2011 IJSBA Rule Book Changes

Per Passage of Item 1 (Fuel Tanks In Open/GP):

8.5.4 The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. The fuel tank shall not be restricted to the original equipment, as supplied by the manufacturer, so long as the replacement is an unmodified tank from another homologated PWC and the tank fits securely in the watercraft without causing a hazard. Original equipment fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock may be removed and/or aftermarket parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

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Per Passage of Item 2 (Top Deck In Open/GP):

8.2.2 Aftermarket hulls may be used, on watercraft homologated in numbers of 500 or higher, in classes which carry Expert and Pro designations. The upper deck will not be restricted to OEM to the extent that the upper deck is an exact replica of the Original equipment deck with no change in dimensions or scale. Alterations of dimensions may be allowed where a legal aftermarket part has been integrated into the deck (i.e., rail caps and foot holds). Bulk heads may be aftermarket Deck repairs may be made, provided they do not alter the standard configuration by more than 2.00mm (0.08 in.). The deck's bond flange may not be modified. Deck may be internally reinforced. Fasteners may be installed through the hull and deck for the purpose of securing components to interior surfaces, provided a hazard is not created. If upper and lower components of the original equipment bond flange are separated and rejoined, they must be rejoined by the same method as original equipment (i.e., bonded together with a high-strength adhesive). (See bond flange diagram in Appendix.)

9.2.2 Deck: The upper deck will not be restricted to OEM to the extent that the upper deck is an exact replica of the Original equipment deck with no change in dimensions or scale. Alterations of dimensions may be allowed where a legal aftermarket part has been integrated into the deck (i.e., rail caps and foot holds). Bulk heads may be aftermarket Deck repairs may be made, provided they do not alter the standard configuration by more than 2.00mm (0.08 in.). The deck's bond flange may not be modified. Deck may be internally reinforced. Fasteners may be installed through the hull and deck for the purpose of securing components to interior surfaces, provided a hazard is not created. If upper and lower components of the original equipment bond flange are separated and rejoined, they must be rejoined by the same method as original equipment (i.e., bonded together with a high-strength adhesive). (See bond flange diagram in Appendix.)

Per Passage of Item 3 (Bulkhead Clarification):

6.2.2 Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 2.00mm (0.08 in.). Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed provided a hazard is not created. Other than for the use of fasteners and the placement of allowable relocated parts (i.e., ECU), the bulkhead may not be modified.

7.2.2 Hull and deck repairs may be made. However, these repairs must not alter the standard configuration by more than 2.00mm (0.08 in.). Hull, bulkhead and deck may be internally reinforced. Fasteners may be installed through the hull, bulkhead and deck for the purposes of securing components to interior surfaces, provided a hazard is not created. Other than for the use of fasteners and the placement of allowable relocated parts (i.e., ECU), the bulkhead may not be modified.

Per Passage of Item 4 (Engine Bore Clarification and Limitation):

6.4.1 Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Non-conforming pistons (ie skirt shape that is not an exact replica of the OEM piston) may be approved by the IJSBA but such approval must be obtained in writing. Replacement piston assemblies must weigh within ± 25.00% of original equipment. Engine displacement must not exceed class designation (e.g., 550cc in 550 Stock, 850cc in 850 Stock, etc.) unless otherwise noted. Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30 degree maximum angle. (See diagram in Appendix.).

Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-BriteÂ®. Repairs to the cylinder head affecting one cylinder bank are allowed.

Ski Division Only: The engine displacement of Ski type watercraft that are equipped with a supercharger or turbocharger may not be Increased.

7.8.2.1 Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Non-conforming pistons (ie skirt shape that is not an exact replica of the OEM piston) may be approved by the IJSBA but such approval must be obtained in writing. Replacement piston assemblies must weigh within ± 25.00% of original equipment. Engine displacement must not exceed class designation (e.g., 550cc in 550 Stock, 850cc in 850 Stock, etc.) unless otherwise noted. Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30 degree maximum angle. (See diagram in Appendix.).

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Per Passage of Item 5 (Text Change For Cooling/Bypass Fitting):

6.3.7 Engine, Intercooler, and Oil Cooler water cooling systems may be modified or aftermarket. Additional water cooling lines and after market water bypass fittings may be added. OEM water bypass fittings may be modified or relocated. All bypass fittings must be directed downward and/or rearward so as not to create a hazard for other riders. Additional cooling supply lines and fittings may be added to the pump. Pump water inlet covers and water strainers (filters) may be modified or aftermarket. Intercooler assembly/housing must remain OEM in stock class, additional cooling supply lines and bypass fittings may be added to the OEM Intercooler Housing. Additional cooling supply lines may be added to water inlet covers that are removable from the engine block. Volume changes to OEM water supply fittings are not allowed. Fittings may not be added to the cylinder head, cylinder, or crankcase. Intercooler pressure relief valves (mechanical) are allowed for the purposes of regulating water pressure. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, etc.). Electronically controlled valves or water

injections systems are not allowed unless originally equipped. Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed."

Per Passage of Item 7 (Restriction Of Novices In Open/GP/Mod Participation):

8.1 OPEN CLASS COMPETITION Intended to promote interest in personal watercraft competition with a higher degree of modification. Watercraft competing in this class must conform to the specifications which follow.

NOTE: Where Open Classes allow Supercharged or Turbocharged PWC: All competitors must possess an Expert or Pro license prior to participating.

9.1 MODIFIED CLASS COMPETITION Competitors in this class are allowed modifications to gain maximum machine and engine performance. Watercraft competing in this class must conform to the specifications which follow.

NOTE: Where Open Classes allow Supercharged or Turbocharged PWC: All competitors must possess an Expert or Pro license prior to participating.

10.3 NOVICE 10.3.1 Novice competitors are those with minimal racing experience. First-time competitors must participate in the Novice or Beginner class.

NOVICE LICENSE HOLDERS MAY NOT COMPETE IN OPEN/MODIFIED/GP CLASSES WHERE SUPERCHARGED OR

TURBOCHARGED RUNABOUTS ARE ALLOWED.