

ADVANCE PROGRAMME



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Aquabike International Classes

PESO DA RÉGUA

PORTUGAL

31 August - 01 September 2013



Official Promoter Aquabike Portugal
Affiliated to Portuguese Powerboating Federation – UPD

1-ORGANIZATION

The PROMOTORA LIVRE ASSOCIAÇÃO NÁUTICA MOTORIZADA jointly with the MUNICIPIO DE Peso da Régua, with technical support of FEDERAÇÃO PORTUGUESA DE MOTONÁUTICA, are going to organize an International race

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of Aquabike, on 31th August and 01th September 2013, called **Aquabike International Classes**

This race will take place at **Peso da Régua – R. Douro – Portugal 2013, August 31th and 01th September.**

2 – RULES

The event is organized under U.I.M (Union Internationale de Motonautique) aegis, F.P.M. (Portuguese Powerboating Federation) and P.L.A.N.M. (Promotora Livre Associação Náutica Motorizada).

This event is in according with U.I.M. rules, F.P.M. National regulations and specific regulations of this event.

All participants, organizers, commissioners, pilots, mechanics and assistants should be aware of all the rules and accept them as they are.

The races will take place on Saturday and Sunday:

Saturday

Start: 17:00
Race time: 1 x 35 minutes – RF1, RF2 and RAAt.
1 x 15 minutes – R2t
1 x 15 minutes – Sport
1 x 20 minutes – RVT
1 x 20 minutes - RIN
Class: Runaboat and Sport

Sunday

Start: 11:00
Race time: 1 x 35 minutes – RF1, RF2 and RAAt,
1 x 15 minutes – R2t
1 x 15 minutes - Sport
1 x 20 minutes – RVT
1 x 20 minutes – RIN
1 x 35 minutes – RF1, RF2 and Rat.
Class: Runaboat and Sport



Aquabike International Classes is a race reserved to Runabouts and Sport.

Only pilots with official national licences of affiliated UIM National Authorities **will be accepted.**

The Pilots must hold the respective insurance.

The circuit type will be of resistance, but nevertheless with some technical parts.

The position at the starting grid for the race will be determined by the time trials realized during the timekeeping or by lottery.

4 - CATEGORIES

The authorized category is **RUNABOUT and SPORT**

The participants must have a minimum 16 years old, at the time of inscription.

Engines, propellers and accessories should be in accordance with the UIM rules or the specific rules of the event.

Categories

Runabout Atmospheric

KAWASAKI, YAMAHA, SEA DOO, HSR BENELLI 4 cylinders engines atmospheric, 2 or 4 strokes 200 HP

Runabout Stock

KAWASAKI, YAMAHA, SEA DOO stock, turbo according with UIM rules

Runabout F1

Super stock according with UIM rules
GP Open 2013 - engine and hull indifferent

Runabout 2t and Sport

2 strokes, KAWASAKI, YAMAHA, SEA DOO, POLARIS
Modified

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INSCRIPTIONS AND COMMITMENTS

The inscriptions of **RUNABOUTS and SPORT** 15th August

In the Closed Park is strictly forbidden to smoke.

The Aquabikes must be parked from Saturday 31th August and should not leave the local before Sunday 01 November.

The access to the Closed Park will be free of charge and will not be closed.

6 – TECHNICAL VERIFICATIONS AND DOCUMENTATION

The technical verifications will take place between 13h00 and 15h00 of Saturday at the Closed Park.

The crafts should remain at the trailers or in proper braces with the self-adhesives of the race number, F.P.M., P.L.A.N.M., U.I.M, or others provided by organization.

During the Technical verifications the pilots should remain near the craft, with all the equipment visible as well as the verifications form.

The participants should comply with the Portuguese navigation rules.

Crafts without approved technical verifications could not be admitted at the races.

The race license or authorization of the respective National Authority, must be presented at the race Secretariat.

7 – DRIVERS MEETING

The drivers meetings will take place at the Race Secretariat on Saturday at 16h00 for Runabouts and Sport.

The presence of the pilot at the Drivers Meeting is mandatory.

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The absence of a pilot at the drivers meeting implies in his elimination of the competition.

The members of the various National Authorities, as well the 2 elements of each team could also be presents at the drivers meetings which will be spoken in Portuguese and translated to English.

The drivers meeting is headed by the Race Director or by a Commissioner designate by the Race Director.

