

WGP#1 Competition Rules – Supplemental (Announcement 02/04/2026)

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1. Components of a Jet Ski The main parts that you should know at a basic level are as follows:

- 1.1 Hull
- 1.2 Deck
- 1.3 Hood
- 1.4 Bond Flange
- 1.5 Handlebar
- 1.6 Accelerator
- 1.7 Trim Tabs (For jet skis permitted to have engine modifications according to the rules)
- 1.8 Dashboard
- 1.9 Key & Safety Lanyard
- 1.10 Engine, Electronic Control Unit (ECU), fuel tank, etc. (internal components)
- 1.11 Hook
- 1.12 Front Storage
- 1.13 Rear Hook
- 1.14 Scoop and Intake Grate
- 1.15 Drive Shaft & Waterjet System
- 1.16 Impeller
- 1.17 Jet Pump
- 1.18 Nozzle
- 1.19 Break & Reverse (In certain models)
- 1.20 Sponsons

2. Basic Riding Techniques

- 2.1 Life jackets must be worn at all times on the water. All required safety gear must be worn at all times during racing and practice.
- 2.2 Appropriate equipment for high-speed riding includes gloves, shoes, helmet, goggles, back protection, and leg protection. Chest protection is recommended for endurance racing.
- 2.3 Correct jet ski starting: water depth should be at least 60 cm.
- 2.4 Signaling: If the jet ski has a problem, raise your left hand. Once the critical situation has passed, signal for assistance by crossing both hands above your head.
- 2.5 Riding the jet ski to shore: Operate at idle speed or low engine throttle.
- 2.6 Turning off the engine: Ensure the water depth is sufficient, similar to when starting the engine.

3. About the Competition

- 3.1 The main types of competition, consisting of 5 categories.
 - 3.1.1 CLOSED COURSE: Racing within a defined course
 - 3.1.2 ENDURANCE: Long-distance race on a defined course
 - 3.1.3 OFFSHORE: Long-distance races outside coastal waters
 - 3.1.4 FREESTYLE: Performing tricks and stunts
 - 3.1.5 SLALOM: Racing against the clock navigating slalom or defined courses

3.2 Rider Skill Level (CLOSED COURSE)

- 3.2.1 JUNIOR: Young athletes or entry-level youth competitors
- 3.2.2 BEGINNER: Riders in their first year of competition
- 3.2.3 NOVICE: Beginner riders with some experience
- 3.2.4 EXPERT: Riders with advanced skills and competitive experience
- 3.2.5 PRO: Riders with extensive experience at the highest level

3.3 Jet Ski Categories WGP#1 specifies 4 types:

- 3.3.1 SKI: Stand-up, Current production models: 1100/1500 cc, (900 cc +TURBO for GP)
- 3.3.2 SPORT
- 3.3.3 RUNABOUT 1100: Sit-Down 1100 cc
- 3.3.4 RUNABOUT 2000: Sit-Down 2000 cc

3.4 Engine Modification Levels Suitable for Rider Skill Level

- 3.4.1 Engine modifications suitable for Junior riders, Beginner-level competitors, and Novice riders with some experience include: STOCK, LITES, and LIMITED
- 3.4.2 EXPERT: GP, LIMITED or SUPERSTOCK modification
- 3.4.3 PRO: OPEN, MODIFIED or GP modification

3.5 Flag Signals

- 3.5.1 Green Flag: Continue racing.
- 3.5.2 Red Flag: Race canceled stop racing and report to starting line.
- 3.5.3 Yellow Flag: Accident ahead; riders must reduce speed, proceed with caution, and overtaking is prohibited in this zone.
- 3.5.4 Crossed Flags: The race is at the halfway point.
- 3.5.5 Blue Flag: Riders are being lapped by leaders. Lapped riders must give way to leaders.
- 3.5.6 White Flag: One lap remaining in the race.
- 3.5.7 Black Flag: Disqualified; Rider report to the Race Director.
- 3.5.8 Checkered Flag: The race is completed.

