



2026 Racing Rules



DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

These rules shall govern the conditions of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF THE SPECIFICATIONS.

Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final

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CLASSIFICATION OF BOATS

NJBA recognizes the following classes of jet and propeller driven race boats:

CLASS DESIGNATION

Ski Jet	SJ
Modified Jet	MJ
Comp Jet	CJ
Pro Gas Jet	PGJ
Unblown Fuel Jet	UBFJ
Blown Gas Jet	BGJ
Unlimited Outlaw	UO
Blown Fuel Jet	BFJ
Ski Flat	SF
Comp Flat	CF
Pro Gas Flat	PGF
Pro Comp Flat	PCF
Blown Gas Flat	BGF
Top Alcohol Flat	TAF
Ski Hydro	SH
Comp Hydro	CH
Pro Gas Hydro	PGH
Pro Comp Hydro	PCH
Blown Gas Hydro	BGH
Pro Modified	PM
Pro Outlaw	PO
Top Alcohol Hydro	TAH
Top Fuel Hydro	TFH
Quick Eliminator	QE
Pro Eliminator	PE
Top Eliminator	TE
Modified Eliminator	ME
Stock Eliminator	SE
River Racer	RR
Super Eliminator	Super E
Personal Watercraft	PWC



CLASS REQUIREMENTS

SKI JET - SJ

Ski Jets are intended to be jet boats having typical water skiing equipment and appearance. Internal engine modifications are permitted to enhance competition and reliability.

GENERAL

1. Seating must accommodate a minimum of two (2) adults. Seats must be fully upholstered, and at minimum must consist of a full width bench seat and back, or two (2) equal bucket seats.
2. Steering wheel must be a minimum of 8" off hull center line.
3. Boats may have any type of nozzle with a functional neutral mechanism that is operational from the driver's seat.
4. Adjustable cavitation plates are permitted.
5. Fuel is restricted to racing gasoline. See General Racing Rules

ENGINE

1. Any bore and stroke combination is allowed up to a maximum of 460 cubic inches, with a clean-up hone of a maximum of .005 inches.
2. No aluminum blocks allowed.
3. Any carburetor configuration up to a maximum of 1500 C.F.M. Absolutely no modifications to the venturi are permitted on any carburetor from air cleaner flange to base plate, i.e., any factory casting flash and cadmium plating. Visual inspection by the Technical Committee will be allowed at their discretion.
4. The Tech Committee must approve all carburetors.
5. Ski Jets may run any type of exhaust.
6. Intake manifold must be cast production or modified production only. No homemade or non-production manifolds allowed.
7. Pro Stock style cylinder heads are prohibited. Intake port spacing must remain in stock OEM location as manufactured for production vehicles.
8. 2 speed transmissions are prohibited.

MODIFIED JET - MJ

Modified Jets are intended to be jet boats used specifically for racing and limited only to maintain a similarity in racing equipment.

GENERAL

1. Any modification to boat, engine or jet, not specifically prohibited, is permitted.
2. Fuel is restricted to racing gasoline. See General Racing Rules

ENGINE

1. Any bore and stroke combination is allowed up to a maximum of 482 cubic inches.
2. Engine must be naturally aspirated.
3. Pro Stock style cylinder heads are prohibited. Intake port spacing must remain in stock OEM location as manufactured for production vehicles.



CLASS REQUIREMENTS

COMP JET - CJ

Comp Jets are intended to be jet boats used specifically for racing, and limited only to maintain a similarity in racing equipment.

GENERAL

1. Any modification to boat, engine or jet, not specifically prohibited, is permitted.
2. Fuel is restricted to racing gasoline. See General Racing Rules

ENGINE

1. Maximum engine displacement is 470 cubic inches.
2. Engine must be naturally aspirated.

PRO GAS JET - PGJ

Pro Gas Jets are intended to be jet boats used specifically for racing and limited only to maintain a similarity in racing equipment.

GENERAL

1. Any modification to boat, engine or jet, not specifically prohibited is permitted.
2. Fuel is restricted to racing gasoline. See General Racing Rules.
3. Nitrous Oxide is prohibited

ENGINE

1. Maximum engine displacement for tunnel boats is 515 cubic inches.
2. Maximum engine displacement for non-tunnel boats is 565 cubic inches.
 - a. BBC engines are limited to cylinder he ads with an intake valve angle of 24 degrees.
 - b. Ford engines are limited to cylinder he ads with the same intake valve angle as the O.E.M 460 cylinder he ad.
 - c. Mopar engines are limited to cylinder he ads with the same intake valve angle as the O.E.M. 440 Mopar or 426 Hemi heads.
 - d. All cylinder he ads and engines are subject to approval by the N.J.B.A. Tech Committee.
3. Engine must be naturally aspirated.

UNBLOWN FUEL JET - UBFJ

Unblown Fuel Jets are intended to be jet boats used specifically for racing and limited only to maintain a similarity in racing equipment.

GENERAL

1. Gasoline, methanol, and nitromethane are permitted.
2. Nitrous oxide is permitted.

ENGINE

1. Maximum cubic inch is unlimited.



CLASS REQUIREMENTS

BLOWN GAS JET - BGJ

Blown Gas Jets are intended to be jet boats used specifically for racing, but having highly unusual, expensive or experimental equipment.

GENERAL

1. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Blowers or turbo chargers and centrifugal blowers are allowed.
2. Maximum engine displacement is 572 cubic inches.
3. Water injection is not allowed

Unlimited Outlaw - UO

Capsule Boats are prohibited

GENERAL

1. UO is open to all open cockpit boats.
2. Race course is 660 feet (1/8th mile)
3. No limitations on boats, general racing rules apply, speed limits apply.

BLOWN FUEL JET - BFJ

Blown Fuel Jets are intended to be jet boats used specifically for racing, but having highly unusual, expensive or experimental equipment.

GENERAL

1. Any type fuel is permitted, other than gasoline.
2. A maximum of 50% nitromethane allowed.

ENGINE

1. blowers or turbo chargers and centrifugal blowers are allowed.
2. Maximum engine displacement is 565 cubic inches.
3. Blower belts must be Kevlar and 14mm in size.

