



Race Rules and Regulations

(General, Race Site & General Safety)

2021

Drivers/Officials: See 2021 Racing Rules for Additional On-Course Application
Crew Chiefs/Inspectors: See 2021 Technical Manual for Technical Rules

SPIRIT AND INTENT / DISCLAIMER

The H1 Rules and Regulations, are intended to be guidelines for establishing fair competition and to promote H1 in a most positive light, all in accordance with the H1 Mission Statement. It is expected that all Participants (Drivers, Pit Crew, Race Officials, Owners and Promoters) and their respective directors, officers, agents, employees and volunteers will adhere to the "spirit and intent" of these Rules. Participants should not "read-between-the-lines" in order to circumvent a Rule's intent.

It is also the intent of H1 that Race Officials make decisions and resolve disputes regarding these Rules in a timely manner.

If you are contemplating an undertaking that is not directly addressed herein, please contact H1 to make sure it will be allowed.

The Rules stated herein shall govern all H1 sanctioned or promoted events and, by participation in these events, all Participants are: (A) deemed to have understood and agree to comply with these Rules; (B) that no express or implied warranty of safety shall result from publication of, or compliance with, these Rules; (C) that the Rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to Participants, spectators, or others. Further, all Participants recognize and understand that H1 events have risks and hazards which include potential illness, potential injury, including but not limited to bodily injury, paralysis, or death, and potential for property damage. All Participants, by their participation expressly and voluntarily agree to assume those risks and hazards however caused; and understand that such injury may be permanent or temporary in nature and may be compounded by negligent rescue operations of H1, another Participants or first responders.

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H1 2021 Rules and Regulations

RULE 1 • INTENTIONALLY LEFT BLANK

RULE 2 • GENERAL

A. COMPETITION DIRECTIVES

H1 may publish Competition Directives (CD) during the Racing Season to amend, clarify or interpret these rules. A Competition Directive shall become effective upon the date of publication by H1, regardless of when a Race Team receives actual notice.

B. MEETINGS

1. H1 shall conduct meetings periodically with Race Teams during the racing season.
 - (a) Attendance shall be determined by the agenda.
 - (b) Only owners of record of currently registered boats and drivers of record shall be allowed to attend their respective meetings. No proxy representatives shall be allowed for owners and drivers.
 - (c) Proxy representatives shall be allowed to substitute for team manager/crew chief.
 - (d) With the approval of the owners group one additional person may be allowed to sit in the meeting to aid in communication. This person may be a co-owner but shall not be allowed to vote for the team.

C. AUTOGRAPHS

1. Attendance at driver's autograph sessions hosted by the host Race Promoter shall be mandatory for all competing drivers.
2. Permission to miss a session may only be granted by the Chief Referee.

D. ADDITIONAL CLASSES

1. Race Promoters desiring to schedule additional classes of boat racing shall advise H1 of such intentions no less than 60 days prior to event.
2. Additional classes shall be responsible for obtaining all necessary sanctions, insurance papers, and must be full members of H1.
3. Promoters shall be responsible for any H1 supplies/equipment damaged, consumed or destroyed by "additional classes."

E. INTENTIONALLY LEFT BLANK

F. ALCOHOL AND CONTROLLED SUBSTANCE POLICY

1. H1 shall enforce a **zero-tolerance** policy regarding the use of alcoholic beverages and controlled substances.
2. All participants associated with a sanctioned H1 Unlimited event are prohibited from consuming any alcoholic beverage or using controlled substances during all sanctioned periods of an event starting with the first activity each day of the published schedule to 30 minutes after the last scheduled activity.
3. All participants are prohibited from entering the cold pit, hot pit and any restricted areas after having consumed or while under the influence of alcohol or controlled substances.
4. This rule includes race officials, volunteer workers in controlled or restricted areas, team owners, drivers and crew members and all H1 members or participants.
5. The use of any alcoholic beverage or controlled substances is strictly prohibited and shall be enforced by random testing.
 - (a) Random testing may be conducted at any time.
 - (b) Failure to cooperate with a test shall result in the revocation of credentials for the remainder of the event and result in a mandatory 60-day suspension from any and all H1 events and functions.

6. Anyone who is found violating this rule shall be subject to a \$1000 fine, revocation of all credentials and event access and may face up to a one-year suspension from the sport, as directed by the Chief Referee and/or Chairman of H1 Unlimited.
7. This rule shall apply to the unauthorized use of any controlled substance or non-prescribed controlled substances.
8. Drivers and Officials shall also be subject to the provisions of existing Rule 9/A.

RULE 3 • RACE SITE

A. SITE SELECTION

1. For new race sites, H1 shall send a representative to the site prior to the event for the purpose of site evaluation.
 - (a) A proposed site shall submit \$2,500 (non-refundable) to H1 for expenses incurred for a domestic site inspection.
 - (b) A proposed new site shall submit \$10,000 (non-refundable) to H1 for expenses incurred for an international site inspection.
 - (c) A proposed new race site must make a \$5,000 deposit with H1 upon site approval to secure a race date.
 - (d) Proposed new sites must sign a contract with H1 to conduct the event within 90 days of the deposit.

B. RACE COURSE

1. It is recommended that there be a minimum clearance of 600 feet from entrance buoy to the nearest projection or shore point. Variations must be approved by the Chief Referee.
2. There shall be an escape route outside each turn, in which no spectator boats shall be permitted. This area shall extend from the entrance buoy of each turn to the apex of that turn and shall encompass half of the turning area.
3. A description of the course size and dimensions (survey chart or diagram preferred) shall be submitted with the sanction application for approval by the Chief Referee.
4. Any new race course, race course layout and/or change to an existing course are required to be approved by the Chief Referee.
5. If a Promoter wishes to have a course approved for UIM records, a registered land surveyor must be on site during such events and shall be able to certify the course for record application.
6. Minimum water depth of ten (10) feet.
7. Closed course: spectator fleet must be kept a minimum of 1,000 feet away from outer course markers (buoys).

C. BUOYS

1. For all courses, a minimum of five (5) buoys shall be at each turn. The minimum number of buoys in each straightaway shall be five (5) for a 2-1/2 mile course; four (4) for a 2 mile course; and three (3) for a 1-2/3 mile course. H1 shall supply the required minimum number of buoys.
2. All buoys shall be in place at all times during the event. Should all buoys not be in place, it shall be the duty of the Chief Referee to determine if the times taken shall be official times.
3. No records shall be set when any course buoy is missing or out of place.
4. All race courses shall have outer course markers that mirror the inner course markers as close as possible.
5. All course layouts must be approved by the Chief Referee.
6. All buoys are to be inflated to manufacturer's specifications, not more than 0.5 psi.
 - (a) Overinflation may result in rupture due to solar heating.
 - (b) The top of the buoy must remain depressable with a soft touch.
 - (c) Correct inflation is also indicated by contact between all three lower corners of

- the buoy and the ground.
7. The tether attached to the “D” rings on the bottom of the tetrahedron buoys are to be loosely attached with Tie Wraps that do not exceed 100 lb tensile strength one on each “D” ring.
 - (a) The tether or anchor line must not pass through the “D” rings.
 - (b) The tether must be attached to the anchor line with the supplied caribiners without exception.
 - (c) The caribeners must be returned to H1 with the buoys.
 8. The site is responsible for obtaining the race course buoys from the Tech Truck following its arrival and set up at the site.
 9. The site is responsible for deploying the buoys on the race course with correct color placement in a timely manner so as not to delay opening of the race course on any day of the event.
 - (a) Red eight (8) foot tetrahedron or four (4) foot by eight (8) foot white cylindrical buoy with markings used for start/finish line inside and outside
 - (b) Orange five (5) foot to eight (8) foot tetrahedron used for course markers
 - (c) Yellow eight (8) foot tetrahedron used for corner entry and exit buoys
 - (d) White five (5) foot tetrahedron used for outside insurance marker buoys
 - (e) Green five (5) foot tetrahedron used for auxiliary racecourse buoys
 - (f) Green five (5) foot tetrahedron with orange stripes used for auxiliary racecourse corner entry and exit buoys
 - (g) Orange eight (8) foot tetrahedron with yellow stripes used to define the on course designated safety zone (DMZ).
 10. The site is responsible for returning the buoys to the H1 Tech Truck after the race, inventoried, deflated by removing all air with a vacuum, re-insert the plug to protect the threads, tightly rolled in a manner depicted in the instruction sheet on each buoy box, with the carbineers attached to the tether, and packed in the buoy boxes.