The description of the circuit is presented.

A Entry List call will be made to check the presence of all participants. Those who are not present or arriving late can be subject to sanctions.

8 – PADOCK RULES FOR THE PILOT

Vehicles, motors, bikes, motorcycles, ATV, etc., the speed limit is 10 km/h in the entire event venue.

Bracelets colours are distributed to pilots, assistants, journalists and VIP's. The improper use of these access bracelets could lead to disciplinary sanctions to offenders.

All the tanks of fuel transport should be well stored, protected and secure, at least a distance of 5 m from any flame. An area especially reserved could only be designate by the Race Director for all the fuel tanks.

Inspection of fuel tanks: these tanks will be subject to an inspection and acceptation by the Race Director and local fire department.

Fire: At least a fire extinguisher should be held by each participant and with easy access inside its occupation area.

Refuelling: extreme caution should be taken in these fillers or in paddock and in the boxes. Any spill on land may be object of penalty.

9 - RACE DIRECTOR AUTHORITY

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The decisions of the Race Director are definitive. If a decision of the Jury is demanded, the Jury decision is definitive.

The Race Director is responsible for the realization of the competition. He is responsible for the project of the race courses.

The Race Director has the power to impose discipline established under the regulations regarding drivers, owners, sponsors and staff that accompanying the drivers (assistants, etc.). The sanctions will be limited to disqualification, exclusion of an event or the exclusion of the race local.

The official results should be approved by the Race Director.

The Race Director may finish or suspend the race or the event, for reasons of potential danger for the participants or spectators only on his own judgement.

For those cases, the organizer must determine if they take prizes or trophies, if any.

The Race Director can short a race or event, for any reason, but before he should explain to the participants.

The Race Director can stop, pause or stop the ongoing of the race due to potential danger for participants or spectators, or the method of counting positions is defective. If a race is interrupted after more than half of the stipulated time can be considered complete.

The Race Director may decide the method of laps counting, and equipments of conditions and time dimensions monitoring, and can demand technical inspectors to make a technical inspection where he feels the need.

Competition Commissioners (inclusive, but not limited to Race Director) should not participate as drivers in the races where they were appointed "official".

10 – RULES AND PILOT EQUIPMENT

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A pilot cannot be allowed to participate in a competition, if considered by a commissioner that he/she is under the influence of alcohol or drugs. Furthermore, it is forbidden to all to consume any alcoholic drink

The Race Director has authority to prohibit the participation of a pilot if, in its opinion, the driver could be a danger for spectators, participants or itself.

Any pilot with a dangerous behaviour or unsporting can be penalized.

In all the competitions a protection helmet comprising a protection for the head, mouth and complying with the local regulations should be used when the participant is in the water (in case of a road motorcycle helmet the transparent visor should be removed). Helmet with protection of chin is forbidden.

Bicycle helmet or similar types are not allowed.

The helmets should be in good conditions and should be approved in the technical inspection before the race.

The visor helmets type Motocross should be removed for Ski or Run.

The helmets should have at least 30% of brilliant colour.

In all the competitions, a lifejacket according to the required standards in each Country should be used and must be in good conditions when the driver in on water. The inflator jackets are prohibited.

A column protector, boots, protection glasses are recommended for all participants. Shanks are mandatory for Runabout categories.

The Race Director of a competition in his power of authority can prohibit the use of a vest or life helmet and/or other items considered dangerous.

11 – NUMBERING SYSTEM AND MACHINE EQUIPMENT

Race numbers will be allocated by the organization.

All crafts must pass through a technical inspection before the race.



All crafts should be presented at scrutineering with helmet, column protector, shins and jackets. It is also necessary to present documents of the crafts (facultative).

All crafts shall be equipped with a electrical circuit breaker of cut security contact in operating conditions.

Will not be allowed others systems of security in the circuit breaker system, such as braces, ribbons, etc.

The engine may have a relantim when linked trough the security system with the circuit breaker connected.

The equipment that is damaged, broken or lost during the course of a competition will not be applied any sanction unless that a crime was committed during the race.

All crafts shall be equipped with a front bumper permanent approved by the organization. All friezes shall be rounded as not to constitute a danger for others.

All crafts shall be equipped with a towing rope in the front of the machine.

The Race Director can forbidden the participation of any craft that does not comply with the technical rules set by the organization.

