x 3 metres) with at least three TV set, tables and chairs (see scheme)**

Table with 3 chairs Power connection	Table TV screen	Tables and chairs With 3 TV sets minimum
TIMING	RACE CONTROL	RADIO MEN
(3 x 3)	(3 x 3)	(3 x, 3)

6.7 For a new venue it is mandatory an inspection on the spot, two months in advance (in any case before the publication of the advance program), to be done by two persons from Formulae Committee; the costs of relevant travel and stay are in charge of Local Organizer.

Justification

Safety and organization



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Proposal n°	69	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 7.11 Classification 360		

Current text

7. CLASSIFICATION

[...]

7.11 Immediately after the race:

- The winner may complete a lap of honour
- Top 3 finishers must have priority at the pontoon to be able to reach the podium within 15 minutes
- Presentation of trophies to the first 3 drivers on the official podium. This presentation is only based on a provisional classification, and is subject to confirmation after scrutineering and consideration of any protests or appeals.

[...]

Proposed text

7. CLASSIFICATION

[...]

7.11 Immediately after the race:

- The winner may complete a lap of honour
- Top 3 finishers must have priority at the pontoon to be able to reach the podium within 15 minutes.
Penalty if not present (12.2.1)
- Presentation of trophies to the first 3 drivers on the official podium. This presentation is only based on a provisional classification, and is subject to confirmation after scrutineering and consideration of any protests or appeals.

[...]

Justification

Adjustment of existing rule – to avoid what happened during the last season



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">69 bis</h1>	COMMISSION & COMMITTEE	FORMULA
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit F2 7.4 Classification 359		

Current text

7.4. The points will be awarded to the first 10 classified drivers on the condition that they have completed at least 70 % of the numbers of laps covered by the winner (rounded down to the nearest whole number of laps). Boats having done 90% or more laps but do not cross the finishing line after the winner has crossed will be classified after those boats that have done the same number of laps but that also cross the finishing line after the winner.

Proposed text

7.4. The points will be awarded to the first 10 classified drivers *crossing the finish line under their own power*, on the condition that they have completed at least 70 % of the numbers of laps covered by the winner (rounded down to the nearest whole number of laps). Boats having done 90% or more laps but do not cross the finishing line after the winner has crossed will be classified after those boats that have done the same number of laps but that also cross the finishing line after the winner.

Justification

Part of the sentence is added to make rule intention similar to F1 rules.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Amended Proposal n°	71	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject	CURCUI F2 - 10.6 SUPERLICENCES		
2016 Rulebook page	362		

Current text

10. SUPERLICENCES

[...]

10.6 The super licence is provisional for the first 3 races and can be withdrawn at any time during the first 3 races by a Committee composed by the O.O.D. the UIM Commissioner and the Driver representative. When a super licence is withdrawn, next application can only take place for the next season.

[...]

Proposed text

10. SUPERLICENCES

[...]

10.6 The super licence is provisional for the first ~~3~~ **6** races and can be withdrawn at any time during the first ~~3~~ **6** races by a Committee composed by ~~the O.O.D.~~ the UIM Commissioner, *the Chairman of Formulae Committee* and the Driver representative.

[...]

Justification

SAFETY



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Additional Proposal n°	<h1>71bis</h1>	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject	CURCUIT F2 - 10.6 SUPERLICENCES		
2016 Rulebook page	362		

Current text

10. SUPERLICENCES

[...]

10.6 The super licence is provisional for the first 3 races and can be withdrawn at any time during the first 3 races by a Committee composed by the O.O.D. the UIM Commissioner and the Driver representative. When a super licence is withdrawn, next application can only take place for the next season.

[...]

Proposed text

10. SUPERLICENCES

ADD:

F.2 SL will remain as PROVISIONAL status for the first six (6) races. If the drivers cause an accident then the provisional status will be extended for one more race, with a maximum of two accidents. After two accidents the provisional SL will be withdrawn. When a super licence is withdrawn, next application can only take place for the next season.

[...]

Justification

SAFETY



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1>72</h1>	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 12 PENALTIES 364		

Current text

12. PENALTIES

12.1 Penalties will be issued to drivers in accordance with the other UIM rules and/or with the following list:

INFRINGEMENT	FINE (IN Euro)
12.2 Not present at drivers meeting roll-call	200
12.3 Not under crane when called forward	150

[...]

12.18 The Formula Committee has the right to fine (money or suspension) for any infringement of the rules or any abusive or unsportsmanlike behavior.

[...]

Proposed text

12. PENALTIES

12.1 Penalties will be issued to drivers in accordance with the other UIM rules and/or with the following list:

INFRINGEMENT	FINE (IN Euro)
12.2 Not present at drivers meeting roll-call	200
12.2.1 Not present at prize giving	1000
12.3 Not under crane when called forward	150

[...]

12.18 The Formula Committee has the right to fine (money or suspension) for any infringement of the rules or any abusive or unsportsmanlike behavior.