D. PIT AREA

1. H1 retains the sole authority for the rules governing the areas designated as the "hot pits", including but not limited to the persons and items allowed therein. SITE shall retain full control of the area for liability, security, public safety and ownership purposes. Anyone failing to adhere to the following restrictions shall be required to leave the pit area, and their pass shall be confiscated: no alcoholic beverages, no smoking, children under 16 must be accompanied by adult. Other pit area procedures are as follows:
 - (a) Official H1 credentials and passes approved by H1 and issued by SITE for the hot pit area are the only credentials that shall be accepted for pit and race control admission
 - (b) ALL credentials shall be validated to indicate the holder has signed a waiver prior to entry into Hot Pit Area or being allowed to enter Race Course Controlled Area.
 - (c) Only validated credentials shall be allowed in restricted areas and on the course.
 - (d) Personnel with special credentials issued by H1 Unlimited shall be the only personnel allowed on the race docks/piers/pontoons.
 - (e) SITE agrees to provide a minimum of two (2) security guards (beginning Thursday night at 6:00 p.m. or the day prior to the first day of on water activity) for H1 Hot pit area for each race day, from one hour after the final event is completed until 9:00 a.m. the following day.
2. The Risk Manager and Chief Referee or his designee shall have access to all areas. The Site shall issue “All Access” credentials to the Risk Mgr. and Chief Referee upon request.
3. The following facilities are required in the pit area:
4. Each entry shall be provided a pit space with minimum dimensions of 30 feet by 45 feet. Parking shall be provided for a minimum of fifteen (15) unlimited hydroplane transporters or the contracted number. Parking shall be provided in pit area with easy access to all pit spaces for the H1 equipment Tech Truck (15' x 50') and H1

- support vehicles. It is desirable for the tech truck to be centered among all unlimited hydroplane transporters/trucks.
5. Rest rooms for men and women: adequate number of facilities for expected number of participants; minimum four (4) for Men and three (3) for Women which shall be easily accessible from within the Cold Pit Area. At least one (1) restroom shall be compliant with Federal Americans with Disability Act requirements.
 6. A minimum of two (2) 120 VAC, 60 Hz, 20 Amp circuits with three-wire duplex receptacles (NEMA 5-20R) per unlimited hydroplane entry positioned at the front of the boat, away from the water; the unlimited hydroplane transporters each require two (2) 120 VAC, 60 Hz, 20 Amp circuits with three-wire duplex receptacles (NEMA 5-20R), H1 shall need one (1) 240 volt, 60 Hz, 30 amp isolated four-prong outlet for H1 equipment truck.
 - (a) The Tech Truck electricity shall be made active prior to Noon on set-up day and shall stay active after the Final Heat until inspection is complete, race results are printed, and truck loaded.
 7. A minimum of one crane of 50-ton capacity or greater with a 40-foot boom shall be provided for every four boats. For a new Race Site crane capacity shall be determined at the discretion of the H1 representative. All cranes shall be available for a minimum of one hour before and one hour after the official testing time trial periods, official heats and also for a minimum of 3 hours after the finish of the final heat.
 8. There shall be a minimum 2-1/2-ton capacity mobile crane available from noon on the day before the first day of time trials until 3 hours after the conclusion of the event for the purpose of engine hoisting.
 9. Escort boats, one for each end of the dock shall be provided near the pit area.
 10. Ecology. Each Race Promoter shall supply an appropriate method for the use in disposing of waste oil and the like. All boats are directed to use these methods.
 11. Fire lanes shall be provided at the pit area. Fire protection with fuel fire extinguishing capability, approved by the local fire department shall be provided at each race by the race committee. The race committee shall inform the responsible fire department of the type of fuels to be used in each area of the hot pits prior to race week.
 12. The Promoter shall make arrangements to have ice available in the pit area during the event to allow teams to purchase ice. It is recommended that a minimum 25 pounds per team be available.
 13. A hose spigot with a maintained minimum pressure of 40 psi per entry and must be left intact until 3 hours after the last heat in the hot pit area near the each of the boats.
 14. A minimum of one (1) 240 VAC, 30 Amp two pole circuit with a four-prong receptacle for the Technical Truck, one 120 VAC, 30 Amp circuit for the H1 motor home shall be provided.
 15. The Promoter shall provide adequate fencing and security personnel to secure the "hot pit area" from unauthorized access. The "hot pit area" is defined as that area immediately adjacent to and including the boats, trailers, fuel and fire lanes, launching area, cranes, and docks. The Chief Referee reserves the right to restrict admission to the hot pit (inner working) area.
 16. Spectator control fencing to be in conformity with insurance company requirements. Moveable interior fencing is also required around hot pit areas. The Promoter shall provide adequate fencing and security personnel to secure the remainder of the pit area, referred to as the paddock, from unauthorized access.
 17. Site shall provide fuel for each boat entry to purchase direct from fuel vendor.
 - (a) The preferred fuel is Kerosene K1 clear. (NOTE: See Rule 13C for all FUEL requirements.)
 - (b) Methanol and Racing fuel as needed.
 - (c) Fuel shall be made available to race teams for purchase at current fair market price.
 18. Smoking shall be prohibited in the hot pit area in the vicinity of the boats.
 19. All personnel working in the pit area during the course of an unlimited hydroplane race shall at all times dress in a proper and decent manner as defined by H1.
 20. Motorized pit vehicles (scooters, golf carts, etc.) may be used in the Cold pit

- (paddock) area only.
- (a) Permission may be granted in other areas by each site.
 - (b) Special permission to use such vehicles in the hot pit may be granted only by the Chief Referee on a site-by-site basis.
 - (c) Drivers of these vehicles shall be required to have a valid motor vehicle license.
21. Prior to formalizing a schedule of events, sites must inform H1 of any local noise restrictions regarding when engines may be fired during the event.
- (a) If such restrictions exist, no on-water activities shall be scheduled to begin less than thirty (30) minutes after engine firing restrictions end. This is to allow teams to warm-up engines on trailers prior to entering the water for any activity.
22. All race teams may merchandise products within their respective pit areas.

E. PATROL AND RESCUE BOAT AND MEDICAL

1. Spectator fleets shall be prohibited from entering the race area, defined as a closed area 1000 feet away from the outer course markers (buoys) on the race course.
2. Spectator fleets shall remain at anchor and shall not move during testing, time trials or racing for a period of one-half hour before the start of on-water activities and until fifteen minutes after the completion of on-water activities.
3. The rescue and recovery operations during the event shall be under the direction and control of the H1 Director of Rescue and under the supervision of the Chief Referee.
 - (a) Patrol, safety boat operators, crew and other personnel shall be instructed at a meeting called by the Chief Referee or the Director of Rescue specifically for the purpose of discussing proper rescue procedure in case of an accident, as well as when, how, and at what speed to move during the conduct of their duties in conjunction with the race.
 - (b) All divers involved in rescue for the event shall receive a mandatory walk-through and orientation of the cockpit and safety equipment of all entries at the event on each day they are scheduled to work.
4. The following boats shall be called course patrol. It is recommended that crews of these and other boats have first-aid training and it is required that all persons on board wear personal flotation devices while race boats are on the water. No non-working family members or children permitted onboard patrol boats. No alcohol is permitted on course patrol boats when race boats are on the water.
 - (a) Designated H1 Medical/Rescue boat staffed with H1 personnel and equipment.
 - (b) Three (3) or more speedy and maneuverable rescue boats with personnel instructed in proper rescue procedures. These boats are equipped with:
 - (i) The crew consisting of a driver, two rescue divers, and one EMT.
 - (ii) One floating basket stretcher or facsimile with a spine-board, straps, and head immobilizing device attached.
 - (iii) One pry-bar, trauma shears, and seat-belt cutter.
 - (iv) Full SCUBA equipment is required for the rescue divers including an "octopus", safe second, or alternate air source for the driver. The restricted confines of the hydroplane cockpit preclude the use of full-sized scuba cylinders (e.g. 72 and 80 cu. ft.). All rescue divers are required to use smaller 13 cu. ft. cylinders.
 - (v) An assortment of extrication collars (C-Collars).
 - (vi) Oxygen kit with ventilating and supplemental equipment, and associated airway accouterments.
 - (vii) General trauma supplies.
 - (viii) Radio communications equipment.
 - (ix) One 10BC rated fire extinguisher.
 - (x) These boats are to be stationed thus: One in the designated safety zone of each turn, and one in the vicinity of the pits.
 - (c) Two (2) or more fire boats, speedy and maneuverable with crews instructed in