3.6 Racecourse Layout: The course is divided into 8 key sections:

- 3.6.1 Starting Gate: Divided into left and right gates.
- 3.6.2 Hole Shot: Contest for the lead at the first turn buoy; follow the line from the left and right gates.
- 3.6.3 Power Band: The curved section after the Hole Shot.
- 3.6.4 Half Lap: On the first lap the section from the starting line to the Scoring tower.
- 3.6.5 Merge Buoy: Point where outside and inside splits converge.
- 3.6.6 Standard Course Section: Follow the course for that race; red buoys turn left, green buoys turn right.
- 3.6.7 Split Course: Riders have option to choose race course option for passing.
- 3.6.8 Penalty Buoy (Equalizer Buoy): Black buoy; Additional buoy that must be taken if a rider misses a buoy to avoid receiving a one lap penalty.

3.7 Qualifying and LCQ

3.7.1 Maximum Number of Riders per Race:

3.7.1.1 Novice Level: Up to 14 riders

3.7.1.2 Expert Level: Up to 16 riders

3.7.1.3 Pro Level: Up to 18 riders (except Pro Runabout GP, where WGP#1 sets the limit at 16 riders). Pro Ski GP may be increased to 20 riders at the discretion of the Race Director.

3.7.2 Qualifier: If the number of riders exceeds the limits above, qualifying heats must be organized. Riders are split into groups of a safe number of riders, called Heats, and the top-ranked riders advance to the event motos. Riders who do not advance from the Heats have one more opportunity to qualify. One final Last Chance Qualifying race is run (called the LCQ) where the final riders to advance to the event motos are determined.

3.7.3 Riders must use the same watercraft from Heat, LCQ, and Moto, unless permitted under the watercraft change rule in Section 3.8.14.

3.8 Competition Rules

3.8.1 Race Registration: Must comply with the Race Notice of the tournament.

3.8.2 Pre-Race Inspection: Inspection of boats and safety equipment for safety purposes. (Passing this inspection does not guarantee that boat and engine modifications comply with the rules.)

3.8.3 Pre-Race Riders' Meeting: It is mandatory for all riders to attend, as rules are to be explained and special or additional requirements or rules may be announced. Not attending the meeting may result in a penalty.

3.8.4 Start Position Draw: Ensures all riders have an equal opportunity to select their starting positions for the first race.

3.8.5 Start Procedure

3.8.5.1 Riders must bring their craft to the starting gate within the time specified by the tournament (except for riders who are currently competing, in which case their holders may bring the craft). After the last rider receives the checkered flag of the race in progress the gate will be closed. It is the rider's responsibility to get to the starting line on time. Any rider who arrives late will not be permitted to participate in that moto.

3.8.5.2 For Moto 1, starting positions will be determined by a random draw (ping-pong draw). For Motos 2–4, starting position selection will be based on the finishing order of the previous moto, with higher-ranked riders having priority in selecting their positions. Any rider who is not present when their name is called will be penalized by being required to select from the last available positions. If a rider has switched boats the rider must notify the staging officials and choose last for line position.

3.8.5.3 Once all riders have chosen their positions, they are to line up in their chosen or assigned position on the starting line.

- 3.8.5.4 The Starting Official will signal riders with a rotating finger motion to start their engines.
- 3.8.5.5 The Starting Official will point down the line to check each rider's boat is ready. If a rider is not ready, they must raise their hand before the official points at their position. The rider will be granted a maximum of one 2-minute hold, which can only be used once per start. Once the 2-minutes is used up the rider or other riders may not call a 2-minute hold.
- 3.8.5.6 Once all riders are ready, the officials will activate the automatic starting lights, and no further holds are allowed. (In some cases, a manual start using start boards may be used: the official will raise board number 2 and rotate it horizontally to number 1 as the start signal.)
- 3.8.5.7 A restart may be required if the official signals a red flag, instructing riders to return to the start gate for a new start. Restarts may occur due to a penalty or faulty start procedure.
- 3.8.5.8 Jump Start Penalty: If a rider starts before the green light or violates any start rules, they must remove the ignition key and hold it above their head. They may only plug in the ignition key and start the engine after the green light is given. If the rider plugs in the ignition key before the light turns green the rider will receive a one lap penalty. Even if another restart occurs due to another rider penalty, the penalty remains. Riders violating this rule will receive a one lap penalty. A restart will occur a maximum of two times. If there is a starting penalty of the third start all riders that jumped the start will receive a one lap penalty.
- 3.8.5.9 This rule is linked to the jet ski change rule (3.8.14). Riders allowed to change their jet ski will be required to select their starting position last.
- 3.8.6 Hole Shot Racing
 - 3.8.6.1 From the starting gate, riders must maintain a straight line toward the Hole Shot buoy. Riders who forcefully push into another rider's lane, will be considered as committing a Crossing Lane or Not Holding Line and will be penalized in the same manner as a Jump Start, as illustrated in Figure 1 (Appendix A).
 - 3.8.6.2 All riders in each gate must leave one lane (position one) open for the competitor in the leftmost position to pass through at the Hole Shot buoy. Failure to comply will result in the same penalty as a Jump Start, as illustrated in Appendix A.
 - 3.8.6.3 Riders with faster craft who overtake more than one competitor may gradually move into the left-hand lane, one position at a time, but must still comply with the rules in 3.8.6.1 and 3.8.6.2. Failure to do so will result in the same penalty as a Jump Start, as illustrated in Appendix A.

