

UIM

Rule Changes 2023

(Circuit)



108.04 - ENTRIES

Each National Authority may designate drivers according to its own rules.

Entries are to be sent through their National Authority to the organiser, no later than 28 days, before the start of the meeting. Failure to meet this deadline may result in the driver losing any scheduled travel money **or/and paying Late Entry Fee 150 EUR.**

When entering a UIM Titled event, each driver must indicate the names of his/her mechanics/associates authorized to enter the pits. These names must be confirmed/verified at signing on schedule.

Drivers in the classes, where UIM Digital Logbook or UIM Digital Measurements Certificate is in use, must add Hull Identification Number (HIN) to the Entry Form.



202.02 – INFORMATION IN THE ADVANCE PROGRAM

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202.02.09 The amount of the entry fee, ~~(For a Continental or World Championships of any circuit class, it may not exceed 100€ for each entry.~~

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202.02 – INFORMATION IN THE ADVANCE PROGRAM

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202.02.22 The protest fee. (maximum **150** euro);

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203.03 – ENTRY FEE

Each organising committee fixes the amount of entry fee for the races. Entry is valid only after payment of the entry fee.

The National Authorities have the right to establish a rule whereby higher fees are imposed on late entries.

In case of titled events, the amount of the entry fee, for **both** Continental **and** World Championships of any circuit class, may not exceed 100€ for each entry. It must be indicated in Advance Programme documents. ***This is not applicable when the class (es.) already has mandatory start/travel money as per the rules.***



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203.04.01 –MINIMUM AGE INTERNATIONAL AND EXPERIENCE INTERNATIONAL

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Drivers allowed to race in the class GT15 must be **at least** 10 years of age and **must be at least 12 years of age (by the race date) to enter UIM World or Continental Championships** and may complete the race season in which they reach 16 years of age.

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205.07.01 - FRONTAL HEAD RESTRAINT (FHR)

It is mandatory for all restrained Competitors or members of crew in canopied / partially canopied boats to wear a Frontal Head Restraint (FHR) system that complies with SFI38.1 or FIA 8858 standards.

Quick release fixing posts that disconnect the device via a 'tab pull system' for FHR's are mandatory.

The FHR should be of the lower profile design behind the head and use quick release tether fasteners.

It is the responsibility of the wearer to ensure that the FHR device that they are using is suitable for the application that they will be wearing it for and consideration of use should be given to FHR devices that are : easy to release, have a low upright section at the back of the head.

It is mandatory to wear your FHR device during your Cockpit Evacuation / Immersion Training. Self- removal of a FHR before attempting to exit a cockpit forms a part of the Immersion test training.



205.11 - CLOTHING PROTECTION (*except Formula Future and Solar Racing*)

It is mandatory that cut resistant clothing of fabric that satisfies a minimum cut resistant Level C by EN 388:2016 or minimum cut resistant Level A3 by ANSI/ISEA 105-16, or of a minimum cut resistance of 10 N using the test process specified in EN ISO 13997:1999 be worn by all participants in all boats without reinforced cockpits ***except GT10 drivers who use go karting suits.***

All limbs of drivers in both reinforced and non-reinforced cockpits must be covered. A one-piece overall suit must be worn in reinforced cockpits.



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302.01

All circuits must be measured on site by official surveyors or measured on an official chart of not less than 1/25 000.

At all UIM titled races the length of circuits must be:

Classes	Length of Lap	Max Straight Length
GT30. OSY400. F4. O/F classes from 125 through 350	1000 - 1500 metres	500 metres
GT-10	800 - 1100 metres	300 metres
STP Classes up to 550cc JT250/GT15, ET-15, EH-15	800 - 1100 metres	400 metres
All other classes	Min 1500 metres	850 metres

For GT10, GT15 and GT30, it is recommended that the circuit has at least three turns, and at least one right hand turn is recommended.

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303.02 - TURNING BUOYS

Any turning point of the circuit must be marked with a minimum of two buoys. The two or more buoys **must** not be tied up together. **Any such buoys must not be further apart than approximately 3 metres.**

All turning buoys must be passed to the right unless otherwise stipulated in the advance program and repeated during the drivers meeting.

On circuits with both left and right hand turns, orange turn buoys must be for left hand turns and yellow buoys must be for right hand turns.



305.04.02 TIME TRIAL

Time trials can be organized in two ways:

- Timed practice, where the timing team takes times of all boats' full laps and the best full lap time is counted as the drivers' time trial result; ***Should it be officially reported that a driver missed a turn buoy his/her fastest lap will be deleted irrespective of the said lap it happened.***
- Alternatively, a minimum of 2 timed full laps (total laps = 4) on the water for each boat. Warm up lap, 2 timed laps then safety lap. Only one boat on the race course during the actual timed laps. The organizer must ensure, ***as far as possible,*** that all boats have equal conditions for time trial (except change of the weather).