12.18.1 The Formula Committee has the right to fine (money) any Local Organizer for not having satisfied all the requests by the rule in organization of the Event.

[...]

Justification

Adjustment of existing rule – clearness



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	73	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT – F.2 F2 – 14.8 / 14.10 Safety / New 365		

Current text

14. SAFETY

[...]

14.7.F2 cockpit boats must have UIM registered safety crash boxes installed on both sides of the safety cockpit.

14.8 One radio man/*woman* is required per boat with adequate knowledge of English language. *He/she is requested to wear the official PIT PASS with number of his/her boat, properly supplied by F.2 TA at the beginning of the season or during the first race attended by the boat. It is the responsibility of the radioman/woman to have this official PIT PASS at any race.*

14.9 *The certified (or recertified) 6 strap/6 point mounting system must be replaced according to the manufacturers recommended replacement interval or after an accident that results in structural damage to either the cockpit or hull; or injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification. If the restraint system has been involved in an accident as described above, the UIM Commissioner must cut the straps so they cannot be re-used*

Proposed text

14. SAFETY

[...]

14.7.F2 cockpit boats must have UIM registered safety crash boxes installed on both sides of the safety cockpit.

14.8 One **radio person** is required per boat with adequate knowledge of English language. **The radio person** are requested to wear the official PIT PASS with number of their boat, properly supplied by F.2 TA at the beginning of the season or during the first race attended by the boat. It is the responsibility of the **radio person** to have this official PIT PASS at any race.

The Radio persons are requested to wear their pass with the number of the boat when they are at the drivers meeting and when they are at race control for the practices and race. Failure of this rule means Euro 200,00 of penalty for the Driver.

14.9 The certified (or recertified) 6 strap/6 point mounting system must be replaced according to the manufacturers recommended replacement interval or after an accident that results in structural damage to either the cockpit or hull; or injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification. If the restraint system has been involved in an accident as described above, the UIM Commissioner must cut the straps so they cannot be re-used

14.10 Before the repechage race and the main race it is mandatory to have an inspection of the circuit; all drivers must get in the safety boats with the UIM Commissioner and have the instruction for the start and 1st buoy.

Justification

SAFETY



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">74</h1>	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT F2 - 17.1 FINANCIAL CONDITION 366 - 367		

Current text

17. FINANCIAL CONDITIONS

17.1 World Championship

Travel Money Euro 15.000 =

Prize Money Euro 10.000 = Not refundable in case of cancellation within 45 days prior the event

Continental Championship

Travel Money Euro 10.000 =

Prize Money Euro 8.000 = Not refundable in case of cancellation within 45 days prior the event

All the National Authorities who have applied for a round of World or Continental Championship must pay to UIM bank account, within February 1st, a total amount of Prize Money, as a confirmation of their race. In case of cancellation of F2 WC or CC round within 45 days before the race, the prize money sum paid by the Organizer of the Event to the UIM account, should be split equally amongst the Drivers having entered the Event(s).

TRAVEL MONEY

Euro 15.000 = World Championship

Euro 10.000 = Continental Championship

If the Organizer doesn't pay travel money to the drivers in cash before they leave the racing place, he must pay it to the bank account of the foreign drivers, the Tuesday or Wednesday after the race as per list of distance in kilometres communicated by each driver.

[...]

Proposed text

17. FINANCIAL CONDITIONS

17.1 World Championship

Travel Money Euro 15.000 =

Prize Money Euro 10.000 = Not refundable in case of cancellation within 45 days prior the event

Continental Championship

Travel Money Euro 10.000 =

Prize Money Euro 8.000 = Not refundable in case of cancellation within 45 days prior the event.

All the National Authorities who have applied for a round of World or Continental Championship must pay to UIM bank account, within February 1st, a total amount of Prize Money, as a confirmation of their race. In case of cancellation of F2 WC or CC round within 45 days before the race, the prize money sum paid by the Organizer of the Event to the UIM account, should be split equally amongst the Drivers having entered the Event(s).

To guarantee the final event of World Championship the Organizer of that event must pay Travel money to the UIM bank account, 10 DAYS BEFORE of the date of the penultimate event of the series.

TRAVEL MONEY

Euro 15.000 = World Championship

Euro 10.000 = Continental Championship

If the Organizer *can't pay travel money to the drivers in cash on the race spot, they must transfer the total amount of travel money to UIM bank account 30 days before the date of the event.*

~~doesn't pay travel money to the drivers in cash before they leave the racing place, he must pay it to the bank account of the foreign drivers, the Tuesday or Wednesday after the race as per list of distance in kilometres communicated by each driver.~~

[...]

Justification

Adjustment of existing rule – to avoid some problems occurred in the previous seasons.



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	75	COMMISSION & COMMITTEE	SWEDEN
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 17. 1 Financial Conditions Page 366		

Current text

17. FINANCIAL CONDITIONS

17.1 World Championship

[...]