PRESSURE RELIEF VALVE REQUIREMENTS

1. All Blown Fuel Jets must have a pressure relief valve attached to the intake side of the pump bowl. A pressure gage at the intake side of the impeller must be installed within 2" of the packing nut with a check ball or tell tale type unit attached (0-200 lbs.).
2. A manual over ride button on the steering wheel is required.
3. The valve must open in an automatic fashion in case of engine failure or some other type of uncontrolled emergency.
4. Once valve is opened, it must remain open until the boat is on the trailer.
5. Piston size
 - Minimum 4" diameter.
 - 13 sq. inches minimum unrestricted exhaust opening.



CLASS REQUIREMENTS

SKI FLAT - SF

Ski Flats are intended to be prop driven flat bottom boats having typical water skiing equipment and appearance. Internal engine modifications are permitted to enhance competition and reliability.

GENERAL

1. Seating must accommodate a minimum of two (2) adults. Seats must be fully upholstered, and at minimum, consist of a full width bench seat and back, or two (2) equal bucket seats.
2. Steering wheel must be a minimum of 8" inches off hull center line.
3. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Any bore and stroke combination is allowed up to a maximum of 460 cubic inches, with a clean-up hone of a maximum of .005 inches.
2. No aluminum blocks allowed.
3. Any carburetor configuration up to a maximum of 1500C.F.M. Absolutely no modifications to the venturi area are permitted on any carburetor from air cleaner flange to base plate, i.e., any factory casting flash and cadmium plating. Visual inspection by the Technical Committee will be allowed at their discretion.
4. The Tech Committee must approve all carburetors.
5. Ski Flats may run any type of exhaust.
6. Intake manifold must be cast production or modified production only. No homemade or non-production manifolds allowed.
7. Pro Stock style cylinder heads are prohibited. Intake port spacing must remain in stock OEM location as manufactured for production vehicles.
8. 2 speed transmissions are prohibited.

COMP FLAT - CF

Comp Flats are prop driven flat bottoms used specifically for racing.

GENERAL

1. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Displacement may not exceed 470 C.I.D.
2. Engine must be naturally aspirated.

PRO GAS FLAT - PGF

Pro Gas Flats are prop driven flat bottoms used specifically for racing.

GENERAL

1. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Displacement maximum 515 C.I.D.
2. Engine must be naturally aspirated.
3. Nitrous Oxide is prohibited.



CLASS REQUIREMENTS

PRO COMP FLAT - PCF – 6.50 and quicker

Pro Comp Flats are prop driven flat bottoms used specifically for racing. No Capsule boats.

GENERAL

1. This class minimum allowed ET index is 6.500 seconds. (6.50 seconds and quicker)
2. Fuel is unrestricted.
3. The only exception is that Blown Fuel Flats are not legal for this class.

ENGINE

1. Displacement is unlimited.
2. Blown, turbo charged or pro charged are allowed.

BLOWN GAS FLAT - BGF

Blown Gas Flats are intended to be race boats used specifically for racing, but having highly unusual, expensive or experimental equipment.

GENERAL

1. All boats shall have installed a device making possible the engagement and disengagement "at will" of the propulsion device while the engine is running.

ENGINE

1. Fuel is restricted to racing gasoline. See general racing rules. E-85 is not allowed.
2. Water injection is not allowed.
3. Blowers, turbo chargers and centrifugal blowers are allowed.
4. Maximum engine displacement is 572 cubic inches.

TOP ALCOHOL FLAT - TAF

GENERAL

1. Fuel system – Mechanized fuel system allowed. The injection system can not be controlled by exhaust gases.
2. Fuel-Blown methanol, Unblown nitromethane, no percentage limit.
3. Clutch, Flywheel and Bellhousing – All boats utilizing a clutch must have a S.F.I. 6.1, 6.2, or 6.3 hydroformed bellhousing. All boats must have a 360-degree fly wheel cover.
4. Neutral Device – A device to allow engagement and disengagement "at will" of the propulsion device while the engine is running is mandatory.
5. Prop shaft-The minimum prop shaft diameter through the back of the strut is 1 - 1/8".

ENGINE

1. Any internal combustion automotive type engine permitted. No dual engine set-ups allowed. Maximum 572 cubic inches and 4 valves per cylinder.
2. Supercharger-Required-roots-type maximum size 14-7 1, 19" case length, 1 1-1/4" case width, maximum rotor cavity diameter is 5.840". Helix is restricted to maximum rotor spiral of 6.5 degrees per inch of length. Maximum overdrive 70%.
3. Screw-type superchargers are not allowed.



CLASS REQUIREMENTS

SKI HYDRO - SH

Ski Hydros are intended to be prop driven boats having typical water skiing equipment and appearance. Internal engine modifications are permitted to enhance competition and reliability.

GENERAL

1. Seating must accommodate a minimum of two (2) adults. Seats must be fully upholstered, and at minimum, consist of a full width bench seat and back, or two (2) equal bucket seats.
2. Steering wheel must be a minimum of 8" off hull center line.
3. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Any bore and stroke combination is allowed up to a maximum of 460 cubic inches, with a clean-up hone of a maximum of .005 inches.
2. No aluminum blocks allowed.
3. Any carburetor configuration up to a maximum of 1500 C.F.M.
4. Absolutely no modifications to the venturi area are permitted on any carburetor from air cleaner flange to base plate, i.e., any factory casting flash and cadmium plating. Visual inspection by the Technical Committee will be allowed at their discretion.
5. The Tech Committee must approve all carburetors.
6. Ski Hydros may run any type of exhaust.
7. Intake manifold must be cast production or modified production only. No homemade or non-production manifolds allowed.
8. Pro Stock style cylinder heads are prohibited. Intake port spacing must remain stock OEM location as manufactured for production vehicles.
9. 2 speed transmissions are prohibited.

