98th UIM General Assembly

Council vote – Friday 10th October 2025

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Proposal n°	**1**	**NATIONAL AUTHORITY**	**Name/Surname:** **Karel Krämer** **Contact email:** karel.kramer72@gmail.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 101.04 LATE REQUEST, CHANGE OF DATE AND CANCELLATION 13	**CZECH REPUBLIC**	No Support Required

Current text

101.04 - LATE REQUEST, CHANGE OF DATE AND CANCELLATION

Titled events
Late request: a late request will be considered only if the title is still vacant or if the title or the event has been cancelled by the NA to whom it was granted or by the UIM if the title is granted, the organiser will pay the normal inscription fee.

Late forwarding of date or venue: In case of late forwarding of date or venue, the inscription fee will be raised by 100 %.

Change of date: In case of change of date, the inscription fee will be raised by 200 %. The UIM gives its assent to the new date. The request for a change of date must be received by the UIM secretariat not less than 90 days before the calendar date. The new date will be approved and announced not less than 30 days after the date on which the request was received.

At less than 90 days before the calendar date, the date cannot be changed. The event will be cancelled or run as an ordinary event, but no part of the calendar fee will be refunded.

Cancellation: If the title or the event is cancelled 180 days or more before the calendar date, 50 % of the inscription fee will be refunded. In a later cancellation there will be no refunding and penalty fee 2000 € will be applied.

A cancelled title will be treated like a title not yet requested.

If the titled event is cancelled less than 30 days before the calendar date, the National Authority may not be allowed to organise a titled event the following year and penalty fee 3000 € will be applied.

Force majeure is applied only for cancellation done in reasonable time.

For «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. A penalty fee of 3000 € for cancellation will be applied.

- 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 can be re-allocated by Cominsport to any requests from N.A's. Normal Rates to apply (Rule 108.03).

- If the HydroGP is cancelled less than 14 days before the calendar date organizer must pay out travel money for in time registered drivers.

International Ordinary events

Late request: the inscription fee will be raised by 25%.

Change of date: the inscription fee will be raised by 25%.

Cancellation: If the event is cancelled 30 days or more before the calendar date, 50% of the inscription fee will be refunded. In later cancellations there will be no refunding.

Proposed text

101.04 - LATE REQUEST, CHANGE OF DATE AND CANCELLATION

Titled events

Late request: a late request will be considered only if the title is still vacant or if the title or the event has been cancelled by the NA to whom it was granted or by the UIM if the title is granted, the organiser will pay the normal inscription fee.

Late forwarding of date or venue: In case of late forwarding of date or venue, the inscription fee will be raised by 100 %.

Change of date: In case of change of date, the inscription fee will be raised by 200 %. The UlM gives its assent to the new date. The request for a change of date must be received by the UIM secretariat not less than 90 days before the calendar date. The new date will be approved and announced not less than 30 days after the date on which the request was received.

At less than 90 days before the calendar date, the date cannot be changed. The event will be cancelled or run as an ordinary event, but no part of the calendar fee will be refunded.

Cancellation: If the title or the event is cancelled 180 days or more before the calendar date, 50 % of the inscription fee will be refunded. In a later cancellation there will be no refunding and penalty fee 2000 € will be applied.

A cancelled title will be treated like a title not yet requested.

If the titled event is cancelled less than 30 days before the calendar date, the National Authority may not be allowed to organise a titled event the following year and penalty fee 3000 € will be applied.

Force majeure is applied only for cancellation done in reasonable time.

For «Hydro GP events» the following will apply:

- ~~no late requests~~

- no change of date or venue unless agreed by Cominsport at least ~~120~~ ***90*** days before the old date and ~~120~~ ***90*** days before the new date

- no refund of inscription for cancellation. A penalty fee of 3000 € for cancellation will be applied.

- 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 can be re-allocated by Cominsport to any requests from N.A's. Normal Rates to apply (Rule 108.03).

- ~~If the HydroGP is cancelled less than 14 days before the calendar date organizer must pay out travel money for in time registered drivers.~~

International Ordinary events

Late request: the inscription fee will be raised by 25%.

Change of date: the inscription fee will be raised by 25%.

Cancellation: If the event is cancelled 30 days or more before the calendar date, 50% of the inscription fee will be refunded. In later cancellations there will be no refunding.

Justification

It makes no sense to prohibit submitting a late request to organize a Hydro GP when we are not even able to secure enough organizers for the maximum possible number of events in the World Championship series.

The restriction on changing the date later than 120 days before the originally scheduled event is extremely limiting in cases of unplanned and unpredictable circumstances (water conditions, etc.).

In the event of a Hydro GP race cancellation, it is completely unreasonable to pay travel money even to competitors who have not yet left their home address. (I will submit another proposal for the complete removal of travel money for Hydro GP.)

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	2	COMMISSION	COMINSPORT
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 105.01 Teams titled event	**Author of the Rule change proposal**	**Name/Surname:** **Vahur Joala** **Contact email:** vahur@veemoto.ee

Current text

New rule

Proposed text

105.01 TEAMS TITLED EVENT

By the decision of UIM COMINSPORT with agreement with UIM Council, teams UIM titled events can be organised. Title of such race, World or continental, championship or cup, is decided by COMINSPORT annually. One team consists of 3-5 different racing categories from the list of UIM titles for the particular year, one driver per team per category. All team members must have valid racing licenses from the same nationality. Racing categories can be chosen from UIM circuit, aquabike, motosurf or offshore. Minimum two categories are from circuit racing. Every racing category has 3 heats, all count. Racing and technical rules are same as for continental championship for chosen racing categories. Minimum number of the teams to organise teams titled events is 10 and maximum 20. One nation can have two teams in case there is still not 20 teams registered for the event. Race is one weekend event on the same venue.

All racing classes start and classified separately. Points scoring see Rule 317. Winner is the team, which accumulates the highest number of the points collected by each team member. In case of the tie between teams, the number of first positions, second positions etc of every heat will be successively taken into consideration.

Justification

For popularizing our sport and encouraging some nations to start some “forgotten” classes again.
In case, it is allowed, we can name this event as “Nations Cup” as it was originally planned already 2009.

We can use for the team, for example, from circuit GT-15, OSY-400, F-4 (monohull, hydro, catamaran). Or we can add there from circuit GT-30 and from aquabike GP4. This is decided by UIM COMINSPORT. Race organizers can apply races with defining classes to use.

Commission Advice

Aquabike Committee, MotoSurf Committee, COMINOFF

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Teams Championships plans

Time schedule depends of classes, which included to the race and also depends of organisers local regulations. It is encouraged to include always at least one class as juniors class.

As example in case of having 5 different classes at the race (AB Runabout GP4, AB Runabout GP4 Ladies, GT-15, GT-30, F-125 as example). Winner is team, which collects most points added from classes.

	AB GP4			AB GP4 Ladies			GT-15			GT-30			F-125			Overall
Team 1	225	300	300	400	DSQ	300	127	95	225	53	40	17	0	0	0	2082
Team 2	400	400	400	95	71	30	169	225	400	300	300	300	127	225	95	3537
Team 3	300	127	225	300	400	300	ACC	400	300	225	169	30	40	30	400	3246
Team 4																
Team 5																
Team 6																
Team 7																
Team 8																
Team 9																
Team 10																
Team 11																
Team 12																
Team 13																
Team 14																
Team 15																
Team 16																
Team 17																

Here we have 17 teams. We can add 3 second teams from the different nations to have up to 20 teams. More fun! Up to 2 teams per nation.

Classes to include? Organizer applies race and defines classes to race. COMINSPORT accepts or not.

As we can have 3-5 team members, we need 3-5 gold medals, 3-5 silver medals and 3-5 bronze medals.

Winners are not individuals, winners are teams, but we need to recognize also pilots.

Organisers can add in between of the races or in the end of the day some additional actions: rescue team demo, water ski demo, radio-controlled classes (if applicable), two-seater etc. It is all to promote our sport. It has to be as “Water Festival”.

Of course, we can have such races in all over the World with rented boats if available. Then most probably we do not have classes from our titled race list and we need Friday as practicing day.

Here are some Time Schedule examples.

Example 1.

Race includes 3 classes from circuit: GT-15, OSY-400, F-4 (monohull, hydro and catamaran).

It uses simple race time schedule as we use at most circuit races.

Time Schedule

Friday d1.mm.20xx		
14.00	Pit area open	
14.00 — 21:00	Race administration	
15:00 — 21.00	Scrutineering	
18:00 — 18.30	Organizing committee and organization meeting	
21.00	Pit area closed	

Saturday d2.mm.20xx		
08.00	Office and pit area open	
08.00 — 08.45	Scrutineering	
09.00 — 09.45	Drivers' briefing	
10.00 — 11.00	GT-15	Free practice + time trial
11.00 — 12.00	OSY-400	Free practice + time trial
12.00 — 13.00	F-4	Free practice + time trial
13.00 — 14.00	Lunch break	
14.00 — 14.30	Opening Ceremony	
15.00	GT-15	Heat 1
15.30	OSY-400	Heat 1
16.30	F-4	Heat 1
20.00	Office and pit area closed	

Sunday d3.mm.20xx	
08.00	Office and pit area open
09.00 — 09.45	Drivers' briefing

10.00 — 10.30	GT-15	Free practice
10.30 — 11.00	OSY-400	Free practice
11.00 — 11.30	F-4	Free practice
12.00	GT-15	Heat 2
12.30	OSY-400	Heat 2
13.30	F-4	Heat 2
14.00 — 15.00	Lunch break	
15.00	GT-15	Heat 3
15.30	OSY-400	Heat 3
16.30	F-4	Heat 3
18.00	Prize Giving Ceremony	

Example 2.

Race includes Aquabike Runabout GP4, Aquabike Runabout GP4 Ladies, GT-15, GT-30, F-125.

Time Schedule

Friday d1.mm.20xx

14.00	Pit area open	
14.00 — 21:00	Race administration	
15:00 — 21.00	Scrutineering	
18:00 — 18.30	Organizing committee and organization meeting	
21.00	Pit area closed	

Saturday d2.mm.20xx

08.00	Office and pit area open	
08.00 — 08.45	Scrutineering	
09.00 — 09.45	Drivers' briefing (aquabike)	
10.00 — 11.00	Runabout GP4	Free practice + time trial
11.00 — 12.00	Runabout GP4 Ladies	Free practice + time trial
12.30	Runabout GP4	Moto 1
	Runabout GP4 Ladies	Moto 1
13.30 — 14.30	Lunch break	
14.30 — 15.00	Race Opening Ceremony	
	HydroFly (MotoSurf) demo	
16.00	Runabout GP4	Moto 2
	Runabout GP4 Ladies	Moto 2
	MotoSurf demo	
17.30	Runabout GP4	Moto 3
	Runabout GP4 Ladies	Moto 3
20.00	Office and pit area closed	

Sunday d3.mm.20xx		
08.00	Office and pit area open	
09.00 — 09.45	Drivers' briefing (circuit)	
10.00 — 10.30	GT-15	Free practice + time trial
10.30 — 11.00	GT-30	Free practice + time trial
11.00 — 11.30	F-125	Free practice + time trial
12.00	GT-15	Heat 1
12.30	GT-30	Heat 1
13.00	F-125	Heat 1
13.30 — 14.30	Lunch break	
14.30	GT-15	Heat 2
15.00	GT-30	Heat 2
15.30	F-125	Heat 2
16.00	GT-15	Heat 3
16.30	GT-30	Heat 3
17.00	F-125	Heat 3
18.00	Prize Giving Ceremony	

Proposal n°	**3**	**NATIONAL AUTHORITY**	**Name/Surname:** **Karel Krämer** **Contact email:** karel.kramer72@gmail.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 108.03 WORLD CHAMPIONSHIP WITH HYDRO GP 20	**CZECH REPUBLIC**	No Support Required

Current text

108.03 - WORLD CHAMPIONSHIP WITH HYDRO GP

HydroGP World Championships are a series for UIM classes Formula 125, Formula 250 and Formula 500 (see Formula 500 World Championship in "blue" pages). There is a maximum of four HydroGP rounds in a year, with classes Formula 125, Formula 250 and Formula 500. In all rounds, each class will have three heats and all points from those heats count.

From 01/01/2025, there will be a maximum of six Formula 500 World Championship rounds. A round of the Formula 500 World championship series must be held in each HydroGP series event.

Travel/start money. Euros 3 000 per class

Foreign drivers (those drivers with their Nationality as shown on their International licence and the National Flag attached to their boat. If different then the flag on the boat determines payment. Who successfully start either official practice/time trials/qualifying, or race will receive up to a maximum:

Formula 125 Euros 250

Formula 250 Euros 250

Formula 500 (See Formula 500 rules, Blue pages)

Exception to the above: If any driver is a resident in the host country but has an International licence issued by another, they will not be due for any payment under this rule.

Classification: Points scoring see Rule 317 (Series.)

UIM will supply Medals for 1-2-3 places at the final race of the series.

Titled is awarded even if only a single event is run.

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

If the full application of HydroGPs 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 requested by Cominsport, Travel/start money included.

Any HydroGP or separate event including one of these classes must be scheduled over maximum two days. Any practicing/training outside these two defined days are totally unofficial and never used in any official way. Only one other UIM Titled class may be allocated to be included in a full HydroGP programme.

Proposed text

108.03 - WORLD CHAMPIONSHIP WITH HYDRO GP

HydroGP World Championships are a series for UIM classes Formula 125, Formula 250 and Formula 500 (see Formula 500 World Championship in "blue" pages). There is a maximum of four HydroGP rounds in a year, with classes Formula 125, Formula 250 and Formula 500. In all rounds, each class will have three heats and all points from those heats count.

From 01/01/2025, there will be a maximum of six Formula 500 World Championship rounds. A round of the Formula 500 World championship series must be held in each HydroGP series event.

~~Travel/start money. Euros 3 000 per class~~

~~Foreign drivers (those drivers with their Nationality as shown on their International licence and the National Flag attached to their boat. If different then the flag on the boat determines payment. Who successfully start either official practice/time trials/qualifying, or race will receive up to a maximum:~~

~~Formula 125 Euros 250~~

~~Formula 250 Euros 250~~

~~Formula 500 (See Formula 500 rules, Blue pages) Exception to the above: If any driver is a resident in the host country but has an International licence issued by another, they will not be due for any payment under this rule.~~

Classification: Points scoring see Rule 317 (Series.) UIM will supply Medals for 1-2-3 places at the final race of the series. Titled is awarded even if only a single event is run. National Authorities application to organize HydroGP has absolute priority over any other application within these classes.

If the full application of HydroGPs 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 requested by Cominsport, ~~Travel/start money included.~~

Any HydroGP or separate event including one of these classes must be scheduled over maximum two days. Any practicing/training outside these two defined days are totally unofficial and never used in any official way. Only one other UIM Titled class may be allocated to be included in a full HydroGP programme.

1130 € prize money per class (except F500, See Formula 500 Rules, Blue Pages)

Distributed by the organiser to the drivers at the end of the race, before they leave the racing place (after the end of the protest time).

1st: 300 €

2nd: 220 €

3rd: 150 €

4th: 120 €

5th: 90 €

6th: 70 €

7th: 60 €

8th: 50 €

9th: 40 €

10th: 30 €

Justification

For motivating pilots to achieve better results. At the same time, by eliminating the payment of travel money, it is expected to attract new organizers who, under the current rules, are unable to organize Hydro GP races.

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**4**	**NATIONAL AUTHORITY**	**Name/Surname:** **Wiktor Synoracki** **Contact email:** wiksyn@wp.pl
Discipline **Rule article n°** **Article subject** 2025 Rulebook Page 20	Circuit Rules 108.03 World Championship with Hydro GP 20	**POLAND**	No Support Required

Current text

108.03 - WORLD CHAMPIONSHIP WITH HYDRO GP

[…]
Travel/start money. Euros 3 000 per class

Foreign drivers (those drivers with their Nationality as shown on their International licence and the National Flag attached to their boat. If different then the flag on the boat determines payment. Who successfully start either official practice/time trials/qualifying, or race will receive up to a maximum:

Formula 125 Euros 250
Formula 250 Euros 250
Formula 500 (See Formula 500 rules, Blue pages)
[...]

Proposed text

108.03 - WORLD CHAMPIONSHIP WITH HYDRO GP

[…]
Travel/start money. Euros 3 000 per class

Foreign drivers (those drivers with their Nationality as shown on their International licence and the National Flag attached to their boat***; if*** different then the flag on the boat determines payment***) who*** successfully start either official practice/time trials/qualifying, or race will receive up to a maximum:

Formula 125 Euros 250
Formula 250 Euros 250
Formula 500 ***Euros 250*** ~~(See Formula 500 rules, Blue pages)~~
[...]

Justification

All three classes - F125, F250 and F500 - in terms of travel costs and accommodation require the same financial efforts.
Proposal is lowering possible organizer cost by 3000 Euros - from 12000 Euros to 9000 Euros in total. To attract new organizers we must make sure HydroGP is affordable and even further steps might be needed in the future.

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 25 October 2024
Implementation date: 1st January 2025

Proposal n°	**5**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 205.06 Racing Vest – driver protection 42	**FRANCE**	No Support Required

Current text

205.06 – RACING VEST

Each person aboard a race boat must wear an efficient racing vest during the race and practice conforming with the following rules:

The choice and efficiency of a Racing vest is the sole responsibility of the wearer and must be in conformity with following criteria's;

Buoyancy: a life jacket must have a minimum of 75N solid buoyancy for a person weighing up to 60 kg and 100N solid buoyancy for those over 60 kg (closed cells foam only);

The disposition of the solid buoyancy is intended to ensure that an unconscious person shall float face up in the water;

All adjustable straps must be at least 40 mm wide and have a minimum breaking strain of 10 000N. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above;

The Racing vest must at least be colored with 70% of highly visible orange, red or yellow;

The back must include a protective plate.

The compulsory collar must have rounded edges and extend above the bottom of the helmet. It must not exceed 180 degrees;

A Racing vest manufacturer must undertake to comply with the rules and print indelibly on the Racing vest the following : "conforms with the regulation for a person weighing a maximum of 60 kg" or "for a person weighing over 60 kg", in respect of the buoyancy.

Race organisers are required to repeat this important clause in the Advance Programme and the Race instructions.

For boats with canopies, refer to rule Offshore §508.25/Circuit §509.04

Proposed text

205.06 – RACING VEST AND DRIVER PROTECTION

Each person aboard a race boat must wear an efficient racing vest during the race and practice conforming with the following rules:

The choice and efficiency of a Racing vest is the sole responsibility of the wearer and must be in conformity with following criteria's;

Buoyancy: a life jacket must have a minimum of 75N solid buoyancy for a person weighing up to 60 kg and 100N solid buoyancy for those over 60 kg (closed cells foam only);

The disposition of the solid buoyancy is intended to ensure that an unconscious person shall float face up in the water;

All adjustable straps must be at least 40 mm wide and have a minimum breaking strain of 10 000N. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above;

The Racing vest must at least be colored with 70% of highly visible orange, red or yellow;

The back must include a protective plate.

The compulsory collar must have rounded edges and extend above the bottom of the helmet. It must not exceed 180 degrees;

A Racing vest manufacturer must undertake to comply with the rules and print indelibly on the Racing vest the following : “conforms with the regulation for a person weighing a maximum of 60 kg” or “for a person weighing over 60 kg”, in respect of the buoyancy.
Race organisers are required to repeat this important clause in the Advance Programme and the Race instructions.
For boats with canopies, refer to rule Offshore §508.25/Circuit §509.04
For all open cockpits, each driver must wear a dorsal back protection and abdominal protection equipment, a protection for motorcross driver or aquabike driver

Justification

In case of an accident, that is a supply protection to injuries for the driver.

Commission advice

COMINSPORT, COMINSAFE

Rule change to be voted by UIM Council in 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**6**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 205.07 Protecting Helmet 205.07	**FRANCE**	No Support Required

Current text

205.07 - PROTECTING HELMET (except Formula Future and Solar Racing)
Any person aboard any boat taking part in races must wear a helmet which complies with the standards in accordance with the list available on the UIM Website.
At least the upper 50 % (area) must be of a single bright or fluorescent red/yellow/orange colour. No image recording device, however small, may be attached to helmets.
The wearer is entirely responsible for the efficiency, including the fitting, of his/her helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal.

Proposed text

205.07 - PROTECTING HELMET (except Formula Future and Solar Racing)
Any person aboard any boat taking part in races must wear a helmet which complies with the standards in accordance with the list available on the UIM Website.
Helmets must be replaced every 5 (five) years from manufacture date, or after an accident and if for any reason the helmet fails to pass the technical scrutineering.
At least the upper 50 % (area) must be of a single bright or fluorescent red/yellow/orange colour. No image recording device, however small, may be attached to helmets.
The wearer is entirely responsible for the efficiency, including the fitting, of his/her helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal.
As a reminder, it is prohibited to modify or pierce a helmet.

Justification

Safety modifications for all drivers. The helmets are exposed to UV and sea water

Commission advice

COMINSPORT, COMINSAFE

Rule change to be voted by UIM Council in 10th October 2025
Implementation date: 1st January 2026

Proposal n°	7	COMMISSION	COMINSAFE COMINSPORT COMINTECH
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 205.08 SAFETY BOATS 43	**Authors of the Rule change proposal**	**Name/Surname:** **Martin Benne** **Algo Kuus** **Alastair Nayler** **Contact emails:** martin.benne@icloud.com algo.kuus@gmail.com alastairnayler@gmail.com

Current text

205.08 - SAFETY BOATS

A sufficient number of safety boats must be on station and in position during all official on-water activity at an event.

There should be a minimum of one Doctor or Paramedic who is experienced in handling trauma (PHTLS Pre- Hospital Trauma Life Support concept or equal) present on at least one of the safety boats. The doctor or Paramedic cannot be counted as a Diver or any other member of required boat crew. Alternatively, where appropriate a Doctor or Paramedic can be stationed in a different position to allow them to be transported to a casualty via other means of transport i.e. Air Ambulance.

Each safety boat must have the following crew on-board as a minimum: 1 X Boat Driver & 2 X Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. At least one member of crew on-board should have basic First Aid training and be capable of providing basic life support assistance to a casualty.

Radio contact between safety boats & Officials is mandatory.