Continental Championship

[...]

All the National Authorities who have applied for a round of World or Continental Championship must pay to UIM bank account, within February 1st, a total amount of Prize Money, as a confirmation of their race. In case of cancellation of a F 2 WC or CC round within 45 days before the race, the prize Money sum paid by the Organizer of the Event to the UIM account, should be split equally amongst the Drivers having entered the Event(s).

Proposed text

17. FINANCIAL CONDITIONS

17.1 World Championship

[...]

Continental Championship

[...]

All the National Authorities who have applied for a round of World or Continental Championship must pay to UIM bank account, within February 1st, a total amount of Prize Money, as a confirmation of their race. In case of cancellation of a F 2 WC or CC round within 45 **60** days before the race, the prize Money sum paid by the Organizer of the Event to the UIM account, should be split equally amongst the Drivers having entered the Event(s).

Justification

45 days is not sufficient in terms of time when it comes to book hotels and flight tickets. Often the races are held in popular locations where it could be hard to find both accommodation as well as flight tickets. You need to book this well in time as well as cancel your trip well in time to get refund. Since then we strongly advice that the limit is increased from 45 to 60 days. Furthermore, most of the F2 teams are not professionals, they need to know well before the races if the race will take place or not in order to get okay from our jobs to take time off as well as to coordinate the team members.

Commission advice

Supported by FORMULAE COMMITTEE with implementation on January 1st, 2018



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2018

 Proposal n°	<h1 style="color: red;">76</h1>	COMMISSION & COMMITTEE	COMINSPO R
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit Formula 4 2. Race Format 374- 375		

Current text

UIM FORMULA 4 WORLD CHAMPIONSHIP RACE

Each race weekend will be a two day event where each day consists of practice 45 minutes, qualifying and qualifying race, and finally a race of 20-25 laps.

1. Qualifying

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions.

- Q2: After a five minute break, the 15 remaining boats' times will be reset to zero and they will then run a further 15 minute session. Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the nine slowest boats will be dropped out and fill positions

7 to 15 on the start grid.

- Q3: Each remaining boat will run an individual two lap timed trial. The running order will be from the finishing positions in Q2, starting with the 6th position boat.

If a driver is deemed to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

No refueling allowed during the full qualifying session.

2. There should be a minimum of one hour between the practice and the qualifying session.

3. If the number of entries exceeds the maximum for the course, then the organizer must separate the boats into two groups for the Q1. The composition of the Q1 will be determined by the results obtained in the official free practice: drivers in odd-numbered positions will be one group, those in even-numbered positions will be the other group.

4. Should the number of drivers present exceed the number admissible on the circuit, a qualifying heat will have to be organized. Drivers who were excluded from the Q1 have to start in the qualifying race.

5. An interval of one hour will be mandatory between the qualifying race and the race.

Each weekend will, by this, always consist of two races which will be counted individually with the point system 20, 17, 15

Options for the prize giving ceremony:

1. The prize giving ceremony will be held after race two, the winner will be the driver that has collected the most points during the two day's events. If two drivers have the same points after two days of racing the driver with the best qualifying result will be the winner of the weekend, this will only affect the prize giving ceremony and will not have any effect on the points collected to the championship.

2. On First race day there will be an award ceremony immediately after the race.

Should the number of drivers present exceed the number admissible on the circuit qualifying heats will have to be organised. The composition of the qualifying series will be determined by the results obtained at the official timed trials: drivers in an odd-numbered position (1,3 ,5 ...) will be in one series, those in an even-numbered position (2,4 ,6 ...) will be in another series.

The drivers who have not taken part in the timed trials will be distributed between the two series.

For each series there will be a selection race and some drivers will run a second chance race.

Example based on 30 boats on a circuit planned for 20 boats:

There will be two series of 15 boats.

At the end of the selection races for these series the first eight boats in each series will be selected (2 x 8 = 16).

The second chance heat will be run by 1 unselected drivers; then the first four in this heat will be allowed to take part in the final race (1 x 4 = 4), this is to say the total number of 16 + 4 = 20 drivers for the final. The drivers from the second chance heat will start at the end of the grid in the first heat.

An interval of one hour will be mandatory between final heats and between the last qualifying heat and the first final heat.

If the qualifying heats are of a different number of laps positions on the jetty for the final races are from lap times – if not available then the positions in which they finish their heat will be intermingled – the first being the winner of the longest qualifying heat.

If necessary, after all the qualifying races, the organisers reserve the right to make up the number of boats in the final races to the maximum permitted from the repechage heat, when any qualified driver indicates that they cannot participate in the final heats. This cannot be done after the first heat.

Proposed text

UIM FORMULA 4 WORLD CHAMPIONSHIP RACE

Each race weekend will be a two-day event where each day consists of **1) Free practice, 2) Qualifying 3) Qualifying Race 4) Race.**

1. FREE PRACTICE

45 minutes (minimum 45 minutes each free practice) If the number of entries exceeds the maximum authorised on the circuit, then the organizer must separate into several groups, by ballot at drivers meeting.