COMP HYDRO - CH

Comp Hydros are intended to be race boats used specifically for racing and limited only to maintain a similarity in racing equipment.

GENERAL

1. Any modification to boat or engine not specifically prohibited is permitted.
2. The minimum prop shaft diameter through the back of the strut shall be 1-1/8"
3. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Maximum engine displacement is 470 cubic inches.
2. Engine must be naturally aspirated.

PRO GAS HYDRO - PGH

Pro Gas Hydros are intended to be race boats used specifically for racing and limited only to maintain a similarity in racing equipment.

GENERAL

1. Any modification to boat or engine not specifically prohibited is permitted.
2. The minimum prop shaft diameter through the back of the strut shall be 1-1/8".
3. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Displacement maximum 515 C.I.D.
2. Engine must be naturally aspirated.



CLASS REQUIREMENTS

PRO COMP HYDRO - PCH – 6.50 and quicker

Pro Comp Hydros are prop driven used specifically for racing.

GENERAL

1. This class minimum allowed ET index is 6.500 seconds. (6.50 seconds and quicker)
2. Fuel is unrestricted.

BLOWN GAS HYDRO - BGH

Blown Gas Hydros are intended to be race boats used specifically for racing and limited only to maintain a similarity in racing equipment.

GENERAL

1. Any modification to boat or engine not specifically prohibited is permitted.
2. The minimum prop shaft diameter through the back of the strut shall be 1-1/8".
3. Fuel is restricted to racing gasoline. See General Racing Rules.

ENGINE

1. Maximum engine displacement is 572 cubic inches.
2. Blowers or turbo chargers and centrifugal blowers are allowed.

Pro Mod - PM - 5.60 - capsule only and

Pro Outlaw - PO - 5.20 - capsule only

GENERAL

1. Fuel System-Mechanized fuel systems allowed. The injection system cannot be controlled by exhaust gases.
2. Fuel - Gasoline, methanol and/or nitrous oxide allowed. Propylene oxide will not be allowed.
3. Clutch, Flywheel and Bellhousing - All boats must have a 360-degree fly wheel cover.
4. Neutral Device - A device to allow engagement and disengagement "at will" of the propulsion device while the engine is running.
5. Prop Shaft-1-1/8" shaft diameter on front portion of prop shaft may not be reduced to less than 1-1/8". If a two-piece prop shaft is utilized, the coupler must meet the following criteria:
 - a. Thru-bolt coupler bolt must be indexed into prop shaft. The bolt must be the same size as the hole in the coupler.
 - b. Split coupler with set screw retention, prop shaft must be dimpled with drill bit that will fit into set screw hole in coupler the full depth of the drill point. Set screw must be secured in the hole.
 - c. No barrel drilling of prop shaft allowed.
6. Rudder - All Hydro rudders must extend 1-1/2" past the lowest point of the propeller. Chrome rudders will not be allowed.

ENGINE

1. Any internal combustion automotive-type engine permitted. No dual engine set-ups allowed.



CLASS REQUIREMENTS

TOP ALCOHOL HYDRO - TAH - capsule only

GENERAL

1. **Fuel System** – Mechanized fuel system allowed. The injection system cannot be controlled by exhaust gases.
2. **Fuel** – Blown Methanol, Unblown Nitromethane, no percentage limit.
3. **Clutch - Flywheel and Bellhousing** – All boats utilizing a clutch must have a S.F.I. 6.1, 6.2, or 6.3 hydroformed bellhousing. All boats must have a 360-degree flywheel cover.
4. **Neutral Device** – A device to allow engagement and disengagement “at will” of the propulsion device while the engine is running.
5. **Prop Shaft** – The minimum prop shaft diameter through the back of the strut is 1-1/4”.
6. **Rudder** – Minimum 5/8 inch thickness at the clam shell.

ENGINE

1. Any internal combustion automotive type engine permitted. No dual engine set-ups allowed. Maximum 572 cubic inches and 4 valves per cylinder.
2. Supercharger – Required – roots - type maximum size 14-7 1, 19” case length, 1 1-1/4” case width, maximum rotor cavity diameter is 5.840”. Helix is restricted to maximum rotor spiral of 6.5 degrees per inch of length. Maximum overdrive 70%.
3. Screw-type superchargers are allowed.

Top Fuel Hydro - TFH - Capsule Only

GENERAL

1. **Fuel System** – Mechanized fuel system allowed. The injection system cannot be controlled by exhaust gases.
2. **Fuel** – A minimum of 50% nitromethane.
3. **Clutch, Flywheel and Bellhousing** – All boats utilizing a clutch must have a S.F.I. 6.1, 6.2, or 6.3 hydroformed bellhousing. All boats must have a 360-degree flywheel cover.
4. **Neutral Device** – A device to allow engagement and disengagement “at will” of the propulsion device while the engine is running.
5. **Prop Shaft** – The prop shaft diameter through the back of the strut is 1-3/8”. The minimum for dual prop shaft boats is 1-1/4”.
6. **Rudder** – All rudder support brackets must be solid, no lightening holes will be allowed. Brackets at each side of clam shell must be a minimum of 5/8” thick. Any lightening holes in any rudder support brackets will not be allowed. The rudder must have a minimum thickness of 5/8 of an inch.
7. **TWO Parachutes** –Mandatory.
8. **Safety Capsule** –Mandatory.

ENGINE

1. Any internal combustion automotive type engine permitted. No dual engine set-ups allowed. Maximum 565 cubic inches and 4 valves per cylinder.
2. Supercharger –Required– roots - type maximum size 14-7 1, 19” case length, 1 1-1/4” case width, maximum rotor cavity diameter is 5.840”. Helix is restricted to maximum rotor spiral of 6.5 degrees per inch of length. Manifold burst panels meeting SFI Spec 23.1, plus restraint system meeting SFI Spec 14.2 mandatory. Screw-type superchargers prohibited.