- 3.8.7 Merge Buoy Racing
 - 3.8.7.1 Riders on the inside lane of the merge buoy (usually a left-hand turn) are considered to have the primary line. When approaching the buoy, they must maintain their racing line and must not swing outward to impede other riders, as illustrated in Appendix B1.
 - 3.8.7.2 Riders on the outside lane of the merge buoy (usually a left-hand turn) are considered to have the secondary line. If a rider on the secondary line attempts to overtake, they must have at least one boat-length speed advantage and prioritize safety at all times, as illustrated in Appendix B2.
- 3.8.8 Overtaking and Lapped Rider Cases
 - 3.8.8.1 The highest priority in jet ski racing is safety. Any overtaking maneuver must prioritize maximum safety. Riders who perform unsafe overtaking maneuvers (rough riding) may be penalized on a case-by-case basis.
 - 3.8.8.2 Similar to 3.8.7.1, riders on the inside lane of the merge buoy are considered to have the primary line. They must maintain their racing line and must not swing outward to impede other riders, as illustrated in Appendix C1.
 - 3.8.8.3 Similar to 3.8.7.2, riders on the outside lane of the merge buoy are considered to have the secondary line. Riders on the secondary line may overtake only if they have at least one boat-length speed advantage and always prioritize safety, as illustrated in Appendix C2.
 - 3.8.8.4 Lapped Rider Rule: Lapped riders must always give way to the leading riders behind them, especially when shown the blue flag by officials. If a rider receives the blue flag twice and still fails to yield, the official may display the black flag, resulting in penalty or disqualification.
- 3.8.9 Yellow Flag Signal Procedure: When a yellow flag is displayed, it indicates that an accident has occurred on the course. Riders must reduce speed and are prohibited from overtaking while the yellow flag is in effect. Any rider who takes advantage of the situation to overtake during a yellow flag will be penalized or disqualified from the race.
- 3.8.10 Missed Buoy Procedure
 - 3.8.10.1 Even grazing a buoy, while traveling in the correct direction, could incur a missed buoy penalty, as illustrated in Appendix D1.
 - 3.8.10.2 If the nose of the jet ski hits, climbs over, or crosses a buoy causing it to submerge, even slightly, it is considered a "Jumped Buoy". Jumping a buoy is regarded as missing the buoy, as illustrated in Appendix D2.
 - 3.8.10.3 Missing a buoy within "a distance of 1–3 meters" is also considered a missed buoy.
 - 3.8.10.4 In all cases of missed buoys as described in Section 3.8.10.2-3.8.10.3, riders must not turn back to correct the missed buoy. Instead, they must proceed directly to the penalty buoy within the same lap. The rules allow only one correction per lap. If a rider fails to take the penalty buoy for correction, a penalty of -1 lap per missed buoy will be applied.