There should be a minimum of one hour between the end of practice and the qualifying session.

2. Qualifying

If the number of entries exceeds the maximum authorised on the circuit, then the organizer must separate into several groups, by ballot at drivers meeting.

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions.

If the number of entries exceeds the maximum authorised on the circuit, then the organizer must separate into several groups

Drivers who were excluded from the Q2 (position 16 and up) have to start in the Qualifying race.

- Q2: After a five minute break, the 15 remaining boats' times will be reset to zero and they will then run a further 15 minute session. Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the nine slowest boats will be dropped out and fill positions 7 to 15 on the start grid.

- Q3: Each remaining boat will run an individual two lap timed trial. The running order will be from the finishing positions in Q2, starting with the 6th position boat.

If a driver is deemed to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

No refueling allowed during the full qualifying session (Q1, Q2, Q3).

3. Qualifying race

If the number of entries exceeds the maximum authorised on the circuit.

Must be a Qualifying race run.

The composition of the qualifying race will be determined by the results obtained in the Q1 (When you divide the groups and positions on the jetty)

The drivers who have not taken part in the Q1 start in the end off jetty and be distributed between the groups.

Qualifying race running 10-12 laps

If it is more than 1 group the time in the heat is the positions

If the qualifying race are of a different number of laps positions for the final races are from lap times

There should be a minimum of one hour between the end of Qualifying and Qualifying race and the Race session.

4. Race of 20-25 laps

Justification

This is more a clarification for F4 race format



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">80</h1>	NATIONAL AUTHORITY	UK
Discipline Rule article n° Article subject 2016 Rulebook page	Circuit 2 (F4 World Championship) Race Format 374 (Blue Pages)		<i>No Support Required</i>

Current text

UIM FORMULA 4 WORLD CHAMPIONSHIP

2. RACE FORMAT

The Championship consists of a maximum of four (4) events in different countries consisting of two (2) race each, with a minimum interval of two weeks between events if possible. Each event will take place over two days, one race each day.

Applications to hold an F4 event will be allocated in the normal way (rule 108.01) except than one National Authority can be allocated two events provided the maximum number has not been requested by other National Authorities.

A UIM Commissioner is required at each race.

[...]

Proposed text

UIM FORMULA 4 WORLD CHAMPIONSHIP

2. RACE FORMAT

The Championship consists of a maximum of ~~four (4)~~ **three (3)** events in different countries of two (2) races each, with a minimum interval of two weeks between events if possible. Each event will take place over two days, one race each day.

Applications to hold an F4 event will be allocated in the normal way (rule 108.01) except that one National Authority can be allocated two events provided the maximum number has not been requested by other National Authorities.

Any events allocated by the UIM Council should be counted within the three (3) events.

Should an event be cancelled it should only be reallocated on the same date as the cancelled event, should this not be possible the event should not be re-allocated

A UIM Commissioner is required at each race.

[...]

Justification

The F4 Drivers are not professional and have limited resources. It can be difficult for both the Driver and their team re-arrange holidays with their place of work when races dates are changed.

Additionally, by limiting the World F4 series to 3 rounds + 1 Additional European Championship, this will ensure maximum participation and also encourage competitors to take part in events within their own countries to help maintain local races which are needed for experience. This will also help to increase competitor numbers.

Commission advice

Supported by COMINSPOORT with text modification



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1>12C</h1>	COMMISSION & COMMITTEE	COMINPORT
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 108.03 HYDRO GP 93		

Current text

108.03 - HYDRO GP

Hydro GP events with classes must include a round of *E.C. F125 and E.C. F250 together with a round of the W.C. F500 series. All under the relevant UIM rules.*

National Authorities application to organize Hydro GP has absolute priority over any other application within these classes.

If the full allocation of Hydro GP's is not allocated, then the remaining rounds of the three classes may be allocated by the UIM, as separate events, to N.A's applying when Cominsport requests to do so.

Any re-allocation can only be done a minimum of 6 months after the Hydro GP original allocation deadline.

Any Hydro GP event must be scheduled over a maximum of two days.

Any practice/training outside these two defined days must be totally unofficial and discounted in any official way.

Only one other UIM Titled class may be included in the Hydro GP program.

Proposed text

108.03 - HYDRO GP

Hydro GP events with classes must include a round of *E.C. F125 and E.C. F250 together with a round of the W.C. F500 series. All under the relevant UIM rules.*

National Authorities application to organize Hydro GP has absolute priority over any other application within these classes.

If the full allocation of Hydro GP's is not allocated, then the remaining rounds of the three classes may be allocated by the UIM, as separate events, to N.A's applying when Cominsport requests to do so.

Any re-allocation can only be done a minimum of 6 months after the Hydro GP original allocation deadline.