- proper fire-fighting procedures. These boats are equipped with:
- (i) The crew consisting of one driver and two firemen.
 - (ii) Pressure fire-fighting equipment of heavy-duty type: Preferably an engine driven pump with a foam induction system.
 - (iii) Two (2) 10BC rated fire extinguishers, preferably of the inert gas (Halon or equivalent) type. Inert gas extinguishers are to have the option of being fitted with the extendible snorkel allowing direct injection of the gas into a cowl covered engine bay.
 - (iv) Radio communications equipment.
 - (v) The firemen on these boats shall wear fire-resistant clothing and appropriate protective gear.
 - (vi) These boats are to be stationed thus: one in the center designated safety zone, and one in the vicinity of the pits.
- (d) Four (4) or more Tow Boats of pre-approved size and type. These boats are equipped with:
- (i) The crew consisting of one driver and one helper.
 - (ii) A pre-rigged towing bridle or towing posts.
 - (iii) Two (2) fifty-foot (50') long towing lines, nylon-one-half inch (1/2"), or five-eighths inch (5/8") in diameter preferred. The end attached to the hydroplane shall be bare, with nothing attached: No eyes, hooks, or shackles, etc.
 - (iv) One 10BC rated fire extinguisher (Halon or equivalent gas).
 - (v) Radio communications equipment.
 - (vi) These boats are to be stationed as follows: One in each designated safety zone, and one in the vicinity of the pits.
- (e) One Crew Response Boat shall be stationed at a location readily accessible from the pits for the purpose of shuttling crew members to the scene of an accident to assist the rescue teams.
- (i) This boat shall be equipped with a crew consisting of one driver/operator, one helper and radio communication equipment.
- (f) All emergency and rescue boats shall remain stationary during the running of the race unless instructed to move by the proper official.
- (g) All boats inside the course shall remain positioned in the designated safety zone unless instructed to move by the Chief Referee.
- (h) A minimum of three (3) stake boats shall remain at anchor at all times.
- (i) These boats shall be used as platforms for course judges.
 - (ii) One shall be stationed near the apex of each turn and one located opposite the judges' stand at the starting buoy and approximately 150 feet inside the race course or as otherwise positioned by the Chief Referee or Race Director.
5. There shall be, in all cases, a sufficient number of additional patrol craft to insure adequate and safe patrol and control of the outer perimeter of the race course.
6. The race site committee shall furnish an advance life support ambulance (ground or helicopter).
- (a) The ambulance personnel shall consist of a minimum of two EMT paramedics.
 - (b) The ambulance crew shall always be stationed at the ambulance location when the race course is open.
 - (c) The ambulance shall be stationed by the location providing direct and unimpeded access from the race course waters to the ambulance and the ambulance egress from the race site.
7. Any site that is more than forty (40) miles from a Trauma Center shall have either:
- (a) A dedicated, on-site aircraft for Saturday and Sunday (racing days); or
 - (b) An off-site location and guarantee of air medical helicopter within 15 minutes of request.
8. If a dedicated medical helicopter is not going to be stationed on-site, the Race Committee shall submit in writing, no less than fifteen (15) days prior to the event, a signed, written plan of action for contacting off-site helicopter to respond, and a

- contingency plan if that aircraft is not available.
9. The race site committee shall furnish the following race site medical coverage:
 - (a) Medical First Aid area **and** Advanced Life Support Ambulance with minimum of 1 Paramedic and 1 EMT for testing day
 - (b) Medical First Aid area and Advanced Life Support Ambulance as defined in (E.) Patrol Rescue Boat and Medical, Section 6 above for race days
 - (c) On-site Physician coverage during race weekend
 - (i) Medical Physician will be licensed to practice in state where race occurs
 - (ii) Prefer Physicians with Emergency or trauma background, not required
 - (d) Licensed Medical Physician and/or Nurse Practitioner as defined by state nursing may perform Driver Physicals on race weekend.
 - (i) Site committee will provide equipment to complete driver physicals: BP cuff(s), stethoscope(s), eye chart, and reflex testing.
 - (ii) Site will provide additional personnel, if needed, to complete driver physicals
 - (iii) H1 Director of Medical will provide Driver Physical Forms

F. HELICOPTERS & UAS

1. Unless otherwise agreed between H1 and the SITE, the SITE shall furnish a minimum of two (2) helicopters, at no charge to H1.
 - (a) If one or more helicopters are used, at least one must have at least four (4) seats, for official use only.
 - (b) If utilized, the second helicopter must have at least two (2) seats.
2. H1, at H1's option, may elect to substitute one, two or more unmanned aircraft systems (UAS/Drone), provided by H1 or a third-party service, for either or both helicopters, but only once such technology has been adequately tested, and approved by the Chief Referee. The cost of such UAS services, including the operation thereof and any insurance therefor, shall be paid by the SITE or reimbursed by the SITE to H1, as applicable.
3. Each helicopter or UAS shall be properly registered (if and as required) with the FAA.
4. Each operator of a helicopter (including its flight crew) or UAS shall be properly licensed and have such certificates as are necessary under the applicable Federal Aviation Regulations (FARs) to conduct these types of operations.
5. The SITE shall be responsible for (with H1's reasonable assistance) any and all coordination with the local FAA Flight Standards District Office (FSDO - or other applicable FAA office, including Air Traffic Control (ATC)), required for the operations of any such helicopter or UAS during the Race (including Time Trials and Testing) within any controlled airspace and to cause the FAA to authorize such operations pursuant to or as a waiver of any airspace restrictions, including any Notice to Airmen or Temporary Flight Restrictions, issued by the FAA (or similar regulatory body) in connection with or affecting the Event.

G. RACE CONTROL

1. Secured, air-conditioned trailer, located in pit area, satisfactory in length to H1 starting at 9 AM the day prior to the start of the on-water activities
2. Two (2) 120-volt, 20-amp isolated dedicated power sources for H1 equipment.
3. Two (2) 2' x 8' tables.
4. Four (4) chairs.
5. One (1) trash container.
6. One (1) copier with paper must be located in this trailer with separate machine in Media Center.
7. One (1) telephone
8. Unrestricted High-speed internet access

- (a) Wired or wireless connections are preferred; dial-up if others not available.
- 9. H1 motor home location preferable near race control office and pit area.

H. SCORING AREA

1. Spectator control fencing to be in conformity with insurance company requirements.
2. Scaffolding or permanent facility with a minimum height of twenty-five (25) feet with easy access to all levels, located at start/finish line, with view of entire race course.
 - (a) SITE agrees to provide security (beginning Thursday night or the day before the first day of on-water activity, at 5:00 p.m.) for scoring area through one hour after final heat or until equipment is removed from the tower.
 - (b) The scoring area must be covered to protect the people and the equipment from sun and other weather conditions.
3. Two (2) 2'x8' tables.
4. Five (5) chairs.
5. Two (2) 120-volt, 20-amp power sources (dedicated).
6. Two (2) portable or permanent toilets.
7. One (1) 45-gallon trash container.
8. Food and beverages for Race officials and scoring tower on all days of event weekend including setup day will be available at their expense.
9. The following provisions for the starting clock shall be furnished if it is determined H1 is providing such clock (dependent upon site agreement):
 - (a) One 120-volt 50-amp AC circuit
 - (b) Assistance, personnel and equipment necessary to put the clock in place on the day before on water activities start and to take down and transport back to the H1 truck after the final heat is complete
 - (c) A structure or stand of sufficient strength to support or hang the starting clock
 - i) The clock is 7 feet high by 12 foot wide by 1 foot deep and weighs 500 pounds
 - ii) The clock must be visible from the apex of Turn 2 and the straightaway approaching the starting line or the crew corral or both.
 - (d) If the site provides a starting clock, meet the following specifications:
 - i) Be seven (7) feet high and twelve (12) feet wide.
 - ii) Three (3) digits of display: minutes, seconds, seconds
 - iii) Must be visible and readable from the apex of Turn 2 and the straightaway
 - iv) Have a readout for the Chief Referee and Chief Scorer
 - v) If clock is not visible from the pits, a readout at the tower must be provided for crew members to view.
 - vi) A Zero-Zero (0:00) trigger light that must remain on for five (5) minutes or until reset by the Chief Timer.
10. If the area is shared with Public Address area and announcers, the Race Control portion shall be roped off to limit access to H1 Officials only.
11. Unrestricted high-speed Internet access.
12. No cannons, air horns or other loud, vibrating enunciating devices shall be used within 25 yards of the scoring/timing tower or attached to the tower structure.

I. PUBLIC ADDRESS AREA (LOCATED AT RACE CONTROL)

1. Commercial-grade public address system to spectators.
2. Industrial-grade public address system to pit area.
3. Cordless microphone with long-range capability.
4. SITE will provide an Announcer to be on site a minimum of one (1) hour prior to and after on-water activity for the Pit Area PA system.
5. SITE agrees to broadcast H1 provided commercials and announcements.

J. MEDIA CENTER (LOCATED NEAR RACE CONTROL)

1. One (1) secured, air conditioned 10' x 30' trailer or equivalent existing

- structure.
- 2. Two (2) 6'x 2' tables.
- 3. Five (5) chairs.
- 4. One (1) copier with sufficient paper supply
- 5. One (1) facsimile machine.
- 6. Three (3) telephone lines with long distance access.
- 7. High-speed Internet access.
 - (a) Must include one connection with a minimum upload speed of 5 MB per second for internet streaming.