At least 2 of the Safety boats situated on a course shall have either a Crane or 2 X Lifting Bags that are capable of supporting a boat to assist in keeping a cockpit above the surface with a competitor inside. Lifting bags are also highly recommended for use to assist in the recovery of a stricken boat.

All safety boat crews should be familiar with the safety equipment used by competitors and know how to remove equipment from an injured casualty. Particular attention needs to be paid to the ability to remove Frontal Head Restraints (FHR) before attempting to remove a casualty from a cockpit, along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.

Each safety boat must be capable of taking on-board a casualty on a stretcher with minimal movement / disturbance to the casualty. The crew will recover all casualties onto the safety boat using a rigid stretcher.

Each Safety boat must be sufficiently powered to reach incidents as soon as possible and should be well- maintained and fuelled, with the engine of the safety boat should be running during racing/training period.

All safety boats should carry the following:

A stretcher that is capable of floating in the water and capable of dealing with spinal injuries. Equipment for

handling; airway, external haemorrhage, neck/back injuries.

A Minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask.

Equipment for cutting belts / straps and cut-resistant clothing.

It is highly recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it. Quick connect-valves should be used.

2 X Lifting Bags that are capable to assist in keeping a cockpit above the surface of the water. A fire extinguisher with a minimum capacity of 2ltrs must be carried.

A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board. A full set of racing flags should be carried as described in the rules.

A minimum of 2 radios to maintain contact with shore / Race Officials.

Proposed text

205.08 – *RESCUE* ~~**SAFETY**~~ **BOATS** **or equivalent as defined in the Classification of types of rescue/tow boats as listed on UIM website**

~~A sufficient~~ ***The type and*** number of ~~safety~~ ***rescue*** boats ***or equivalent (as specified on the water homologation)*** must be on station and in position during all official on-water activity at an event.

There should be a minimum of one Doctor or Paramedic who is experienced in handling trauma (PHTLS Pre- Hospital Trauma Life Support concept or equal) present on at least one of the ~~safety~~ ***rescue*** boats. The doctor or Paramedic cannot be counted as a Diver or any other member of required boat crew. Alternatively, where appropriate a Doctor or Paramedic can be stationed in a different position to allow them to be transported to a casualty via other means of transport i.e. Air Ambulance.

Each ~~safety~~ ***rescue*** boat must have the ***required personnel and equipment as defined in the Classification of types of rescue/tow boats.*** ~~following crew on-board as a minimum: 1 X Boat Driver & 2 X Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat.~~ At least one member of crew on-board should have basic First Aid training and be capable of providing basic life support assistance to a casualty.

Radio contact between ~~safety~~ ***rescue*** boats & Officials is mandatory.

For Safety cockpit classes at least 2 of the ~~Safety~~ ***rescue*** boats situated on a course shall have either a Crane ***and 1 lifting bag*** or 2 X Lifting Bags that are capable of supporting a boat to assist in keeping a cockpit above the surface with a competitor inside. Lifting bags are also highly recommended for use to assist in the recovery of a stricken boat.

All ~~safety~~ ***rescue*** boat crews should be familiar with the safety equipment used by competitors and know how to remove equipment from an injured casualty. Particular attention needs to be paid to the ability to remove Frontal Head Restraints (FHR) before attempting to remove a casualty from a cockpit, along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.

Each ~~safety~~ ***rescue*** boat must be capable of taking on-board a casualty on a stretcher with minimal movement / disturbance to the casualty. The crew will recover all casualties onto the ~~safety~~ ***rescue*** boat using a rigid stretcher.

Each ~~Safety~~ ***rescue*** boat must be sufficiently powered to reach incidents as soon as possible and should be well-maintained and fuelled, with the engine of the ~~safety~~ ***rescue*** boat should be running during racing/training period.

All ~~safety~~ ***rescue*** boats should carry the following: ***- as defined in the Classification of types of rescue/tow boats.***

A stretcher that is capable of floating in the water and capable of dealing with spinal injuries.

Equipment for handling; airway, external haemorrhage, neck/back injuries.

A Minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask.

Equipment for cutting belts / straps and cut-resistant clothing.

It is highly recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it. Quick connect-valves should be used.

2 X Lifting Bags that are capable to assist in keeping a cockpit above the surface of the water. A fire extinguisher with a minimum capacity of 2ltrs must be carried.

A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board. A full set of racing flags should be carried as described in the rules.

A minimum of 2 radios to maintain contact with shore / Race Officials.

Justification

Following on from UIM GA, October 2024 a working group was created to re draft this rule.

The working group was Algo Kuus, Martin Benne and Alastair Nayler.

The proposed changes and inclusion of a "Classification of types of rescue/tow boats" was presented at the Mid Term meetings in Amsterdam, April 2025 and the included documents were forward afterwards to members for input, comment and reflection.

The aim was to clarify the existing rule in the definitions of classes of rescue and tow boats. Currently in various documents it mentions "Type A", "Type A equivalent", safety boats and the current rule does not help National Authorities (NA's) address the particular needs of individual racing classes.

The aim is to allow NA's to add to the water homologations the minimum required rescue and tow boats for each class that the water is homologated for. This will provide clearer requirements and hopefully enable individual NA's to reduce event costs whilst keeping the highest safety standard available.

ble individual NA's to reduce event costs whilst keeping the highest safety standard available.

This rule change proposal needs to read in conjunction with proposal to change 205.08.01 and also the attached document – "Classification of types of rescue/tow boats".

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

CLASSIFICATION OF TYPES OF RESCUE/TOW BOATS

1. **Type A** - Drop front boat with A frame and 1 x lift bag.

Must have the following crew on-board as a minimum: 1x Boat Driver & 2 x Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. At least one member of crew on-board must have basic First Aid training and be capable of providing basic life support assistance to a casualty.

2. **Type B** - Drop front boat with 2 x lift bags (no A frame).

Must have the following crew on-board as a minimum: 1x Boat Driver & 2 x Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. At least one member of crew on-board must have basic First Aid training and be capable of providing basic life support assistance to a casualty.

3. **Type C** – Rescue RIB, Rigid Inflatable Hi speed Boat with 2 x lift bags.

Must have the following crew on-board as a minimum: 1x Boat Driver & 2 x Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. At least one member of crew on-board must have basic First Aid training and be capable of providing basic life support assistance to a casualty.

Please note – all **Type A, B and C** boats need to carry the following equipment:

A stretcher that is capable of floating in the water and capable of dealing with spinal injuries. Equipment for handling; airway, external hemorrhage, neck/back injuries.

A Minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask. Equipment for cutting belts/straps and cut-resistant clothing (if specified in class rules racing). It is highly recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it. Quick connect-valves should be used.

Lifting Bags that are capable to assist in keeping a cockpit above the surface of the water. A fire extinguisher with a minimum capacity of 2ltrs must be carried.
A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board. A full set of racing flags should be carried as described in the rules.
A minimum of 2 radios to maintain contact with shore / Race Officials.

4. **Tow boat** - (1 driver, 1 crew)

5. **Rescue Jetski with large inflatable sled**

Must have the following crew on-board as a minimum: 1x Jetski driver & 1 x Diver who is equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. At least one member of crew on-board should have basic First Aid training and be capable of providing basic life support assistance to a casualty.

6. **Rescue Jetski with or without surf rescue sled**

Must have the following crew on-board as a minimum: 1 x Jetski driver & Diver who is equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. The person on-board should have basic First Aid training and be capable of providing basic life support assistance to a casualty.

7. **Tow Jetski**

Must have the following crew on-board as a minimum: 1 x Jetski driver

8. **Fire boat** – (supplied by local organisation)

9. **Special Cases** – To be entered into water homologation requirements by relevant National Authority.
For example;
   a. Unique events – Venice/Pavia, Long distance record attempts, straight line record attempts.
   b. Unique rescue craft – Use of helicopters, Coast Guard and other type of rescue craft.

For all roles the person must be qualified to do that role and approved by their National Authority.

Attached appendix file that shows definition and photographs to show actual examples.

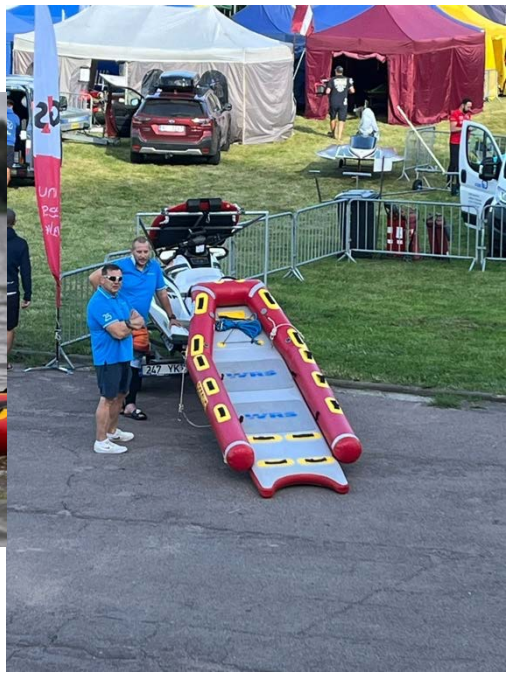
1. **Type A**

2. **Type B**

3. **Type C**

4. **<u>Tow boat</u>** – ensure correct size boat and suitable engine power for class of race boat to be towed.

5. **<u>Rescue Jetski with large inflatable sled</u>**



6. **<u>Rescue Jetski with or without surf rescue sled</u>**

7. Tow Jetski

8. Fire boat

Proposal n°	8	COMMISSION	COMINSAFE COMINSPORT COMINTECH
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 205.08.01 TOWING BOATS 44	**Authors of the Rule change proposal**	**Name/Surname:** **Martin Benne** **Algo Kuus** **Alastair Nayler** **Contact emails:** martin.benne@icloud.com algo.kuus@gmail.com alastairnayler@gmail.com

Current text

205.08.01- TOWING BOATS

There must be a minimum of 4 Towing Boats on station to cover circuits up to 2000 meters, or as specified by the Water Registration. Larger Courses should have their patrol boat numbers increased by 1 boat for up to each additional 500 meters. i.e., a Circuit of 2500 meters should have 5 Towing Boats on station, or as specified by the Water Registration.

Each towing boat must be crewed by a minimum on 2 people.

Each towing Boat must be sufficiently powered to reach incidents as soon as possible and be well maintained and fuelled.

All towing boats should be prepared to tow/recover boats to shore with their engine running during all racing or training, with their engines running during on water activities.

In addition to tow duties, all boats must inspect the course and remove any floating debris before the race start, the race course will be monitored for floating debris entering the course during the race.

Use of PWCs as part of the required number of Patrol Towing boats is authorized and may be crewed by only one person.

All towing boats should carry the following equipment: Equipment for cutting ropes etc.

Fire extinguisher with a minimum capacity of 2ltrs must be carried.

A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board. A full set of racing flags should be carried as described in the rules.

1 X radio to maintain contact with shore / Race Officials.

Proposed text

205.08.01 - TOWING BOATS **or equivalent as defined in the Classification of types of rescue/tow boats as listed on UIM website**

~~There must be a minimum of 4 Towing Boats on station to cover circuits up to 2000 meters, or~~ ***The type and number of towing boats or equivalent*** as specified by the Water Registration. Larger Courses should have their ~~patrol~~ ***towing*** boat numbers increased by 1 boat for up to each additional 500 meters. i.e., a Circuit of 2500 meters should have 5 Towing Boats on station, or as specified by the Water Registration.

Each towing boat must be ~~crewed by a minimum on 2 people.~~ ***equipped as defined in the Classification of types of rescue/tow boats.***

Each towing Boat must be sufficiently powered to reach incidents as soon as possible and be well maintained and fuelled.

All towing boats should be prepared to tow/recover boats to shore with their engine running during all racing or training, with their engines running during on water activities.

In addition to tow duties, all boats must inspect the course and remove any floating debris before the race start, the race course will be monitored for floating debris entering the course during the race.

Use of PWCs as part of the required number of ~~Patrol~~ Towing boats is authorized and may be crewed by only one person.

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Fire extinguisher with a minimum capacity of 2ltrs must be carried.

A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board. A full set of racing flags should be

carried as described in the rules.

1 x radio to maintain contact with shore / Race Officials.

Justification

Following on from UIM GA, October 2024 a working group was created to re draft this rule.

The working group was Algo Kuus, Martin Benne and Alastair Nayler.

The proposed changes and inclusion of a “Classification of types of rescue/tow boats” was presented at the Mid Term meetings in Amsterdam, April 2025 and the included documents were forward afterwards to members for input, comment and reflection.

The aim was to clarify the existing rule in the definitions of classes of rescue and tow boats. Currently in various documents it mentions “Type A”, “Type A equivalent”, safety boats and the current rule does not help National Authorities (NA’s) address the particular needs of individual racing classes.

The aim is to allow NA’s to add to the water homologations the minimum required rescue and tow boats for each class that the water is homologated for. This will provide clearer requirements and hopefully enable individual NA’s to reduce event costs whilst keeping the highest safety standard available.

ble individual NA’s to reduce event costs whilst keeping the highest safety standard available.

This rule change proposal needs to read in conjunction with proposal to change 205.08 and also the attached document – “Classification of types of rescue/tow boats”.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	9	NATIONAL AUTHORITY	Author of the rule change proposal
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 210 Prizes 48	**SWEDEN**	**Name/Surname:** Pernilla Ingvarsson (supported by Norway NA, Per Christian Skoglund) **Contact email:** Pillan29@gmail.com

Current text

210 – PRIZES

210.01

Prize giving cannot take place until at least 1 hour after posting of provisional results and NOT BEFORE the technical post race inspection is finished and a protest time against its results has expired. In S, T (GT) and P series Titled events, the final heat must be completed at least 2 hours before the scheduled time of prize giving to ensure the technical scrutineer has enough time to find the correct winners.

The Race Jury, in the meantime, must not be dismissed. It is recommended that immediately after the final race, the provisional first three drivers are paraded in front of the spectators and introduced to the public and to the media on the official podium.

At UIM title event prize giving ceremony it is mandatory that awarded competitors wear their racing suits or team uniforms and decent footwear.

210.02

A National Authority may ask to reduce the number of prizes according to the number of competitors. However, the value of the prizes must be maintained, as provided for in the advance-programme. This possibility must be explained in the advance-programme.

Proposed text

210 – PRIZES

210.01

Prize giving cannot take place until at least 1 hour after posting of provisional results and NOT BEFORE the technical post race inspection is finished and a protest time against its results has expired. In S, T (GT) and P series Titled events, the final heat must be completed at least 2 hours before the scheduled time of prize giving to ensure the technical scrutineer has enough time to find the correct winners.

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At UIM title event prize giving ceremony it is mandatory that awarded competitors wear their racing suits or team uniforms and decent footwear.

210.02

A National Authority may ask to reduce the number of prizes according to the number of competitors. However, the value of the prizes must be maintained, as provided for in the advance-programme. This possibility must be explained in the advance-programme. ***In entry-level GT10 and GT15 classes, all participants should get a prize.***

Justification

It's important for the new drivers to feel appreciated and to experience standing in front of an audience. The cost for some extra prices are small.

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**10**	**NATIONAL AUTHORITY**	**Name/Surname:** **Jose Miguel Martinez Castejon - Spain** **Contact email:** info@rfem.es
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 312.15 Long lap 65	**SPAIN**	**No support Required**

Current text

312.15 – LONG LAP
For GT classes and for F4, race course may have long lap, called Joker Lap, if applicable for particular race course.
This is established with adding one additional buoy, which makes lap longer from normal race course lap at least for 200 meters.
Color of long lap buoy is white or half orange and half yellow.
Every driver must use this long lap at least once per heat or in case single heat race at least once per race.

Using Joker Lap is not allowed at the first full lap after start. Design of Joker Lap must be defined in race course homologation. Using of Joker Lap at the race must be mentioned in the race Advance Program.

When going from the normal race course to the Joker Lap and when returning to the normal race course, boat has no "right of way" and must give way to the boats using normal race course. At Joker Lap area boats follow normal racing rules. Penalty for not using mandatory Joker Lap is losing one lap.

Proposed text

312.15 – LONG LAP
For GT classes and for F4, race course may have long lap, called Joker Lap, if applicable for particular race course.
This is established with adding one additional buoy, which makes lap longer from normal race course lap at least for 200 meters.
Color of long lap buoy is white or half orange and half yellow.
Every driver must use this long lap at least once per heat or in case single heat race at least once per race.

Using Joker Lap is not allowed at the first full lap after start. Design of Joker Lap must be defined in race course homologation. Using of Joker Lap at the race must be mentioned in the race Advance Program.

When going from the normal race course to the Joker Lap and when returning to the normal race course, boat has no "right of way" and must give way to the boats using normal race course. At Joker Lap area boats follow normal racing rules. Penalty for not using mandatory Joker Lap is losing one lap.

If the race is stopped and cannot be continued, the driver who has not used the Joker lap loses a lap.

Justification

To clarify the rule book.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	11	COMMISSION	COMINSPORT
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 319 Long Lap Penalty	**Author of the Rule change proposal**	**Name/Surname:** **Vahur Joala** **Contact email:** vahur@veemoto.ee

Current text

Not in current Rule Book. New rule.

Proposed text

319. LONG LAP PENALTY

For race courses and for classes, where long lap is applicable, some of one lap penalties can be replaced by using taking long lap instead. Such penalties are:

- ***rounding turn mark in the wrong way 313.01***
- ***damaging or destroying the first turn buoy 313.02***
- ***Jump start 307.04***

A driver under these penalties can take one additional long lap course as defined in long lap rule and not penalized after finish for these infringements on the list. In case long lap penalty is not taken, one lap penalty is given after the finish.

Justification

Using long lap penalty gives right order of finishing for all drivers. Now, there are on the podium immediately after finish drivers, which get such one lap penalties after finish. For spectators it makes clearer to get on the finish right order for drivers.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**12**	**NATIONAL AUTHORITY**	**Name/Surname:** **Wiktor Synoracki** **Contact email:** wiksyn@wp.pl
Discipline **Rule article n°** **Article subject** 2025 Rulebook Page	Circuit Rules 503 Inspections 83	**POLAND**	No Support Required

Current text

503 – INSPECTIONS

[…]

503.02 - PRE-RACE INSPECTION

[…]
Upon completion of a race the engines must remain sealed to prevent any alterations being made. After the pre-race technical inspection, the boats must not leave the boat park except for practising or racing.
[...]

Proposed text

503 – INSPECTIONS

[…]

503.02 - PRE-RACE INSPECTION

[…]
Upon completion of a race the engines must remain sealed to prevent any alterations being made - ***engine sealing must take place in the end of pre-race inspection or at the latest right after first timed trail.*** After the pre-race technical inspection, the boats must not leave the boat park except for practising or racing.
[...]

Justification

UIM Rulebook didn't describe when engine sealing should take place. Nail polish is embarrassing in XXI century, so we should think about more serious methods of engines sealing.

Commission advice

COMINSPORT, COMINTECH

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**13**	**NATIONAL AUTHORITY**	**Name/Surname:** **Wiktor Synoracki** **Contact email:** wiksyn@wp.pl
Discipline **Rule article n°** **Article subject** 2025 Rulebook Page	Circuit Rules 508.01 Fuel 93	**POLAND**	No Support Required

Current text

508 – Fuel

508.01

[…]
Drivers must use the arranged fuel as provided and must not bring their own fuel to the event. Contravention of this rule will be penalised. Checks may be carried-out on arrival in the pits and during scrutineering.
[...]

Proposed text

508 – Fuel

508.01

[…]
Drivers must use the arranged fuel as provided and must not bring their own fuel to the event. Contravention of this rule will be penalised. Checks ~~may be carried-out on arrival in the pits and during scrutineering.~~ **must be carried-out at least once during every international titled event.**

Regarding two stroke engines, every participant must be ready to handle to the scrutineering team 1 liter of originally packed oil which he uses in the fuel mix during particular race and name oil to fuel mix ratio.
[...]

Justification

Recently fuel checking is rare to say at least. If driver answers before WADA, there is no reason to omit fuel checking.

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**14**	**NATIONAL AUTHORITY**	**Name/Surname:** **Wiktor Synoracki** **Contact email:** wiksyn@wp.pl
Discipline **Rule article n°** **Article subject** 2025 Rulebook Page	Circuit Rules 508 Fuel 93	**POLAND**	No Support Required

Current text

508 – Fuel

508.07

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..
[...]

508.09
[...]
5) Any disqualification must be followed by the sealing-up of two samples of the competitors fuel. Recommended amount of fuel by test labs - not less than 1 litre. No sample to be opened or disposed of unless the UIM inform accordingly.

6) If the competitor protests or appeals his/her disqualification, he/she will have the right to have the samples checked using Gas Chromatography, or similar tests to establish what components are present in the fuel sample. All costs incurred in this analysis will be paid by the competitor irrespective of the result.

7) If one competitor protests another competitor's fuel, there must be a factual basis for the protest, samples will be taken and tested. The protest must be accompanied by a fee of 250 E which may be used to defray the cost of the analysis.

8) The result of the analysis which will confirm the presence of illegal additives or not, will be taken as final and cannot be appealed.
[...]

Proposed text

508 – Fuel

508.07

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 **tests results are final**. ~~and may also be chemically analysed afterwards in the laboratory. The organizer must seal the sample of the fuel in a fuel approved can..~~
[...]

508.09
[...]
~~5) Any disqualification must be followed by the sealing up of two samples of the competitors fuel. Recommended amount of fuel by test labs - not less than 1 litre. No sample to be opened or disposed of unless the UIM inform accordingly.~~

~~6) If the competitor protests or appeals his/her disqualification, he/she will have the right to have the samples checked using Gas Chromatography, or similar tests to establish what components are present in the fuel sample. All costs incurred in this analysis will be paid by the competitor irrespective of the result.~~

~~7) If one competitor protests another competitor's fuel, there must be a factual basis for the protest, samples will be taken and tested. The protest must be accompanied by a fee of 250 E which may be used to defray the cost of the analysis.~~

~~8) The result of the analysis which will confirm the presence of illegal additives or not, will be taken as final and cannot be appealed.~~
[...]

Justification

Laboratory tests would be perfect, but for now without any official knowledge about simpler and cheaper fuel tests results discrepancies there is no reason to go for costly methods. 1 liter of fuel for lab tests is unavailable in some classes after the race so natural question arises – what then?