Any Hydro GP event must be scheduled over a maximum of two days.

At least one heat of each HGP class must be run on the first day, if conditions permit.

Any practice/training outside these two defined days must be totally unofficial and discounted in any official way.

Only one other UIM Titled class may be included in the Hydro GP program.

Justification



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">13C</h1>	COMMISSION & COMMITTEE	
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 108.02/.03 European Championship/Hydro GP 93?		

Current text

108.02 - EUROPEAN CHAMPIONSHIP SERIES

European Championships are a series for the following classes. The two following classes will be included only in Hydro GP events:

- Formula 125 All races = 3 heats. All points to count. Up to 4 race series Hydro GPs
- Formula 250 All races = 3 heats. All points to count. Up to 4 race series Hydro GPs

Other classes:

- Formula 350 All races = 3 heats. All points to count. Up to 3 race series
- Formula R 1000 All races = 4 heats. best 3 heats to count. Up to 4 races series

Each race of the Championships must be run in accordance to UIM 108 rule.

Classification: When deciding the final classification of these European Championship, the classified drivers points will use the: 20/17/15 etc schedule ... (see F 500 - rule 3).

2

If there are any disputes of the above rule, guidance should be taken from:

- 1) the F 500 rules,
- 2) the UIM ordinary rules.

UIM will provide medals for 1-2-3 at the final race in the series.

Foreign drivers, (ie the nationality shown on the drivers international licence) who successfully start in either a time trial, a qualifying heat or race, must receive the following travel money.

Formula R1000 Euros 100

Formula 250 Euros 200

Formula 125 Euros 200

Formula 350 Euros 200

If a driver participates in more than one class at a multi-series event, the organisers have the option of only paying for one entry, if mentioned in the advance program. If the relevant classes have different start monies the organizers must pay the higher.

108.03 - HYDRO GP

Hydro GP events with classes must include a round of *E.C. F125 and E.C. F250 together with a round of the W.C. F500 series. All under the relevant UIM rules.*

National Authorities application to organize Hydro GP has absolute priority over any other application within these classes.

If the full allocation of Hydro GP's is not allocated, then the remaining rounds of the three classes may be allocated by the UIM, as separate events, to N.A's applying when Cominsport requests to do so.

Any re-allocation can only be done a minimum of 6 months after the Hydro GP original allocation deadline.

Any Hydro GP event must be scheduled over a maximum of two days.

Any practice/training outside these two defined days must be totally unofficial and discounted in any official way.

Only one other UIM Titled class may be included in the Hydro GP program.

Proposed text

108.02 - EUROPEAN CHAMPIONSHIP SERIES

European Championships are a series for the following classes.

- Formula 350 All races = 3 heats. All points to count. Up to 3 race series
- Formula R 1000 All races = 4 heats. best 3 heats to count. Up to 4 races series

Each race.....

108.03 - HYDRO GP

World Championships are a series for classes F125 and F250. These classes will be included only in Hydro GP events as follows:

- Formula 125 All races = 3 heats. All points to count. Up to 4 race series Hydro GPs
- Formula 250 All races = 3 heats. All points to count. Up to 4 race series Hydro GPs

Hydro GP events with classes must include a round of **W.C. F125 and W.C. F250 together with a round of the W.C. F500 series. All under the relevant UIM rules.**

National Authorities application to organize Hydro GP has absolute priority over any other application within these classes.

If the full allocation of Hydro GP's is not allocated, then the remaining rounds of the three classes may be allocated by the UIM, as separate events, to N.A's applying when Cominsport requests to do so.

Any re-allocation can only be done a minimum of 6 months after the Hydro GP original allocation deadline.

Any Hydro GP event must be scheduled over a maximum of two days.

Any practice/training outside these two defined days must be totally unofficial and discounted in any official way.

Only one other UIM Titled class may be included in the Hydro GP program.

Justification

Change the F125 and F250 Hydro GP EC series to World Championships



**Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2018**

 Additional Proposal n°	<h1 style="color: red;">38B</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 521 CLASSES		

Current text

521 - CLASSES

- O 125 cylinder capacity up to 125 ccs.
- O 175 cylinder capacity up to 175 ccs incl.
- O 250 cylinder capacity up to 250 ccs incl.
- O 350 cylinder capacity up to 350 ccs incl.
- O 500 cylinder capacity up to 500 ccs incl.
- O 700 cylinder capacity up to 700 ccs incl.

Proposed text

521 – CLASSES

- F** 125 cylinder capacity up to 125 ccs.
- F** 175 cylinder capacity up to 175 ccs incl.
- F** 250 cylinder capacity up to 250 ccs incl.
- F** 350 cylinder capacity up to 350 ccs incl.
- F** 500 cylinder capacity up to 500 ccs incl.
- F** 700 cylinder capacity up to 700 ccs incl.