- 3.8.10.5 If a rider misses three buoys but reaches the penalty buoy, the penalty still applies: -1 Lap per buoy, totaling -2 Laps.
- 3.8.10.6 Referring to Section 3.8.10.3, Riders must pass each buoy within a distance of 1–3 meters; otherwise, it will be considered a missed buoy. Therefore, any rider who pass a buoy beyond this distance or completely skips a buoy “may be judged by officials as having missed the race course.” In such cases, a penalty of -2 laps will be applied. If the violation occurs at a critical point as determined by the officials, a more severe penalty may be imposed, including a black flag (disqualification).
- 3.8.10.7 Additional buoys may be placed on the course by officials to designate special zones. Officials will inform riders of the importance of these buoys and any associated penalties during the Riders’ Meeting for that tournament.
- 3.8.11 Penalty Buoys are placed to penalize riders who have missed buoys on the racecourse. In principle, the rider who committed the penalty should lose approximately 2 positions. Riders taking a penalty buoy must yield to riders on the normal course when re-entering the course and cannot overtake or compete with riders on the normal lap. Riders who violate this rule will receive penalties of -2 Laps, DQM, or disqualification.
- 3.8.12 Finish Line Procedure: Riders must cross the finish line between the checkered buoys only and under normal riding conditions. For example, if the craft is damaged, a rider cannot jump into the water and swim the craft to the finish line for safety reasons. Riders must also not stop abruptly at the finish line, as this may endanger other riders racing for position approaching from behind. Violation of this rule may result in a penalty or disqualification at the discretion of the Race Director.
- 3.8.13 Post-Race Inspection: After crossing the checkered buoys and finishing the race, riders must immediately take their jet ski to the inspection point. The jet ski cannot be returned to the PIT area. Violation of this rule will result in a DQM (Disqualification).
- 3.8.14 Permission for Changing Jet Ski During Competition**
- 3.8.14.1 Riders must declare a backup jet ski to the Race officials. This will be recorded by the officials. If not declared and approved, the rider has no right to change crafts during the race. Each rider is allowed to register only one primary watercraft (A) and one backup watercraft (B). Watercraft replacement is limited to A → B → A only.
- 3.8.14.2 “Any request for watercraft replacement must be processed through the Technical Director at the official inspection point”, with the watercraft presented for approval. Officials bear no responsibility for whether the replacement can be completed in time for the race under any circumstances. (In particular, no watercraft replacement procedures will be permitted once the starting gate has been closed.)
- 3.8.14.3 Once the race has started, if an accident occurs during the start phase (hole shot) and brought in by the rescue team, the rider will not be allowed to rejoin that race. In such cases, watercraft replacement under Section 3.8.14.2 will not be permitted.

3.8.15 Riders from the same team who intentionally tap, collide with, or interfere with competitors, resulting in an advantage for their team, may be subject to disqualification (DQ) or team point deductions for that class. This also includes intentionally reducing riding performance below normal competitive standards to allow a teammate or another rider to pass, thereby improving that rider's overall result or points.

3.9 Scoring

3.9.1 The official IJSBA Closed Course scoring system will be used (for Freestyle and Endurance categories, the IJSBA scoring system will be applied as specifically defined).

3.9.2 The scoring system for Closed Course competitions is as follows:

POS.	SCORE	POS.	SCORE	POS.	SCORE	POS.	SCORE
<u>1</u>	60	<u>6</u>	36	<u>11</u>	22	<u>16</u>	12
<u>2</u>	53	<u>7</u>	33	<u>12</u>	20	<u>17</u>	10
<u>3</u>	48	<u>8</u>	30	<u>13</u>	18	<u>18</u>	8
<u>4</u>	43	<u>9</u>	27	<u>14</u>	16	<u>19</u>	6
<u>5</u>	39	<u>10</u>	24	<u>15</u>	14	<u>20</u>	4

Competitors who finish below 20th place will receive 2 points.

3.9.3 In the case of a tie in total points, the competitor with more first-place finishes will be ranked higher.

3.9.4 If still tied, the number of second-place finishes will be considered, and comparisons will continue in this manner

Example (3 Motos):

	Rider A	Rider B
	Pos.	Pos.
Moto 1	2 (53)	3 (48)
Moto 2	2 (53)	3 (48)
Moto 3	4 (43)	2 (53)
Total Score	149	149

Competitor A has more 2nd-place finishes than Competitor B, so Competitor A is ranked higher.