K. VIP AREA FOR NATIONAL SERIES SPONSORS & VENDOR LOCATIONS

- 1. SITE agrees to provide to H1 50 event admission passes that include access to the cold pits on every day of the event. In years in which a series sponsor desires event admission, SITE agrees to provide to H1 at SITE's sole expense one (1) designated area, with one (1) 20'X 20' tent, tables, chairs and 100 VIP tickets per day located in the VIP area in lieu of 50 event admission passes with cold pit access. This VIP area will be considered prime viewing of the entire race course in the VIP section near the Judges Stand.
- 2. H1 will be responsible for all catering costs associated with VIP area.
- 3. SITE will make an area in the VIP section available for use by all unlimited hydroplane race team owners up to 75 days prior to the event, or as available, at a rate discounted by not less than fifty percent (50%) from the rate regularly charged for such space.
- 4. SITE will make available at least one (1) vendor space for H1 to sell H1 National Sponsor and/or Race Team souvenirs, merchandise and/or clothing.
 - (a) SITE shall not charge a vendor fee or percentage of gross receipts for the use of said vendor space. However, H1 shall remain responsible for any concession fee or percentage charged by the city imposed on Event vendors.
 - (b) Such space shall be located in a "vendor" area, if there is an area so designated at Event. If there is no such designated area, the H1 vendor space(s) shall be located in a mutually agreeable area(s). H1 may also establish satellite vendor locations with the prior consent of Producer.
 - (c) No less than sixty (60) days prior to the Event, H1 shall notify SITE of the size of the space needed by H1 for its vendor space. H1 will notify Producer at the same time of the nature and size of the equipment H1 will use (trailer, tent) for its merchandising facilities.
 - (d) SITE shall not allow, without the consent of H1 the selling of any merchandise, souvenirs or clothing that contains the H1 and/or series logos.
 - (e) The cost of any H1 vendor facilities including, but not limited to a tent, trailer, tables, chairs or other facilities, shall be the sole responsibility of H1.
- 5. SITE will also provide vendor space to H1 team owners at a rate discounted by at least fifty percent (50%) from the rate regularly charged for such space.
- 6. All race teams may merchandise products within their respective pit areas.

L. MISCELLANEOUS

- 1. Sufficient quantity of concrete blocks or suitable anchors for buoy anchors and minimum 3/8-inch polypropylene (poly) rope to install course and replace lost or damaged buoys.
- 2. Four (4) golf carts

M. SITE

- 1. Public Sanitation Facilities
 - (a) Sufficient in number to meet local regulations.
 - (b) Separate facilities for men and women.
 - (c) Quantity and placement of facilities must be compliant with the American with Disability Act.

2. Medical
 - (a) One (1) first aid station for treating local emergencies.
3. Personnel
 - (a) Two (2) people must be available from 8:00 a.m. to 5:00 p.m. on Thursday or designated arrival day, to line up boat trailers, H1 tech truck and transport trucks in the pit area.
4. The following personnel must be available from 8:00 a.m. to the end of the daily program on each of Friday, Saturday and Sunday, or designated on-water activity days:
 - (a) On-Site Liaison
 - (i) Two (2) at pit area (each entrance).
 - (ii) One (1) at race control.
 - (iii) Additional personnel as needed for anticipated spectator attendance.
 - (b) Media Center
 - (i) Two (2) public relations persons to assist and direct press.
 - (c) H1 Race Control Office (or H1 Office)
 - (i) Two (2) assistants.
 - (d) Pit Area
 - (i) One (1) pit coordinator.
5. Transportation
 - (a) Adequate on-site transportation between the pits and start/finish line – such as golf carts or shuttles for officials – is provided by SITE.

N. CEREMONIES

1. Responsibility of SITE, coordinated with H1.
2. H1 to assist SITE in planning of ceremonies.
3. SITE shall provide trophies for first through fifth place for all racing classes scheduled to compete.
4. H1's awards background shall be utilized for national television purposes at a time mutually agreeable to H1 and SITE.

O. CORRAL

An area for the corral shall be provided large enough for a corral boss and seven (7) boat communicators. This area must have full sight of the race course. The area must be secure. The area may be a permanent structure, scaffolding or scissor lifts.

P. COMPLIANCE

1. Failure to comply with terms of Rule 3 shall be grounds for the Chief Referee to immediately halt all activity until full compliance is achieved.
 - a) Repeated failure to comply with terms of Rule 3 maybe grounds for the Chief Referee to immediately halt the race and order cancellation of the event.

RULE 4 • RACE PROCEDURES

A. TESTING AND TIME TRIAL PROCEDURE

1. A Testing and Time Trial Period of not less than one day for a two-day event, or two days for a three-day event (weather or site conditions permitting) shall be made available to H1 by the Promoter.
2. The Chief Referee or his designee must be at the race site during testing/time trials.
3. Testing:
 - (a) All lap times shall be recorded to be used In the event that the time trial period is canceled due to weather, boat damage or water conditions.
 - (i) These times shall then be used to determine eligibility to compete without using Chairman's Option (See 5(a) below).
 - (b) A minimum of one-hour testing shall be provided on Sunday morning.

- (i) Boats may record official time trial times during this period at the discretion of the Chief Referee. The time trial boat shall not be given exclusive use of the course.
 - (c) A minimum of two (2) hours testing shall be provided on the first day of the event, weather and site conditions permitting.
 - (i) Less than two (2) hours of testing must be approved in advance by the Chief Referee at request of the Promoter.
 - (d) A minimum of two (2) hours testing shall be provided on the second day of a three (3) day event, weather and site conditions permitting.
 - (i) Less than two (2) hours of testing must be approved in advance by the Chief Referee at request of the Promoter.
 - (e) The number of boats allowed on the course at one time for testing shall be set by the Chief Referee.
4. Time Trials:
- (a) One – approximate two (2) hour Time Trial Period shall be scheduled for the first day (usually Friday).
 - (b) The scheduled Time Trial Period shall be sufficient to give all boats two (2) opportunities to attempt a time trial.
 - (i) At the discretion of the Chief Referee the remaining time may be turned into a testing time.
 - (ii) The Chief Referee or his designee shall establish the official end time of the period at which no further hulls may be launched.
 - (c) The order in which boats attempt a run in the first Time Trial Period shall be determined by reverse order of National Points for current season, or previous season for the first event of the year. If a boat/team decides to pass on its scheduled first attempt, the “pass” shall be counted as the first attempt.
 - (d) The order for the remaining time shall be open on a first come, first serve basis, and teams shall not be permitted to keep their boat hanging over the water or otherwise tie up a crane.
 - (e) Each boat shall be allowed a maximum of three (3) laps for Time Trials. The boat running a time trial shall have exclusive use of the course for their run.
 - (i) Each boat shall be given the GREEN flag the first time past at speed to signify the start of the time trial lap, and at the end of the first lap to signify the start of the second lap.
 - (ii) At the end of the second time trial lap, each boat shall be given a WHITE flag to signify the start of the last time trial lap.
 - (iii) At the end of the third trial lap, each boat shall be given a CHECKER flag to signify the end of the run.
 - (a) Said boat shall return immediately to the pit area or be subject to a fine of no less than \$100.
 - (iv) Boats attempting to qualify during this Time Trial Period shall not use the laps for any testing or timing runs. If it is determined by the Chief Referee or his designee that a boat is not running at a speed that shall qualify or improve time or is attempting to prevent other boats from attempts in the allotted time, the Black Flag may be displayed and the boat shall immediately return to the pits or be subject to a fine.
 - (f) The next boat in order (ladder) shall begin its time trial runs within a designated time period stated at pre-water activity drivers meeting (not to exceed 5 minutes). Clock Starts when the previous boat takes the checkered flag unless changed by the Chief Referee and announced before the session starts.
 - (i) Boats not leaving the dock under power at the end of the designated period shall be placed at the end of the established order.
 - (g) After completion of the Time Trial Period, National High Points shall be awarded and applied to the event total points in order of time trial speed as indicated below:
 - (i) First Place - 100 Points; Second Place - 80 Points; Third Place - 70 Points; Fourth Place - 60 Points; Fifth Place - 50 Points; Sixth Place -40 Points; Seventh Place through last place - 30 points each.