Justification

More modern names for hydro classes



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2018

 Additional Proposal n°	<h1 style="color: red;">39C</h1>	COMMISSION & COMMITTEE	
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 522.04 MINIMUM DIMENSIONS		

Current text

522.04 - MINIMUM DIMENSIONS

Class Minimum Reinforced cockpit

Weight with driver

O 125 180 kg

O 175 180 kg

O 250 200 kg

O 350 220 kg

O 500 (+F 500) 280 kg mandatory

O 700 280 kg mandatory

Proposed text

522.04 - MINIMUM DIMENSIONS

Class Minimum Reinforced cockpit

Weight with driver

F 125 180 kg

F 175 180 kg

F 250 200 kg

F 350 220 kg

F 500 280 kg mandatory

F 700 280 kg mandatory

Justification



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2018

 Additional Proposal n°	<h1 style="color: red;">55B</h1>	COMMISSION & COMMITTEE	COMINSPORT
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 605.04 CALCULATION OF SPEED		

Current text

605.04

For speed records established on a distance of one nautical mile (nm = 1.852 km = 1.1508 st.m) the following constants are to be used :

Where t is the time in seconds :

the speed in mph = $4141.8 \div t$

the speed in kph = $6667.1 \div t$

Proposed text

605.04

For speed records established on a distance of one nautical mile (1nm= 1.852 km = 1.1508 st.m) the following constants are to be used:

Where t is the time in seconds.

to obtain the speed in mph: **$4142.8 \div t$**

to obtain the speed in kmh: **$6667.2 \div t$**

Justification



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">55C</h1>	COMMISSION & COMMITTEE	
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 600.01 and 615.08 SPEED RECORDS 237+		

Current text

615.08

UIM issues annually a list of world records, changes being made known, when they occur, by means of newsletters.

UIM keeps a registered list of all world records and delivers a certificate for each new record

600.01 - GENERAL

All record trials and their control are submitted to the following rules.

The record belongs personally to the driver who has established or beaten it. The record is entered under the name and nationality of the driver.

Any race against the clock, and called kilometre or mile trials or any similar name is prohibited if not conducted in accordance with these rules.

Combining speed records with distance records is not allowed.

No direct or indirect aid is to be provided to the driver who attempts a record.

Proposed text

615.08

UIM issues annually a list of world records, changes being made known, when they occur, by means of newsletters.

UIM keeps a registered list of all world records and delivers a certificate for each new record. **The certificate may list all active crew members onboard when the record is established.**

600.01 - GENERAL

All record trials and their control are submitted to the following rules.

The record belongs personally to the driver who has established or beaten it. The record is entered under the name and nationality of the driver.

Any race against the clock, and called kilometre or mile trials or any similar name is prohibited if not conducted in accordance with these rules.

Combining speed records with distance records is not allowed.

No direct or indirect aid is to be provided to the driver **/team** who attempts a record **while underway**.

Justification

Better Reflection of people who contribute and correction...



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">81</h1>	COMMISSION & COMMITTEE	
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 8.1.5 HULL 361		

Current text

8.1. HULL

- 8.1.1. Hull must be a catamaran type, based on twin hulls, but may be of completely free hydrodynamic and aerodynamic design.
- 8.1.2. Must conform to the general UIM rules 501; ; 503 ; 504 ; 505 ; 508 ; 509 ; 542.05 and these F2 rules.
- 8.1.3. Boats configured to work on the hydrofoil principal will not be eligible.
- 8.1.4. The minimum hull length is 4m80.
- 8.1.5. The minimum weight of the boat and driver as raced is 530 kg.
- 8.1.6. Measured in accordance with rule 542.12.
- 8.1.7. The front 305 mm. (12 inch) of the cockpit and pickles should not be made of a material which would not allow controlled deformation to reduce G forces on frontal impact (mandatory).
- 8.1.8. Each wing mirror must have minimum size of 60 sq. cm and be bolted on 2 points to assure proper mounting.

Proposed text

. HULL

- 8.1.1. Hull must be a catamaran type, based on twin hulls, but may be of completely free hydrodynamic and aerodynamic design.
- 8.1.2. Must conform to the general UIM rules 501; ; 503 ; 504 ; 505 ; 508 ; 509 ; 542.05 and these F2 rules.
- 8.1.3. Boats configured to work on the hydrofoil principal will not be eligible.
- 8.1.4. The minimum hull length is 4m80.
- 8.1.5. The minimum weight of the boat and driver as raced is **550 kg.**
- 8.1.6. Measured in accordance with rule 542.12.
- 8.1.7. The front 305 mm. (12 inch) of the cockpit and pickles should not be made of a material which would not allow controlled deformation to reduce G forces on frontal impact (mandatory).
- 8.1.8. Each wing mirror must have minimum size of 60 sq. cm and be bolted on 2 points to assure proper mounting.

Justification

Raise overall weight to match actual conditions.