12 – RULES OF FLAGS

Green Flag: indicates the beginning of the race, or that the circuit is open and the competition is going on, no problem.

Yellow Flag: an incident or danger in the circuit. When this flag is agitated, the participants should continue with more attention and care to avoid the danger reported. It is their responsibility to continue to compete very carefully when this flag is agitated. They can be penalized if their behaviour is dangerous.

Any overrunning to an opponent is forbidden in the part of the circuit where the yellow flags are.

Red Flag: the immediate cessation of the race, no matter where it is located in the circuit. The Race Director has the right to undermine the competitors,



immediately stopping the race and if it is necessary to ensure the safety of participants, spectators or commissioners due to a problem in the circuit or technical problems.

The participants must then return to the starting line taking all the security precautions, starting with a lift arm to signalize that are going to reduce or stop.

Black Flag: the pilot to who is shown the black flag should leave the competition immediately and must go to the Race Director without interrupting the circuit.

This does not necessarily means that an additional sanction will be taken but if don't obey to a black flag rule can be subjected to an additional sanction.

Blue Flag: it means that a competitor is being doubled by another competitor. The participant or participants should deviate slightly from their route in order to be exceeded on a regular and safe way for the fastest competitor. The participants who do not obey to these rules can be penalized.

Red and Green Flag crossed: a temporary interruption of the race after an incident on water (buoy disengaged, accidents, etc....). The competitors are then placed in a security line by one or more circuit commissioners which lead to reduce speed on the circuit with the prohibition of overtaking. They retake the course of the race when the green flag is agitated.

White Flag: means that the competitors enter in to the last lap.

Black and White Flag: means the end of the race or event. When the competitor passes through the chess flag means that he made its last lap. Goes immediately to the boxes and waits to be call if there is any technical inspection.

13 – GENERAL RULES OF COMPETITION

Identification of competitors and assistants:

All the pilots and their assistants to enter in restricted areas should use an identification bracelet.

Abandonment of the race:



If a pilot abandons the race, the pilot or the team should notify immediately the Race Director. The pilot or his team may be punished by non-information or lack of information within a reasonable time.

Responsibility of the competitor:

It is responsibility of the pilot to inform the race Commissioner closer to a competitor hurt or in difficulties.

Lost Buoys:

If a pilot does not make a buoy correctly or not pass to one or more buoys will be penalized with a "stop and go".

The decision time will be proportional to the pilot error at the criteria of the Race Director.

Identification of buoys:

Red Buoy: turn left.

Yellow Buoy: turn right.

Blue buoys and others colours: special effects (the Race Director will explain their use during the briefing)

Buoy end arrival:

The finish line will be marked by two special buoys.

A pilot who fails to do correctly the finish line will be penalized with two places in the ranking. Making once again is not allowed.

14 – SPORTS RULES

Driving in the circuit:

Being on the circuit is only permitted with the authorization of the Race Director. A pilot may be penalized if he behaves on a dangerous way in the circuit, if deliberately hits or damages buoys along the course, if he has an unsporting behaviour during the race. In the case of a group of persons belonging to a team or a brand have incorrect behaviours; all this persons can



be penalized according with the decision of the Race Director. The penalty can be up to expulsion of the race local.

Blokade:

Blocking the passage of a pilot fastest be subjected to sanctions by the Race Director.

Head or tail of the race:

It is absolutely forbidden walk against the race direction. A pilot who is the head or tail of the race, if it falls, is authorized to return to the race, taking care that this is only possible if this action does not prevent a collision course with other competitors. These have priority. Pilots flowing in the wrong direction of the race can be penalized.

Obstruction:

If for any reason, a pilot is forced to stop on or near a circuit buoy the first obligation is to alert about its position immediately face the other pilots, avoiding the obstruction to its competitors.

Overtakn:

The pilot must always be ready to make overtaking and should also be aware of others pilots who will try to overtaking him soon.

Hand Signals:

The pilot who has fallen or is no longer on its machine should raise the hand to indicate that he is not hurt and that he does not need help. The return of the race must be done safely and taking into account the arrival and the priorities of the others pilots.

Support in Race:

The pilot can have assistance in the race course by the commissioners. If the competitor during the time of the race course becomes dangerous for the others can be penalized. The decision taken by the Race Director is definitive. If a mechanical assistance or other is necessary, the pilot should absolutely leave the race course. To do this he can ask to be towed by a commissioner.