3.9.5 If still tied, the result of the final moto will be considered. The competitor with the better finish in the last moto will be ranked higher.

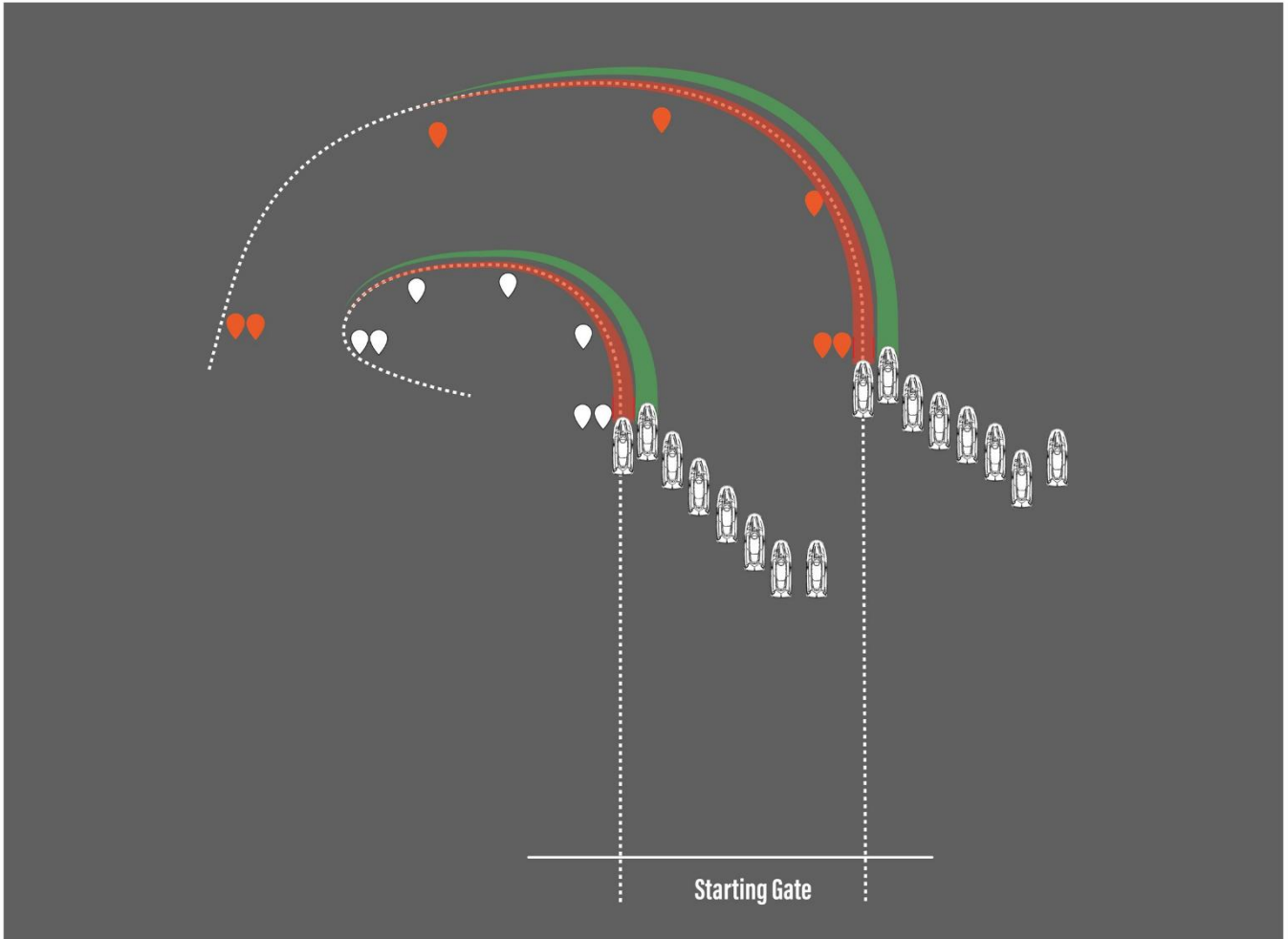
Example (4 Motos):

	Rider A	Rider B
	Pos.	Pos.
Moto 1	2 (53)	3 (48)
Moto 2	2 (53)	3 (48)
Moto 3	3 (48)	2 (53)
Moto 4	3 (48)	2 (53)

Competitor B finished better in the final moto, so Competitor B is ranked higher.