- (ii) Points and money shall be awarded based on time trial speed for the hull that is raced in Heat 1 on race day in the event an owner qualifies both a primary and a back-up hull.
 - (iii) Boats must have time trial speeds during the time trial period to be awarded time trial points and monetary awards.
 - (iv) Points awarded from the Time Trial Period shall apply to determining eligibility for the Final Heat.
 - (h) For the purpose of this rule, it shall be the hull that is qualified, regardless of the name, number, sponsor, or driver.
 - (i) All boats must complete time trial runs or make a reasonable attempt at time trials to be eligible for prize money.
 - (j) The fastest legal lap speed recorded during the Time Trial Period shall be recorded as the official time trial speed and shall be used to determine Fastest Qualifier and the final Time Trial Order.
 - (k) Boats not competing in the Time Trial session or boats that have had a Time Not Recorded (TNR) due to a Fuel Flow or N2 violation, but have achieved a minimum lap of 130 MPH during testing or Time Trial Period, shall be placed at the bottom of the Time Trial Order by speed.
 - (l) If additional Time Trials are allowed for any reason on the second day (Saturday), speeds recorded shall be for "last chance" qualifying.
 - (i) Minimum Qualifying speeds attained outside the Time Trial Period shall be allowed but shall not be used to change the official Time Trial Order.
 - (m) All hulls shall meet a minimum speed of 130 MPH to be considered 'qualified.'
 - (i) Boats not meeting a minimum speed of 130 MPH during either testing or Time Trial may choose to exercise Chairman's Option in Rule 4/A5 below.
 - (n) An owner of two fully registered hulls may run under either registered U-number, but shall, within one-half hour after the scheduled time trial period ends, notify the Chief Referee and declare which hull shall run with which number during the heats of racing. That hull shall run with that number the remainder of the event.
 - (o) Change of hulls during the event for the purpose of gaining National Points is not allowed. Once a hull number has made a start in any heat that hull number may not be transferred to another hull for the duration of the event.
5. Chairman's Option: Each owner of registered hull shall have the right to exercise two (2) Chairman's Options (CO) per Racing Season.
 - (a) When an owner uses a Chairman's Option, he shall be allowed to compete in the race without participating in the above Time Trial procedure.
 - (b) The Chairman must approve of the use of each Chairman's Option before it may be used.
 - (c) No boat using a Chairman's Option shall "bump" a boat that qualifies by the above procedure from the qualifying heats.
 - (d) Boats using the Chairman's Option shall receive no points for time trials and shall be assigned to all Qualification Heats by the Chief Referee.
 - (e) Boats using the CO shall be placed at the bottom of the Time Trial Order.
 6. Time Trial Option: (Applies only to an owner who has registered back-up hull present at the event. See Rule 7/B 2 and 6). Each owner of a registered hull shall have the right to exercise two (2) Time Trial Options (TTO) per Racing Season.
 - (a) Should the qualified hull be damaged prior to the start of Heat 1A, a back-up hull shall be allowed to compete without running in the above Time Trial procedure.
 - (b) This back-up hull shall assume any time trial position, moneys, and points earned by the qualified hull.
 - (c) This back-up hull must meet all safety and technical rules and must pass Safety inspection prior to racing.
 - (d) Should the primary hull not run in time trials, the back-up hull must run.
 - (e) Should neither hull participate in time trials, then a Chairman's Option may be used.
 7. In order for a boat to qualify for a Chairman's Option or a Time Trial Option, the hull must have qualified at a previous event.

B. WHAT CONSTITUTES A RACE

1. All races except the GOLD CUP shall be standardized and consist of:
 - (a) Three Qualification heats.
 - (b) One Provisional heat (optional)
 - (c) One Final Heat.
2. All Qualification heats shall be determined by a blind draw.
3. Provisional Heat (Optional) - Boats not seeded to the final shall be eligible to run in the provisional heat.
 - (a) Provisional heat shall be three (3) Laps.
 - (b) No points are awarded for the Provisional Heat.
 - (c) The winner of the Provisional Heat shall start as the provisional starter in the Final Heat.
 - (d) The Provisional boat shall not occupy the inside lane (Lane 1) at any time prior to the start.
 - (e) The Provisional boat shall not interfere with the five or six front row Final qualifiers during their maneuvering for Lane 1.
 - (f) Any boat qualifying for the Final Heat via the Provisional Heat unless allowed to move up shall follow the Final Heat Qualified boats past the commitment buoys after the one-minute period has begun.
 - (g) The Provisional boat shall start five (5) seconds after zero zero (00) on the starting clock, unless a different time has been designated by the Chief Referee.
 - (h) The Provisional boat may occupy any open lane at the start.
 - (i) The Provisional boat start shall be independent of any other boat who may be late on the start.
 - (j) The Provisional boat shall be penalized for jumping the gun (JG) if it crosses the start/finish line prior to its mandated start delay time per item (g.) above.
4. Final Heat - The Final heat field shall consist of those boats accumulating the highest point totals from the Time Trial Period and qualification heats, plus the winner of the provisional heat as the provisional starter if a provisional heat has been run and completed.
 - (a) Final heat shall be five (5) Laps.
 - (b) Time trial order shall be used to break any ties on points for determining eligibility for the Final Heat.
 - (c) The number of boats competing in the Final Heat shall be announced by the Chief Referee at the drivers' meeting.
 - (d) Should the number of boats starting on the first row be reduced for safety reasons, those moving to the second row shall be the boat with the lowest point total first, the boat with the second lowest point total next, and so on in that order. The Alternate Boat(s) shall start on the 2nd row unless there are not enough Boats to fill the front row, at which time the Alternate(s) 1st, 2nd, 3rd shall be allowed to move to the front row until it is filled.
 - (e) In the event that the final heat does not consist of a full field, and there are no longer any eligible boats from competition to fill the field, and a boat that was damaged in previous competition has a registered back-up hull available, then the back-up hull may be allowed to run in the final at the discretion of the Chairman of H1 under the following conditions.
 - (i) The back-up hull shall start 10 seconds after the clock reaches 00 for the start.
 - (ii) The back-up hull shall not advance position until the completion of the first lap.
 - (f) Per the Chief Referee as announced at the Drivers Meeting, it is the intent to run a full field for all races. If a provisional race is not run it shall be the prerogative of the Chief Referee to award the Trailer Boat to the next Boat in line by cumulative points should a tie exist it shall be awarded to the fastest qualifier.
 - (g) Once the final field has been established there shall be designated a 1st, 2nd, and 3rd alternate for the Final Heat from the remaining Boats.

- (i) The Alternate Boat(s) shall be allowed to compete in the event of the withdrawal, disqualification, or inability of a qualified final heat entrant to compete.
 - (ii) The eligibility of the Alternate(s) shall be made in numerical order 1st, 2nd, 3rd depending upon the number of positions made available.
 - (iii) The 1st Alternate shall be allowed to leave the dock at the five-minute gun and remain on the course until all boats are on the course at which time, the Alternate shall return to the pit area prior to the one-minute gun.
- (h) The top five (5) finishing drivers from the Final Heat shall report to the series sponsor's awards stage and podium immediately following completion of the Final Heat.
- (i) Failure to do so may result in a fine of \$500 for the first offense and shall be progressive for subsequent offenses.
5. The maximum number of boats that may start in one heat or section shall be six plus Provisional, except as provided below:
- (a) The Chief Referee may reduce this figure as necessary in the interest of safety.
6. Those qualified boats having zero (0) points from the qualifying heats shall be eligible for the Final Heat in the following order:
- (a) Those boats making a legal start in at least one qualification heat shall receive five (5) points for each legal start, and five points for each non-penalty lap completed.
 - (b) Those boats having zero (0) points from number 1) above shall be eligible for the final heat, in the order of time trials speeds.
 - (c) The points from (a) above shall be used only to determine final heat eligibility, and do not apply to national high points.

C. DRIVERS' MEETING

1. The drivers' meeting shall be held at a location determined by H1 on the day prior to the race, or prior to the first heat at multi-day events.
2. The Chief Referee shall conduct the drivers' meeting.
3. The order of business shall be:
 - (a) Roll Call. Attendance is compulsory. Only those boats shall compete whose drivers have answered roll call or whose qualified representatives have answered roll call after having obtained permission from the Chief Referee to represent the driver at the drivers' meeting.
 - (b) Appoint and introduce the drivers' representative.
 - (c) Introduction of local Race Promoter and organizer for necessary remarks
 - (d) Introduction of safety officers for instructions and information.
 - (e) Information for drivers from Chief Referee:
 - (i) Course rules. (Designated Safety Zone)
 - (ii) Safety regulations.
 - (iii) Race Format.
 - (iv) Course signals, flags, etc.
 - (v) Discussion of local rules, etc.
 - (vi) Election of temporary drivers' representative if permanent representative is not present.
 - (f) Draw for heats.
4. It is mandatory that all crew chiefs attend all drivers' meetings, unless excused by the Chief Referee.
5. Crew Chief of record: The designation of Crew Chief shall be made in writing to the H1. This designation shall be presented prior to the first race of the season, or at any race when a change in crew chief is made.
 - (a) Any changes shall be made prior to the drivers meeting.
6. A drivers meeting shall be held prior to any on-water activity on the first day for the purpose of defining the course, course rules, schedule, procedure, safety zones, local requirements and other pertinent information.