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307.02

The distance between the start line and the first turn mark must be in a straight line and at least 300 meters, for class GT-10 maximum 300 meters. ***There must be an extra buoy or marker to show where the end of the first turn is.***

There must be adequate width, in a straight line, to accommodate all starting boats running in their respective start/jetty lanes from the jetty to the first turn mark.

At dead engine starts, drivers must keep their relative starting lanes to the first turning buoy and through completion of the first turn, not interfering in the path of competing boats. Sufficient room on the inside must be left by the leading boat, if not pole, to allow others higher on the jetty to negotiate the turn.

Breaking this rule ***must*** result in one or more of the following penalties, which are disqualification, one lap penalty ***or a penalty of losing 2 positions,*** depending on the severity.

Disqualification is for maneuver, which causes accident or severe damage to other boats.

One lap penalty for getting clear advantage with cutting distance or blocking driving of other competitors.

Penalty of losing two positions for not leaving sufficient room to the left at the first turn buoy

It is prohibited to stand up during start and while racing.

At all dead engine starts at international titled races, the start may be videotaped (or similar). This is to be done from a position as high as possible and/or from a place in extension of the start lane.

Drone video coverage for the officials of the starting procedure and the run to the first turn buoy by the boat is encouraged to support enforcement of the lane rules. ***Only official drones are allowed to fly over race course unless agreed by organizer. These allowed drones' videos need to be available for race committee on demand.***



403.03 - RIGHT OF PROTEST

A protest can be lodged against the posted provisional results or against any decision made by the Race Committee or against one or several competitors.

In the event of **one driver** protesting against a penalty imposed on him and **/or one or more drivers** protesting simultaneously against this competitor due to the same incident, the jury will have only one meeting with **all concerned drivers** being party of this protest procedure. **The same applies of several drivers protests against the same jury decision.**

A protest can only be lodged on a subject which directly concerns the protester himself. A protest which complies with these rules cannot be refused by the Jury.

Only one follow-up-protest is allowed against a jury decision following an initial protest that was lodged according to the first paragraph of this rule. All parties of the initial protest will automatically become party to this follow-up-protest and must be invited to the hearing. No protest is permitted against a jury decision about a follow-up-protest. Such jury decision can only be contested by appeal.



403.06 - NOTIFICATION OF DECISION

All decisions by any jury, the minutes of the meeting and the justification of the decision must be notified to the concerned parties in writing, including their right of appeal. ***A copy of the Jury decision must be posted in the same way as the results. The time of posting must be noted on this copy.***



404.03 - THE HEARING PROCEDURE

The following procedure must be followed in all hearings unless otherwise stated elsewhere in these rules:

- A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy.
- Together with a copy of the protest, the Jury must give written notice to all parties of where and when the hearing will take place. Reasonable time shall be allowed to the parties for the preparation to the hearing.
- If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default i.e., the missing party shall lose the protest.
- Written minutes must be taken. ***Using of secretary for taking minutes for Jury Chairman is allowed. Secretary has no right to vote or act as interpreter.***

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405.10 – COSTS

For titled international championship series or for events which require a UIM Superlicence, the appeal fee is 2000€. In addition, the driver has to pay 2000 € to the UIM for possible costs of the ICA (IT meeting arrangements, telephone, laboratory, experts and other costs of the appeal procedure).

If the appellant requests the appeal procedure to be conducted in physical presence of the persons involved, related extra costs in excess of the deposit of 2000 € shall be at the charge of the appellant.

The appeal fee for single event UIM Championships is 1000 €, in addition the driver has to pay 1000 €, to the UIM for possible costs of the ICA.

If during the procedure further costs arise, the Appellant has to deposit the missing amount accordingly within 14 days from notification.

The driver who appeals has to pay for the meeting costs anyway if the appeal is upheld or not. If the costs of the appeal committee are less than **defined above** then the difference will be paid back to the driver. The appeal fee of will be refunded if the appeal is upheld.

In case driver appeals because the race Jury has been dismissed before or within the protest period (405.03), appeal fee and deposit for handling cost is 50% from defined above in this rule.

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406.05 YELLOW / RED / BLUE CARDS

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A blue card will remain valid for one year from the date of issue.

A second blue card leads to disqualification (if issued against a driver) from all results obtained at the event where the incident occurred and to suspension from the rest of the event ***and from all UIM titled races in all disciplines or classes as a driver or team member for the next 4 weeks.***

If the second blue card is given for out of competition activity the penalty will be prolonged suspension according to rule 406.08 for one future event, designated by the same body that issued the second blue card.