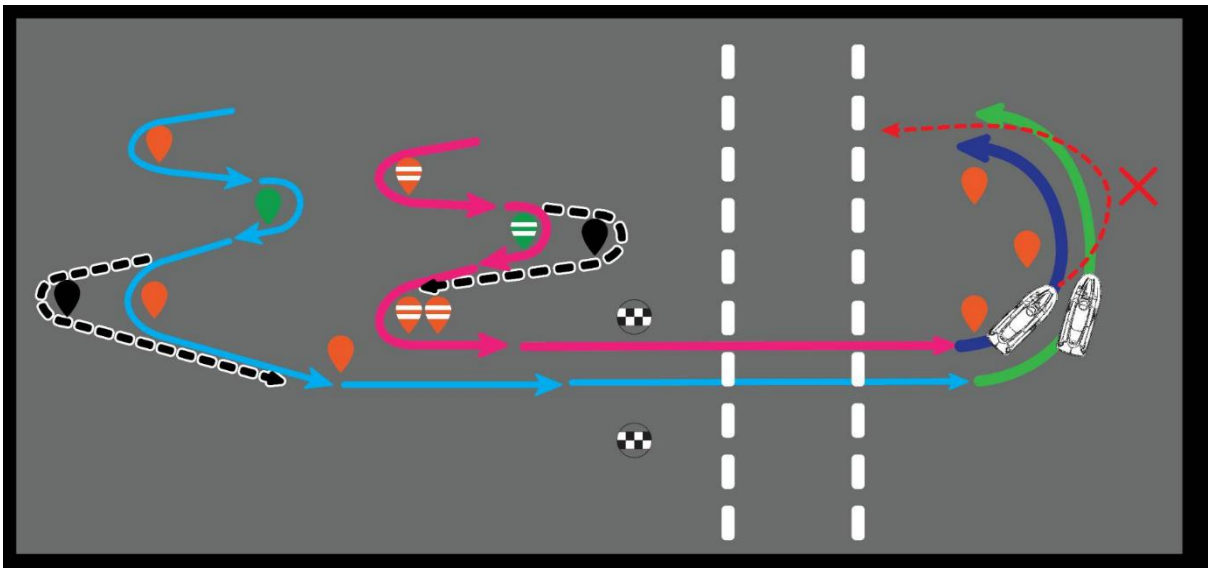
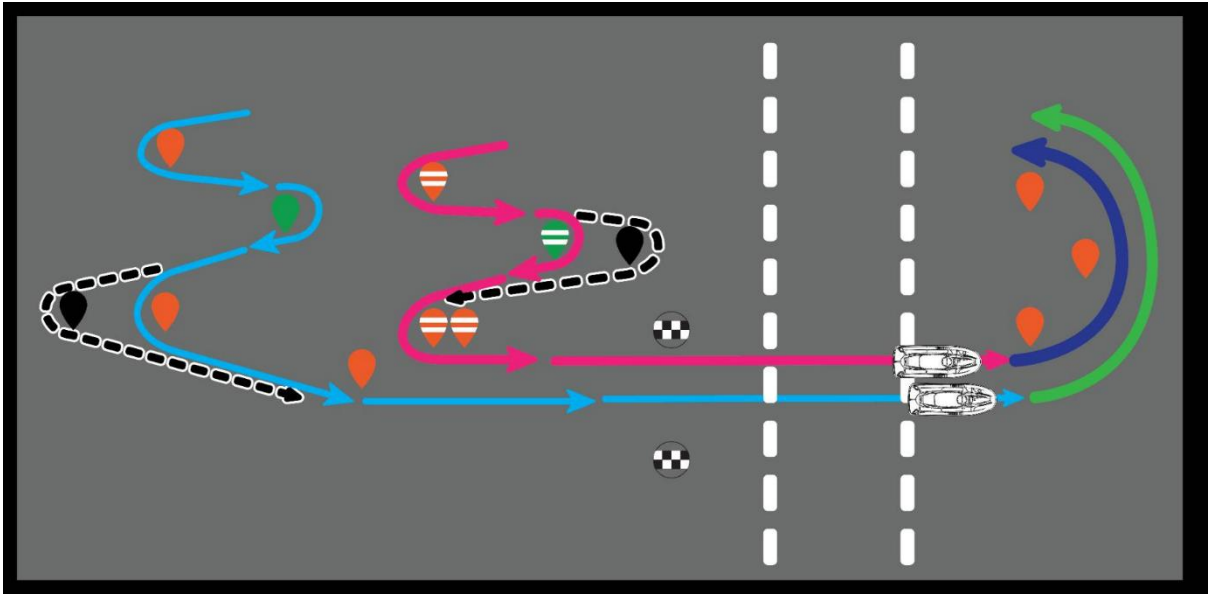
- 3.9.6 If the number of competitors exceeds the number of jet skis allowed on the course, the Heat & LCQ system will be applied for safety. (Any changes will be announced in advance.)
- 3.10 Protest
 - 3.10.1 A protest may only be filed by a registered team manager in that tournament or by the rider. (Specific rules may apply at certain venues, e.g., mandatory at the riders' meeting.)
 - 3.10.2 A protest must be filed within 30 minutes after the official results are posted and within 10 minutes if the results are revised for that particular MOTO. For the FINAL MOTO, a protest must be filed within 10 minutes after the official results are announced via the Online Official Result.
 - 3.10.3 For protests not related to the engine, a deposit of 5,000 THB or 150 USD is required. If the protest is upheld, the full deposit will be refunded.
 - 3.10.4 For protests related to the engine, a deposit of 25,000 THB or 700 USD is required. If the protest is upheld, the full deposit will be refunded. If the protest is not upheld, the deposit will be awarded to the competitor being protested against.
- 3.11 The decision of the Race Director is final.
 - 3.11.1 WGP#1 designates the Race Director's decision as final.WGP#1
 - 3.11.2 Unless there is an official announcement from WGP#1.