7. Discussion of rules and regulations of the race shall not be covered in this meeting, but at the regular drivers' meeting to be scheduled before the race.
 - (a) Every driver shall be represented at this meeting, in person or by an accredited representative. A roll call shall be taken of the Drivers.
 - (b) It shall be the responsibility of each driver not present to obtain the permission from the Chief Referee to miss the meeting prior to the event.

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M. DRIVER QUALIFICATION (SUSPENDED AND REPLACED BY CD-2020-03)

N. CHANGE OF DRIVERS - ALTERNATE DRIVERS

1. The Chief Referee must be notified of a change of driver during the sanctioned event, including time trials or testing, and the new driver shall sign the entry form for the boat he is to drive.
2. All drivers shall be members of H1.
3. All alternate or substitute drivers must submit their registration to the chief scorer prior to the drivers meeting to be considered an alternate driver.

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Q. DISCIPLINE (SUSPENDED AND REPLACED BY CD 2021-02)

R. PENALTY & FINE SCHEDULE

(See Technical Manual, Racing Rules and CD 2021-02)

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U. OFFICIAL RESULTS AND ORDER OF FINISH

1. All decisions as to driving infractions shall be announced and imposed, and the results made official, as soon as possible, but no later than before the start of the next heat; i.e. decisions for 1A and 1B shall be announced and made official before the start of Heat 2A, etc.
2. All decisions as to driving infractions in the Final Heat shall be announced, as soon as possible, but no later than 30 minutes after the finish of the Final Heat.

3. The Official winner and Final Order of Finish shall be subject to review of the Data Box.

RULE 5 • RECORDS AND POINTS

A. COMPETITION & TIME TRIAL RECORDS

1. Official H1 records shall be awarded for the fastest speeds to date in single laps of competition, heat average of competition, single laps of time trial, and two laps of APBA Gold Cup time trial.
2. In order to establish a competitive record, there must be at least three legal starters in the heat or section for which the record is claimed, all of which must conform to the Unlimited Class Rule.
3. Competition and time trial records shall be awarded only for laps completed on approved 1-2/3, 2, and 2-1/2-mile courses or courses specifically approved by H1
4. In order to establish an H1, APBA, UIM, or local course record, all buoys must be in place and the course shall be certified by the Race Surveyor.

B. STRAIGHTAWAY RECORD RUNS

1. Sanction applications for Straightaway Record Runs must be filed with H1 at least 60 days prior to the date of the trials.
 - (a) The H1 office must be notified at least 60 days prior to the date of the trials. Upon notification to H1, a notice shall be sent to all H1 registered owners within 14 days. Any owner planning to make a record attempt must notify H1 at least 30 days prior to the date of the trials
 - (b) Single-boat record attempts are allowed through H1.
2. All Unlimited Class minimum insurance requirements must be in effect for the period covered by the Straightaway Record Runs.
3. Any duly registered Unlimited Hydroplane may compete in Unlimited Straightaway Record Runs regardless of whether or not such boat has ever competed in a competitive Unlimited Class race. However, the hull must be subject to H1 inspection and rules.
4. Any hull competing for Unlimited Straightaway Record Runs shall conform to and be subject to inspection for compliance to current Unlimited Hydroplane rules, including, but not limited to hull, engines, engine rules, and replacement engine parts.
 - (a) Inspection shall be completed and report issued immediately following pending record run.
 - (b) There shall be no restrictions on fuel amount and engine RPM during the run.

C. RACE REPORTS

1. Lap speeds, points and other statistical data shall be made available, as it is prepared, to owner, driver, officials and press on a timely basis.
 - (a) Each Race Promoter shall furnish suitable copier and paper.
2. The Chief Scorer for each race shall provide a copy of the summary sheet for the race to the Unlimited Official Historian along with time trials lap speeds and averages.

D. METHOD OF SCORING POINTS

1. Each boat shall be awarded points in each heat or section based on order of finish, on the following basis: 1st Place - 400 Points; 2nd Place - 300 Points; 3rd Place - 225 Points; 4th Place - 169 Points; 5th Place - 127 Points; 6th Place - 95 Points; 7th Place - 71 Points.
2. The system of scoring points, as outlined above, shall be used in all heats. Points scored in all heats shall be cumulative.
3. The winner of the Race shall be established by the order of finish of the final heat. The order of finish for boats starting but not completing the final heat shall be

determined by the number of laps each boat has completed in the final heat.

E. HIGH POINTS

1. High Points shall be awarded at all sanctioned regattas where a minimum field of three boats crosses the starting line in heat one.
2. The total points scored by each boat in each sanctioned event shall be credited toward the National Boat Championship.
3. Total points scored by a driver in any one boat during a sanctioned event shall be credited toward the National Driver Championship.
 - (a) Drivers may score points in only one boat during any one sanctioned event.
 - (b) A driver shall declare in which boat he shall be scored driver high points thirty (30) minutes prior to the scheduled initial start of the Final Heat. The declaration shall be in writing on a form provided by H1 and given to the Chief Scorer prior to the designated time.
 - (c) Driver points shall be scored on the same basis as points for boats.
4. That boat which accumulates the highest number of points at the end of a complete Racing Season shall be declared National Champion Boat and awarded the right to bear the US-1 shield. The owner of that boat may request the Number (1) boat registration for the following year and may paint the US shield on the hull of his boat for that year.
5. The driver accumulating the highest number of points at the end of the Racing Season shall be declared National Champion Driver and shall be presented with a suitable award.
6. Should a boat be destroyed, or should a boat be declared unseaworthy by the Chief referee or his representative, then the boat's replacement, if it carries the same racing number and name, shall have its predecessor's points transferred to its credit.

RULE 6 • SANCTION, PRIZE MONEY, TROPHIES, INSURANCE

A. SANCTION AND PRIZE MONEY

1. Sanction Conditions:
 - a) Only the race specifically designated by the APBA as the "APBA Gold Cup Race" may use the words "Gold Cup" in its designation.

Races desiring sanction must submit a written proposal and \$5,000 deposit by September 1 of the year previous to the desire race date. The deposit shall be refundable only if SITE gives the H1 written notice on or before January 15 of the immediately preceding year of its intention not to host the next year's event.

- b) Sanction applications, executed on the form provided by the H1 for that purpose, shall be completed and filed by March 15th of the year. Variances from this schedule must have prior written approval of H1
 - (i) A suitable course map, survey or chart, in triplicate shall accompany each sanction application.
 - (ii) The sanction application shall be accompanied by an H1 provided checklist of requirements, situations and guidelines that shall be completed in full before approval of the sanction.
- c) The package fee and payment schedule shall be determined at the annual meeting of the Board of Directors. The fee is payable in US dollars.
 - (i) 50 percent of the total is payment, which may be scheduled over time, is a minimum of 30 days prior to the event.
 - (ii) The 50-percent balance is due immediately following the final heat of racing.
- d) Each Race Promoter must meet the insurance requirements.
- e) Should a race sanction be disapproved or canceled, all moneys paid by applicant shall

- be returned together with a written explanation.
- f) All races shall pay prize money balances within one hour of the conclusion of the event, unless prior contractual agreement is made 60 days before the race.
- 2. In the event that an Promoter desires to stage an Unlimited race with special rules in its deed of gift for a particular trophy, or sanction application that differs from those specified wherein, these conditions must be approved by H1.
- 3. H1 retains all national radio and television rights to all events.
- 4. Race site/producer retains all local and regional radio and television rights.
- 5. Each race site shall establish the day after the scheduled race day as a contingency, or rain date. This date shall be used in the event of cancellation, postponement, or extension of the scheduled race day for any reason.
- 6. The Promoter shall provide take home trophies for the first three (3) place finishers in an event.

B. REVOCATION OF SANCTION

- 1. The Chief Referee shall have the authority to revoke a sanction for any Unlimited race prior to the start of Heat One if the actual race conditions do not substantially conform to the conditions as advertised on the H1 race announcement or as defined and required in the H1 Rules and Regulations.

C. PRIZE MONEY

- 1. At least 75% of the money provided to H1 by the Race Sites shall be allocated to Race Teams, as determined by the Board of Directors. The remaining amount (up to 25%) shall be retained by H1 and used to cover costs incurred by H1 to officiate and manage the Race, and for the general expenses of H1 operations.
- 2. All prize and/or tow money shall be in U.S. Dollars (USD).