CLASS REQUIREMENTS

Personal Watercraft - PWC

GENERAL

1. Seating - Single or multiple seat configurations are permitted within this class.
2. No passengers permitted on PWC's.
3. Boats may utilize any style (factory or aftermarket) nozzle generally used with PWC's with a functional neutral mechanism that is operational from the driver's seat.
4. Adjustable nozzle angle and/or cavitation plates are permitted.
5. Boats must maintain factory safety provisions regarding enclosed engine bay vents or engine bay fume extractors/blowers.
6. Boats must utilize a hull or handlebar mounted kill switch and lanyard combination, which terminates the electrical connection between the ignition and engine when lanyard is removed from kill switch.
7. Driver's toes and balls of feet must always stay in contact with the floor of the boat.
8. Fuel is restricted to racing gasoline. See General Racing Rules.
9. Maximum allowed ET index is 11.00 seconds. (11.00 seconds and slower)
10. Maximum allowed speed is 70.00 MPH

ENGINE

1. Any bore and stroke combination is allowed
2. PWC's may run factory or aftermarket exhaust systems.
3. Both Carburetors and electronic fuel injection are permitted.
4. Four stroke engines only. PWC's utilizing two-stroke engines are not permitted to participate.

DRIVER REQUIREMENTS AND EQUIPMENT

1. Minimum age for a PWC boat driver is 18 years.
2. A Special provision MAY be granted to persons under the age of 18, if an application is submitted to the NJBA Board of Director's at least 45 days prior to the racer's first race date with State approved boaters safety course certification AND an explanation of why a special provision should be granted to the under-aged racer.
The application shall have a final decision granted or denied by the Board of Directors, their decision is final.
3. All PWC drivers must wear "Medi-tags" while racing.
4. All drivers must wear a SNELL approved full face helmet which protects the head, temple, ears, neck AND includes a face shield.
5. All helmets must be in good condition and less than 10 years old, from the date manufactured.
6. If visual aid glasses are required, the driver's physical, State ID and "Medi-Tag" must outline this requirement.
7. If visual aid glasses are required, driver must always wear visual aid glasses while on the water.
8. All drivers are required to wear helmet restraints. The use of safety collars with the helmet restraint is also recommended.
9. All drivers must wear a Racing life jacket equipped with leg straps and spinal protectors, always while the boat is on the water.
10. Racing life jackets must be inspected and certified every two years for parachute jackets and every three years for non-chute life jackets.
11. Minimum clothing for PWC drivers will be long sleeve shirts, board shorts with a minimum length of mid-thigh, and closed toe, laced shoes.
12. Slip on shoes are not allowed. All shoes must be laced and tied when the driver is in the boat.
13. All drivers are required to wear ballistic pants.
14. Drivers may not remove helmets, life jackets or any safety equipment until boat reaches the out ramp.



ESTABLISHMENT OR DELETION OF CLASSES

1. At the General Rules Meeting, the membership may establish or delete a racing class. The same procedure as for rule changes will apply. In either event, a one (1) year probationary period will be in effect.
2. Special events may be added at each race at the discretion of the Race Committee.

Protests

1. Carburetor, equipment or displacement protests, where a tear down is required, may be made only if a written protest and \$2250 in cash is deposited with the Race Chairman within thirty (30) minutes after the completion of the race involved. If boat is found illegal, full amount paid by the protester will be refunded. An illegal boat will be fined \$5000 by NJBA. If boat is found legal, \$2000 will be awarded to the boat owner.
2. Technical Committee may, at their discretion, tear down any engine, and if found to be legal, the owner will be reimbursed \$2000 by the NJBA. If illegal, action will be taken by the Technical Committee.
3. There will be a fuel tester at each race.
4. Technical Committee may, at their discretion, remove cover, check fuel, and P&G, i.e. air cleaners, valve covers, etc., and perform other visual inspections.
5. A \$500 fee will be charged for protests involving P&G only.
6. A \$250 fee for all protests involving a tear down will go to the NJBA.
7. Equipment or fuel violations may be cause for disqualification from that event and next event, and any records set by that boat for that year, may be disallowed.
8. The Protest Chairman must make a protest form available to any registered participant. All protests must be filed at the race site on race day.

TIMING EQUIPMENT FAILURES AND RERUNS

1. The Race Director will decide if two boats in competition will be rerun.
 - a. Reasons for reruns will be timing equipment failure, poor or unsafe weather conditions, Tower mistakes.
 - b. The Race Director may require both owners and drivers of the respective boats to attend a meeting with him prior to the rerun. Only owners and drivers may attend
 - c. Inappropriate behavior by owners or drivers at this meeting will result in disqualification.
 - d. Refusing to rerun will result in disqualification.
2. The Race Director's decision is final in these matters.

SAFETY RULES

The following General Safety Rules will be enforced at all NJBA racing events and are recommended for NJBA members at all other events.

1. NJBA Officials will enforce all safety rules. All safety rules must be observed at all times.
2. No driver may operate his boat in such a manner as to force another boat into an unsafe situation.
3. At least two (2) qualified judges must be on the course during every race to observe driver's conduct, especially that of novices.

RULES REQUIRING BOATS TO HAVE A SAFETY CAPSULE

1. All jet driven boats and prop driven flat bottom boats that run 145 m.p.h. or faster, must have an N.J.B.A. approved safety capsule installed. All prop driven Hydro boats that run 165 m.p.h. or faster must have an N.J.B.A. approved safety capsule installed.
 - a. The first time a boat runs at a speed (m.p.h.) that requires it to have a capsule, the owner and driver will receive a warning from the Race Director.
 - b. The second time a boat runs at a speed (m.p.h.) at the same event that requires it to have a capsule, the boat will be disqualified from the event.
 - c. Once a boat has been disqualified for this speed violation, it will also be disqualified the first time it runs at a speed (m.p.h.) at the same event that requires it to have a capsule at future events. Owners and drivers are then required to obtain permission from the Race Director to run at future events.