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">82</h1>	COMMISSION & COMMITTEE	F-2
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 12.10 PENALTIES 364		

Current text

12.8	Not in correct position on parade lap	100
12.10.	Destroying each turn buoy (free Practice and time trials)	200
12.10a.	Destroying 1 st buoy (race only)	1 lap and 200
12.10b.	Destroying 2 nd buoy (race only)	DSQ and 200
12.11.	Overtaking under yellow flag	1 lap

Proposed text

12.8	Not in correct position on parade lap	100
12.10.	Destroying each turn buoy (free Practice and time trials)	200
12.10a.	Destroying 1 st buoy (race only)	1 lap and 200
12.10b.	Destroying 2 nd buoy (race only)	DSQ and 200
12.10c.	Dislodging 2nd buoy (race only)	1 lap
12.11.	Overtaking under yellow flag	1 lap

Justification



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Proposal n°	83	COMMISSION & COMMITTEE	F-2
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 2.4.2 blue QUALIFYING 355		

Current text

2.4.2. Qualifying

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions.
- Q2: After a seven minute break, the times will be reset to zero and the 15 remaining boats will then run a further 15 minute session. Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the five slowest boats will drop out and fill positions 11 to 15 on the start grid.
- Q3: Each remaining boat will run an individual two lap timed trial. The running order will be from the finishing positions in Q2, starting with the 10th position boat.

Proposed text

2.4.2. Qualifying

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. **Timing of the boats will start after the time that the first boat has completed 3 laps.** At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions.
- Q2: After a seven minute break, the times will be reset to zero and the 15 remaining boats will then run a further 15 minute session. **Timing of the boats will start after the time that the first boat has completed 3 laps.** Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the five slowest boats will drop out and fill positions 11 to 15 on the start grid.
- Q3: Each remaining boat will run an individual two lap timed trial. The running order will be from the finishing positions in Q2, starting with the 10th position boat.

Justification



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">84</h1>	COMMISSION & COMMITTEE	
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 8.2.5 BLUE SST200 ENGINE MODEL 361/2		

Current text

8.2.5 There will be 8 ECU BOXES, property of the UIM. To be allocated before the first free practice session on the Saturday. These will be allocated as follows:

- 3 ECU BOXES will be allocated to the first three drivers in the World Championship classification of that season. If it is the first race of the season, allocation is determined from the final classification of the previous season.
- 3 ECU BOXES will be allocated to any other driver at the discretion of the UIM Sports or Technical Commissioner.
- 2 ECU BOXES will be kept by the Technical Commissioner as spares in the event of a failure of another box.

The boxes will be distributed by the Technical Commissioner at the crane area before the boat enters the water. It is the Teams responsibility to return the U.I.M. ECU to the Technical Commissioner immediately before the boat returns to its trailer from the water.

Failure to return the ECU at the correct time will result in a fine of 00€.

At no time will any computer or diagnostic device be connected to the ECU, the engine unit, engine or boat wiring harness or the boat. Fine, 1000€ for failing to adhering to this rule.

The ECU boxes supplied will be used in all practice, qualifying sessions and races during that event.

In case of the failure of a U.I.M. ECU an alternative unit will be supplied if available. If none is available the Team will be allowed to use their own ECU, but this will have to be handed to the U.I.M. Technical Commissioner directly after the race. This may be inspected and tested for conformity to the standard specification.

Proposed text

8.2.5 There will be 8 ECU BOXES and 8 DATA RECORDERS, property of the UIM. To be allocated before the first free practice session on the Saturday. These will be allocated as follows:

- 3 ECU BOXES and DATA RECORDERS will be allocated to the first three drivers in the World Championship classification of that season. If it is the first race of the season, allocation is determined from the final classification of the previous season.
- 3 ECU BOXES and DATA RECORDERS will be allocated to any other driver at the discretion of the UIM Sports or Technical Commissioner.
- 2 ECU BOXES and DATA RECORDERS will be kept by the Technical Commissioner as spares in the event of a failure of another box.

The boxes will be distributed by the Technical Commissioner at the crane area before the boat enters the water. It is the Teams responsibility to return the U.I.M. ECU and DATA RECORDER to the Technical Commissioner immediately before the boat returns to its trailer from the water.

Failure to return the ECU and DATA RECORDER at the correct time will result in a fine of 500€.

At no time will any computer or diagnostic device be connected to the ECU or DATA RECORDER, the engine unit, engine or boat wiring harness or the boat. Fine, 1000€ for failing to adhering to this rule.

The ECU and DATA RECORDER boxes supplied will be used in all practice, qualifying sessions and races during that event.

In case of the failure of a U.I.M. ECU an alternative unit will be supplied if available. If none is available the Team will be allowed to use their own ECU, but this will have to be handed to the U.I.M. Technical Commissioner directly after the race. This may be inspected and tested for conformity to the standard specification.