Appendix A.



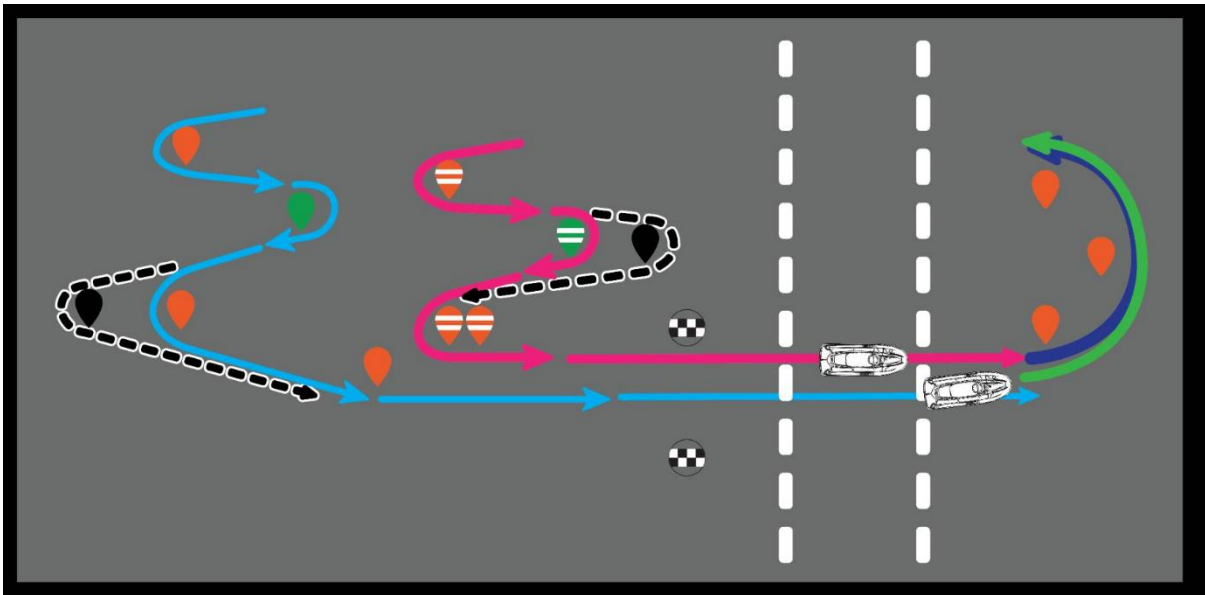
Correct Entry into the Hole Shot

Appendix B1



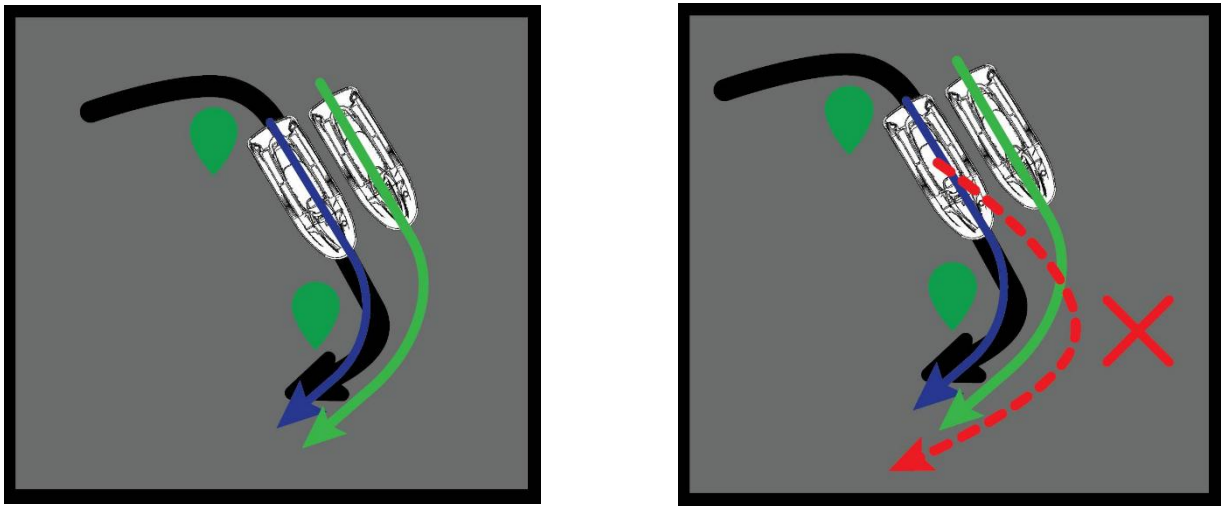
Merging from the main route (inside lane)

Appendix B2.



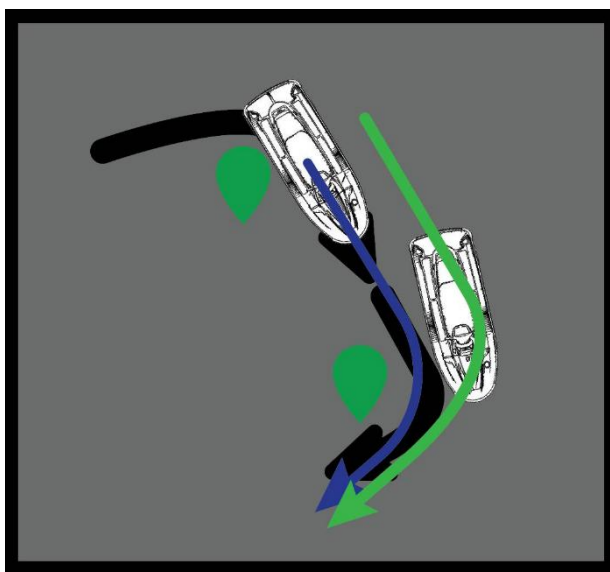
Merging in the case of overtaking from the secondary route (outside lane)

Appendix C1



Rider on the inside lane must not drift outward and collide with competitors

Appendix C2



Rider on the outside lane, when attempting to overtake, must have a speed advantage of at least 1 boat length

Appendix D1.



Buoy Grazing

Appendix D2.



Jump Buoy