CONDUCT OF OWNER AND CREW

1. The boat owner is directly responsible for the conduct and actions of any and all members of his/her crew. Any violations of the rules and regulations by any owner or member of a crew may result in disqualification, or suspension of the boat, driver, and owner.
2. Any verbal abuse and/or physical abuse, threats, or harassment towards an NJBA official shall result in immediate disqualification from the event and possible further suspension from one or more race events, depending upon the severity of the offense.
3. No smoking in pit area or on race course.
4. No alcoholic beverages shall be consumed by any racer or pit crew before or during a race, or until thirty (30) minutes after the last race of the day.
5. At no time may motor driven cycles, i.e., motorcycles, ATC's, etc., be ridden in the pit area without permission of the Race Officials.
6. The owner(s) is responsible for the removal and proper disposal of all trash and fluids (i.e. oil, cleaning fluids, etc.) from his/her pit area before leaving the race course. Failure to do so will result in a fine, to be paid to NJBA prior to competing in the next event. Additionally, the boat owner will be responsible for the full cost of clean-up and any fine levied against NJBA due to spill age, dumping, improper disposal, etc., of any oil, solvents, fuel, or any other toxic materials.

DRIVER REQUIREMENTS AND EQUIPMENT

1. Minimum age for boat drivers is 18 years, under the age of 18 may run TE and slower with permission of the board.
2. All drivers must wear "medi-tags" while racing.
3. All drivers must wear helmets that protect the head, temple, ears, and neck. All helmets must be in good condition and have a snell rating 10 or less years old.
4. All drivers must wear eye protection, such as impact resistant goggles or face shield. The use of sunglasses does not meet this requirement.
5. All drivers are required to wear helmet restraints. The use of safety collars with the helmet restraint is also recommended. Inflatable neck collar is acceptable.
6. All drivers must wear life jackets having leg straps and spinal protectors at all times while the boat is on the water.
7. All racing vests or jackets must be inspected by a manufacturer every two years.
8. Minimum clothing for drivers will be long sleeve shirts, long pants, and closed toe shoes. Slip on shoes are not allowed. All shoes must be laced and tied when the driver is in the boat. All boat drivers running anything other than gasoline or nitrous oxide must wear a full flame retardant driving suit, head sock, gloves and shoes.
9. All drivers are required to wear ballistic shorts.
10. Drivers of open boats may not remove helmets, life jackets or any safety equipment until boat reaches the out ramp.



TECH INSPECTION

1. Boat registration will not be completed until the boat has successfully passed a technical inspection for the event and class for which it is entered.
2. All boats must be in safe mechanical condition as determined by NJBA Inspectors. This applies particularly to steering, throttle linkage, U-joints, motor mounts and bolts, seat mounts, wiring, fuel systems and condition of hull.
3. On all motor mounting hardware, a minimum of two (2) threads of the fastener must be exposed past the end of the nut.
4. All boats must have a 360-degree fly wheel cover made of production aluminum or equivalent material.
5. All boats must have two (2) throttle return spring, which will ensure an idle condition when the linkage is disconnected or fails. The spring may not be connected to a ball joint or the scoop tray.
6. All boats must have a "throttle stop" that prevents the throttle cable or carb/injection linkage from going past center.
7. All boats must have a "kill switch" connected to the driver that will shut off the engine in the event the driver is thrown out of his seat. This device shall be mounted or release routed so as to disconnect should driver's posterior move more than 18" in any direction from the drivers seat. Steel clips only on kill switch lanyard. No plastic hooks permitted.
8. The throttle blades of carburetors or injectors may only be operated by the cable connected to the driver's foot pedal
 - a. The use of hydraulic, electric, or air devices to operate the throttle blades of carburetors or injectors is prohibited.
9. All boats with cable steering must have a minimum of two (2) clamps on each cable.
10. No fuel tanks will be part of, or attached to a seat.
11. All boats must have a fully charged minimum 5 lb. fire extinguisher in the pits and tow vehicle, with a current certification tag.
12. A device will be required on all boats, which will deflect the holding rope over the highest point of the boat. Minimum specifications ½" .065 wall tubing mounted at an approximate 45-degree angle and attached at both ends. Must attach to boat below drivers shoulder and at high point.
13. All boats equipped with a parachute shall have an actuating device located in such a position so to be readily accessible and actuated by the driver without necessitating the release of either hand from the steering wheel (i.e., controlled actuating device on steering wheel, foot release, etc.) a back-up manual release must be within easy reach of the driver. All parachutes will be subject to deployment during inspection.
14. All boats must have a functioning "neutral" that is used every time a boat is started on the holding rope.
15. All jet boats with a pop off valve, the valve must function even with the kill switch lanyard removed.
16. All boats utilizing electric fuel pumps must be killed by the kill switch.
17. Vdrive clutch must go into neutral when kill switch is deployed.

LICENSE REQUIREMENTS

1. All first time NJBA drivers must pass a driving test and attend an orientation meeting.
 - a. Drivers may present to the Race Committee a driver's license from other racing associations. The Race Committee will determine if this license meets the criteria of the NJBA.
2. All new and upgrading NJBA drivers will be required to obtain a license under the direction, supervision, and approval of the Race Committee.
3. To be allowed to participate, all drivers must provide proof of passing an FAA type Class 3 or a DOT equivalent physical.
4. All drivers of capsule boats must attend a capsule orientation class held by the NJBA or approved equivalent. To be completed every 3 years.



JET BOATS

1. All jet driven boats that run 145MPH or faster must have an NJBA approved safety capsule installed.
2. All jet driven boats that run 100MPH or faster must have a “pop off valve” and/or a ratcheting device.
3. All jet boat intake grates must have bolts drilled all the way through (hull) with a minimum 5/16” bolt and nutted on top with minimum of one (1) thread showing. Bolts should be steel, not stainless.
4. All jet boats driven boat that run 100MPH or faster equipped with a hinged/adjustable nozzle, must have a have a positive stop attached.