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**15**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 509 Reinforced Cockpit 95	**FRANCE**	No Support Required

Current text

509 - REINFORCED COCKPITS

These rules provide only a minimum standard for reinforced cockpits. It is important that constructors continually develop cockpits beyond these minimum's and produce cockpits that exceed these standards.

A reinforced cockpit is defined as an enclosure for the driver of the boat.

It is defined as an enclosure with sides, a canopy (roof), a bottom, frontal area over the feet and legs, forward and rear bulkheads, flotation and windscreen. It also comprises the joining together of all these parts. The reinforced cockpit system also includes the restraint system, seating, control system and other systems as specified in these rules. The purpose of the reinforced cockpit is to attempt to protect the driver from the impact of other boats or water impact. It is not required to protect the driver from every possible incident.

The approved Newton standard for a cockpit is to be found from the cockpit registration number. A list of registration numbers and the corresponding Newton standards is available from the UIM Secretariat and the UIM website.

All new cockpits registered in UIM classes (Except F1 and F2) will be registered for 10 years provided they meet the 3000 Newton Test and other current relevant cockpit rules ; provided that Cominsafe, Cominsport, Comintech and the Cockpit Committee agree that there are no new technologies that would significantly improve the safety of the drivers in these cockpits. The mandatory implementation date of exceptions must be fixed by these commissions for each affected class.

FOR OUTBOARD CLASSES UP TO 1500 CC OR (90 HP EPA) AND OTHER COCKPIT BOATS

Any cockpit of 1000 Newton must be updated to 2000 Newton by the addition of enough composite material, to have 2000 Newton cockpit, 1000 + 1000 = 2000. It is recommended to upgrade cockpits to 3000 Newton.

Any cockpit registered but without a 1000 Newton certification must be upgraded to 2000 Newton by a registered 2000 Newton or higher certified cockpit builder with the addition of at least 2000 Newton of materials and the addition of his/her cockpit certification number stating if it is a 2000 Newton or 3000 Newton upgrade.

Cockpits built after January 1, 2015 must be constructed from a composite layup that meets the 3000 Newton standard.

Proposed text

509 - REINFORCED COCKPITS

These rules provide only a minimum standard for reinforced cockpits. It is important that constructors continually develop cockpits beyond these minimum's and produce cockpits that exceed these standards.

A reinforced cockpit is defined as an enclosure for the driver of the boat.

It is defined as an enclosure with sides, a canopy (roof), a bottom, frontal area over the feet and legs, forward and rear bulkheads, flotation and windscreen. It also comprises the joining together of all these parts. The reinforced cockpit system also includes the restraint system, seating, control system and other systems as specified in these rules. The purpose of the reinforced cockpit is to attempt to protect the driver from the impact of other boats or water impact. It is not required to protect the driver from every possible incident.

The approved Newton standard for a cockpit is to be found from the cockpit registration number. A list of registration numbers and the corresponding Newton standards is available from the UIM Secretariat and the UIM website.

All new cockpits registered in UIM classes (Except F1 and F2) will be registered for 10 years provided they meet the 3000 Newton Test and other current relevant cockpit rules ; provided that Cominsafe, Cominsport, Comintech and the Cockpit Committee agree that there are no new technologies that would significantly improve the safety of the drivers in these cockpits. The mandatory implementation date of exceptions must be fixed by these commissions for each affected class.

The lifespan of a cockpit cannot exceed 15 years from this date of manufacture.

FOR OUTBOARD CLASSES UP TO 1500 CC OR (90 HP EPA) AND OTHER COCKPIT BOATS

Any cockpit of 1000 Newton must be updated to 2000 Newton by the addition of enough composite material, to have 2000 Newton cockpit, 1000 + 1000 = 2000. It is recommended to upgrade cockpits to 3000 Newton.

Any cockpit registered but without a 1000 Newton certification must be upgraded to 2000 Newton by a registered 2000 Newton or higher certified cockpit builder with the addition of at least 2000 Newton of materials and the addition of his/her cockpit certification number stating if it is a 2000 Newton or 3000 Newton upgrade.

Cockpits built after January 1, 2015 must be constructed from a composite layup that meets the 3000 Newton standard.

Justification

For the safety reason at all drivers.

Commission Advice

COMINSPORT, COMINTECH, COMINSAFE, Safety Cockpit Committee

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**16**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 509 Reinforced Cockpit 96	**FRANCE**	No Support Required

Current text

UIM COCKPIT TEST STANDARD
Sample Construction Requirements
…
Sample Test Requirements

1. The sample when loaded with a force of 3000N must have no more than a maximum deflection of 25 mm without the sample failing;
2. The sample weight in grm/m2 will be calculated, skin thickness and sample thickness will be measured to enable inspection and comparison of damaged homologated cockpits;
3. Further non-destructive test analysis methods maybe used to compare test samples with homologated cockpits during the life of each cockpit.

Proposed text

UIM COCKPIT TEST STANDARD
Sample Construction Requirements
…
Sample Test Requirements

1. The sample when loaded with a force of 3000N must have no more than a maximum deflection of 25 mm without the sample failing;
2. The sample weight in grm/m2 will be calculated, skin thickness and sample thickness will be measured to enable inspection and comparison of damaged homologated cockpits;
3. Further non-destructive test analysis methods maybe used to compare test samples with homologated cockpits during the life of each cockpit.
4. ***Mandatory compression tests and hardness tests with report and measured values***

Justification

For the safety reason at all drivers.

Commission Advice

COMINSPORT, COMINTECH, COMINSAFE, Safety Cockpit Committee

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**17**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 509.20 Air Supply 110	**FRANCE**	No Support Required

Current text

509.20 – REINFORCED COCKPIT

…

509.20 - AIR SUPPLY

It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member on-board.

There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.

Each air supply bottle should have a capacity of 400 liters of free air nominal (min 360 liters at the race).

(For example, this 400L may be contained in a 2L bottle at 200 bar or a 4L bottle at 100 bar)

Spare Air devices or air supply bottles that are less that 2ltrs in capacity cannot be used except as a back- up to the main air system.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.

Each air supply bottle must have a pressure gauge for easy reading during pre-race scrutineering and by crew members on-board. Each bottle shall also have an excess flow (safety) valve (EFV) fitted.

Each air supply bottle must contain at least 400 litres of free air in order to pass pre-race scrutineering.

The air supply hose from the tank to the driver's mask/mouthpiece hose connection shall be of sufficient length to allow the driver to stand up in the cockpit without either pulling tight or disconnecting.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on- board. Air regulators / mouthpiece must operate in any position i.e. upside down. Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is required. A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection; The mask shall be worn by the driver anytime the boat is under racing or testing condition

A female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the driver mask/mouthpiece hose. A tee block with two male coupler fittings, attached to the driver mask/mouthpiece hose, is allowed. Parker part number SH1-62 / SH1-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.

Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment.

Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

Proposed text

509.20 – REINFORCED COCKPIT

…

509.20 - AIR SUPPLY

It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member on-board.

There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.

Each air supply bottle should have a capacity of 400 liters of free air nominal (min 360 liters at the race).

(For example, this 400L may be contained in a 2L bottle at 200 bar or a 4L bottle at 100 bar)

Spare Air devices or air supply bottles that are less that 2ltrs in capacity cannot be used except as a back- up to the main air system.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.

Each air supply bottle must have a pressure gauge for easy reading during pre-race scrutineering and by crew members on-board. Each bottle shall also have an excess flow (safety) valve (EFV) fitted.

Each air supply bottle must contain at least 400 litres of free air in order to pass pre-race scrutineering.

The air supply hose from the tank to the driver's mask/mouthpiece hose connection shall be of sufficient length to allow the driver to stand up in the cockpit without either pulling tight or disconnecting.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on- board. Air regulators / mouthpiece must operate in any position i.e. upside down.

For a full-face helmet (closed helmet) the air regulator must fit easily under the helmet, otherwise the pilot will have to be equipped with a helmet adapted to the size of his air regulator. As a reminder, it is prohibited to modify or pierce a helmet.

Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is required. A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection; The mask shall be worn by the driver anytime the boat is under racing or testing condition

A female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the driver mask/mouthpiece hose. A tee block with two male coupler fittings, attached to the driver mask/mouthpiece hose, is allowed. Parker part number SH1-62 / SH1-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.

Each crew member in full race attire & race position ***must physically demonstrate*** to the scrutineer that they are able to locate and ***use*** their Air Supply Equipment.

Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

Justification

Safety modifications for all drivers.

Commission advice

COMINSPORT, COMINSAFE

Rule change to be voted by UIM Council in 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**18**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 542.03 SPORT OUTBOARDS (S) – F4 Crash Box 130	**FRANCE**	No Support Required

Current text

540 - SPORT OUTBOARDS (S)

…

542.03

In S2000, S3000, S infinity, SL 250 and endurance S1 + S2, the homologated delayed operation buoyancy airbag is mandatory for all boats with sponsons constructed of composites (foam construction sandwich). Airbag has to be replaced after 5 years from production date or date of installation.

Proposed text

540 - SPORT OUTBOARDS (S)

…

542.03

In S2000, S3000, S infinity, SL 250 and endurance S1 + S2, the homologated delayed operation buoyancy airbag is mandatory for all boats with sponsons constructed of composites (foam construction sandwich). Airbag has to be replaced after 5 years from production date or date of installation.

For the F4 Boats built after January 1,2026, the new cockpits must be equipped with crash boxes.

Justification

The F4 cockpits are destroyed in case of lateral accident.

Commission Advice

COMINSPORT, COMINTECH, COMINSAFE, Safety Cockpit Committee

Rule change to be voted by UIM Council in 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**19**	**NATIONAL AUTHORITY**	**Name/Surname:** **Gilles GUIGNARD** **Contact email:** contact@ffmotonautique.com
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 542.03 SPORT OUTBOARDS (S) – F4 Balloon Airbag 130	**FRANCE**	No Support Required

Current text

542.03
In S2000, S3000, S infinity, SL 250 and endurance S1 + S2, the homologated delayed operation buoyancy airbag is mandatory for all boats with sponsons constructed of composites (foam construction sandwich). Airbag has to be replaced after 5 years from production date or date of installation.

Proposed text

542.03
In S2000, S3000, S infinity, SL 250 and endurance S1 + S2, the homologated delayed operation buoyancy airbag is mandatory for all boats with sponsons constructed of composites (foam construction sandwich). Airbag has to be replaced after 5 years from production date or date of installation.
For the F4 boats built at January 1, 2026, a balloon airbag at rear cockpit and delayed dispositive (5sec) are mandatory.

Justification

In case a flip or a rolling many boats are staying in the flat position on the water. And a balloon airbag on the cockpit is good solution to have a driver up on the water.

Commission advice

COMINSPORT, COMINTECH, COMINSAFE, Safety Cockpit Committee

Rule change to be voted by UIM Council in 10th October 2025
Implementation date: 1st January 2026

Proposal n°	20	COMMISSION	COMINSAFE
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 542.12 F4 Crash boxes 130	**Author of the Rule change proposal**	**Name/Surname:** **Bob Wartinger** **Contact email:** bobwartinger@comcast.net

Current text

540 - SPORT OUTBOARDS (S)

..

542.12 - MINIMUM DIMENSIONS

...

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 including deformable pickle-forks if so designed and equipped.
Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

Proposed text

540 - SPORT OUTBOARDS (S)

..

542.12 - MINIMUM DIMENSIONS

...

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 including deformable pickle-forks if so designed and equipped.
Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

3. Class F4 boats shall have crash boxes as part of the cockpit structure per the F4 crash box homologation information on the UIM website.

Justification

The requirement for crash boxes on the F 4 is to reduce the possibility of driver injury in a collision.
F4 crash box homologation information attached.

Commission Advice

COMINSPORT, COMINTECH, Safety Cockpit Committee

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Homologation Requirements for F-4 Crash Boxes

(Reference Isatec Homologation Information for reference material on UIM website-CrashBoxDescription)

The Homologation requirements are split into three parts:

- **Part 1 Required dimensions and materials**
- **Part 2 Requirements for dynamic drop test**
- **Part 3 Requirements for the glueing interface between crash box and cockpit**

Part 1 Required dimensions of the Crash Box

- The side wall has to fulfill separately the existing requirements (rule 509 - reinforced cockpits) all over the cockpit. In additionn, the crash box must fulfill the herewith described requirements.
- The crash boxes have to be individually numbered.
- Thickness for Ramasco style only: 60-80 mm
- Covered area: full thickness between the bulkhead and the dashboard with the exception of the top radius (see drawing

  The whole volume of the CB has to be filled with a layered sequence of foam and skin. No hollow areas.

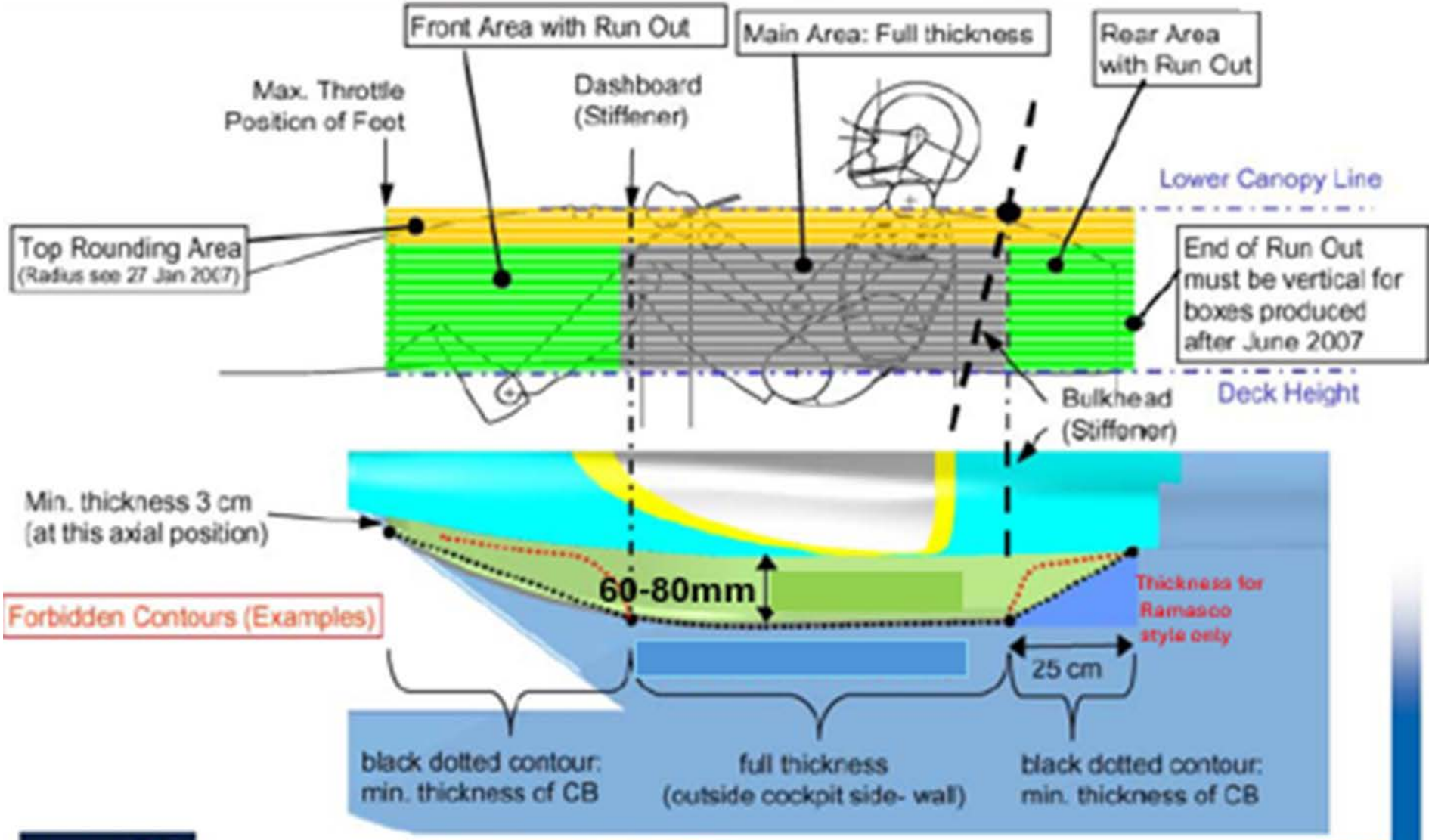
  Volumes are allowed within the prescribed minimum dimension of the box (black dotted line on drawing).
- At least 3 foam layers with intermediate skins in the main area. More layers are allowed.

Typical construction

#	Material
1	Kevlar/Carbon 180
2	Carbon TC 200 P
3	Aramid KK-172 P
4	Carbon UD 200
5	Flexcell F80 (20 mm)
6	Aramid KK-172 P
7	Carbon UD 200
8	Flexcell F80 (20 mm)
9	Aramid KK-172 P
10	Carbon UD 200
11	Flexcell F80 (20 mm)
12	Aramid KK-172 P
13	Carbon UD 200
14	Flexcell F80 (20 mm)
15	Carbon UD 200
16	Carbon TC 200 P
17	Kevlar/Carbon 180

At least 3 foam layers with intermediate skins in the main area. More layers are allowed.
The choice of material is free due to satisfying the test results. Typically used materials could be E-Glass, Aramid, Carbon or Hybrids.

Crash Box Homologation F-4



Part 2 Requirements for Dynamic Drop Test (in conjunction with the steel impactor)

- Panel is constructed to size 30 x 30 cm
- A minimum absorbed energy of 1.2 kJ during drop test as well as a maximal penetration of the box thickness + 73 mm.
- Drop test at the minimal velocity of 5 km/h to ensure the dynamic character of the test.

Part 3 Glueing

- Permanent glueing all over the interface between Crash Box and cockpit is necessary for shear strength in case of an accident.
- Requirements on the glue areas:
    1. Border area: Min. shear strength: 1 N/mm2
    2. Inner area: Min. shear strength: 0,5 N/mm*

Documents to submit for F4 Crash Box Homologation

The documentation for approval has to contain the following items:

- Design including geometry, set-up. material specification.
- Drop test results containing absorbed energy, g-time graph, force-displacement graph (and video if available)
- Shear test (as described) with photos and results
- Box ID number list, which is covered by that documentation

The documentation must be consistent and traceable concerning all requirements and has to be delivered electronically to UIM.

The full documentation, as described on this page, must be made for each› production lot. For a new production lot with same material and production methods only the manufacturing has to be documented.

All further changes (e.g. additional parts for the run-out zones) have to be documented in the same way.

Disclaimer

Ramasco Yacht Design (RYD) has developed a crash box solution similar to the one used in F1 (originally designed by ISATEC), with the aim of improving the current F4 configuration.

RYD has not considered other technical aspects, which must be addressed separately to ensure a comprehensive safety improvement when installing a crash box.

These aspects may include, for example: required modifications or reinforcements to the boat's structure, the cockpit, or specific components; the influence of the crash box on aerodynamic behavior; and any other technical interactions between the crash box and the vessel.

The evaluation and management of these factors is the sole responsibility of the boat manufacturer.

RYD is exempt from any legal liability, as the data and calculations presented are theoretical in nature and should not be interpreted as final or definitive results. Furthermore, they have not been validated through FEM simulations.

Even if correctly installed, the crash box cannot guarantee the prevention of injuries or fatalities in the event of a side impact or other types of accidents.

Proposal n°	21	COMMISSION	COMINSAFE
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 542.12 F4 Minimum weight 130	**Author of the Rule change proposal**	**Name/Surname:** **Bob Wartinger** **Contact email:** bobwartinger@comcast.net

Current text

540 - SPORT OUTBOARDS (S)

..

542.12 - MINIMUM DIMENSIONS

Class	Weight	Length	Reinforced cockpit
S 550	260 kg	3.70 m	———————
S 750	280 kg	3.90 m	———————
S 850	330 kg	3.90 m	mandatory
S 1000	380 kg	4.20 m	mandatory
S 1500	430 kg	4.50 m	mandatory
S 2000	470 kg	4.80 m	mandatory
S 3000	530 kg	5.10 m	mandatory
S ☐	600 kg	5.30 m	mandatory
F4	360 kg	3.90 m	mandatory
SL 90	400 kg	4.60 m	mandatory
SL 250	535 kg	5.20 m	mandatory

Proposed text

540 - SPORT OUTBOARDS (S)

..

542.12 - MINIMUM DIMENSIONS

Class	Weight	Length	Reinforced cockpit
S 550	260 kg	3.70 m	———————
S 750	280 kg	3.90 m	———————
S 850	330 kg	3.90 m	mandatory
S 1000	380 kg	4.20 m	mandatory
S 1500	430 kg	4.50 m	mandatory
S 2000	470 kg	4.80 m	mandatory
S 3000	530 kg	5.10 m	mandatory
S ☐	600 kg	5.30 m	mandatory
F4	~~360~~ ***370*** kg	3.90 m	mandatory
SL 90	400 kg	4.60 m	mandatory
SL 250	535 kg	5.20 m	mandatory

Justification

Weights of the tested sample crash box constructions have shown that the construction may weigh in at approximately 10 kg. The crash boxes are required for all F-4 boats for the 2026 season, as of January 1, 2026.

Commission Advice

COMINSPORT, COMINTECH, Safety Cockpit Committee

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**22**	**NATIONAL AUTHORITY**	**Name/Surname:** **Finnish Sailing and Boating Federation** **Contact email:** nkt@spv.fi
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 551.02.03 -8 GT10 Page 143	**FINLAND**	No Support Required

Current text

551 - CLASS GT10

..

551.02.03 – SOLE MODIFICATIONS ALLOWED

[…]

8. It is permitted to use either a non modified LZ-Hydrofoil (0-50 hp) hydrofoils attached to the anti-ventilation plate or alternatively, two equally sized trim tabs fixed to the transom having a total area of less than 700 cm2 may be used.

[…]

Proposed text

551 - CLASS GT10

..

551.02.03 – SOLE MODIFICATIONS ALLOWED

[…]

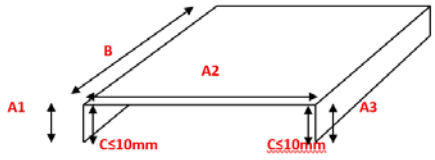
8. It is permitted to use either a non modified LZ-Hydrofoil (0-50 hp) hydrofoils attached to the anti-ventilation plate or alternatively, two equally sized trim tabs fixed to the transom having a total area of less than 700 cm2 may be used.