If he does it through trailer, can return with a penalization of two laps or one penalization in time equivalent to two laps.

15 – START PROCEDURES

The Race Director will explain the start process during the briefing before the departure.

Depending on the configuration of the water, three types of exits are possible: le Mans, in Row or Launched.

The Race Director can punish any competitor whose starting method is not in accordance with the rules set in the briefing.

Delay in grid:

When a pilot is not in a starting grid alignment he can leave after the passage of the last pilot in the mark and always in the same direction.

16 – REASONS OF STOPPING OF THE START AND PROCEDURES FOR THE SECOND START

The Race Director may stop the race and restart at his criteria. The reasons can be:

A false start.

A released buoy.

A mistake of the pilots on the course of first lap

An overall drop in the first buoy.

A pilot had a fall and dropped the machine whose presence in the circuit can create a potential danger.

A timekeeping problem.

An unexpected obstacle that put the participants in danger.

The second start will be equal to the first.

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PROCEDURES FOR STOPPING:

Each pilot is free to stop in the boxes area determined on briefing, at any time of the race.

To exit the circuit of the race, the pilot must have the utmost vigilance or gradually deviate from the circuit to appear in the entrance of the box area.

The entry to the box area is regulated by a commissioner which allows or not that the pilot can stop in the entrance of the boxes.

In the first case, the pilot should take the machine to 5 knots (9 km / h), enter and leave the area designated refuelling. The pilot can be penalized if exceeds this speed.

The filling of tanks and supplies should be done in areas designated by the Race Director.

17 – FILLING OF THE TANK

By security reasons, the assistance is limited to 2 assistants + pilot, identified by bracelets that allow the access to the local, to the staging area and park. In case of non compliance with this rule the team will be penalized.

It is understood that the prohibition of smoking is, in general.

The Race Director can forbid the method of filling if, in his opinion, represents a danger to the pilots, assistants or spectators.

The Technical Commissioner or the Race Director of the event reserves the right of refusing to control the equipment of a pilot that would not be in accordance with the minimums standards of security.

During the transport the equipment should be empty of fuel.

The pilot will be penalized with a stop and go if spreads gasoline on land or in water.

18 – PENALTIES IN THE RACE

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The Race Director may signal a stop or re-start (stop and go) to punish an infraction to the regulations.

The Commissioner can give the order to stop the pilot with the presentation of a black flag. He is taken to the stop area define on the course.

The stop time of the pilot is on the criterion of the Race Director that trough radio contact with the commissioner responsible indicates the gravity of the infraction or infractions committed.

The pilot should retake the circuit given priority to those who are in race.

The presentation of the black flag will be made, if necessary, for three successive passages given by the Commissioner responsible or the Race Director, staying out of the race.

19 – ARRIVAL PROCEDURE

The arrival is controlled in one line in front of the finish line and is given by the checkered flag in black and white.

The finish line will be marked by one or two buoys painted as chess flag (black and white).

For runabouts or, the flag is presented to the first pilot who made major number of laps of the elapsed time.

To be classified, the pilot should cross the finish line with the engine running.

20 – VERIFICATIONS AT THE END OF THE RACE

At the end of the race a technical scrutineering can be made.

At the end of the last race the first three classified pilots, beside the ones designated by the Race Direction will be checked. The pilots will take their machines to a space reserved immediately by order of the Race Director, accompanied by a commissioner. Any delay will be subjected to a penalty which may be extended to disqualification.

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The Technical Commissioner reserves the right to inspect any part of any craft involved in any class. If the pilot refuses to cooperate with the Technical Steward can be punished by the Race Director.

The machine to be observed will have to be present its mechanic or representative, to dismantle the parts indicated by the commissioner of the organization.

It's the pilot or one of his mechanics that should prosecute the removal by request of the commissioner.

The pilot or the mechanics are the only persons authorized to be presents during the technical inspection. The pilot can be replaced by other mechanic.

The organization is not responsible for the machines to be controlled.

Any illegal piece should remain in the control area at least 30 minutes after the disqualification is announced.

Note: The presentation of written technical complaints with the Race Director should be done until 30 minutes after the announcement of the illegality found.

21 – PROTESTS AND APPEALS

Complaints:

An official decision based on your judgement can not be contested under any circumstance.