PROP BOATS

1. All flat bottom boats that run 145 MPH or faster and all hydro boats that run 165MPH or faster must have an NJBA approved safety capsule installed.
2. All prop driven boats that run 100MPH or faster must have a prop release mechanism.
3. Chrome rudders or struts are not allowed on prop driven boats.
4. All hydro rudders must extend at least 1-1/2” below the prop when the prop is in a vertical position.
5. All hydro rudders shall be a minimum of 1/2” thickness at the clam shell.
6. All propeller driven boats are required to utilize a safety collar located just upstream of the shaft seal which will prevent the propeller shaft from moving rearward. In addition, all hydros are required to utilize underwater, a 2-piece steel split safety collar located directly in front (maximum of 1/2”) of the main strut.
7. The minimum prop shaft diameter through the back of the strut shall be 1” unless otherwise stated in the general rules for the class in which the boat would normally compete. All hydros eligible for a class competing in the 7.50 seconds and quicker shall have a minimum prop shaft diameter of 1-1/8” through the rear of the strut. Shaft diameter on the front portion of the prop shaft may not be reduced to less than 1”. If a two-piece prop shaft is utilized, the coupler must meet the following criteria:
 - a. Thru-bolt coupler: Bolt must be indexed into the prop shaft. The bolt must be the same size as the hole in the coupler.
 - b. Split coupler with set screw retainment: Prop shaft must be dimpled with a drill bit that will fit into set screw hole in coupler the full depth of the drill point. Set screw must be secured in the hole.
 - c. No rifle drilling of prop shaft will be allowed.
 - d. all couplers must have five bolts or more, no two piece couplers allowed.
3. All prop driven boats are required to have a driveline guard. The driveline guard is defined as being fully enclosed from the V-drive to the center of the rear coupler of U-joint of the engine within 2-1/2” of the flywheel adapter and secured in such a manner that it will retain the drive shaft, in the event of failure. No perforations will be allowed in the driveline guard. Material must be 1/4” aluminum or 1/8” steel.

BLOWN BOATS

1. All blown motors are required to have blower restraints. All blown fuel motors are required to utilize an SFI 14-2 approved restraining device. All blown alcohol motors will be required to utilize an SFI 14-1 approved restraining device. All blown motors utilizing a screw type blower are required to utilize an SFI 14.21 approved restraining device regardless of type of fuel used. All screw type blowers are restricted to the amount of overdrive used and must meet SFI spec 34.1 construction standards. For construction standards and over drive percentages, contact the Tech Department. This restraining device must be in place at all times when the motor is running. All blower restraining devices must be certified every two (2) years
2. All blown, injected, or fuel boats must have a fuel shut off valve controllable from along side or in front of driver. The valve shall be located between the main fuel pump and the injectors.
3. Excluded river racer class and blown boats under 100M.P.H.



CAPSULE BOATS

All safety capsules must meet NJBA requirements. Any safety capsule involved in an accident must be re-certified before entering or running any NJBA event.

1. All brackets and levers shall be so located as not to interfere with driver's movement or entry and exit of the capsule.
2. All cables and hoses shall be of the breakaway type with separation point on the outside of the capsule.
3. All through hull fittings in capsule (with the exception of steering cables) shall be sealed and made watertight.
4. Roll cage shall have SFI spec 45.1 padding anywhere driver's helmet may come into contact with roll-cage.
5. Driver's seat must be fastened to frame of capsule.
6. Transparent portion of canopy must provide clear visibility of driver.
7. Flotation:
 - a. Spray or pour in type foam will not be allowed in capsules.
 - b. If capsule is designed to separate from boat on impact, it shall also be designed to float on the water surface while full of water, as rigged and with driver.
 - c. Flotation must be installed in an irremovable fashion.
8. All capsule boats must have a minimum of a five (5)-point safety harness attached to capsule frame.
 - a. Push type quick releases will not be allowed.
 - b. A quick release 3" shoulder harness meeting SFI spec16-1 is mandatory.
 - c. Driver restraint systems must be certified by the manufacturer every two years.
 - d. Driver restraint systems must be clearly labeled and dated by the manufacturer.
 - e. All seat belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other.
 - f. Shoulder harness must be mounted level with the top shoulders to 4" below the top of shoulder.
9. All capsule boats must be equipped with a minimum twenty (20) minute air supply prior to each run.
 - a. Air supply bottles must be attached firmly and safely to the capsule frame.
 - b. A pressure gauge must be installed and visible for inspection prior to each run. (Air supply minimum pressure before each run is 2,000 psi).
 - c. A form of quick release shall be incorporated into each air supply system, either at the supply hose or bottle.
 - d. All respiratory orifices shall be incorporated into a pressurized or demand life support air system.
 - e. No scuba type regulators will be allowed.
 - f. Nitrox and mixed gases are prohibited.
10. The bottom of all capsules must be permanently colored from front to back and 2 inches up the backside with "high hide yellow."
11. All capsules must have a lifting eye on top of capsules. Lifting eyes must be bolted to roll cage. Lifting eye must have a 45-degree angle on the front of hoop to deflect the holding rope. All capsules will also have lifting eyes on the right and left sides or back. Eyes are to be one-half (1/2) the distance between the top lifting eye and the deck. The eyes must be attached to the roll cage on the inside of capsule. Lifting eyes must be clear and open to accept Rescue' s lifting hook, without obstruction.
12. The following boats are required to have NJBA safety capsules installed:
 - a. Jet boats that run 145 MPH or faster.
 - b. Flat bottom boats that run 145 MPH or faster.
 - c. Hydro boats that run 165 MPH or faster.