Measurement of the plates:

The total area of the trim tabs is calculated from the upper surface of the panel, including any edges on the trim tabs. The maximum combined area is calculated by adding the total area of both trim tabs together. This maximum combined total area must not exceed the 700 square centimeters mentioned in the rule.

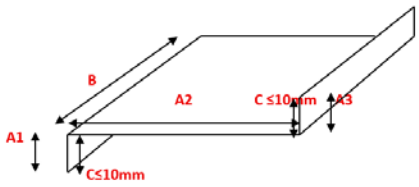
The height of the vertical parts of the trim tabs (dimensions C in the example pictures) must not exceed 10 mm, measured from the inside corner of the edge.

Example picture 1:



Total area = (A1+A2+A3) * B

Example picture 2:



Total area = (A1+A2+A3) * B

Justification

1. Ensures Fair Competition

- By clearly defining how the total area of trim tabs is calculated—including edges and vertical parts—the rule eliminates ambiguity.
- This prevents teams from exploiting vague interpretations to gain performance advantages, ensuring a level playing field.

2. Promotes Safety and Stability

- High vertical height of trim tab edges pose a significant safety risk during collisions. Their rigid and elevated structure can cause severe damage by slicing through protective equipment such as helmets, potentially leading to serious injuries for the driver. By addressing the risks associated with the vertical height, the rule reinforces the importance of safe track design and contributes to the overall protection of competitors.
- Limiting the vertical height of trim tab edges to 10 mm helps maintain predictable hydrodynamic behavior.
- Excessively tall vertical edges can act like rudders or fins, potentially destabilizing the boat at high speeds.

3. Simplifies Technical Scrutiny

- The visual examples and formula (A1 + A2 + A3) × B provide a standardized method for measurement.
- This makes it easier for inspectors to verify compliance quickly and consistently across all competitors.

4. Aligns with Design Intent

- The rule preserves the original spirit of the GT10 class by keeping modifications within reasonable bounds.

5. Reduces Disputes

- Clear definitions and diagrams reduce room for interpretation, minimizing protests and appeals during events.
- This fosters a more collaborative and respectful environment among teams and officials.

Commission advice

COMINSPORT, COMINTECH

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	23	WORKING GROUP	P750
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – P750 561.05 Speedometers and rpm counters 149	**Author of the Rule change proposal**	**Name/Surname:** **Stef Scheepers** **Contact email:** **911racer @ gmx.net**

Current text

None

Proposed text

561.05
.054 GPS supported speedometer and electronic rpm counter may be mounted.

Justification

Although not addressed in paragraph 561.05 “modifications above the water line”, speedometers and rpm counters are often mounted on the hull. This proposal is to clarify the grey area.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	24	WORKING GROUP	P750
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – P750 562.05 SUPERSEDED PARTS 151	**Author of the Rule change proposal**	**Name/Surname:** **Stef Scheepers** **Contact email:** **911racer @ gmx.net**

Current text

None

Proposed text

562.05 SUPERSEDED PARTS

.01 Non-availability : Subject to written permission from UIM ComInSport, parts that have been superseded (and are no longer available from the OEM) may be replaced with the supersede-replacement parts from the OEM.

Justification

There have been instances where OEM manufacturers have discontinued- or modified parts (example is Tohatsu 50D2 exhaust). Mounting the new part (due to unavailability of old part) will render the machine outside of the homologation sheet.
Exceptions must always be in written form from UIM ComInSport.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	25	WORKING GROUP	P750
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – P750 563 Modifications 152 - 154	**Author of the Rule change proposal**	**Name/Surname:** **Stef Scheepers** **Contact email:** **911racer @ gmx.net**

Current text

563.01
.05 Gaskets : ☒☒☒ May be replaced with non-OEM gaskets of similar shape.

563.02
.02 Crankshaft : ☒☒☒ May be welded or pinned. Must remain within OEM dimensions and diameter.
.05b Port openings : ☐☐☒ May be altered.

563.03
.02 Carburetors : ☐☐☒ May be altered or replaced with non-OEM parts.
.06 Reed blocks : ☐☐☒ May be altered or replaced with non-OEM parts.
.08 Reeds : ☐☒☒ May be altered or replaced with non-OEM parts.

563.07
.01 Gearbox : ☐☐☒ May be altered or replaced with non-OEM part.

563.08
.02b Vent : ☐☐☒ May vent at gearbox. May have venting holes/slots. May delete exhaust hub.

Proposed text

563.01
.05 Gaskets : ☒☒☒ May be replaced with non-OEM gaskets of similar ~~shape~~ **dimension and thickness**.

563.02
.02 Crankshaft : ☒☒☒ May be welded or pinned. Must remain within ~~OEM~~ **homologation** dimensions, **weight** and diameter.
.05b Port openings : ☐☐☒ May be altered. **Extra port openings may not be added.**

563.03
.02 Carburetors : ☐☐☒ May be altered or replaced with **OEM /** non-OEM parts.
.06 Reed blocks : ☐☐☒ May be altered or replaced with OEM / non-OEM parts.
.08 Reeds : ☐☒☒ May be altered or replaced with OEM / non-OEM parts.

563.07
.01 Gearbox : ☐☐☒ May be altered or replaced with **OEM /** non-OEM part.

563.08
.02b Vent : ☐☐☒ May vent at gearbox. May have venting holes/slots. May delete exhaust hub.
Rule 504.13 does not apply.

Justification

Fine-tuning text to eliminate the possibility of misunderstanding or exploitation.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	26	WORKING GROUP	P750
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – P750 563.02 Cylinder Block – Modifications 152	**Author of the Rule change proposal**	**Name/Surname:** **South Africa (H van Geems)** **Contact email:** hvangeems@gmail.com

Current text

563.02
.06 Cylinder block : ☐☐☒ May be altered.

Proposed text

563.02
.06 Cylinder block : ☐☐☒ May be altered ***internally. May not be altered externally.***

Justification

The justification is purely cost driven. South Africa wishes to prevent potential expensive modifications to the cylinder block.

Commission Advice

COMINSPORT

P750 Working Group Chairman Justification: This rule-change request was discussed at the 2025 Amsterdam P750 Working Group meeting, but did not find any support from the P750 Working Group. On South Africa´s request, the rule-change proposal is tabled again for discussion.

The concept of the Modified class is “Respect the UIM homologation sheet and stay below 750cc, but feel free to experiment with your own ideas and innovation”. There are 2 other classes available for those that wish to stay in a more restrictive, cost-reductive environment.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	27	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.1, 2 Hull 213	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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1. GENERAL RULES

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HULL

Hulls must be of metal construction up to the deck line; the deck line may not go down to the chine. All decks must be fitted in such a way as to add strength to the hull and be permanently fixed.

Proposed text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

…

1. GENERAL RULES

..

~~**HULL**~~

~~Hulls must be of metal construction up to the deck line; the deck line may not go down to the chine. All decks must be fitted in such a way as to add strength to the hull, and be permanently fixed.~~

HULL

1.Mono- Vee design; the only non-aluminium alloy primary components are the roll cage and seats. Vee-Bottom monohull of monohedral or variable dead rise type.

2.Hull plate shall be a minimum thickness of 5mm. Sides, topsides, deck, gunwales and transom shall be a minimum thickness of 2mm. Sides height minimum of 340mm at the transom. That's from the chine to the top of the side gunwales measured inside the hull.

3.Engine bearer shall be constructed from minimum of 4mm, the use of 5083 aluminium is recommended. Engine bearers cannot be notched to get seats lower and the engine bearers cannot be stepped down towards the bow. There shall be no visual defects or deformation to the structure. All fixings into the engine bearer for roll cage mounting or engine mounting, shall have either a nut and washer underneath or be fixed with a minimum of 1.5d aluminium thread.
Lightening holes in engine bearers to be a minimum of 20mm from the bottom of the bearer and from the fold radius

Justification

Modernising rules to meet todays standards and create a safer hull.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	28	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.3 Roll Cage Specifications 217	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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3. ROLL CAGE SPECIFICATIONS

1. A roll cage, which meets these minimum specifications, must be fitted to all boats.

2. Boats not complying with these standards will not be permitted to race.

3. The intention of these specifications is to provide the best possible protection to drivers and navigators, taking into consideration the accidents, which have occurred within the sport, and best practices in other motor sports. No guarantee is implied or stated, nor is any responsibility taken, regarding the degree of protection or safety afforded by any roll cage constructed to these specifications. Owners are encouraged to seek the advice of a structural engineer qualified in roll cage design.

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

ROLL CAGE CONSTRUCTION MATERIALS

1. Only round chrome moly tube is acceptable minimum diameter 38.1 mm Wall thickness 2.1 mm.

2. Capping plates - minimum 3 mm steel or chrome moly. Roll bar capping must not be drilled or have welds ground back for appearances.

3. Attaching plates - minimum 5 mm steel or chrome moly.

WELDING & FORMING

1. All joints must be fully welded by a competent welder with all welds being of good external appearance and remain un-ground using the TIG or MIG process with the 4130 filler wire, for chrome Moly.

2. Joints should be preheated and welded in 90-degree increments to avoid brittleness. (Chrome Moly)

3. Tube must be contoured and shaped for a close fit prior to welding.

4. Tubes cannot be flattened in order to make a joint.

CONFIGURATION

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

2. The main A frame roll cage structure and brace bars must be of one-piece continuous tubing. No welds permitted other that at attachment points and capping plates.

3. The top corners of the overhead framework must be formed with one 90 degree formed on a bender suitable for bending the chrome moly size used.

4. The two A frames must be spaced apart a minimum of 100 mm between centres.

5. Capping plate (3 mm) must be welded to each corner of the A frame covering the entire bend. (May be mild steel)

6. A minimum of one (3 mm) plate or tube must be welded in between the capped A frame corners between the top bars.

7. The mounting points on the cage for the shoulder straps behind each crew member must be between a line horizontal to the shoulders and a line drawn downward form the shoulders at an angle on 25 degrees to the horizontal.

8. The two A frames must have a brace on the side so as to form an A section on the side of the cage and should where possible also be attached to the side panel (gunwale) as well as the chine.

9. Helmet Clearance; 5 or 6 point harness, a minimum clearance of 100 mm from the top of the helmet to the underside of the cage top bar must be maintained for all crew.

10. An X styled brace going from the upper outer A frame to either: The back cross bar and then down to the engine bearers or outer chine area. (The bottom part of the X brace can be removable in this configuration provided suitable hardware is used) Goes directly to the engine bearers or chine and joined where they intersect. (If the lower part of the X brace goes to the chine it must have suitable load distributing plates on attachment points)

11. Seats must mount to the one piece cross bars shown in drawing three and be attached at all manufacturer located mounting points or a minimum 4 points at the base and 1 at the back above the shoulder line of any crew.

12. All attachment points to the seats must be a minimum of 3 mm mild steel and able to support the entire weight of the crew throughout any crash without distortion to the mount between the seats and roll cage crossbars or cross members.

METHOD OF SECURING

1. Attachment plates or load-spreading flanges must be welded to the tube ends to secure the cage to the boat and must be at least 5 mm minimum thickness.

2. For rectangle attaching plates: Minimum width of attaching plate = tube diameter. Minimum length of attaching plate = tube diameter x 2.

3. For circular attaching plates: Minimum diameter of round flanges should be tube diameter x 2. The roll cage may be bolted or welded to the boat as defined below.

ANCHOR POINTS

1. The primary elements of the roll cage must be secured to the main engine bearers and the chine.

2. In the absence of chine bearers in an alloy boat, the cage should be attached in the chine area of the bottom skin with load-spreading flanges as above.

3. In addition to the above, the main roll bar structure may be attached to the fore or side deck, provided that a brace bar of the same type and size material as the roll bar continues the load path through to the bottom of the boat. Provided the primary elements of the roll cage structure attach to the boat bottom as stated above, then braces may be attached to the roll cage in order to strengthen the boat sides or deck structure.

BOLTING

1. Through bolting with back-up washers. 2. Minimum of two bolts per attachment point. 3. Minimum bolt diameter 3/8in for two bolts, four bolts - 5/16, six bolts ? etc or metric equivalents

CREW PROTECTION

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

2. The frame of the cage must protect the crew from any frontal or inverted impact to their head and torso and must be able to restrain the engine from moving forward far enough to cause injury by having suitable cross-members in place.

3. A minimum clearance from the top of the crews' helmet to the underside of the roll bar will be 100 mm (4 inches) for a five or six-point harness.

4. Roll cage padding with a minimum 20 mm thickness must extend a minimum of 180 degrees around the roll cage tubing, and be of high density foam padding. Padding is to be placed where in the event of an accident the expected trajectory of the occupants heads are likely to make contact. It is not advisable to place this roll padding above the helmet area if it reduces the helmet clearance specifications. Padding is recommended but not compulsory.

Proposed text

3. ROLL CAGE SPECIFICATIONS

Fig. 1

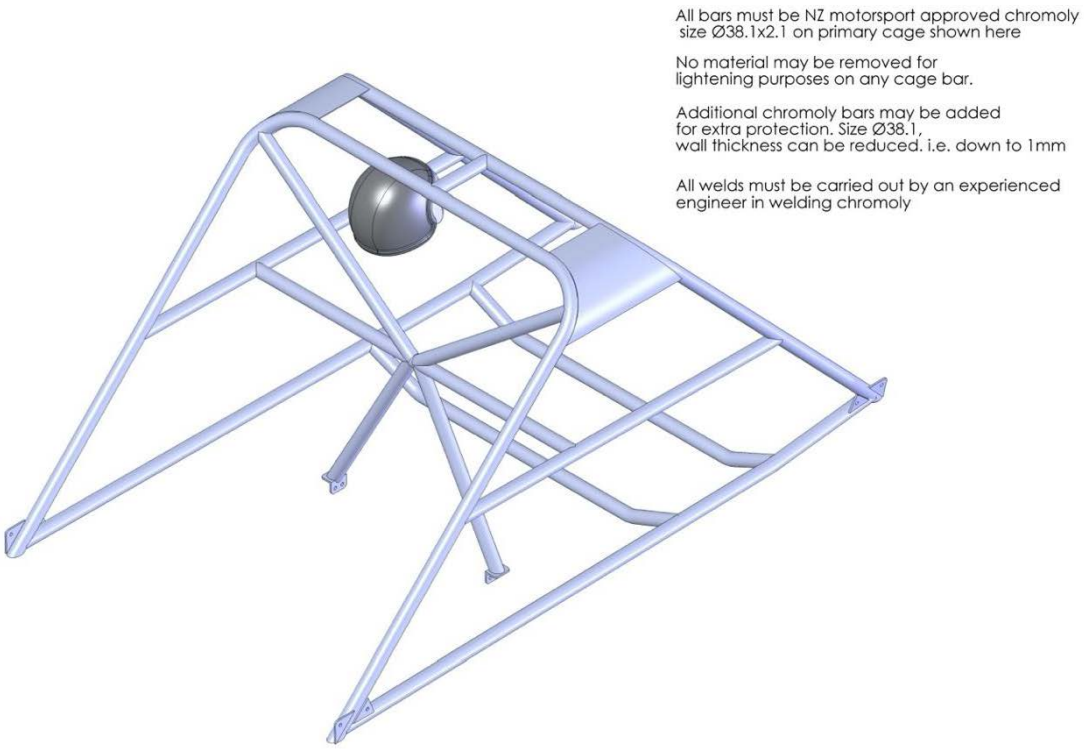


Fig. 2

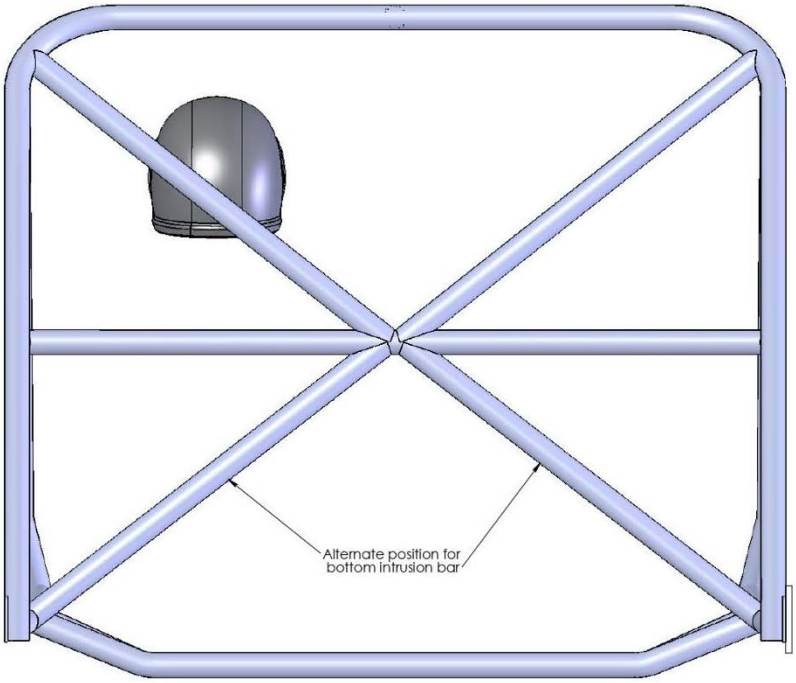


Fig. 3

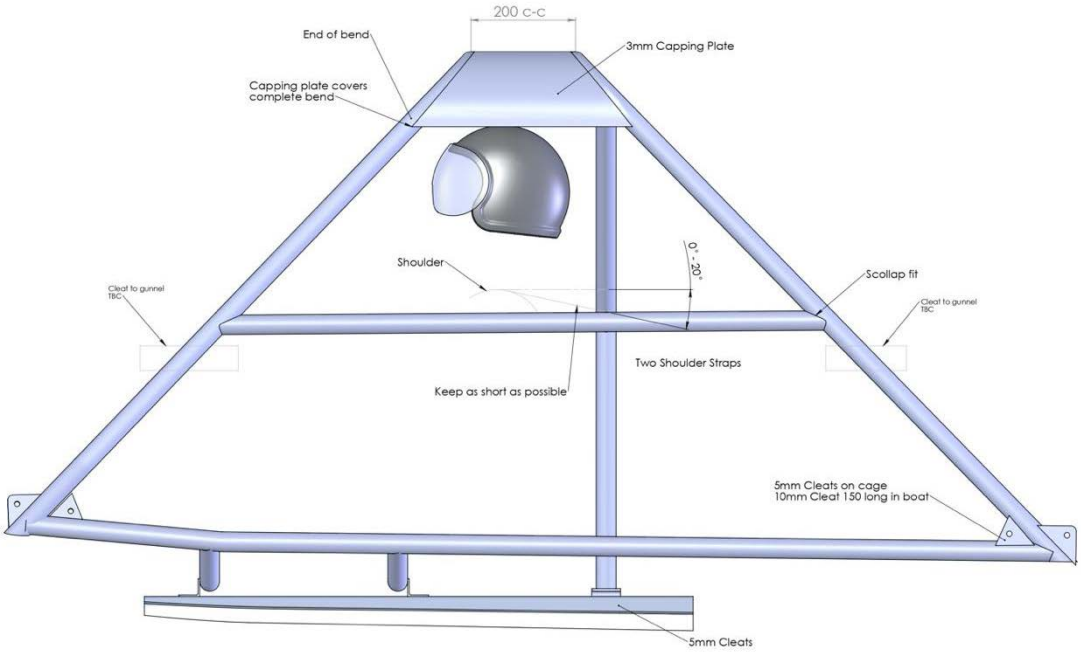

200 c-c
End of bend
3mm Capping Plate
Capping plate covers complete bend
Shoulder
0° - 20°
Scollap fit
Cleat to gunnel TBC
Cleat to gunnel TBC
Two Shoulder Straps
Keep as short as possible
5mm Cleats on cage
10mm Cleat 150 long in boat
5mm Cleats

Fig. 4

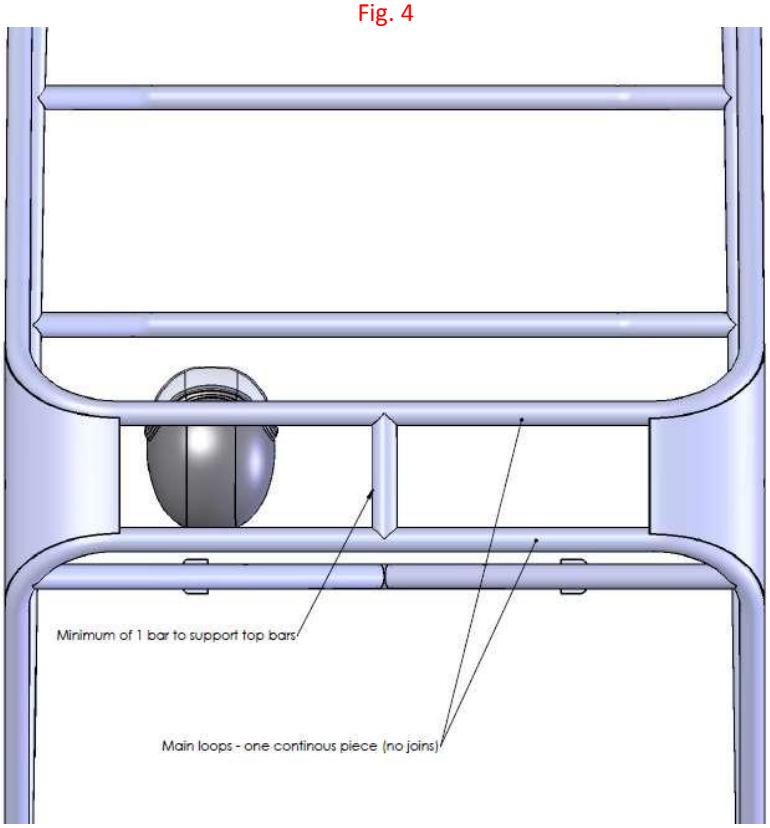

Minimum of 1 bar to support top bars
Main loops - one continous piece (no joins)