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">85</h1>	COMMISSION & COMMITTEE	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 1.14blue DIGITAL LOG BOOK 355		

Current text

NEW

Proposed text

1.14 The Digital Log Book will be introduced for F-2 during the 2017 season.

Justification



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">86</h1>	COMMISSION & COMMITTEE	F1 COMMITTEE
Discipline Rule article n° Article subject 2016 Rulebook page – 332	F1 blue pages 2.4.2		

Current text

2.4.2. Q1: All boats may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid places.

Q2: After a seven-minute break, the times will be reset and the 15 remaining boats will then run in a 15-minute session - again they may complete as many laps as they want at any time during that period. At the end of the 15 minutes, the **9** slowest boats drop out and fill places **7** to 15 on the grid.

Q_: *The top 6 boats will run individually a two lap timed trial for their start position.* If a driver is deemed by the officials to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled

No refuelling allowed during timed trial.

Proposed text

2.4.2. Q1: All boats may run laps at any time during the first **22** minutes of the hour. **Timing of the boats will start 2 minutes after the green flag.** At the end of the first 20 minutes, only the fastest **12** boats will remain in the water, the excluded boats will fill the final grid places.

Q2: After a seven-minute break, the times will be reset and the **12** remaining boats will then run in a 15-minute session - again they may complete as many laps as they want at any time during that period. At the end of the 15 minutes, the **6** slowest boats drop out and fill places **7** to **12** on the grid.

Q3: *The top 6 boats will run individually a two lap timed trial for their start position.*

If a driver is deemed by the officials to have stopped unnecessarily during **Q1 or Q2** on the circuit or impeded another driver during qualifying, his times ~~may~~ **is to** be cancelled **in the relevant session.**

No refuelling allowed during timed trial.

Justification

Qualification is the part of the race. According to numerous rules, the boat causing the stoppage doesn't score or go into any re-run. Number of boats for Q2 and shoot out

reduced according to the actual race practice.



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Additional Proposal n°	87	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2016 Rulebook page	Cominsport 14.10 Safety 366	Cominsport	

Current text

None

Proposed text

The Commissioner may require a boat to leave the course that has had its safety equipment compromised or damaged, (for example, lost pickle fork, open or lost cockpit canopy, etc.).

Justification

Enable Commissioner to manage risk by removing a boat from the race that has been damaged or had safety compromised.

Commission advice



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Proposal n°	<h1 style="color: red;">88</h1>	COMMISSION & COMMITTEE	COMINSAFE
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 303.01 Marks of the Course, Definitions 115		

Current text

Outer course marker buoys shall be placed on the race course defining the outer limits of the course. The buoys shall be either yellow or orange of a different color than the course marker buoys. Protection buoys may also be placed on the course to designate hazards.

Proposed text

It is mandatory that all race courses have outside course marker/buoys surrounding the race course; these outside markers shall be visually different (different color) from the inside course markers. The buoys shall mirror the inside markers as practicable, with a suggested minimum of three straightaway outside markers placed at approximately $\frac{1}{4}$, $\frac{1}{2}$, and $\frac{3}{4}$ of the straightaway distance; the special marker for the start finish line may be one of these straightaway markers. Protection buoys may also be placed on the course to designate hazards. The area beyond the outer course markers is out-of-bounds; boat re-entry to the race course is subject to UIM rule provisions and/or OOD instruction.

Justification

Add additional information and clarification regarding outer course marks.



Rule change adopted by UIM Council on 21st October 2016
Implementation date: 1st January 2017

 Additional Proposal n°	<h1 style="color: red;">89</h1>	NATIONAL AUTHORITY	RUSSIA
Discipline Rule article n° Article subject 2016 Rulebook page	CIRCUIT 905.24 TEAMS 308		<i>No Support Required</i>

Current text

24. TEAMS

For races up to 12 hours there must be a minimum of two pilots and a maximum of pilots, and for races from 12 hours to 2 hours there will be a minimum of pilots and a maximum of pilots and pilots for the Class 1. Teams may practice more than the required number of pilots providing they have all paper work and licences in order. Team managers must notify the Control, 1 hour prior to the race as to their final pilots names and no alteration of the pilots list will be accepted for whatever reason. Failure to do so will lead to D/Q of the team. A pilot must not drive continuously for more than 2 hours. Any laps over the period will not be included. Minimum rest period for drivers is one hour.

Proposed text

24. TEAMS

For races up to 12 hours there must be a minimum of two pilots and a maximum of pilots, and for races from 12 hours to 2 hours there will be a minimum of pilots and a maximum of pilots and pilots for the Class 1. Teams may practice more than the required number of pilots providing they have all paper work and licences I order. Team managers must notify the Control, 1 hour prior to the race as to their final pilots names and no alteration of the pilots list will be accepted for whatever reason. Failure to do so will lead to D/Q of the team. A pilot must not drive continuously for more than 2 hours, **10 minutes**. Any laps over the period will not be included. Minimum rest period for drivers is one hour.

Justification



Rule change adopted by UIM Council on 21st October 2016
 Implementation date: 1st January 2017