GENERAL RACING RULES

* All racing will be run on 1,000ft course. except U.O. which is run on 660ft course.*

1. NJBA Officials will enforce all racing rules in effect for a particular event.
2. All races will be run by the procedures listed in the race flier for that particular event.
3. Only the driver(s) signed on original entry prior to the close of registration will be eligible to drive the boat. Driver substitutes may be made only in the case of incapacity of the original driver as approved by the Race Committee. Failure to abide by this rule will result in disqualification of boat and number.
4. Drivers are restricted to driving one category boat, one bracket boat, and one super eliminator boat per event.
5. Any driver failing to answer roll call at Driver's Meeting may be disqualified. Only owners and drivers will be allowed at Driver's Meeting.
6. All boat numbers must be legible from three hundred feet and be on both sides of boat (above water line.)
7. All drivers on holding rope must follow direction of Officials or be disqualified immediately.
8. A penalty or disqualification against an owner or driver may include the boat number at the discretion of the Race Director or Officials.
9. All decisions of the Race Director are final
10. Participants will be subject to disqualification for entering the Tower during a race.
11. No battery powered or electric boats
12. An owner and/or driver only, may participate in any decision involving his/her boat.
 - a. Interference by crew member may be subject to disqualification.
13. **RULES FOR BOATS RUNNING SPEEDS REQUIRING CAPSULES.**
 - a. Boats without capsules will be allowed one run per event that meets or exceeds the speed required for that type of boat to have a capsule.
 - b. A boat that makes a second run at the same event that requires that type of boat to have a capsule, will not be allowed to run at that event again. The speed and ET for the second run will not be allowed for purposes of qualifying, eliminations or records.
 - c. Boats without capsules that make two runs at the same event at a speed requiring that type of boat to have a capsule, must meet with the Race Director before leaving the event.
 - d. Boats without capsules that make two runs at the same event at a speed requiring that type of boat to have a capsule, must have the permission of the Board of Directors to run at future events
14. Both boats will be given ample time to fire, as determined by the race committee. If only one fires, he/she will be declared the winner after completion of legal single.
 - a. legal single only occurs when a boat's competition does not show, or does not cross the starting line beam within 5 seconds of the green light.
 - b. Any boat in competition that cannot start the engine and cross the start line beam under the power of the engine within 5 seconds of the green light, will be disqualified.
15. Lights will be interpreted as follows.

a. blinking yellow	start motor
b. yellow	stage
c. green	go
d. red	stop
16. **NEVER PROCEED ON A RED LIGHT**
17. Category classes, bracket classes and super eliminator classes with three (3) to five (5) boats competing, will be awarded points and event trophies only.
18. Category or bracket boats competing in a class with less than three (3) boats have the option of "stepping up" to the next higher class they are legal for to compete for points, trophies, and cash prizes.
 - a. When there are two boats in the category or bracket, both must agree to step -up.
 - b. When boats step-up, they may claim points in the category or bracket they originally registered in.
 - c. Stepping-up can only be done before qualifying begins on Saturday
19. A minimum of six (6) boats must compete in a category class, bracket class, or super eliminator, in order for cash prizes to be awarded
20. All boat have 30 minutes from the time on the timeslip of there pervious run to make their next call.



GASOLINE

Gasoline, as defined, is a mixture of hydrocarbons. Gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its dielectric constant. The average D.C. for the hydrocarbons, which comprise gasoline, is 2.025. This is defined as a reading of 0 with the NJBA fuel meter. To compensate for possible temperature differences of gasoline, which cause slight variations of the D.C., the maximum acceptable meter reading is +1, with 0 as the reference reading. A gasoline which has a D.C. greater than 2.3 will cause the meter reading to be outside of this range. The addition of compounds containing nitrogen and/or oxygen may produce a mixture of D.C. greater than 2.3. Most gasolines meet these criteria. It is recommended that unknown gasoline be checked before use in competition.

PAIRING

1. Pairing for the first round eliminations will be based on the ET' s of the field. Boats will be matched in a 16-boat field.
2. If there is an uneven field, in the first round, the #1 boat (quickest time) will be awarded the bye.
3. The bye boat is optional to run, a representative must report to the tower if boat is not running bye run points will not be awarded if tower is not notified.
4. The balance of the race program will be run by the ladder system.
5. At the time of roll call, should a driver not answer or should he declare withdrawal from the program, the seventeenth (17th) qualifying boat shall be inserted in the field, and the entire category re-paired.
6. In the event that any category class does not receive a full round of qualifying, the boats in that class will be paired by drawing. Anyone missing a round of qualifying due to their own negligence, or mechanical failure will not be considered as causing the class to be incomplete.
 - a. Upon the discretion of the Race Director, categories in this situation may not be limited to their usual field.
 - b. Qualifying points will not be awarded to the number 1 and 2 qualifiers when boats are paired by a drawing.
7. In the event that all boats entered in bracket classes do not receive a qualifying run, brackets with boats that did not receive a run will be paired by a drawing. Anyone missing a round of qualifying due to their own negligence, or mechanical failure, will not be considered as causing the class to be incomplete.
 - a. Qualifying points will not be awarded to the number 1 and 2 qualifiers when boats are paired by a drawing.
8. After the completion of qualifying, there will be thirty (30) minutes to declare into a bracket other than the one your qualifying ET places you, or on your registration form. There will be no changes made on Race Day.
9. If a qualified boat declares broke or is disqualified on Saturday, the remaining qualified boats will be re-paired.
10. If you are aware that an illegal boat has entered your class, you must inform the Tower and the Tech Chairman before the completion of qualifying so that the boat may be removed from the class before the final pairings.
11. If you do not inform the proper persons as stated, the class will be run as paired.
12. At races where less than four (4) boats are entered in SJ, MJ, or CJ, the classes will be combined and compete against each other.
 - a. All boats may claim points in the class they originally entered.
 - b. All boats may set records in the class they originally entered.
 - c. This rule also applies to SF, CF, and PGF.
 - d. This rule also applies to SH, CH, and PGH.
 - e. Other Classes may be combined at the discretion of the Race Director



INCOMPLETE RACE

1. In the event of an incomplete race, the boat with the quickest elapsed time (ET) of the last completed round, and still remaining in the program, will be declared the winner. The runner-up will be the boat with the second quickest ET that is still remaining in the program.
2. If a bye boat situation exists, the bye boat will be ranked on the basis of the ET that established his bye run for that round.
3. The ranking for a bye boat shall be the ET recorded from the previous round.
4. At no time shall the ET of an eliminated boat be used in determining the winner or runner-up.
5. If the first round is not completed, the winner and runner-up will be the boats with the quickest and next quickest ET in qualifying.
6. If any remaining boat in a class does not receive an ET due to a timing equipment malfunction, the winner and runner-up in that class only will be declared by MPH.