Fig. 5

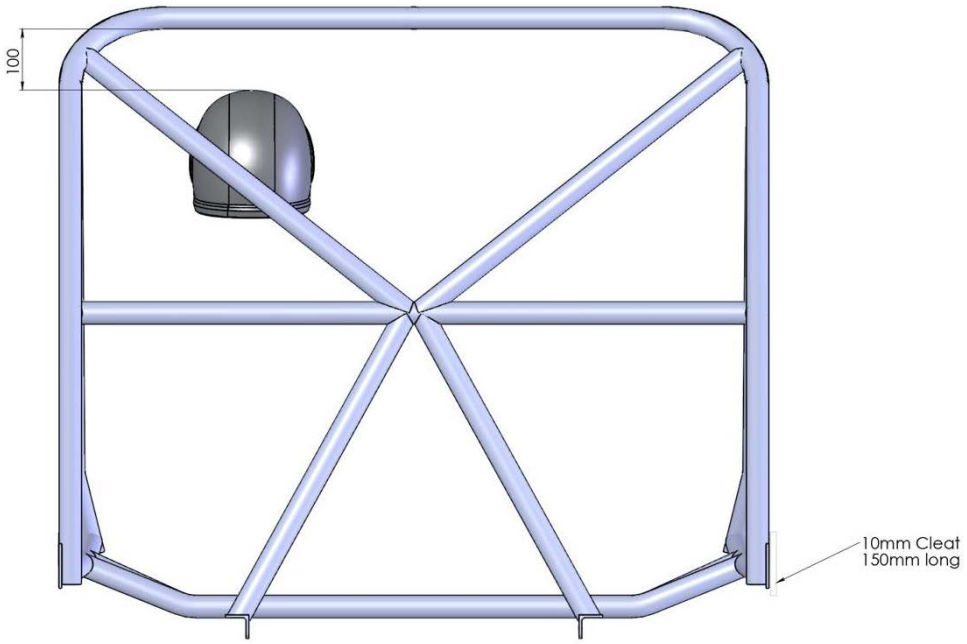

100
10mm Cleat
150mm long

Fig. 6

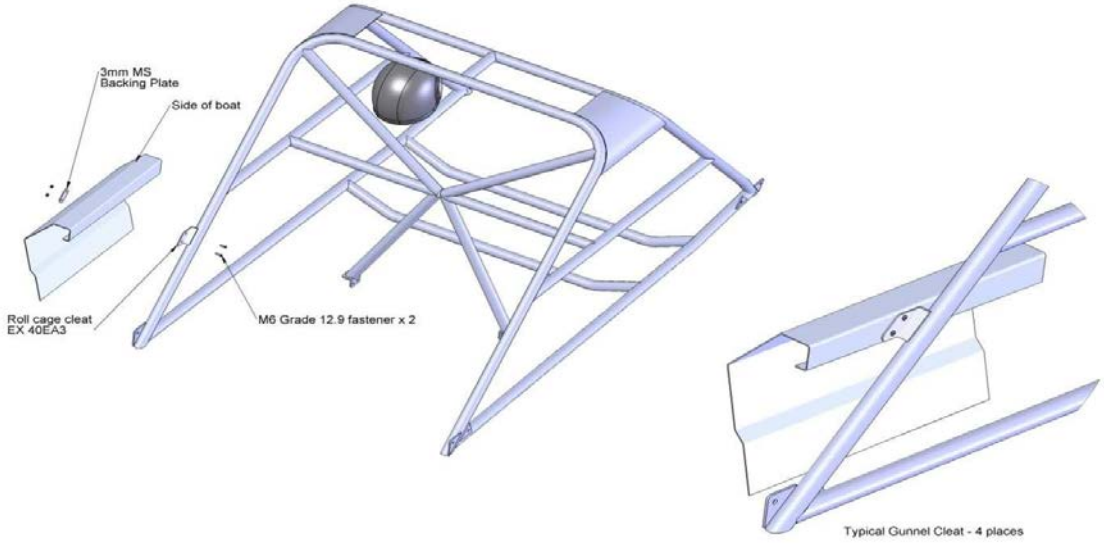

3mm MS
Backing Plate
Side of boat
Roll cage cleat
EX 40EA3
M6 Grade 12.9 fastener x 2
Typical Gunnel Cleat - 4 places

Fig. 7

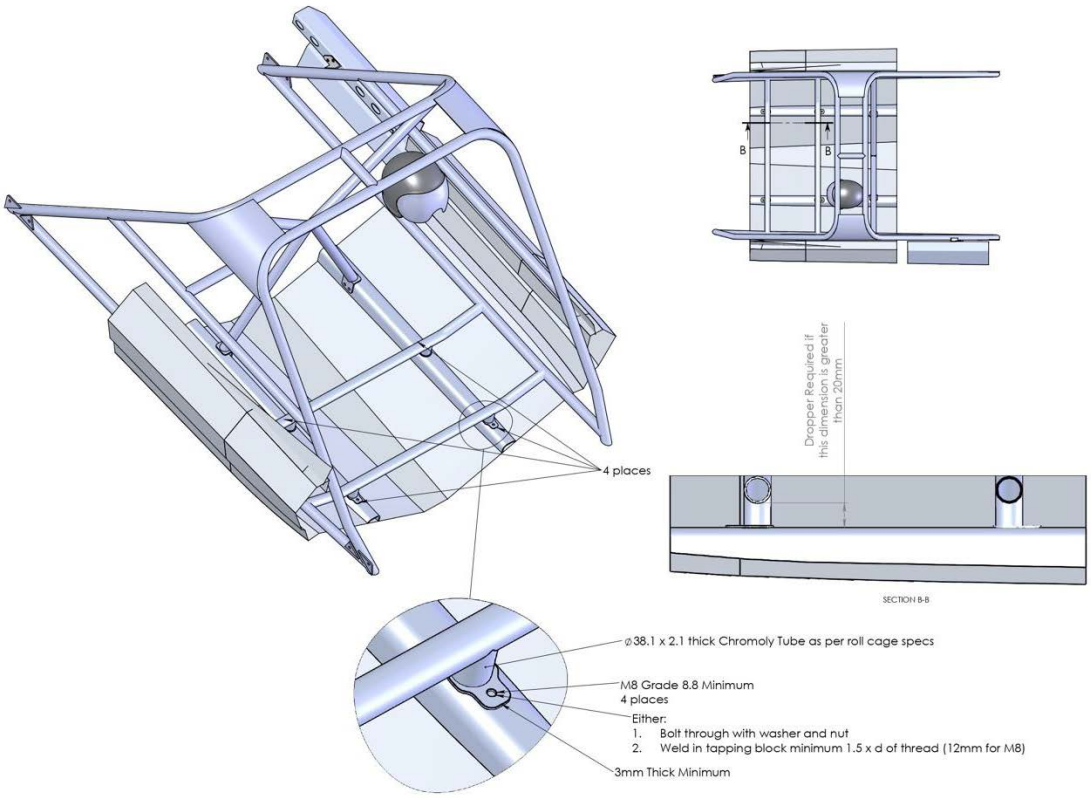

B
B
Dropper Required if this dimension is greater than 20mm
4 places
SECTION B-B
ø38.1 x 2.1 thick Chromoly Tube as per roll cage specs
M8 Grade 8.8 Minimum
4 places
Either:
1. Bolt through with washer and nut
2. Weld in tapping block minimum 1.5 x d of thread (12mm for M8)
3mm Thick Minimum

Fig. 8

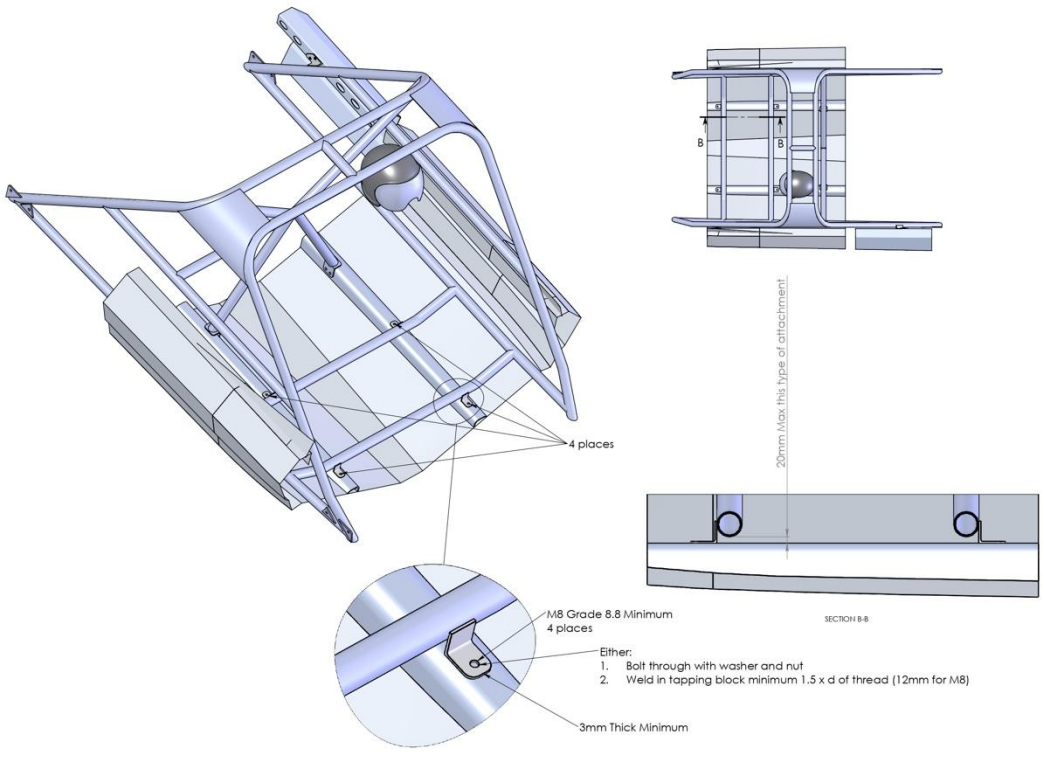
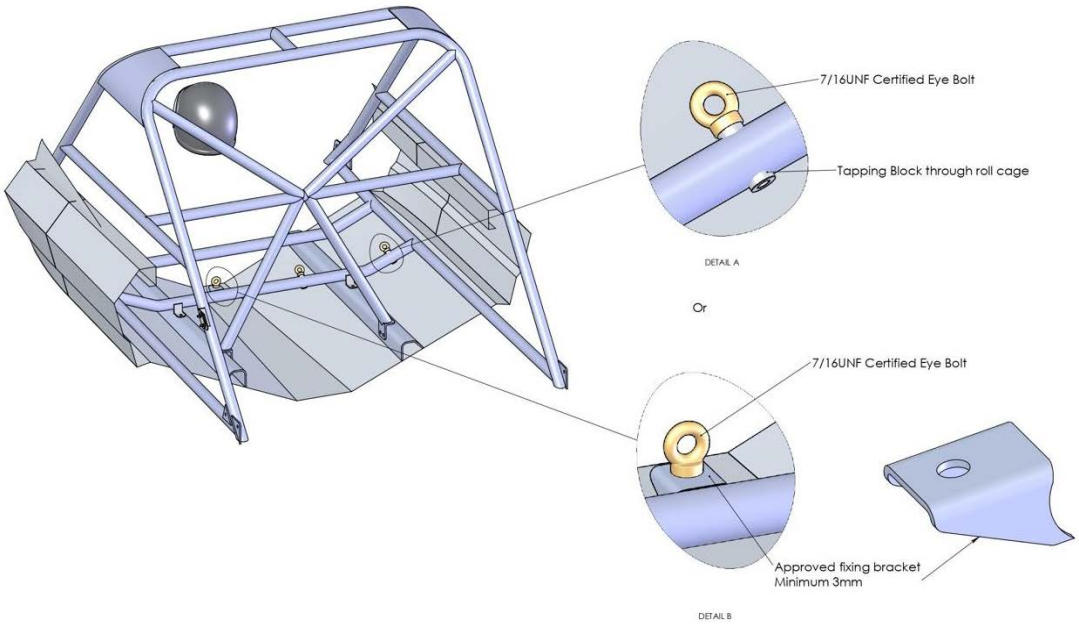

B
B
20mm Max this type of attachment
4 places
SECTION B-B
M8 Grade 8.8 Minimum
4 places
Either:
1. Bolt through with washer and nut
2. Weld in tapping block minimum 1.5 x d of thread (12mm for M8)
3mm Thick Minimum

Fig. 9



1. A roll cage, which meets these minimum specifications, must be fitted to all boats.

2. Boats not complying with these standards will not be permitted to race.

3. The intention of these specifications is to provide the best possible protection to drivers and navigators, taking into consideration the accidents, which have occurred within the sport, and best practices in other motor sports. No guarantee is implied or stated, nor is any responsibility taken, regarding the degree of protection or safety afforded by any roll cage constructed to these specifications. Owners are encouraged to seek the advice of a structural engineer qualified in roll cage design.

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

ROLL CAGE CONSTRUCTION MATERIALS

1. Only ***motorsport approved*** round chrome moly tube is acceptable minimum diameter 38.1 mm Wall thickness 2.1 mm ***for the primary cage (fig. 1). Additional bracing attached to primary cage must be a minimum diameter of 38.1mm***

2. Capping plates - minimum 3 mm steel or chrome moly. Roll bar capping must not be drilled or have welds ground back for appearances.

3. Attaching plates - minimum 5 mm steel or chrome moly.

4. Seat frame cross bars shall be fixed to the engine bearers using one (1) of two (2) approved methods. Method 1 (fig. 7): vertical dropper (38mm chrome moly) from horizontal bar, down to engine bearers with 3mm or greater foot plate, fastened by 1x 8mm or 5/16 bolt fixed into either nut with washer or 1.5d of aluminum thread. Method 2 (fig. 8): if the horizontal bar is less than 20mm from the engine bearers, it shall be attached with 3mm or greater steel angle and fastened to the engine bearers with the same method as method 1.

5. ***If the total roll cage spread exceeds 2200mm, a third mount fixing the lower roll cage bar to the hull plate shall be used. This will be measured from the extreme point of the tube front to back.***

WELDING & FORMING

See Appendix A – Chrome Moly Weld Procedure Specification.

1. All joints must be fully welded by a competent welder with all welds being of good external appearance and remain un-ground using the TIG or ***Pulse*** MIG process with the 4130 filler wire ***for tig and er80s-d2 for pulse mig to do*** ~~for~~ chrome Moly***.***

2. Joints ~~should~~ ***must*** be preheated and welded in 90-degree increments to avoid brittleness. ~~(Chrome Moly)~~

3. Tube must be contoured and shaped for a close fit prior to welding.

4. Tubes cannot be flattened in order to make a joint.

CONFIGURATION

1. All bracing and the rear A frame must be straight between attachment points. ~~(Drawing one)~~ ***(fig. 2 & 5).***

2. The main A frame roll cage structure and brace bars must be of one-piece continuous tubing. No welds permitted other that at attachment points and capping plates.

3. The top corners of the overhead framework must be formed with one ***(1)*** 90 degree formed on a bender suitable for bending the chrome moly size used.

4. The two A frames must be spaced apart a minimum of 100 mm between centres. ***(fig. 3).***
Cages manufactured after 2015 must have frames spaced a minimum of 200mm.

5. Capping plate (3 mm) must be welded to each corner of the A frame covering the entire bend. ~~(May be mild steel)~~

6. A minimum of one (3 mm) plate or tube must be welded in between the capped A frame corners between the top bars ***(fig. 3).***

7. The mounting points on the cage for the shoulder straps behind each crew member must be between a line horizontal to the shoulders and a line drawn downward form the shoulders at an angle on ~~25~~ 20 degrees to the horizontal. ***(fig 3 – seatbelt angles). 5, 6 or 7 point harnesses must be mounted as per manufacturers recommendations.***

8. The two A frames must have a brace on the side so as to form an A section on the side of the cage ***(fig. 6)*** and should where possible also be attached to the side panel (gunwale) as well as the chine.

9. Helmet Clearance~~; 5 or 6 point harness,~~ ***must be*** a minimum ~~clearance~~ of 100 mm from the top of the helmet to the underside of the cage top bar ~~must~~ ***and*** be maintained for ~~all~~ ***both*** crew***. (Fig 5)***

10. An X styled brace going from the upper outer A frame to either: (a) The back cross bar and then down to the engine bearers or outer chine area. (The bottom part of the X brace can be removable in this configuration provided suitable hardware is used) ***(b)*** Goes directly to the engine bearers or chine and joined where they intersect. (If the lower part of the X brace goes to the chine it must have suitable load distributing plates on attachment points) ***The bottom two bars of the X may have 150mm max distance between them where they intersect the cross bar.***

~~11. Seats must mount to the one piece cross bars shown in drawing three and be attached at all manufacturer located mounting points or a minimum 4 points at the base and 1 at the back above the shoulder line of any crew.~~

~~12. All attachment points to the seats must be a minimum of 3 mm mild steel and able to support the entire weight of the crew throughout any crash without distortion to the mount between the seats and roll cage crossbars or cross members.~~

METHOD OF SECURING / ANCHOR POINTS

1. A certificate from the hull manufacturer may be required to certify that all modifications and re-engineered bearers are satisfactory.

2. Attachment plates or load-spreading flanges must be welded to the tube ends to secure the cage to the boat and must be at least 5 mm minimum thickness.

~~2. For rectangle attaching plates: Minimum width of attaching plate = tube diameter. Minimum length of attaching plate = tube diameter x 2.~~

~~3. For circular attaching plates: Minimum diameter of round flanges should be tube diameter x 2. The roll cage may be bolted or welded to the boat as defined below.~~

3.For mounts attaching to engine bearers

aa. Rectangle mounting plates:

1. ***Minimum width of attaching plate = tube diameter***
2. ***Minimum length of the plate = tube outside diameter x 2***

aaa. Circular attaching plates:

1. ***Minimum diameter of round flanges should be tube outside diameter x2. Where the brace/intrusion bar is attached to an angle style engine bearer, a plate of 5mm x 150mm long must be welded to the bearer and hull at 90 degrees to stabilize mounting area.***

4. For mounts at the chines

1. ***Bracket plate style mounts for cage that attach face down to the hull should be glued with suitable adhesive, attached with 6 x 8mm fasteners, and have a minimum size of 140x80mm.***
2. ***A mounting plate minimum size of 10mm thickness x 150mm long is required for all mounts welded longitudinally along chine area of hull.***

~~**ANCHOR POINTS**~~

~~1. The primary elements of the roll cage must be secured to the main engine bearers and the chine.~~

~~2. In the absence of chine bearers in an alloy boat, the cage should be attached in the chine area of the bottom skin with load-spreading flanges as above.~~

~~***3.***~~ ***5.*** In addition to the above, the main roll bar structure may be attached to the fore***deck*** or ~~side deck~~ ***gunwale,*** provided that a brace bar of the same type and size material as the roll bar continues the load path through to the bottom of the boat. Provided the primary elements of the roll cage structure attach to the boat bottom as stated above, then braces may be attached to the roll cage in order to strengthen the boat sides or deck structure.

ADDITIONAL NOTES

1. The main roll bar structure may be attached to the foredeck or gunnel provided that a brace bar of the same type and size material as the roll bar continues the load path through to the bottom of the boat. Provided that the primary elements of the roll cage structure attach to the boat bottom as stated above, then braces may be attached to the roll cage in order to stiffen the boat sides or deck structure.

2. Anchor points for the seat belt harness must be attached directly to the roll cage and the seat base attachment bars. Harnesses cannot share a common mounting point, apart from the shoulder straps. A split pin must lock the seatbelt hook to the lap anchorage.

3. Anchor points that are not acceptable include any part of the engine, any part of the hull sides or unsupported deck.

4. There shall be four (4) attachments at the base of the seat, two (2) at the shoulder suitably spaced to stabilise the upper part of the seat and use a minimum bolt size of 8mm bolts or imperial equivalent. The use of spreader washers is compulsory with a minimum diameter of

30mm.

5. Restraint systems anchorage points must be constructed in such a manner that they shall be capable of withstanding the same forces that the harnesses are designed to withstand. This seat base assembly shall be constructed using the same welding and fabrication procedures as for forming the roll cage structure.

6. Harness anchoring bolts must be a minimum size of a 7/16, 20 UNF-threaded bolt/eye bolt, and have suitable backup washer.

BOLTING

1. ~~Through bolting with back up washers. 2. Minimum of two bolts per attachment point. 3. Minimum bolt diameter 3/8in for two bolts, four bolts - 5/16, six bolts ? etc or metric equivalents~~
Minimum number and size of fasteners required per roll cage attachment point: 2x bolts = 10mm, 4x bolts = 8mm, 6x bolts = 6mm or imperial equivalent.

C***REW PROTECTION***

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

2. The frame of the cage must protect the crew from any frontal or inverted impact to their head and torso and must be able to restrain the engine from moving forward far enough to cause injury by having suitable cross-members in place. ***It is recommended that the steering wheel is also protected by the A frame to prevent injury to hands if boat goes into a wire safety barrier.***

~~3. A minimum clearance from the top of the crews' helmet to the underside of the roll bar will be 100 mm (4 inches) for a five or six point harness.~~

~~4. Roll cage padding with a minimum 20 mm thickness must extend a minimum of 180 degrees around the roll cage tubing, and be of high density foam padding. Padding is to be placed where in the event of an accident the expected trajectory of the occupants heads are likely to make contact. It is not advisable to place this roll padding above the helmet area if it reduces the helmet clearance specifications. Padding is recommended but not compulsory.~~

APPENDIX A

CHROME MOLY WELD PROCEDURE SPECIFICATION

Base Metal:	*Material: 4130 chrome moly tubing normalised*
Thickness Range:	*2.1mm wall thickness*
Diameter:	*Ø38.1*
Welding Process:	*GTAW*

Filler Material		
Specification No (SFA):	*5.18*	*5.28*
AWS No (Class):	*ER70S-2*	*ER80S-D2*
Size of Filler Material:	*2.4mm*	*1.6mm or 2.4mm*

Gas	
Shielding Gas:	*Argon*
Mixture:	*99.99%*

Flowrate:	*8-12 LPM*
Pre flow:	*0.5 seconds*
Post flow:	*10 seconds*

Preheat	
Preheat Temperature:	*20°C*

Electrical Characteristics	
Current:	*DC*
Polarity:	*Electrode negative*
AMPS:	*75-85*
Volts:	*10-11*
Tungsten:	*1.6 or 2.4mm Dia 2% Thoriated or Lanthanated*

Justification

Roll cage diagrams, configuration, attachment points etc, were outdated and not a true representation of what is required today.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	29	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.4 INTERNATIONAL GROUP A 221	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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4. INTERNATIONAL JET SPRINT CLASSES

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INTERNATIONAL GROUP A

1. The minimum age for Group A competitors shall be 16 years of age for drivers and 16 years of age for navigators. Proof of age will be required on demand.

