



SPECIFIC RULES FOR THE EUROPEAN – AFRICAN RAID

The European - African Raid is a competition with some special characteristics that differentiate it from any other competition. Due to these differences there are some special rules added to the official IJSBA rule book.

These specific rules are:

1. There will be 3 types of scoring for each of the stages, depending on the difficulty level. The scoring will be announced by the organization in the preliminary program. The standard scoring will be type C, type B will double the scoring marked as C and type A will double the scoring marked as B. At any time the Race Director shall have the power to change the type of scoring of a stage.

- Type A 80 points
- Type B 40 points
- Type C 20 points
- The links between stages will get a scoring of 10 points.

2. For the countries classification there will be established the Nation's Cup. To obtain the classification, the best results of two pilots from the same country will be added from the overall classification. If there is a single representative of a country, it will be taken the best score of the representative plus 20 percent.

3. There are established two classes, that do not take into account the preparation of the ski. In F1 class will enter those participants who race one rider by ski. In F2, will enter those participants who race two riders by ski.

In the case that a rider, who starts the race in F1, is changed to F2 with another pilot, the scoring will start at that point from zero. In the opposite case, in which a rider who starts in F2 class must go to F1 class, the scoring of the rider will also start from zero at that point.

4. In both classes F1 and F2 the preparation of the ski may be the specified in the IJSBA rule book as F1 or Superstock

5. The complete refueling system, and tank shall be original from the factory. In case that some ski has the fast refueling system installed for another race, in order to avoid having to make back the modification, the rider must inform the Race Director. Upon approval of the Race Director, the driver may carry only the quantity of fuel specified in the catalog of the manufacturer, less 5%, avoiding benefits resulting from a larger load or having extra breathing.

6. The links between stages must be made with the engine running or towed by another rider, and finished within the scheduled time, to take the scoring of the mentioned link.
If any skis are towed by vehicles from the organization or from outside of the race, the rider will not take the scoring of the link.

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7. In case of not reaching the finishing line, the pilot/s will not get points for that stage, without prejudice to re-start the next stage.

Not taking part in some of the stages doesn't eliminate the pilot/s from the competition.

8. In case of serious mechanical breakdown, which cannot be repaired with the same engine, this can be changed only once, not being able to change the hull of the ski. All modifications must be done within the area prepared by the organization to that effect.

Any changes to the ski hull or the complete ski, will mean that the pilot or pilots will start the scoring from zero.

9. This competition, allows the participation of prototype skis, as long as they fulfill the security rules and have no benefits relating to the fuel tank that maximize their autonomy.

10. During the race it is obliged to stay overnight, eat, travel or just stay in the places established by the organization.

Not following this rule, will be punished with the penalty points that the Race Director may determine appropriate.

11. It is a must that after finishing the stages scored by fuel consume, the pilot fills the tank of his ski with content of his additional deposit of 10L. Causes for disqualification at this stage, and not meaning that the next stage cannot be raced are:

- a. - if the pilot refuses to do so,
- b. - if the tank contents are depleted or diminished
- c. - if any accident, caused by the pilot or someone else, would prevent the verification of the content and the refilling of the tank of the ski

12. For all cases not specified on this rules or in the official rule book, the final decision will be taken by the Race Director.

13. This rules may be updated at any time when needed.

14. Every pilot is responsible for the knowledge and compliance of the rule book. Failure to comply will lead to the penalty or possible disqualification from the race.

15. The official languages of the race are French, English and Spanish. If a pilot doesn't understand any of these three languages, will be responsible to bring a translator for a proper understanding of all points of the race.

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