D. INSURANCE REQUIREMENTS

- 1. All races sanctioned for Unlimited boats shall carry H1 or APBA regatta liability insurance in minimum amounts of \$5,000,000 including participant to participant coverage combined single accident limits, the form of such coverage to be approved by H1 in accordance with existing H1 and APBA insurance standards.
- 2. All Promoters shall provide a minimum of \$5,000,000 H1 or APBA regatta liability insurance for each day of time trials, and testing as well as for each day of competitive racing.
- 3. All Promoters shall provide the H1 or APBA required Member Accident and AD&D insurance coverage.
- 4. SITE shall furnish all insurance policies and certificates, including from all contractors and subcontractors as shall be satisfactory to H1, designating as applicable, H1, APBA, all series sponsors, SITE and SITE's sponsors (including their officers, employees, and agents) as additional insured.

E. SPECIAL EVENTS/EXHIBITIONS

- 1. Unlimited Hydroplanes may participate in a special event or exhibition, provided the following conditions are met:
 - a) H1 has the authority to approve or disapprove the special event or exhibition.
 - b) Promoters are prohibited from using any terms in their promotion that would indicate a race, contest or any form of competition between Unlimited Hydroplanes.
 - c) Proof of insurance must be provided to H1
 - d) No more than one boat may be on the water at one time.
 - e) Promoters not charging spectator admission:
 - f) Must receive approval from H1
 - g) Promoters charging spectator admission:
 - h) Must receive approval from H1
 - i) Must be sanctioned by H1 and provide H1 or APBA insurance for the event.

F. OTHER SPECIAL EVENTS

1. Anyone who desires to compete in a Special Event where more than one boat shall be competing is required to receive prior approval from H1.

RULE 7 • HULL OWNERSHIP, FEES, NUMBERS (Also see CD2021-01)

A. BOAT OWNERSHIP

1. An Unlimited hydroplane may be owned by either an individual, partnership or a corporation, provided that such individual, partnership or corporation shall be a member of the H1
2. In the event, however, that an Unlimited hydroplane is owned by a partnership or corporation, the partnership or corporation must designate an individual who is a member of H1. This designated corporate representative cannot at any time appoint an alternate representative in his absence.
3. The individual designated as such representative shall exercise the usual power of ownership as the representative of such partnership or corporation.
4. Intentionally Left Blank (CD 2021-01)
5. Intentionally Left Blank (CD 2021-01)

B. REGISTRATION FEE, PURCHASE & SALE AND REPLACEMENT HULLS

1. Intentionally Left Blank (CD 2021-01)
2. Intentionally Left Blank (CD 2021-01)
3. Intentionally Left Blank (CD 2021-01)
4. Intentionally Left Blank (CD 2021-01).
5. There shall be no time limit placed on when an owner may purchase and/or lease a boat; however, a hull may only be run as one boat, by one owner for time trial purposes or for the purpose of a Chairman's Option. It cannot be bought and sold for the purpose of intent to qualify."
6. An owner shall be allowed one entry per event for each boat number registered with H1. This shall be referred to as the primary hull.
 - a) There shall be no limits placed on the replacement hull(s), also known as back-up hull, for the primary hull used at an event except the following:
 - (i) The replacement hull shall be qualified.
 - (ii) The owner must declare which hull shall be entered into the event one-half hour before the scheduled start of the first heat.
 - (iii) The owner must finish the event with the hull declared in ii) above.
 - (iv) The replacement hull must carry the numbers of the owner's registered primary hull.
 - b) Points earned from (a) above shall be awarded to the original, registered number on the primary hull.
 - c) Change of hulls during the event for the purpose of gaining National Points is not allowed.
 - (i) Once a hull number has made a start in any heat that hull number may not be transferred to another hull for the duration of the event.

C. BOAT NUMBERS (SUSPENDED AND REPLACED BY CD 2021-01)

RULE 8 • DRIVER PHYSICALS, CREW APPARREL, GENERAL SAFETY & RADIO POLICY

A. PHYSICAL EXAMINATION OF DRIVER

1. Following an accident, the following procedure must be observed:
 - a) Driver must undergo another physical examination and be approved by regatta physician.

2. A driver involved in an accident shall be examined and approved by the regatta physician before entering further competition.
3. Drivers shall not consume alcohol in any form during the twelve (12) hour period immediately prior to the start of the first heat. Violation shall make the violator subject to immediate disqualification.
4. Under no circumstances shall controlled substances be tolerated.

B. INTENTIONALLY LEFT BLANK

C. SPONSOR DECALS AND PATCHES AND H1 ADVERTISING POLICY

1. Registered Race Teams have the right to advertise and promote their sponsor's products and services by means of lettering and graphics on boats, tow vehicles and driver's and crew uniforms. Reasonably sized sponsor's posters, banners and signs may be displayed within the Race Team's pit area. No team signage shall be permitted on surrounding fence area of the hot pit area.
2. All other areas associated with the racing event, including the host hotel, are under the control of H1.
 - (a) Race teams may not enter into any agreements to sell, promote or advertise any product or service in these areas, with the exception of the privileges granted above, without the express written consent of H1
3. Advertising, pictures and/or lettering on boats, tow vehicles, uniforms, banners, posters and signs that is of questionable taste, or offensive in nature, is specifically prohibited.
4. It is mandatory that H1 series sponsor boat decals and uniform patches be displayed at all times while participating at any event in the locations indicated on diagrams furnished by H1.
 - (a) H1 series sponsor's patches and decals shall be prominent in size and all uniforms for both crew members and drivers must pass inspection prior to racing.
 - (b) Patches shall be provided by Sponsors or H1.
5. Driver's uniform and/or Driver's suit shall have the same sponsor patches as required for the team uniforms.

D. ALL CREW AND DRIVER UNIFORMS

1. Mandatory Friday, Saturday and Sunday.
 - (a) H1 Title and High Point Sponsors patch must appear on uniforms.

E. BOAT GRAPHICS (INCLUDED IN CD 2021-01)

F. RADIO POLICY

1. Beginning at the five to the five point in the countdown and continuing until all boats are returned to the trailer, only authorized H1 Officials and Staff shall transmit on the H1 frequencies during heat racing. Authorized H1 Officials and Staff are those race officials and other key personnel who have been issued an H1 radio.
2. Anyone who talks on the H1 frequencies during this time may receive a \$500 fine.
3. Anyone making derogatory, inflammatory or unprofessional remarks or comments, or interferes with H1 transmissions or reception at any time during the sanction period shall be subject to a minimum \$500 fine.
4. This rule shall not apply to transmissions or questions directed toward an individual or boat team by an H1 official. Emergencies or reports of dangerous situations shall be exempt.
5. The Chief Referee shall designate one official with H1 communications as the Pit Radio Official (PRO).
6. A designated area, the "Corral" shall be identified and secured near the pit area, preferably with a view of the race course
 - (a) Only one representative from each team shall be allowed into this area, and he

- shall have a working two-way radio to communicate directly with the driver.
- (b) All official information (legality of starts, infractions, disqualification, etc.) shall come from the PRO, or the Chief Referee.
 - (c) Except for direct verbal communication by the Chief Referee the PRO shall be the only official source of information during the heat.
 - (d) A radio representative from each team shall be present in the designated “corral” any time two or more boats are testing at the same time.

G. INTENTIONALLY LEFT BLANK

RULE 9 OFFICIALS & DUTIES

A. ALCOHOL CONSUMPTION

1. All officials defined in this rule shall not consume alcohol during the twelve (12) hour period immediately prior to the start of the first heat.
2. Under no circumstances shall controlled substances be tolerated.
3. Violation shall make the violator subject to immediate removal of all assigned duties for the race.

B. CHIEF REFEREE

1. The Chief Referee shall be appointed by the Chairman of the Board of the H1 with the consent/approval of the H1 Board of Directors.
2. The Chairman of the H1 shall be responsible for monitoring the performance of the Chief Referee and reporting to the Board of Directors.
3. The Chief Referee within 15 days of the completion of the event, shall forward to H1 a complete, written report on the regatta. This report shall also be available to the Board upon request.
 - a) This report shall contain information regarding race course and facilities, conduct of race, officials and participants, inspection of boats, medical exams of drivers if dictated by circumstances, compliance with rules, disciplinary actions, fines and penalties, comments and suggestions to improve the sport.
4. Duties of the Chief Referee
 - a) Sole authority for Conduct of the sanctioned event.
 - b) Conducts drivers' meeting.
 - c) Administers oral examination to drivers.
 - d) Shall be in attendance during time trials and testing.
 - e) Chief Referee shall work with the Race Director before any changes may be made to the schedule.

C. REFEREES

1. Assignment: Assigned at those races where the Chief Referee so designates. Use of assistants permitted by race committees at other events.
2. Qualifications: Must be approved by the H1 Board and must have at least five years experience, and be qualified current APBA inboard referee.
3. Duties: Acts as general assistant to, and carries out orders of, Chief Referee.