STARTING

Engines must be able to self-start without the assistance of a jump battery.

JET UNIT

One water jet unit only. Direct drive only (no gearboxes). Jet unit impeller/s diameter must not exceed 216.40mm (8.5” plus 20 thou). Impellers must be constructed from ferrous material and can be CNC machined from billet stock. Stainless steel impellers are acceptable. Titanium, aluminum, and composite impellers are prohibited. The jet unit housings (intake/wearbands/stator/tailpipe sections) must be made of either cast aluminium, stainless steel, or ferrous materials.
Crankshaft centerline height minimum 160mm.

ENGINE CONFIGURATION

2 valves per cylinder, push rod operated, maximum of 8 cylinders, single engine and internal combustion only. The nominal section of each cylinder must be circular.

OILING SYSTEM OPTIONS

1. Dry sump systems, no restriction on system - The drive shaft angle can only be parallel to the delta or angled upwards (i.e. the crankshaft center line height cannot be below the unit shaft center line height).
2. Wet Sump Systems – Vacuum pumps permitted

CONRODS / CRANK

No Titanium or aluminium.

ENGINE BLOCK

Cast iron only.

ENGINE CAPACITY

413 cubic inches (6,768 cc) maximum swept volume.

CAMSHAFT

One only in OEM production location. No restriction to valve lift or rocker ratio. Shaft mounted rockers are permitted. Offset rockers are permitted to relieve the problem of pushrod to cylinder head interference created by some aftermarket heads. Maximum offset is 0.250". Offset rockers are permitted for OEM cylinder heads where pushrod tubes have been inserted to gain port width comparable with aftermarket castings. Max offset is 0.250". Devices that vary the valve timing whist the engine is operating are prohibited.

CONNECTING RODS

Must be of ferrous alloy material.

CYLINDER HEADS

Cast iron or aluminium only. OEM location in relation to bore only. Valve angle 23 degrees to block face, original cylinder head manufacturers location only No angle milling allowed. Maximum 0.50 degree (either way) valve angle testing tolerance measured from block deck surface. Block deck surface to be 90 degrees from bore centre line. INTAKE PORTS Cylinder head Intake port dimensions at manifold flange are not to exceed an unmodified Felpro 1207 gasket port opening (Felpro published dimensions 1.38"x2.28").

INTAKE PORT & BOLT LOCATION

OEM production location. No high port or raised runner heads. Felpro 1207 max size gasket template must be in original cylinder head manufacturers position and orientation in relation to bolt holes. No part of the intake manifold gaskets may protrude into the ports. Maximum distance of 2.500" allowed from roof of port to block surface side of head. Measurement is made along the plane of the intake flange face and not perpendicular to deck surface. (Chevrolet specific rule only).

EXHAUST PORTS OEM

Production location only. Exhaust flange adaptors are permitted as long as no material from the manifold, the adaptor or any gaskets or seals protrude into the port past its original outside face.

VALVES

Maximum sizes - 2.125 inch intake, 1.625 inch exhaust. Valves may only be opened by mechanical action, and can only be closed by means of coil springs. There are many after-market manufacturers that produce complying cylinder heads - GM Bowtie, Dart etc. There are also some cast iron heads produced as "23 degree" that don't meet the specified rules. Some heads angle milled from the factory are an example of this.

INDUCTION

Naturally aspirated only via a single 4-barrel carburettor with a maximum of 4 venturis. Carburettor throttle body bores below the throttle shaft centerline shall not exceed 1-11/16 inch diameter. Butterflies or throttle blades shall not exceed 1-11/16 inch diameter.

Compliance will be checked by measurement or a "Go-No Go" type gauge applied to the throttle body bore below the throttle shaft centreline. Any mass produced cast intake manifold is permitted. Inlet manifold must use OEM bolt pattern and position to mount to cylinder heads without the use of adaptors or spacers. No sheet metal or tunnel ram style inlet manifolds are permitted. The intake manifold must remain largely visually standard and unmodified from the outside. Sectioning the plenum for porting access and re-welding is a permitted exception. No additives may be discharged into the inlet tract. Any device which alters the configuration of the manifold/induction systems

(e.g. movable inlet rams) or exhaust while the engine is operating is prohibited. Engines not exceeding 365 cubic inches maximum swept capacity may be fitted with aluminium cylinder heads conforming with these rules only.

FORD ENGINES

Same common rules as Chevrolet engine, except: Cylinder heads - Valve angle only 20 degrees to block face (OEM specification) Original cylinder head manufactures location only. Intake ports - Template FELPRO gasket 1262r max size (Published dimensions 1.40" x 2.25"). Offset rockers are permitted as per Chevrolet (max 0.250"). Intake ports & manufacturers - Felpro 1262r max size gasket template must be in original cylinder head manufactures. Bolt location - position and orientation in relation to bolt holes Maximum distance of 2.500" allowed from roof of port to block surface side of flange face and not perpendicular to deck face. Production location only. Valves - Maximum sizes = 2.125 inch intake 1.625 inch exhaust. Intake manifold - Any mass produced cast intake manifold is permitted. Inlet manifold must use OEM bolt pattern and may not use spacers or adaptors to bolt up to heads to allow for differing deck heights in Ford production blocks. Manifold must be designed for deck height block used.

TRADITIONAL PONTIAC ENGINES

Same common rules as Chevrolet engine except.

1. CYLINDER HEADS

Cast iron only. Valve angle 14 degrees to block face (OEM specification), Original cylinder head manufacturer's location only. D-port or round port exhaust.

2. INTAKE PORTS

Template TIP gasket 120240 max size (Published dimensions 1.20" x 2.40"). Offset rockers are permitted for OEM cylinder heads where pushrod tubes have been inserted to gain port width comparable with aftermarket castings. Max offset is 0.250" .

3. VALVES

Maximum sizes - 2.110" intake, 1.770" exhaust (OEM 400 cid).

4. EXHAUST PORTS

Exhaust crossover, EGR or heat riser passages may be filled with aluminium. Epoxy may be used to seal this at the intake manifold flange.

5. INTAKE MANIFOLD

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

COMBINED RULES AND LIMITS ON MODIFICATION (ALL MAKES)

No angle milling of heads allowed. Maximum 0.50 degree (either way) valve angle testing tolerance applies to factory valve angle. Porting is permitted but no material may be added to any part of the cylinder head casting (unless specified in that engine family specific rules) Includes but not limited to aluminium ramps, epoxy, brazing, furnace cement etc. Welding is permitted for crack repair purposes only but is limited in the port, intake and exhaust runner area to a maximum of 2 repairs per cylinder head. Welding in the chamber area for crack repair only is limited to 2 chambers per head but must not alter the shape or size of the combustion chamber. Replacement of valve guides are not considered to be a repair.(see below). All machine work for valve guides, spring and valve seats must remain parallel & in original cylinder head manufacturers position. No offsetting of valve guides is permitted.

Any machined surface must remain parallel to original surface. Repair sleeves or tubes of any material may be fitted to either the head bolt or pushrod holes. Head bolt = 1 repair max per cylinder head. Pushrod hole/slot = 2 repairs max per cylinder head for aftermarket cylinder heads. Pushrod hole/slot = 4 sleeves or tubes permitted per head for OEM heads to gain port width comparable with aftermarket castings. Max rocker offset is 0.250". No restriction on intake valve seat inserts. No restriction on exhaust valve seat inserts.

CONTROL FUEL

Will be provided at all international meetings by the promoter and paid for by competitors of the class involved.

FUEL

Will be 100 octane Race gas. The control fuel will be dispensed either from a central point to which each boat must come, or by smaller containers refilled from the main source. The scrutineer will be in charge of and oversee all refuelling operations. Fuel tanks are not required to be drained prior to the addition of control fuel provided that a tank has maximum capacity of not more than 30 litres.

Proposed text

JET UNIT

One water jet unit only. Direct drive only (no gearboxes). Jet unit impeller/s diameter must not exceed 216.40mm (8.5" plus 20 thou). Impellers must be constructed from ferrous material and can be CNC machined from billet stock. Stainless steel impellers are acceptable. Titanium, aluminium, and composite impellers are prohibited. ~~The jet unit housings (intake/wearbands/stator/tailpipe sections) must be made of either cast aluminium, stainless steel, or ferrous materials.~~
~~Crankshaft centerline height minimum 160mm.~~
The jet unit housings (intake/main shaft/grill/stator/wear band/tailpipe/nozzle sections) must be made of aluminum, stainless steel, brass, bronze or ferrous materials. No Titanium or Composite jet unit housings (intake/main shaft/grill/stator/wear band/tailpipe/nozzle sections) are not allowed. Titanium studs/fasteners, composite reverse bucket, splash guard and steering rod are allowed.
The jet unit must have a way to be sealed so it can not be dismantled. i.e 1x 3mm hole drilled in two main studs or one main stud and the housing so a seal can be threaded through both.

ENGINE CONFIGURATION

Two (2**)** valves per cylinder, push rod operated, maximum of 8 cylinders, single engine and internal combustion only. The nominal section of each cylinder must be circular.

OILING SYSTEM OPTIONS

Dry sump systems, no restriction on system - The drive shaft angle can only be parallel to the delta or angled upwards (i.e. the crankshaft centre line height cannot be below the unit shaft centre line height).
Wet Sump Systems – Vacuum pumps permitted

CONRODS / CRANK

No Titanium or aluminium.

ENGINE BLOCK

Cast iron only.

ENGINE CAPACITY

413 cubic inches (6,768 cc) maximum swept volume.

CAMSHAFT

One only in OEM production location. ***The distance between the camshaft and crankshaft centre line must not exceed the OEM specification of 4.521". A .008" tolerance for machining is allowed.*** No restriction to valve lift or rocker ratio. Shaft mounted rockers are permitted. Offset rockers are permitted to relieve the problem of pushrod to cylinder head interference created by some aftermarket heads. Maximum offset is 0.250". Offset rockers are permitted for OEM cylinder heads where pushrod tubes have been inserted to gain port width comparable with aftermarket castings. Max offset is 0.250". Devices that vary the valve timing whist the engine is operating are prohibited.

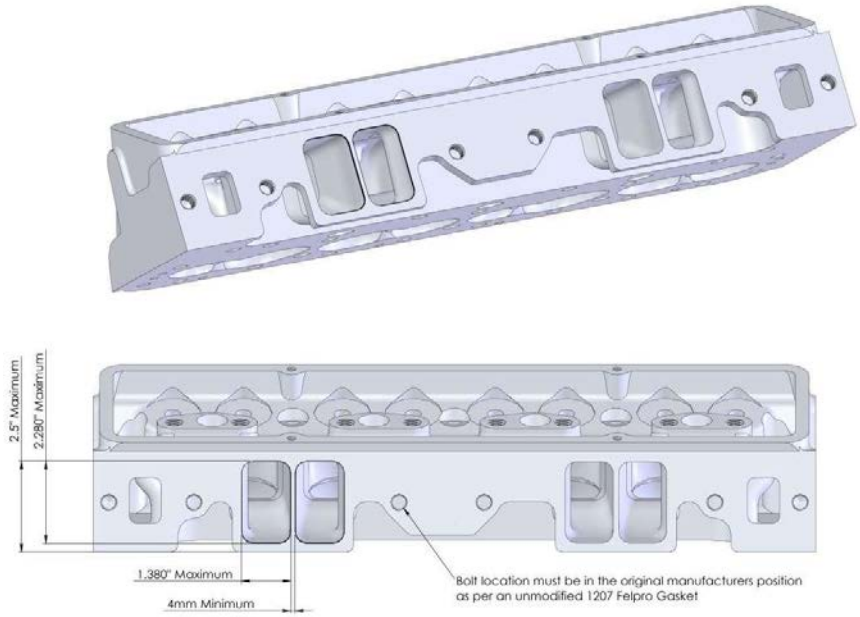
CONNECTING RODS

Must be of ferrous alloy material.

CYLINDER HEADS

Cast iron or aluminium only. OEM location ~~in relation to bore only.~~ ***and any aftermarket brands like Dart, Brodix, Profiler, AFR, Promax Standard valve spacing in relation to bore only. The valves centreline dimensions must not exceed these dimensions as follows.***
Exhaust valve centreline to exhaust centreline minimum distance is 2.290" and maximum distance is 2.364"
Intake valve centreline to intake valve centreline minimum distance is 2.664" and maximum is 2.710"
Intake valve centreline to exhaust valve centreline minimum distance is 1.876" and maximum is 1.910"

Valve angle 23 degrees to block face, original cylinder head manufacturers location only No angle milling allowed. Maximum 0.50 degree (either way) valve angle testing tolerance measured from block deck surface. Block deck surface to be 90 degrees from bore centre line.



INTAKE PORTS

Cylinder head Intake port dimensions at manifold flange are not to exceed an unmodified Felpro 1207 gasket port opening (Felpro published dimensions 1.38"x2.28").

INTAKE PORT & BOLT LOCATION

OEM production location. No high port or raised runner heads. Felpro 1207 max size gasket template must be in original cylinder head manufacturers position and orientation in relation to bolt holes. No part of the intake manifold gaskets may protrude into the ports. Maximum distance of 2.500" allowed from roof of port to block surface side of head. Measurement is made along the plane of the intake flange face and not perpendicular to deck surface. (Chevrolet specific rule only).

EXHAUST PORTS OEM

~~Production location only.~~ ***No spread exhaust ports layouts allowed***. Exhaust flange adaptors are permitted as long as no material from the manifold, the adaptor or any gaskets or seals protrude into the port past its original outside face.

EXHAUST
No Titanium headers allowed.

VALVES

Maximum sizes - 2.125 inch intake, 1.625 inch exhaust. Valves may only be opened by mechanical action, and can only be closed by means of coil springs. There are many after-market manufacturers that produce complying cylinder heads - GM Bowtie, Dart etc. There are also some cast iron ***and aluminium*** heads produced as "23 degree" that don't meet the specified rules. Some heads angle milled from the factory are an example of this.

INDUCTION

Naturally aspirated only via a single 4-barrel carburettor with a maximum of 4 venturis. Carburettor throttle body bores below the throttle shaft centreline shall not exceed 1-11/16 inch diameter. Butterflies or throttle blades shall not exceed 1-11/16 inch diameter.

Compliance will be checked by measurement or a "Go-No Go" type gauge applied to the throttle body bore below the throttle shaft centreline. Any mass-produced cast intake manifold is permitted. Inlet manifold must use OEM bolt pattern and position to mount to cylinder heads without the use of adaptors or spacers. No sheet metal or tunnel ram style inlet manifolds are permitted. The intake manifold must remain largely visually standard and unmodified from the outside. Sectioning the plenum for porting access and re-welding is a permitted exception. No additives may be discharged into the inlet tract. Any device which alters the configuration of the manifold/induction systems (e.g. movable inlet rams) or exhaust while the engine is operating is prohibited. ~~Engines not exceeding 365 cubic inches maximum swept capacity may be fitted with aluminium cylinder heads conforming with these rules only.~~

FORD ENGINES

Same common rules as Chevrolet engine, except: Cylinder heads - Valve angle only 20 degrees to block face (OEM specification) Original cylinder head manufactures location only. Intake ports - Template FELPRO gasket 1262r max size (Published dimensions 1.40" x 2.25"). Offset rockers are permitted as per Chevrolet (max 0.250"). Intake ports & manufacturers - Felpro 1262r max size gasket template must be in original cylinder head manufactures. Bolt location - position and orientation in relation to bolt holes Maximum distance of 2.500" allowed from roof of port to block surface side of flange face and not perpendicular to deck face. Production location only. Valves - Maximum sizes = 2.125 inch intake 1.625 inch exhaust. Intake manifold - Any mass produced cast intake manifold is permitted. Inlet manifold must use OEM bolt pattern and may not use spacers or adaptors to bolt up to heads to allow for differing deck heights in Ford production blocks. Manifold must be designed for deck height block used.

TRADITIONAL PONTIAC ENGINES

Same common rules as Chevrolet engine except.

6. CYLINDER HEADS

Cast iron only. Valve angle 14 degrees to block face (OEM specification), Original cylinder head manufacturer's location only. D-port or round port exhaust.

7. INTAKE PORTS

Template TIP gasket 120240 max size (Published dimensions 1.20" x 2.40"). Offset rockers are permitted for OEM cylinder heads where pushrod tubes have been inserted to gain port width comparable with aftermarket castings. Max offset is 0.250" .

8. VALVES

Maximum sizes - 2.110" intake, 1.770" exhaust (OEM 400 cid).

9. EXHAUST PORTS

Exhaust crossover, EGR or heat riser passages may be filled with aluminium. Epoxy may be used to seal this at the intake manifold flange.

10. INTAKE MANIFOLD

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

COMBINED RULES AND LIMITS ON MODIFICATION (ALL MAKES)

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

CONTROL FUEL

Will be provided at all international meetings by the promoter and paid for by competitors of the class involved. ***The control fuel will be dispensed either from a central point to which each boat must come, or by smaller containers refilled from the main source. The scrutineer will be in charge of and oversee all refuelling operations. Fuel tanks are not required to be drained prior to the addition of control fuel provided that a tank has maximum capacity of not more than 30 litres.***

FUEL

~~Will be 100 octane Race gas. The control fuel will be dispensed either from a central point to which each boat must come, or by smaller containers refilled from the main source. The scrutineer will be in charge of and oversee all~~

~~refuelling operations. Fuel tanks are not required to be drained prior to the addition of control fuel provided that a tank has maximum capacity of not more than 30 litres.~~

Fuel will be 100 Octane race fuel, the fuel to be used will be advised by the host country.

The host country will advise the 100 Octane race fuel that will be used at least one year in advanced to the event.

Justification

Changes and additions agreed and recommended by the Group A Working Group. To keep the rules the same for each county.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	30	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.4 INTERNATIONAL LS CLASS 224	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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4. INTERNATIONAL JET SPRINT CLASSES

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INTERNATIONAL LS CLASS

COMPETITORS

The minimum age for LS Class competitors shall be 16 years of age for drivers and 16 years of age for navigators. Proof of age will be required on demand.

ENGINE

All Australian delivery style engine. Can be purchased from the USA or Australia, but must be the following LS series only; LS1, LS2, L77, L76, L98, LS3. No LS7 allowed.

STARTING

Engines must be able to self-start without the assistance of a jump battery.
Starter motor, flywheel/flexi plate – open.

CRANKSHAFT

Standard cast crank. 3.622. +/– 002
Crank weight with reluctor wheel and 1 keyway – no spigot bearing, no crank gear. LS1 – LS2 – L76 – 77 – 98 – LS3: Minimum crank weight 22.5kg

CONRODS

Standard LS1, LS2, L77, L76, L98, LS3 rods only - No titanium rod or alloy.
Conrod minimum weight:
LS1 Minimum weight 600 Grams.
LS2 – L76 – 77 – 98 – LS3 Minimum weight 630 Grams.
Balancing must have one rod untouched.

PISTONS

There must be a minimum piston to cylinder head clearance of 0.042’ with head gasket fitted.
Open, must be Flat top only, no valve reliefs.
Standard General Motors Pin Size +/- .005”.
Refer to block section for maximum bore size
Min weight of piston, complete with pin, rings, oil rings & clips.
Minimum Weight LS1 620 Grams.
Minimum Weight L76 – 77 – 98 – LS2 640 Grams.
Minimum Weight LS3 660 Grams.
One piston must remain untouched when balancing.
Gas ported piston and ring packages are prohibited

BLOCK
Alloy factory block 5.7 - 6.0 - 6.2, no aftermarket blocks
Block bore Size
LS1 = 3.900" - 3.920"
LS2 – L76 – 77 – 98 = 4.00" - 4.020
LS3 = 4.065" - 4.075"
No lightening of block other than machine faces or honing process for normal engine building practises.
5.7L and 6.0L blocks may be sleeved to LS3 specification. LS3 blocks may also be sleeved. New sleeves must be in LS3 OEM position and 4.065" - 4.075" bore size. Blocks sleeved to LS3 specification must run piston and rods that match the LS3 specifications in this rule book.
Engine main bearings, Rod and Cam bearings = Open.
Engine cooling system and steam ports Open.

CAM AND LIFTERS
Hydraulic LS General Motors Lifters only. No tie bar lifters allowed.
5/16 pushrod 7.350 to 7.425 only. 080 wall thickness. Standard can be used
Cam must be one of the following
GM Motorsport GMM JS1 229-235-110.5 max valve lift .615 inlet, exhaust 0.620
Kelford SS108-JSA 230-235 max valve lift .615 inlet, exhaust 0.621.

TIMING CHAIN
Any standard General Motors or aftermarket IWIS LS Single row chain.
No variable cam timing. No double row chains.
Cloyes timing set can be used Part Number. TGK364RCL
Front timing cover must be aluminium - open

SUMP
Sump Open
Dry sump allowed.
The crankshaft centreline to delta measurement cannot be less than 160mm.
Vacuum pump allowed on wet sumps only
Crankcase must be fully vented to atmosphere via min 7mm diameter hole in each rocker cover. No vacuum in crankcase allowed. No one way breather systems allowed. 1/8" NPT tapped hole to be available in one rocker cover to enable vacuum gauge fitment for checking purpose if required.

HEADS
Following General Motors Head castings only
No lightening of heads other than machine faces for normal engine building practises. Ends of heads may be engraved with company logo's, but no excess material removal.
Min head CC 64cc for LS1 (casting 241-243-853 only) when used on 5.7-6.0L. If used on 6.2L Min Head CC 66cc.
Min head CC 64cc for LS2 (casting 243 only) when used on 5.7-6.0L. If used on 6.2L Min Head CC 66cc.
Min head CC 66cc for L76, L77, L98, LS3 (casting 0821-823-5364). These heads can only be used on 6.0-6.2L.