503.03 - INSPECTION AT RACE

At any time during an event, the technical inspector, the O.O.D. or the UIM Sport/Technical commissioner reserves the right to change a competitors existing ECU/CDI unit with a standard OEM unit as supplied by the UIM.

If a competitor refuses this request, they will be immediately disqualified from the event, without right of protest.

In case of fault of given unit, driver can ask from person in charge to replace unit and gets additional ten minutes for practice and test in case of first official practice.

Technical inspectors have the right to carry out all the checks they consider necessary, even when inspection has taken place before practice, and they have the right to inspect as they think fit.



504.11 - ELECTRICAL ISOLATION

All boats, with batteries, must have an isolation switch as close to the positive terminal of the battery(ies) as practicable (negative terminal if positive earth system).

When the isolation switch is turned to off, all functions must be off, including the ignition.

The opening handle of the switch must be easily accessible on the deck or other surface of the boat on the port side to 1 meter maximum rear the driver (rear reinforced cockpit)

This switch must be marked with a red flash + and the “On/Off” positions shown.



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509 – REINFORCED COCKPITS

509.03

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Strap locations will be minimum two each hip, crotch, two-shoulder, all hooked together in a central release system. This release mechanism must remain released/open once it is activated and until it is reset. A high strength, highly visible, lanyard will be attached to the release lever of the lever/latch (**NASCAR - style**) system. Belting shall be a minimum of 5 cm (2 in) width.

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509.20 – AIR SUPPLY

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Each air supply bottle must have a pressure gauge for easy reading during pre-race scrutineering and by crew members on-board. ***Each bottle shall also have an excess flow (safety) valve (EFV) fitted***

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543.09 - SOLE MODIFICATIONS ALLOWED

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7. The swivel bracket may be altered for the purpose of installing a power trim and/or a power lift and the dampers (shock absorbers) may be altered or removed. For F4 class **only** the **OEM** power trim is allowed and the power lift is not allowed.

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550.2 - HULL

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GT15/GT30 boats must have both left hand and right hand mirrors of at least 2x3 square inches (or 40 cm sq)

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A single fixed vertical fin on the underwater body is allowed for directional stability.

The maximum length of the fin is 250 mm.

For classes GT15 and GT30, such a fin is not allowed.

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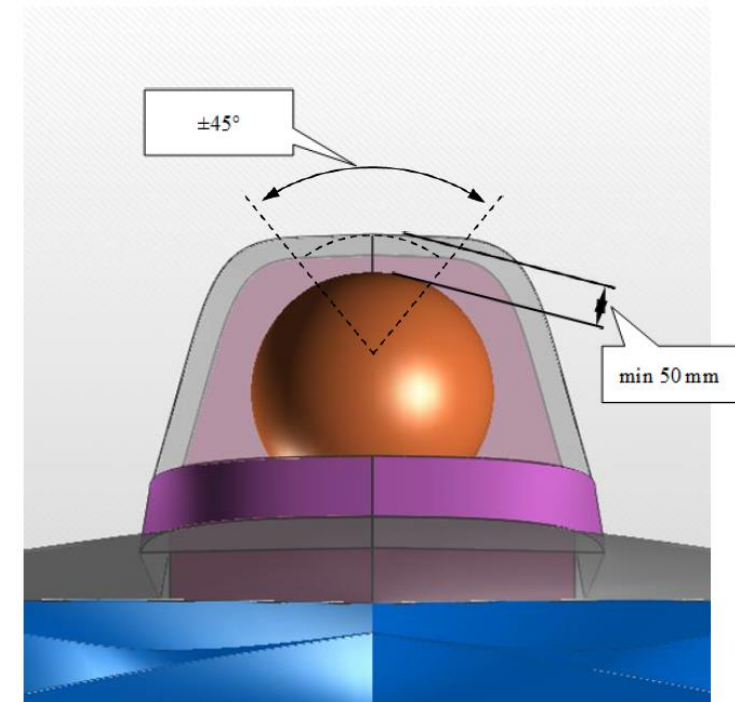
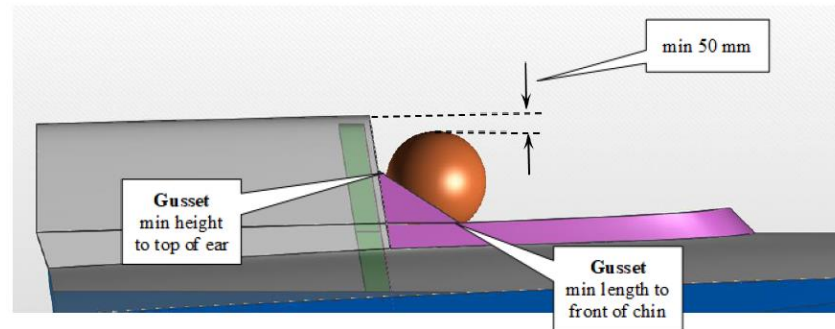