Complaints procedure / equipment:

The complaint should be presented by written no more than 30 minutes after the official results.

The complaint should be filled and paid for each suspicious infraction of being in violation of the rules among the following categories:

- Propulsion system
- Electric system



- Motor.
- Exhaust system
- Carburation and fuel system
- Hull

When the request is made against the legibility of a pilot's machine, the protester must deliver to the Race Director 500€ for each suspicious infraction, to cover the costs of disassembly and inspection even if the disassemble is not necessary.

If the craft is in conformity with the request, the amount deposited will be given to the pilot protested.

If the craft was found in non-conformity the claim is accepted, the deposit is returned to the protester who complained and the pilot is subject to penalties determined by the Race Director.

If a pilot does not allow the inspection or removal, he or she will be immediately disqualified by the Race Director. The Race Director has the power to consult any person to receive information's or technical reports. The pilot, for the request, can be present during the query, but does not have the right to discuss with the person to be consulted by the Race Director.

Only the pilot involved in the event and the same class can make a complaint against other pilot of the same class.

All illegal parts can be kept by the organization waiting for a final decision.

If a complaint is considered as being made with malice or badness the protestor can be considered guilty of violation and could be penalized.

The pilot sanctioned by a decision related to a violation of the technical regulation can appeal to the organization.



The appeal or intent of appeal should be done by written, no later than one hour after the decision of disqualification and should be accompanied by an amount of 200€.

The organization will announce its decision within a reasonable time.

The organization has the right to publish any judgement about the complaints and appeals and use the names of the involved parts.

22 - JURY

The race Jury is constituted by a member nominated by each National Authority / Federation who has pilots entered in the race.

This Jury is chaired by a Delegate nominated by FPM.

The representatives of each Federation should be presents in person, with an official document of accreditation of its Federation.

The U.I.M Commissioner is member voted inherent of the International Jury.

The Jury must be constituted by a odd number of members. Any person that belong to the event organization, can be nominated for Jury member in order to follow this rule

23 – PRIZES GIVING

The prizes giving will take place on Sunday, at 16h00, in Podium.

The prizes will only be delivered to the pilots present.

The prizes not delivered will remain property of the Organizer.

24 - SCHEDULES

SECRETARIAT

31 – 11h/16h – Runabout and Sport

BRIEFING:

31 – 16h

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25 – DESTRUCTION OF DEMARCATION BUOYS

The destruction of one turn buoy implies the payment of **an amount in €** (value to be informed in drivers meeting) increased to the penalties of U.I.M. for the pilot, and should be paid immediately before the next practices, race or podium.



AQUABIKE INTERNATIONAL CLASSES

**Peso da Régua
Portugal**

**31 August
01 September
2013**

Classes

**Runabout F1 Open 4t
Runabout F2 Stock 4t
Runabout At. Open 4t**

**Runabout F5 Open 2t
Sport Open**

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CLASSES	COUNTRY	VENUE	DATE	DE
Aquabike International Ordinary Endurance	Portugal	Portimao	27 - 28 April 2013	Resul Prog.
Aquabike International Ordinary GP1 - GP2 - GP3	Switzerland	Lugano	26 - 28 July 2013	
Aquabike International Classes	Portugal	Peso da Régua	31 August - 01 September 2013	
Aquabike International Classes	China	Jinxi town	25 - 29 September 2013	

HOTELS

Hotel Columbano - 254320710
Hotel Regua Douro - 254320700
Hotel Imperio - 254320120
Hotel d.Quixote - 254321151
Hotel Douro River - 254323150

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PESO DA RÉGUA PORTUGAL

Coordenadas Geográficas: (GPS):

- Latitude: 41° 9'28.34"N

- Longitude: 7°46'56.71"W

<http://www.3sipa2012.com/index.php/pt/como-chegar/como-chegar>

PROMOTORA LIVRE
Associação Nacional de Promotoras Livres

UIM
UNION INTERNATIONALE MOTONAUTIQUE

AQUABIKE INTERNATIONAL CLASSES

**Peso da Régua
Portugal**
31 August
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2013

Promotora Livre
R. Gomes Freire, 10 r/c – D
2745 – 115 Queluz – Portugal

Telefone: +351 922022514 Fax: +351 214348949
E-mail (inscription)
promotalivre@gmail.com

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