All HEADS
No welding of heads even for repairs.
No material may be added to any part of the cylinder head casting.
Standard GM factory valves, or Manley stainless steel exhaust Part # 11661-8/inlet valves, Part # 11686-8. These are the only valve options permissible.
LS1 – LS2 Valve sizes 2.00" inlet 1.55" exhaust
L76 – L77 – L98 – LS3 Valve sizes 2.165" inlet 1.59" exhaust.
Standard valve location. Valve Angle 15 degree +/- 0.5 degrees
Standard or Standard replacement head bolts allowed. ARP head bolts allowed. ARP head bolts or ARP steel head studs allowed.
No spring pocket modification
Porting allowed.
No changing of valve angles to deck face.

ROCKERS
Standard General Motors LS1, LS2, L77, L76, L98, LS3 rocker gear with a bearing trunnion upgrade allowed.
Must be 1.7 ratio only.
This will be checked with a tool at the race track regularly, as instructed by The Safety and Risk Manager or Scrutineer.

VALVE SPRINGS
Any beehive single spring allowed if using Kelford SS108J Camshaft
If using GMM JS1 Camshaft you must use PSI 1511ML Beehive springs.
Standard or steel retainer. No Titanium.
Standard or steel locks . No Titanium
Rocker covers must be aluminium – open.

COMPUTER/ECU
Open.
Injectors Open.
GM stock or OEM replacement coils only.
Alternator Open.
Spark plugs and leads Open.
Engine sensors Open.
Loom Open.

EXHAUST
Open, must use mufflers and comply with UIM noise regulations

HARMONIC BALANCERS
Must be fully encased performance balancer or standard with inner and outer circled together. Must have retaining bolt and washer fitted.
Minimum weight 4.2kg.

INLET MANIFOLD
Standard manifold, must remain completely standard but can be reverse mounted.
No porting, no extrude honing, no machining, no drilling, no tapping, no filling. Drilling and tapping allowed only to block off factory vacuum ports that are not used.
LS1 = 12560894, 12573572
LS2 = 12589181
L76 – 77 – 98 – LS3 = 12590124, 12602477, 12603477, 12603477, 12686561
Throttle Body; Open, maximum diameter 92mm. No Spacers between throttle body and manifold.
Valley cover must be aluminium – open.

JET UNIT
One water jet unit only. Direct drive only (no gearboxes). Jet unit impeller/s diameter must not exceed 216.40mm (8.5" plus 20 thou). Impellers must be constructed from mild steel and stainless steel and can be CNC machined. Titanium, aluminium and composite impellers are prohibited. The front and rear impellors combined must not weigh less than 7.15kg. The jet unit housings (intake/wear bands/stator/tailpipe sections) must be made of either aluminium, stainless steel, bronze, or ferrous or nonferrous materials and can be hand fabricated, cast, or CNC machined. No titanium or composite components allowed.
Reverse bucket, cover and steering rod may be composite.
The jet unit must have a way to be sealed so it can not be dismantled. i.e 1x 3mm hole drilled in two main studs or one main stud and the housing so a seal can be threaded through both.

DRIVE SHAFT
Universals/driveshaft/jackshaft to be constructed of steel.

FUEL
Control Fuel must be used when directed by the UIM
Ordinary pump unleaded fuel only, 98 octane max.
The use of oxygenated fuels is prohibited.
Standard LS fuel rail only, Must use injector retaining clips.

SEAL PROVISIONS
Each engine shall be provided with a means of fixing two engine seals.
This provision shall consist of a 3 mm hole drilled through the heads of two adjacent inlet manifold bolts and two adjacent front timing cover bolts.
Engines can be requested for testing at any race event
Must display GM Motorsport or Kelford Cams in NZ receipt for the Cam Shaft.
Copy of Receipt to be emailed to : info@v8superboats.com.au for Australian teams. nzjetsprint@gmail.com for NZ teams, kyle@positiveelectricinc.com for USA/Canada teams.
Then place/staple the receipt into the logbook.
UIM reserves the right to seal an engine on the day and check at the end of the round/season.

NOTE
"Minimum and maximum limits are set on certain items. THIS DOES NOT MEAN your engine will work if you go to all the minimums or maximums. Please work with the parts you purchase, and your engine builder to machine and configure what works with your engine, provided they are within the given tolerances."
If you intend to make a modification to your engine, and you are unsure if that modification is permitted within this class, you should always send an email to the NZPBF secretary (mikecostello794@gmail.com) asking referral for clarification on the ruling or modification.
If it does not say you can use a part you must not be in belief that you could use an alternative part.
Standard replacement parts only if not stated.
All factory General Motors/Holden parts must be used unless it states open in the rule section.
If in doubt, you need to ask for clarification of the rules by the UIM.
Dispensation requests will be considered on a case-by-case basis.
JSA = All UIM affiliated national jetsprinting associations worldwide.

Proposed text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING
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4. INTERNATIONAL JET SPRINT CLASSES
…

INTERNATIONAL LS CLASS

COMPETITORS
The minimum age for LS Class competitors shall be 16 years of age for drivers and 16 years of age for navigators. Proof of age will be required on demand.

ENGINE
All Australian delivery style engine. Can be purchased from the USA or Australia, but must be the following LS series only; LS1, LS2, L77, L76, L98, LS3. No LS7 allowed.

STARTING
Engines must be able to self-start without the assistance of a jump battery.
Starter motor, flywheel/flexi plate – open.

CRANKSHAFT
Standard cast crank. 3.622. +/– 002
Crank weight with reluctor wheel and 1 keyway – no spigot bearing, no crank gear. LS1 – LS2 – L76 – 77 – 98 – LS3: Minimum crank weight 22.5kg

CONRODS
Standard LS1, LS2, L77, L76, L98, LS3 rods only - No titanium rod or alloy.
Conrod minimum weight:
LS1 Minimum weight 600 Grams.
LS2 – L76 – 77 – 98 – LS3 Minimum weight 630 Grams.
Balancing must have one rod untouched.

PISTONS
There must be a minimum piston to cylinder head clearance of 0.042' with head gasket fitted.
Open, must be Flat top only, no valve reliefs.
Standard General Motors Pin Size +/- .005".
Refer to block section for maximum bore size
Min weight of piston, complete with pin, rings, oil rings & clips.
Minimum Weight LS1 620 Grams.
Minimum Weight L76 – 77 – 98 – LS2 640 Grams.
Minimum Weight LS3 660 Grams.
One piston must remain untouched when balancing.
~~Gas ported piston and ring packages are prohibited~~

BLOCK
Alloy factory block 5.7 - 6.0 - 6.2, no aftermarket blocks
Block bore Size
LS1 = 3.900" - 3.920"
LS2 – L76 – 77 – 98 = 4.00" - 4.020
LS3 = 4.065" - 4.075"
No lightening of block other than machine faces or honing process for normal engine building practises.
5.7L and 6.0L blocks may be sleeved to LS3 specification. LS3 blocks may also be sleeved. New sleeves must be in LS3 OEM position and 4.065" - 4.075" bore size. Blocks sleeved to LS3 specification must run piston and rods that match the LS3 specifications in this rule book.
Engine main bearings, Rod and Cam bearings = Open.
Engine cooling system and steam ports Open.

CAM AND LIFTERS
Hydraulic LS General Motors Lifters only. No tie bar lifters allowed.
5/16 pushrod 7.350 to 7.425 only. 080 minimum wall thickness. Standard can be used
Cam must be one of the following
GM Motorsport GMM JS1 229-235-110.5 max valve lift .615 inlet, exhaust 0.620
~~Kelford SS108-JSA 230-235 max valve lift .615 inlet, exhaust 0.621.~~

Kelford SS108-JSA 230-235-109.5 max valve lift .615 inlet, exhaust 0.621
Comp Cams #54-000-11 reference spec # 620433
230-235-109.5 max valve lift 0.615 inlet, exhaust 0.621

TIMING CHAIN
Any standard General Motors or aftermarket IWIS LS Single row chain.
No variable cam timing. No double row chains.
~~Cloyes timing set can be used Part Number. TGK364RCL~~
Front timing cover must be aluminium - open

SUMP
Sump Open
~~Dry sump allowed.~~
~~The crankshaft centreline to delta measurement cannot be less than 160mm.~~
~~Vacuum pump allowed on wet sumps only~~
~~Crankcase must be fully vented to atmosphere via min 7mm diameter hole in each rocker cover. No vacuum in crankcase allowed. No one way breather systems allowed. 1/8" NPT tapped hole to be available in one rocker cover to enable vacuum gauge fitment for checking purpose if required.~~
Wet sump and Dry sump allowed. Vacuum pumps not allowed. No vacuum in the crankcase allowed. Dry sump engines crankcase must be fully vented to the atmosphere via - 8an hoses from each rocker cover to dry sump oil tank. The dry sump oil tank or catchcan must be vented with a -12an breather or vent. -12an roll over valve is allowed.
Engine breather hoses must lead to a spill-proof catch tank or be vented below the bottom of the sump and firmly secured against movement.
The - 8an hoses from the dry sump tank through into the rocker covers, and the -12an breather or vent, can be checked any time to make sure they have not been blocked off to pull vacuum with the dry sump system.

HEADS
Following General Motors Head castings only
No lightening of heads other than machine faces for normal engine building practises. Ends of heads may be engraved with company logo's, but no excess material removal.
Min head CC 64cc for LS1 (casting 241-243-853 only) when used on 5.7-6.0L. If used on 6.2L Min Head CC 66cc.
Min head CC 64cc for LS2 (casting 243 only) when used on 5.7-6.0L. If used on 6.2L Min Head CC 66cc.
Min head CC 66cc for L76, L77, L98, LS3 (casting 0821-823-5364). These heads can only be used on 6.0-6.2L.

All HEADS
No welding of heads even for repairs.
No material may be added to any part of the cylinder head casting.
Standard GM factory valves, or Manley stainless steel exhaust Part # 11661-8/inlet valves, Part # 11686-8. These are the only valve options permissible.
LS1 – LS2 Valve sizes 2.00" inlet 1.55" exhaust
L76 – L77 – L98 – LS3 Valve sizes 2.165" inlet 1.59" exhaust.
Standard valve location. Valve Angle 15 degree +/- 0.5 degrees
Standard or Standard replacement head bolts allowed. ARP head bolts allowed. ARP head bolts or ARP steel head studs allowed.
No spring pocket modification
Porting allowed.
No changing of valve angles to deck face.

ROCKERS
Standard General Motors LS1, LS2, L77, L76, L98, LS3 rocker gear with a bearing trunnion upgrade allowed.
Must be 1.7 ratio only.
This will be checked with a tool at the race track regularly, as instructed by The Safety and Risk Manager or Scrutineer.

VALVE SPRINGS

Any beehive single spring allowed if using Kelford SS108J Camshaft ***and Comp Cams #54-000-11 reference spec # 620433***

If using GMM JS1 Camshaft you must use PSI 1511ML Beehive springs.

Standard or steel retainer. No Titanium.

Standard or steel locks . No Titanium

Rocker covers must be aluminium – open.

COMPUTER/ECU

Open.

Injectors Open.

GM stock or OEM replacement coils only.

Alternator Open.

Spark plugs and leads Open.

Engine sensors Open.

Loom Open.

EXHAUST

Open, must use mufflers and comply with UIM noise regulations

No Titanium headers allowed.

HARMONIC BALANCERS

Must be fully encased performance balancer or standard with inner and outer circled together. Must have retaining bolt and washer fitted.

Minimum weight 4.2kg.

INLET MANIFOLD

Standard manifold, must remain completely standard but can be reverse mounted.

No porting, no extrude honing, no machining, no drilling, no tapping, no filling. Drilling and tapping allowed only to block off factory vacuum ports that are not used.

LS1 = 12560894, 12573572

LS2 = 12589181

L76 – 77 – 98 – LS3 = 12590124, 12602477, 12603477, 12603477, 12686561

Throttle Body; Open, maximum diameter 92mm. No Spacers between throttle body and manifold.

Valley cover must be aluminium – open.

JET UNIT

One water jet unit only. Direct drive only (no gearboxes). Jet unit impeller/s diameter must not exceed 216.40mm (8.5" plus 20 thou~~). Impellers must be constructed from mild steel and stainless steel and can be CNC machined. Titanium, aluminium and composite impellers are prohibited. The front and rear impellors combined must not weigh less than 7.15kg. The jet unit housings (intake/wear bands/stator/tailpipe sections) must be made of either aluminium, stainless steel, bronze, or ferrous or nonferrous materials and can be hand fabricated, cast, or CNC machined. No titanium or composite components allowed.~~

~~Reverse bucket, cover and steering rod may be composite.~~

Impellers must be constructed from ferrous material and can be CNC machined from billet stock. Stainless steel impellers are acceptable. Titanium, aluminium, and composite impellers are prohibited.

The jet unit housings (intake/mainshaft/grill/stator/wearband/tailpipe/nozzle sections) must be made of aluminium, stainless steel, brass, bronze or ferrous materials. Titanium or Composite jet unit housings, (intake/mainshaft/grill/stator/wearband/tailpipe/nozzle sections) are not allowed. Titanium studs/fasteners, composite reverse bucket, splash guard and steering rod are allowed.

The jet unit must have a way to be sealed so it can not be dismantled. i.e 1x 3mm hole drilled in two main studs or one main stud and the housing so a seal can be threaded through both.

DRIVE SHAFT

~~Universals/driveshaft/jackshaft to be constructed of steel~~.

Universals plus male and female spline slip yokes to be constructed of steel.

FUEL

~~Control Fuel must be used when directed by the UIM~~

~~Ordinary pump unleaded fuel only, 98 octane max.~~

~~The use of oxygenated fuels is prohibited.~~

Standard LS fuel rail only, Must use injector retaining clips.

Fuel will be provided at all International meetings by the promoter and paid for by competitors of the class involved. The control fuel will be dispensed either from a central point to which each boat must come, or by smaller containers refilled from the main source. The scrutineer will be in charge of and oversee all refuelling operations. Fuel tanks are not required to be drained prior to the addition of control fuel provided that a tank has maximum capacity of not more than 12litres.

NATIONAL SERIES AND UIM SERIES

Australia and New Zealand will use 98 pump fuel. USA will use 91-93 premium pump fuel.

SEAL PROVISIONS

Engines that are checked and sealed as per your country sealing process, for a National and the World Championship, will not have to be taken out of the boat and completely checked. If you have an unchecked and unsealed engine for the World Championship, it will be sealed until the end of the World Championship and you will have to take it out of your boat to be checked.

Each engine shall be provided with a means of fixing two engine seals.

This provision shall consist of a 3 mm hole drilled through the heads of two adjacent inlet manifold bolts and two adjacent front timing cover bolts.

Engines can be requested for testing at any race event

Must display GM Motorsport or Kelford Cams ~~in NZ receipt for the Cam Shaft.~~

~~Copy of Receipt to be emailed to : info@v8superboats.com.au for Australian teams. nzjetsprint@gmail.com for NZ teams, kyle@positiveelectricinc.com for USA/Canada teams.~~

or the Comp Cams manufacturers receipt for the Cam Shaft. Copy of Receipt to be emailed to: info@v8superboats.com.au for Australian teams. nzjetsprint@gmail.com for NZ teams. And cherrada@asbracing.com or dan@asbracing.com USA/Canada teams

~~Then~~ ***You must*** place/staple the receipt into ~~the~~ ***your*** logbook.

UIM reserves the right to seal an engine on the day and check at the end of the round/season.

NOTE

"Minimum and maximum limits are set on certain items. THIS DOES NOT MEAN your engine will work if you go to all the minimums or maximums. Please work with the parts you purchase, and your engine builder to machine and configure what works with your engine, provided they are within the given tolerances."

If you intend to make a modification to your engine, and you are unsure if that modification is permitted within this class, you should always ***contact your country representative on the UIM Jetsprint Working Group*** ~~send an email to the NZPBF secretary (mikecostello794@gmail.com)~~ asking referral for clarification on the ruling or modification.

If it does not say you can use a part, you must not be in belief that you could use an alternative part.

Standard replacement parts only if not stated.

All factory General Motors/Holden parts must be used unless it states open in the rule section.

If in doubt, you need to ask for clarification of the rules by the UIM.

Dispensation requests will be considered on a case-by-case basis.

JSA = All UIM affiliated national jetsprinting associations worldwide.

Justification

Changes and additions agreed and recommended by the LS Class Working Group. To keep the rules the same for each county.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025

Implementation date: 1st January 2026

Proposal n°	31	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.7 EVENT RULES - TIES 231	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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Should there be more than 40 crews competing in any one class this system would need to start with the first place being awarded 50 points decreasing to 1 point for 50th. If the event of a tie for 1st or 2nd position at the completion of the series a run off shall be held immediately.

Proposed text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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Should there be more than 40 crews competing in any one class this system would need to start with the first place being awarded 50 points decreasing to 1 point for 50th. ~~If the event of a tie for 1st or 2nd position at the completion of the series a run off shall be held immediately.~~

When a series is tied for points the winner and or Top 3 place getters will be decided on a count back of the best previous placings.

Where a winner cannot be determined by the highest number of placings and a tie still exists the winner will be determined by the biggest winning time margin for the last run of the effected teams at each round totalled up becomes the ultimate winner.

Justification

In a two-event series it is easy for first place to be tied. This is a fairer way to determine the winner.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	32	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.7, 4, 5, 6 Race Procedure 232	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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4. There is a speed limit of 5kph or minimum idle in the pit pool and on entrance thereto, where a spin-out pool is provided each finishing boat must use this facility to reduce speed to idle, prior to entering the channel approaching the pits. If there is no spinout pool, an alternate procedure will be advised either at the crew briefing, or in the track supplementary regulations. PENALTY: Speeding in pits and/or creating a wash hazard or other danger - disqualification for the remainder of the race day.

5. No person other than official, licensed entrants and the towboat driver shall drive or compete on the track on race day without the consent of the sprint controller. PENALTY: Disqualification for a period of up to one year for the crew involved.

6. Boats will start from idle power in forward thrust and may not accelerate until given the start signal which will be when they are wholly within the start gate as indicated by the starter. Cones, on the bank adjacent to the start channel, will normally mark the start gate. A third cone will indicate the 10 m-aborted start limit.

Proposed text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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4. There is a speed limit of ~~5~~ ***10*** kph ***(6mph)*** or minimum idle in the pit pool and on entrance thereto, where a spin-out pool is provided each finishing boat must use this facility to reduce speed to idle, prior to entering the channel approaching the pits. If there is no spinout pool, an alternate procedure will be advised either at the crew briefing, or in the track supplementary regulations. PENALTY: Speeding in pits and/or creating a wash hazard or other danger - disqualification for the remainder of the race day.

5. No person other than official, licensed entrants and the towboat driver shall drive or compete on the track on race day without the consent of the sprint controller. PENALTY: Disqualification for a period of up to one year for the crew involved.

~~6. Boats will start from idle power in forward thrust and may not accelerate until given the start signal which will be when they are wholly within the start gate as indicated by the starter.~~ ***All boats of all classes must approach the starter at idle speed in forward thrust and cannot accelerate, create a wake or start breaking plane once it is in the starting gate. The speed the boat is travelling will be accessed by the Starter and Race controller. If the boat is***

traveling faster than acceptable the Starter will not drop the flag or change the light to green. The Starter or Race Controller may give you one warning during qualifying, but no exceptions will be made during eliminations. The Starter has the final say and cannot be protested. For jumping the start, a 10 second penalty. Cones, on the bank adjacent to the start channel, will normally mark the start gate. A third cone will indicate the 10 m-aborted start limit.

Justification

Better clarity of this rule.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	33	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.7.13 Race Procedure 233	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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13. Whilst racing, a boat may not pass through the finish line at any time other than at the conclusion of it's run. PENALTY: DNF

Proposed text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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13. ~~Whilst racing, a boat may not pass through the finish line at any time other than at the conclusion of it's run. PENALTY: DNF~~

Whilst racing, a boat must not re-enter the start or enter the finish chute and then return to the track. You are to reduce your speed and return to the trailer scoring a DNF. If a dangerous situation was created by doing so, a penalty may be imposed by the race controller/controllers.

Other rotation errors may be corrected by re-entering the channel that the error was made from in the intended direction and correcting the error. For example, if you are in channel #1 and you wrongfully turned right into channel #2 instead of left into channel #3 you cannot simply go from channel #2 into channel #3. You must go back to channel #1 and navigate the corner into channel #3.

Justification

Replacing a rule that was created for timing lights. We now run transponders.
Included a rule regarding rotation errors.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	34	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.7, 19 Race Procedure 233	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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19. If a problem with a boat occurs in a qualifying round, there is a two-minute time limit upon repairs. This time limit will commence from when the last boat in that particular round enters the pit pool at the conclusion of it's run and the time will be displayed on the main timing system display (where practical). The time count ceases when the subject boat is moving toward the start line, under it's own power, with both crew on board, all safety equipment in place and under control of the starter. From the top16 down, the time limit shall be ten minutes and will apply from the time the affected boat is due to start in order, other boats will continue to race until the time has elapsed. If the affected boat cannot continue after ten minutes has elapsed, the timer will record a DNS. (The time count ceases when the subject boat is moving toward the start line under its own power ready to race). The sprint controller will be responsible for keeping time in this instance. At all times, the pit marshal or starter must be kept informed as to the status of the boat. A time-out is declared if the scrutineer is required to inspect a damaged boat and he/she must be completely satisfied that the boat is safe and fit for racing. No further work may be carried out during a scrutineering "time out". PENALTY: Not notifying Pit Marshal or Starter of a problem or an inability to start in order - DNS. PENALTY: Exceeding the two or ten minute time limits - DNS.

Proposed text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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19. ~~If a problem with a boat occurs in a qualifying round, there is a two-minute time limit upon repairs. This time limit will commence from when the last boat in that particular round enters the pit pool at the conclusion of it's run and the time will be displayed on the main timing system display (where practical). The time count ceases when the subject boat is moving toward the start line, under it's own power, with both crew on board, all safety equipment in place and under control of the starter. From the top16 down, the time limit shall be ten minutes and will apply from the time the affected boat is due to start in order, other boats will continue to race until the time has elapsed. If the affected boat cannot continue after ten minutes has elapsed, the timer will record a DNS. (The time count ceases when the subject boat is moving toward the start line under its own power ready to race).~~

If a problem with a boat occurs in a qualifying round, the crew must notify the Launch Master or Race Controller. There is a 5-minute time limit upon repairs. The time limit starts from when the next boat out (after your original allocated start position) crosses the start line. The time finishes when you are sitting in the boat at the launch ramp ready to be backed into the next available spot. No work can continue to be done on the boat at this stage. The Race Controller and Launch Master will endeavour to reposition the boat in the next appropriate spot. In the elimination rounds, this time is extended to 10 minutes.