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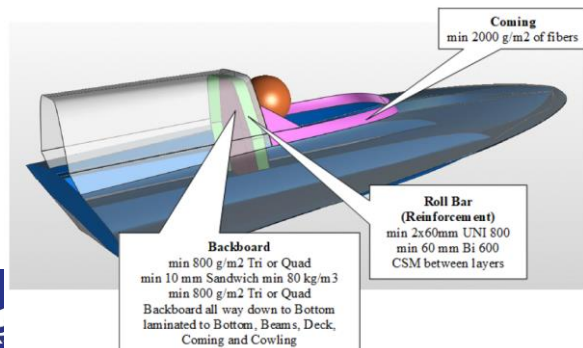
550.05 - MINIMUM DIMENSIONS

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3. **From 01/01/2024** the GT15 and GT 30 cockpits shall also have structural means to provide head/helmet protection such as a roll bar framework or “halo” design. The protective structure shall not inhibit driver egress from the boat.
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Classes GT15 and GT30, From 01/01/2024

Concept drawing



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551 – CLASS GT10

551.01.1 - GENERAL

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The pilot must wear a CE approved buoyancy aid with a crotch strap *and a spine protection*, or a competition vest in accordance with UIM Regulation 205.06.



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F2

2. RACE FORMAT

2.4.2. Qualifying

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In violation of these rules, the pilot is disqualified from the whole session.

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F2

2. RACE FORMAT

2.4.4.1 If two (or more) boats have the same best lap time during the timed trials, these boats will be awarded start positions based on the better of their second-best times, and so on.



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F2

7. CLASSIFICATION

7.1. The boat placed first will be the one having covered the scheduled distance in the shortest time.

7.2. *Classification is calculated by taking into account the number of classified laps, i.e. the number of complete laps the boats have covered minus any lap penalties, and for those which have the same number of classified laps, the order in which they cross the finish line.*



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F2

8.1 HULL

8.1.14 *The race number may be fixed:*

1) On a surface corresponding to the following measures and characteristics: the surface measures 32 x 40 cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14 cm.

2) On a surface corresponding to the following measures and characteristics: the odd numbers must be black on a yellow fluorescent surface, the even numbers must be black on an orange fluorescent surface, the third boat of the team the numbers must be black on white on both sides of the hull. All numbers must be 24/14cm.

The width of the stroke of the number should be between 2.5 cm and 4 cm.

The space between the rectangular with the digits must be 4 cm. The white surface must surround the digits with 4 cm.

All numbers must be plain and upright (no italics and only sans serif fonts). No number shall begin with zero, e.g. for 2 digit numbers.

Within one team, two identical boats must have different colours of mirror bodies as follows: Odd number: yellow fluorescent colour; Even number, orange fluorescent color:

Third boat of the team: black.



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F2

9. FUEL

9.1. *Fuel samples taken at random from competitors during the event will be tested at the race venue and may also be analysed afterwards at a laboratory. Drivers appealing disqualification for fuel infringements will have to pay all laboratory testing and analysis costs.*

9.2. *There must be enough of fuel left in fuel tank so it can be taken one A sample and B sample (if needed) of fuel for fuel check when qualification and or race is over, fuel samples can also be taken from the fuel filter and fuel hose.*

9.3. *With not enough fuel left to be able to take a A sample and B sample can result in a DQ to the driver.*

9.4. Fuel will be supplied by the organiser in conformity with rule 508.01.



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F4

1. ORGANISATION

The organisation of F4 races and championships is owned and ruled by the UIM.

The Council may update the rules whenever necessary, only if the Formula is promoted by a contracted promoter. F4 races are reserved for boats of the F4 class and are governed by the relevant 540 rules.

The ***F4 Continental and*** World Championships ***are*** open to all drivers (their number is unlimited for each National Authority).



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F4

2. RACE FORMAT

The **World** Championship consists of a maximum of three (3) events in different countries consisting of two (2) races each, with a minimum interval of two weeks between events if possible. Each event will take place over two days, one race each day. **Alternatively in case of only one event for the World Championship, it has over two days 4 heats, all points count with heat length defined in rule 108.05.**

Applications to hold an F4 event will be allocated in the normal way (rule 108.01) except that one National Authority can be allocated two events provided the maximum number has not been requested by other National Authorities. Any events allocated by the UIM Council should be counted within the three (3) events.

Should an event be cancelled it should only be reallocated on the same date as the cancelled event, should this not be possible the event should not be re-allocated.

The Continental Championship is raced using rule 108.

A UIM Commissioner is required at each race.



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CODE OF ETHICS
ANTI-DOPING RULES
ENVIRONMENTAL CODE



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