D. DRIVERS' REPRESENTATIVE

1. Shall be elected by the competing drivers or appointed by the Chief Referee.
2. Qualifications:
 - a) The Drivers' Representative shall be, or have been a qualified Unlimited driver not competing in heats at that event, or;
 - b) A qualified H1 official, race committee member or individual may serve as drivers' rep with majority approval of competing drivers.
3. Duties:
 - a) To act as a liaison between the drivers and officials on all matters regarding rule

- violations, interpretations, protests and appeals.
- b) To verbally notify owners and drivers as soon as possible of any infraction and/or penalty, followed by a written notice.
- 4. Location:
 - a) The drivers' rep shall remain in the pit area at all times during the event.
 - b) The drivers' rep shall accompany any driver who wishes to talk to the Chief Referee, or his representative, on the judge's stand.
 - c) It is recommended that the drivers' rep be in the same area as the designated Pit Radio Official.

E. NON-DISCLOSURE AGREEMENT

1. The Chief Referee, Chief Inspector, all Inspectors, and technical staff shall not disclose to any individual or race team any information declared to be proprietary by any race team. This shall apply to information obtained in the performance of duties. This non-disclosure agreement is binding until the termination of said Directors or Inspector's association with H1 and for a period of two years thereafter. A non-disclosure agreement form shall be signed each year by the H1 officials and all Inspectors and kept on file with the H1 office. This non-disclosure policy shall not apply to information regarding anything used to circumvent Unlimited Rules and Regulations.

F. H1 CHAIRMAN

1. The Chairman of the H1 shall be the official representative and spokesperson for the organization in the conduct of all non-racing duties and events.
2. The Chairman of the H1 shall serve as an advisor/consultant to the Chief Referee during an event for any matter not covered by the H1 rules of racing.
3. The Chairman shall be the liaison with the appointed representative(s) from an event for all business purposes in situations/events not covered by the H1 Rules of Racing.

RULE 10 • PASS POLICY

- A.** Admission to the pit area, judges' stand, etc., will be regulated by H1, which will advise and consult with the Chairman of the local committee.
- B.** H1 shall issue certain credentials, liability releases, passes, badges and other insignia, which shall be honored for admission to proper areas by local race committee.
 1. These passes shall be accepted in lieu of gate admissions. No other pass will be required for admission or hot pit access.
 2. Acceptance of a sanction by a Race Promoter shall be pro forma acceptance of the pass policies formulated by H1.
- C.** All H1 personnel including Owners, Drivers, Crew Members, etc. shall provide proof of APBA membership where necessary. Each Owner shall become a member of APBA and shall cause each Driver and Crew Member affiliated with such Owner's team to become a member of APBA.
 1. For the purpose of this Clause C – Crew Members shall mean only "pit crew" which term includes only persons both: i) having hot pit, cold pit, race course, tower or corral access, and ii) who (whether paid or volunteer) perform services associated with operating, spotting, positioning, launching, retrieving or in any way preparing a (your team's) boat to race or that works on any (of your team's) related equipment (trailer, hauler, etc.) while in such areas, during an APBA/H1 sanctioned event. It shall also include any operator of any vehicle associated with your team (hauler, etc.), but only if such person operates such vehicle in the hot or cold pit area during such event.
 2. The term "pit crew" does not include persons only accompanying the race team such as sponsors, guests, family members, marketeers, caterers, trainers, etc. (provided they do not perform any function(s) described in ii) above) or any persons provided by H1 or Promoter, such as H-1 Officials, crane operators, forklift drivers, fuel truck operators and the like.

- D.** H1 shall issue appropriate Participant Photo ID season pit pass to all participating owners, drivers, crew members, H1 officials, sponsors and other legitimate members.
 - 1. This Photo ID policy shall be administered by H1 who shall also be responsible for the photographs, laminating.
 - 2. Said photo pass to be displayed at all times.
 - 3. The criteria for issuance of a Photo ID pass are:
 - a) All crew applicants must be submitted by the team owner to be approved for membership.
- E.** All media passes shall be distributed and controlled by the Race Promoter or H1. A written request for a media credential must be submitted for either the site or H1.
- F.** Each team owner will receive 100 event admission passes that include cold pit access. Each team owner will receive five (5) parking passes of which three (3) must have direct access to the pits. H1 shall receive 100 cold pit passes including event admission, nineteen (19) pit parking passes, and one (1) all area access pass at all race sites.
- G.** In case of an emergency or overcrowding, VIP pass holders will be politely asked to leave the pit area.
- H.** Holders of ALL credentials shall have the credential validated at each event. Failure to comply shall be grounds for revocation of credential.
 - 1. All participants shall sign insurance waivers at all race sites or be subject to removal from the pits and/or fines to be levied by the Chief Referee.
- I.** The Chief Referee or his designee shall have access to all areas. The Site shall issue "All Access" credentials to the Chief Referee upon request.
- J.** All validated H1 issued credentials shall be displayed by all participants at all times in a manner prescribed by the Chief Referee.
 - 1. Any participant who does not display validated credentials in the manner prescribed by the Chief Referee shall be ineligible to compete in any H1 event, shall not be scored and/or shall be denied entry into restricted areas.

RULE 11 • TECHNICAL RULES (SEE TECHNICAL MANUAL)

RULE 12 • HULL (SEE TECHNICAL MANUAL)

RULE 13 • ENGINE and FUEL (SEE TECHNICAL MANUAL)

RULE 14 • GOLD CUP RACING RULES

A. REGATTA LOCATION AND AUTHORITY TO CONDUCT

All matches shall be held under the rules and regulations of H1 and APBA.

B. SUPERVISION & CONDUCT

Supervision of the actual conduct of the race shall be by H1, and overseen by the Chief Referee for H1

C. BID AND SELECTION OF SITE

The selection of the location and dates of all Gold Cup races shall rest exclusively with the H1 Board of Directors.

D. RULE CHANGES

If deemed desirable, the terms of this agreement may be modified by H1.

E. GOLD CUP TROPHY PRESENTATION

- 1. After the finish of a match for the cup, the SITE shall have the cup suitably engraved with the

names of the winning boat, the owner, and the driver. The presentation after the race and the physical handling and custody of the Gold Cup shall be in conformity with APBA rules. The cup shall not pass into the custody of anyone other than a designated representative of APBA or the SITE.

F. GOLD CUP RULES OF RACING

1. Testing and Time Trials
 - (a). Testing and Time Trial period lengths and schedule shall be agreed upon jointly by H1 Unlimited and the Race Committee prior to approval of the sanction and communicated to all participants.
 - (b). Time Trials shall consist of three (3) continuously run laps over the official certified course, with a required minimum average speed for any two consecutive laps of 130 mph. (The average shall be calculated from the first and second laps run, or the second and third laps run, but not the first and third.)
 - (c). If for any reason a boat is unable to complete three (3) consecutive and continuously run laps and at the required average speed, it shall be allowed to attempt additional trials. If at the end of the time trial period a boat has failed to complete three (3) consecutive and continuous laps, but has completed two (2) continuous laps at or above the minimum speed, the boat shall be qualified.
2. What Constitutes a Race
 - a) The contest shall be scheduled as a two-day regatta. The final heat shall consist of five (5) laps. For the purposes of safety and ensuring competition, the host Site and H1 shall mutually agree, at the time of the award, but in no case later than the issuance of the sanction:
 - (i) whether there will be three (3) or four (4) qualification heats; and
 - (ii) whether all qualification heats will consist of three (3) or four (4) laps.
 - b) All heats of the qualification sections must be declared completed before the race is declared a contest.
 - c) If sufficient heats have been completed so that a contest may be declared on the expiration of the sanction, then there shall be no extension of the sanction, and the Race shall be declared a contest at the end of the time specified for the sanction.
 - d) The winner of the final heat shall be declared the winner of the Gold Cup race.
 - e) Unless specifically covered under the Gold Cup Racing Rules, the currently H1 Rules and Regulations shall be used.
3. Insurance Requirements
 - a) The Gold Cup race shall carry APBA regatta insurance in the form of such coverage to be approved by the Chairman of H1 in accordance with the existing APBA insurance standards.

APPENDIX A GLOSSARY OF TERMS

As contained herein, the following words, phrases and descriptive matter shall be considered as being defined as follows:

“Promoter” Any individual, group or groups of individuals, organization or groups of organizations who are members individually or collectively, of the APBA and who stage, or desire to stage, an Unlimited class boat race.

“Racing Season” That period of time during a calendar year when sanctioned events may be held under the authority of H1.

Otherwise, Capitalized terms used herein and not defined herein shall have the meaning given to such term in the applicable section of the H1 Rules and Regulations, including the Racing and Technical Manual.