The sprint controller will be responsible for keeping time in this instance. At all times, the pit marshal or starter must be kept informed as to the status of the boat. A time-out is declared if the scrutineer is required to inspect a damaged boat and he/she must be completely satisfied that the boat is safe and fit for racing. No further work may be carried out during a scrutineering "time out". PENALTY: Not notifying Pit Marshal or Starter of a problem or an inability to start in order - DNS. PENALTY: Exceeding the ~~two~~ **five** or ten minute time limits - DNS.

Justification

Making a rule easier to understand and conforms to existing country rules.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	35	WORKING GROUP	Jet Sprint
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – Jet Sprint 901.7.21 Race Procedure 234	**Author of the Rule change proposal**	**Name/Surname:** **Daryl Hutton** **Contact email:** daryl@ancforestry.com.au

Current text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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21. On race day, there will be a minimum of two (2) qualifying rounds, but normally three. If the qualifying rounds are reduced for any reason once racing has begun, the first elimination will include all entrants affected. (Elimination rules apply to such rounds). Formation of the elimination rounds will be advised on the event programme, or at drivers briefing. The cut progression will be advised prior to the running of that segment, but will normally be 16-8-4-2. The running order from the top 8 down must be slowest first. Where there are insufficient numbers to make up an elimination round, the round will still be treated as such, until the relevant cut can be made. (Elimination rules apply to such rounds).

Proposed text

901 - RULES AND CODE OF PRACTISE FOR JETSPRINT RACING

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7. EVENT RULES

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RACE PROCEDURE

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21. ~~On race day,~~ ***At a race event*** there will be a minimum of two (2) qualifying rounds, but normally three ***or more***. If the qualifying rounds are reduced for any reason once racing has begun, the first elimination will include all entrants affected. (Elimination rules apply to such rounds). Formation of the elimination rounds will be advised on the event programme, or at drivers briefing. The cut progression will be advised prior to the running of that segment but will normally be ~~16-8-4-2.~~ ***12-9-6-3.*** The running order from the top ~~8~~ 6 down must be slowest first. Where there are insufficient numbers to make up an elimination round, the round will still be treated as such, until the relevant cut can be made. (Elimination rules apply to such rounds).

Justification

We changed the event rules to this format for the 2025 WC on page 234 but overlooked this part on page 237.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**36**	**NATIONAL AUTHORITY**	**Name/Surname:** **Karel Krämer** **Contact email:** **karel.kramer72@gmail.com**
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit F500 – Blue pages 8. GENERAL FINANCIAL CONDITIONS 376	**CZECH REPUBLIC**	No Support Required

Current text

FORMULA 500 RULES 2025

…

8. GENERAL FINANCIAL CONDITIONS

1720 € prize money:

Distributed by the organiser to the drivers at the end of the race, before they leave the racing place (after the end of the protest time).

1st: 370 €

2nd: 250 €

3rd: 200 €

4th: 180 €

5th: 170 €

6th: 150 €

7th: 130 €

8th: 100 €

9th: 90 €

10th: 80 €

6000 € travelling money:

Travelling money for foreign drivers is to be divided equally between the registered competing foreign drivers to a maximum of 600 €. Drivers who fail to send in their registered entry forms in due time, according to the advance programme/regulations, may lose all their travel money.

A “foreign” driver is one that has a valid International License issued by a National Authority other than the “host” Country.

All prize and travel money must be paid in Euro. Organisers unable/unwilling to pay in Euro will have to pay an increase of 10 % on all the amounts due to the drivers. Alternatively organizer pays prize and travel money to the driver bank account latest next Wednesday after the race is over. Bank transfer costs are paid by race organisers in this case. All local taxes are paid by race organizers in behalf of driver. Driver gets money defined in UIM Rule Book.

All TV, film, media and commercial rights are the property of the UIM. If the UIM has a contracted promoter, he handles the rights on behalf of the UIM. Any organisation wishing to film or to use existing film must contact :

UNION INTERNATIONALE MOTONAUTIQUE, STADE LOUIS II - ENTREE H, 1 AVENUE DES CASTELANS, MC 98000 MONACO, E-mail: uim@uim.sport, Website: www.uim.sport

Proposed text

FORMULA 500 RULES 2025

…

8. GENERAL FINANCIAL CONDITIONS

~~1720~~ ***3440 €*** prize money:

Distributed by the organiser to the drivers at the end of the race, before they leave the racing place (after the end of the protest time).

1st: ~~370~~ ***740*** €

2nd: ~~250~~ ***500*** €

3rd: ~~200~~ ***400*** €

4th: ~~180~~ ***360*** €

5th: ~~170~~ ***340*** €

6th: ~~150~~ ***300*** €

7th: ~~130~~ ***260*** €

8th: ~~100~~ ***200*** €

9th: ~~90~~ ***180*** €

10th: ~~80~~ ***160*** €

~~6000 € travelling money:~~

~~Travelling money for foreign drivers is to be divided equally between the registered competing foreign drivers to a maximum of 600 €. Drivers who fail to send in their registered entry forms in due time, according to the advance programme/regulations, may lose all their travel money.~~

~~A "foreign" driver is one that has a valid International License issued by a National Authority other than the "host" Country.~~

All prize ~~and travel~~ money must be paid in Euro. Organisers unable/unwilling to pay in Euro will have to pay an increase of 10 % on all the amounts due to the drivers. Alternatively organizer pays prize ~~and travel~~ money to the driver bank account latest next Wednesday after the race is over. Bank transfer costs are paid by race organisers in this case. All local taxes are paid by race organizers in behalf of driver. Driver gets money defined in UIM Rulebook.

All TV, film, media and commercial rights are the property of the UIM.

If the UIM has a contracted promoter, he handles the rights on behalf of the UIM.

Any organisation wishing to film or to use existing film must contact : UNION INTERNATIONALE MOTONAUTIQUE, STADE LOUIS II - ENTREE H, 1 AVENUE DES CASTELANS, MC 98000 MONACO, E-mail: uim@uim.sport, Website: www.uim.sport

Justification

For motivating pilots to achieve better results. At the same time, by eliminating the payment of travel money, it is expected to attract new organizers who, under the current rules, are unable to organize Hydro GP races.

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	**37**	**NATIONAL AUTHORITY**	**Name/Surname:** **Wiktor Synoracki** **Contact email:** wiksyn@wp.pl
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit Rules Formula F500 Blue pages (in correspondence to 108.03 World Championship with Hydro GP) 376	**POLAND**	No Support Required

Current text

Formula F500 Rules 2024
[…]
8. GENERAL FINANCIAL CONDITIONS

[…]
6000 € travelling money:
Travelling money for foreign drivers is to be divided equally between the registered competing foreign drivers to a maximum of 600 €. Drivers who fail to send in their registered entry forms in due time, according to the advance programme/regulations, may lose all their travel money.
[...]

Proposed text

Formula F500 Rules 2024
[…]
8. GENERAL FINANCIAL CONDITIONS

[…]
~~6000 € travelling money:~~
~~Travelling money for foreign drivers is to be divided equally between the registered competing foreign drivers to a maximum of 600 €. Drivers who fail to send in their registered entry forms in due time, according to the advance programme/regulations, may lose all their travel money.~~
[...]

Justification

As in Circuit Rule 108.03 change proposal.

Commission advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	38	COMMISSION	COMINSPORT
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit 201.01 – 201.09 OOD / Race Director 34-35	**Author of the Rule change proposal**	**Name/Surname:** **Contact email:**

Current text

201 - ORGANISING BODIES

201.01 - RACE COMMITTEE

All races are under control of the organising club who is to nominate:

- An Organising Committee which organises the general and administrative aspects of the meeting.
- A Race Committee which organises and supervises the actual racing and decides whether competitors are eligible or not.

The Race Committee is composed as follows: the Officer of the Day, the Race Director, the Deputy Officer of the day, the Medical Officer, the Race Secretary, the Technical Officers.

The decisions of the Race Committee and the Jury must be based upon the UIM rules, but as no rules can be devised capable of covering every case, the race committee and the Jury must discourage all attempts to win by means other than fair racing, superior speed and skill.

The organising committee appoints a Committee that verifies all the documents required i.e., Measurement Certificates, Driving Licence, etc.

This Committee also verifies whether or not the boats and motors conform to the rules.

No officer, nor member of the Jury, nor member of a National or International Committee or Commission, is allowed to intervene in the judgement of a problem in which he/she is involved himself or is an interested party (See rule 402.01).

The following are the Race Officials:

1. The Officer of the Day/Race Director
2. The Deputy Officer of the day;
3. The Medical Officer;
4. The Secretary of the Race Committee;
5. The Technical Officers;
6. The Course and Buoy Officers;
7. The Timekeepers and Starter;
8. The Lap Scorers;
9. The Jetty Marshall.
10. The International Jury Chairman

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.

Every year, each National Authority has to transmit the Secretariat its new list of O.O.D./Race Director 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./Race Director 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, numbers and/or e-mail)

b) knowledge of English

c) the NA of the relevant candidate for O.O.D./Race Director and I.J.C. must be satisfied they have had sufficient experience to officiate at a UIM International event.

Only people enrolled in 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.

201.03 - THE OFFICER OF THE DAY (O.O.D.) /RACE DIRECTOR (RD)
The Officer of the Day/Race Director must supervise the organisation of the races on behalf of the Organising Club. He/she must maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules according to the Programme, gather written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled.

201.04 - THE DEPUTY OFFICER OF THE DAY (D.O.O.D.) /RACE DIRECTOR (RD)
The Deputy Officer of the day co-ordinates (together with the Officer of the day/Race Director) the safety services on shore (fire) as well as on the water (boats, people on board, material). When necessary, he/she stands in for the Officer of the day /Race Director.

201.04.01 - THE MEDICAL OFFICER

The Chief Medical Officer is responsible for the medical organisation in the racing area, on shore as well as on the water. In agreement with the Officer of the day and his/her deputy, he/she controls the order of the means of emergency such as lifeboats, ambulances, mobile reanimation unit, an eventual airborne ambulance and the first aid station.
In case of intervention on the water, he/she will take command of the rescue operation following stopping of the race by the Officer of the day/Race Director.

201.05 - THE RACE SECRETARY
The Race Secretary is responsible on behalf of the O.O.D./Race Director for the practical side of the meeting and organisation and must satisfy himself that the various officials know their respective duties and that they have all the necessary documents and equipment. He/she must collect all documents.

201.06 - DUTIES OF THE RACE OFFICIALS
The Race Officials shall perform only the duties with which they are entrusted.
201.07 - THE TECHNICAL OFFICERS
The Technical Officers are to make sure that all drivers have their Measurement Certificates and shall verify that the hull and engine conform to the certificate and rules. They check and control safety devices for boats and drivers as provided for in the rules and must inform the O.O.D./Race Director in writing about all irregularities before the boats go on the water. The O.O.D./Race Director will enforce the rules when needed. They verify the synchronisation of the clock and the camera if used. After the race, they must do all necessary checks, all infringement must be communicated in writing to the O.O.D./Race Director.

201.08 - THE BUOY AND COURSE OFFICERS
They must ensure that the drivers conform to the racing rules. Any irregularities must immediately be reported to the O.O.D./Race Director by radio, and in writing following the event, the O.O.D./Race Director will enforce the rules when needed. Buoy and course officials are allowed to be in boats. If they cannot be in boats inside the circuit, there will be two of them: one at the entrance and one at the exit of each turn.

Proposed text

201 - ORGANISING BODIES

201.01 - RACE COMMITTEE

All races are under control of the organising club who is to nominate:
- An Organising Committee which organises the general and administrative aspects of the meeting.
- A Race Committee which organises and supervises the actual racing and decides whether competitors are eligible or not.

The Race Committee is composed as follows: the Officer of the Day, the Race Director, the Deputy Officer of the day, the Medical Officer, the Race Secretary, the Technical Officers.
The decisions of the Race Committee and the Jury must be based upon the UIM rules, but as no rules can be devised capable of covering every case, the race committee and the Jury must discourage all attempts to win by means other than fair racing, superior speed and skill.
The organising committee appoints a Committee that verifies all the documents required i.e., Measurement Certificates, Driving Licence, etc.
This Committee also verifies whether or not the boats and motors conform to the rules.
No officer, nor member of the Jury, nor member of a National or International Committee or Commission, is allowed to intervene in the judgement of a problem in which he/she is involved himself or is an interested party (See rule 402.01).
The following are the Race Officials:

1. The Officer of the Day~~/Race Director~~
2. The Deputy Officer of the day;
3. The Medical Officer;
4. The Secretary of the Race Committee;
5. The Technical Officers;
6. The Course and Buoy Officers;
7. The Timekeepers and Starter;
8. The Lap Scorers;
9. The Jetty Marshall.
10. The International Jury Chairman
11. ***The Race Director (if nominated by the UIM)***

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.
Every year, each National Authority has to transmit the Secretariat its new list of O.O.D, Race Director 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, Race Director 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, numbers and/or e-mail)
b) knowledge of English
c) the NA of the relevant candidate for O.O.D, Race Director or I.J.C. must be satisfied they have had sufficient experience to officiate at a UIM International event.

Only people enrolled in 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.

201.03 - THE OFFICER OF THE DAY (O.O.D.) ~~/RACE DIRECTOR (RD)~~
The O.O.D.~~/Race Director~~ must supervise the organisation of the races on behalf of the Organising Club. He/she must maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules according to the Programme, gather written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled.

201.04 - THE DEPUTY OFFICER OF THE DAY (D.O.O.D.) ~~/RACE DIRECTOR (RD)~~
The Deputy Officer of the day co-ordinates (together with the O.O.D.~~/Race Director~~ the safety services on shore (fire) as well as on the water (boats, people on board, material). When necessary, he/she stands in for the O.O.D.~~/Race Director~~

201.04.01 - THE MEDICAL OFFICER

The Chief Medical Officer is responsible for the medical organisation in the racing area, on shore as well as on the water. In agreement with the Officer of the day and his/her deputy, he/she controls the order of the means of emergency such as lifeboats, ambulances, mobile reanimation unit, an eventual airborne ambulance and the first aid station.

In case of intervention on the water, he/she will take command of the rescue operation following stopping of the race by the O.O.D.~~/Race Director~~

201.05 - THE RACE SECRETARY
The Race Secretary is responsible on behalf of the O.O.D.~~/Race Director~~ for the practical side of the meeting and organisation and must satisfy himself that the various officials know their respective duties and that they have all the necessary documents and equipment. He/she must collect all documents.

201.06 - DUTIES OF THE RACE OFFICIALS
The Race Officials shall perform only the duties with which they are entrusted.

201.07 - THE TECHNICAL OFFICERS
The Technical Officers are to make sure that all drivers have their Measurement Certificates and shall verify that the hull and engine conform to the certificate and rules. They check and control safety devices for boats and drivers as provided for in the rules and must inform the O.O.D.~~/Race Director~~ in writing about all irregularities before the boats go on the water. The O.O.D.~~/Race Director~~ will enforce the rules when needed. They verify the synchronisation of the clock and the camera if used. After the race, they must do all necessary checks, all infringement must be communicated in writing to the O.O.D./Race Director.

201.08 - THE BUOY AND COURSE OFFICERS
They must ensure that the drivers conform to the racing rules. Any irregularities must immediately be reported to the O.O.D.~~/Race Director~~ by radio, and in writing following the event, the O.O.D.~~/Race Director~~ will enforce the rules when needed. Buoy and course officials are allowed to be in boats. If they cannot be in boats inside the circuit, there will be two of them: one at the entrance and one at the exit of each turn.

201.09 - THE RACE DIRECTOR
For racing Series, the UIM may appoint a Race Director who works in conjunction with the OOD. The UIM Race Director assists the OOD in all duties and is entitled to impose penalties.

Justification

An Officer of the Day must be nominated and perform all his/her duties even in case of Race Director nomination by the UIM for a particular class or event.

Clarify Race Director role.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	39	WORKING GROUP	River Marathon
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – River Marathon 900.15.2 FX Class 209	**Author of the Rule change proposal**	**Name/Surname:** **Andres Wilson** **Contact email:** Awilson@duromex.com.mx

Current text

900 - UIM RULES FOR RIVER MARATHON RACING

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900.15 - INTERNATIONAL RACING CLASSES

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(Partial)

For the "FX Class" the engines allowed to race are Small Block Chevrolet.
Roll Bar : Well braced and mounted steel tube (chrome moly or aluminium tube can also be used with the minimum diameters and structure indicated previously in this rule).
Engine Type : 8 Cylinder, normally aspirated.
Engine : Chevrolet ZZ and Crate Engine with a maximum displacement of 5,740 cc. The allowed engines part numbers must be stated in the Advance Program. Repaired engines must use GM parts pertaining to that engine. The advance program must state all current and past acceptable GM crate engine numbers.
Cylinder Bore: The Advance Program must indicate if cylinder bore is allowed or not. If allowed, only First size overbore is allowed.
Cylinder Heads : Stock GM ZZ4 or GM ZZ5 or GM ZZ6 cast aluminium or the CT350 iron heads, no after market cylinder heads are allowed. No polishing and/or port work of any kind is allowed.
Oil pump : no dry sump or vacuum pumps are allowed.
Oil Pan, Valve Covers and fluid damper : Any type. The oil pan can be of a larger capacity.
Ignition / Distributor : Any type.
Intake Manifold : No port matching on the intake manifold is allowed.
Carburetor : Any type not exceeding 750 CFM.
Exhaust system : Any type.
Fuel : Gasoline only. The Race Organizer must indicate in the Advance Program if there are any restrictions as far as transporting large amounts of fuel in the Country where the race will be held.
Propulsion : Any type of jet drive, it can be modified.

Proposed text

900 - UIM RULES FOR RIVER MARATHON RACING

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900.15 - INTERNATIONAL RACING CLASSES

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(Partial)

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For the "FX Class" the engines allowed to race are ~~Small Block Chevrolet~~ ***Chevrolet crate engines with cast iron block with maximum displacement of 6000cc.***

Roll Bar : Well braced and mounted steel tube (chrome moly or aluminium tube can also be used with the minimum diameters and structure indicated previously in this rule).

Engine Type : 8 Cylinder, normally aspirated, ***cast iron block only.***

~~Engine : Chevrolet ZZ and Crate Engine with a maximum displacement of 5,740 cc. The allowed engines part numbers must be stated in the Advance Program. Repaired engines must use GM parts pertaining to that engine. The advance program must state all current and past acceptable GM crate engine numbers.~~

~~Cylinder Bore: The Advance Program must indicate if cylinder bore is allowed or not. If allowed, only First size overbore is allowed.~~
~~Cylinder Heads : Stock GM ZZ4 or GM ZZ5 or GM ZZ6 cast aluminium or the CT350 iron heads, no after market cylinder heads are allowed. No polishing and/or port work of any kind is allowed.~~
~~Oil pump : no dry sump or vacuum pumps are allowed.~~
~~Oil Pan, Valve Covers and fluid damper : Any type. The oil pan can be of a larger capacity.~~
~~Ignition / Distributor : Any type.~~
~~Intake Manifold : No port matching on the intake manifold is allowed.~~
~~Carburetor : Any type not exceeding 750 CFM.~~
~~Exhaust system : Any type.~~

Engine: Any Chevrolet V8 GM 5.7L ZZ crate series OR Cast Iron Block LS 364 Crate Engine series with a maximum displacement of 364 c.i. / 6,000 cc.

GM LS 364 engine part number GM19370163 ; ZZ series engine part numbers: 24502609(ZZ4) ; 19301293(ZZ5) 19433041 (ZZ6)

The allowed engines part numbers and/or additional engine configurations must be stated in the Advance Program. Other engines not exceeding 400 HP with similar specs can be used, as long as they are stated in the Advance Program

Remanufactured engines allowed. Particular engine rebuilds allowed to be published in the Advance Program.

Pistons: Only pistons with the original GM design for the original engine used to be allowed. No dome style pistons.

Intake manifold: Any GM brand stock intake manifold, according to engine type.

Electronic Fuel injection systems are allowed, as long as they use the original GM intake manifold, if engine is provided as such.

If fuel injection systems are used, 80MM max throttle body is allowed.

Carburetor: Single carburetor. Any type Off-the shelf exceeding 750 CFM. LS 364 engines can use a GM brand stock intake manifold for use with carburetors.

Oil pump: Any. No dry sump systems allowed.

Starter / Fuel pump / Headers / Oil pan / Ignition / Valve covers: Any

Fuel : Gasoline only. The Race Organizer must indicate in the Advance Program if there are any restrictions as far as transporting large amounts of fuel in the Country where the race will be held.

Propulsion : Any type of jet drive, modifications allowed.

Justification

As GM has discontinued the ZZ crate engine series, allowing for a reliable and commercially available engine alternative.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

Proposal n°	40	WORKING GROUP	River Marathon
Discipline **Rule article n°** **Article subject** 2025 Rulebook page	Circuit – River Marathon 900.15.2 A Class 210	**Author of the Rule change proposal**	**Name/Surname:** **Andres Wilson** **Contact email:** Awilson@duromex.com.mx

Current text

900 - UIM RULES FOR RIVER MARATHON RACING

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900.15 - INTERNATIONAL RACING CLASSES

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(Partial)

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For the A class, engines allowed are V8 engines Up to 7700 cc OR up to 9900cc naturally aspirated with a single carburetor. The advance program must indicate allowed carburetor size for 9900 cc engines.

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Proposed text

900 - UIM RULES FOR RIVER MARATHON RACING

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900.15 - INTERNATIONAL RACING CLASSES

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(Partial)

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~~For the A class, engines allowed are V8 engines Up to 7700 cc OR up to 9900cc naturally aspirated with a single carburetor. The advance program must indicate allowed carburetor size for 9900 cc engines.~~

For the A class Any engine up to 10.6L (650 CID) Naturally aspirated. Or any engine up to 6.3L (385 CID) With forced induction.

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Justification

Prior ruling too restrictive for current big block engine type racers. We believe this will bring additional racers that would not be competitive in Unlimited class.

Commission Advice

COMINSPORT

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026