CATASTROPHIC FINANCIAL HARDSHIP

1. The purpose of this rule is to provide a reasonable reward for racers attending a race that is not completed and to prevent the N.J.B.A. from experiencing a catastrophic financial hardship that endangers the completion of the entire season of racing.
2. The President, with the approval of the remaining officers and Board of Directors may offer racers at an incomplete race points in lieu of rain-checks.
3. The N.J.B.A. recognizes the difficulty of attending races that occur during seasons with potential weather problems and races that require traveling long distances.
4. The Officers and Board of Directors also recognizes their responsibility to keep the N.J.B.A. financially sound.
5. The amount of points offered racers will never be less than the number of points a racer has already earned at that event.
6. The racers earning these points must have successfully completed registration, passed tech, and remained at the event until it is officially cancelled.

POINTS

1. The NJBA Board of Directors will annually sanction at least three (3) events to form the "NJBA World Championship Finals."
2. Each sanctioned event may have points competition in each of categories
3. Each sanctioned event may have points competition in each of the ET Brackets
4. Each sanctioned event may have points competition in the super eliminator bracket.
5. A minimum of six (6) boats must compete in a category class, bracket class, or super eliminator, in order for cash prizes to be awarded.
6. Category classes, bracket classes and super eliminator classes with three (3) to five (5) boats competing, will be awarded points and event trophies only.
7. Category or bracket boats competing in a class with less than three (3) boats have the option of "stepping up" to the next higher class they are legal for to compete for points, trophies, and cash prizes.
 - a. When there are two boats in the category or bracket, both must agree to step -up.
 - b. When boats step-up, they may claim points in the category or bracket they originally registered in.
 - c. Stepping-up can only be done before qualifying begins on Saturday.
8. Points will be awarded to the boat number and the owner of that number.
9. A member may put his number on any boat owned by him, but only on one (1) boat for any particular event. Ownership and title must be officially documented at the time of registration. Official documentation will be, at a minimum, a notarized Bill of Sale.
10. Points cannot be transferred from one number to another, or from one owner to another.
11. Points may not be transferred between classes and brackets.
12. Boats that are number one qualifiers in their class or bracket will receive 10 points.
13. Boats that are number two qualifiers in their class or bracket will receive 5 points.



POINTS Continued

14. Boats that set an ET record will receive 5 points.
15. Boats that set a MPH record will receive 5 points.
16. At sanctioned events, registered annual members only will receive points as follows:
 - a. All boats that register and pass tech for a category class or bracket will receive 100 points.
 - b. All boats that win a round of competition will receive 50 points for each round.
17. In drag races, places will be awarded as follows:

Winner.	1st
Runner-Up	2nd
Semi-Final	3rd
Quarter-Final	4th
18. The final NJBA event of each racing year will be called the "NJBA world championship finals" and may be a points event.
19. Any dispute over points will be settled by the NJBA Board of Directors.
20. All boats in contention for year-end points must have raced in 51% of all NJBA points races for that year. In order to be in contention for year-end points, you must have competed in 51% of the races in that class.
21. Points will only be awarded for completed rounds. In case of an incomplete race, round points will be awarded for the last completed round.

AWARDS

1. Upon completion of the racing year, awards will be made to the boat numbers and owners having accumulated the most points in 51% of the NJBA points events in each of the following all categories, all brackets and super eliminator except for non-competitive River Racer.
 - a. Probationary classes do not receive year-end awards. Exception may be made by board or directors.
 - b. For a boat to be eligible for class award, there must be three (3) or more boats with points toward the award

YEAR-END HIGH POINTS TIE BREAKER

1. In the case where two (2) or more boats in a category, bracket, or super eliminator tie for the year-end high points championship, the following criteria in the order listed will be used to choose one boat as the overall winner.
 - a. Most event wins in the category, bracket, or super eliminator.
 - b. Most round wins in the category, bracket, or super eliminator.
 - c. Most number one(1) qualifying positions in the category or bracket.
 - d. Most records set in the category for the year.

Note: NJBA's Perpetual Trophy can never be permanently owned by any one individual.



CATEGORYS

1. First or Worse - The primary objective of each category race is to have one winner and one loser with the Race Director having full responsibility on cases involving dual disqualifications. Should a double rule infraction occur on the same run, the driver committing the major infraction will be eliminated. The other driver with the lesser offense will be reinstated.
2. Red Light - A red light on a bye run or legal single run will not eliminate a boat from competition.
3. Dual Red Lights - When both boats in competition red light, the boat that red lights first will be disqualified.
4. Boats are not required to make a bye run.
5. Where a three (3) boat field does not exist, a step-up is allowed to the next higher class or next higher cubic inch class in which the boat is legal. These boats must also be legal for the class for which they are claiming points.

All category class winners may be P&G inspected

RECORDS

1. NJBA will recognize speed and ET records for jet drive or prop drive boats running 1000 feet and 660 feet drag races at NJBA events only.
2. A record run must be made on an established 1000' or 660 foot drag course, and must be timed with electrical timing devices.
3. Any run exceeding the current record may be considered a potential new record leg.
4. All new record legs and back-up runs must be made in the class for which the record is claimed. A back-up run may precede or follow the new record leg and must be made at the same event.
 - a. Boats that have set a new record leg, or have backed up a record, may not leave the out ramp area until a fuel sample has been collected by a member of the Tech Committee.
 - b. Boats that have set a new record leg, or have backed up a record, may not leave the race course, until the boat has been inspected by the Tech Committee.
 - i. Records will not be approved, and drivers and owners may face disciplinary actions, if record setting boats leave the course before being inspected by the Tech Committee.
 - ii. After a record is set and backed up, you may be P&G inspected by Tech Committee.
 - c. The clocked time of the back-up run must be within 1% of the new record leg. If the clocked time of the back-up run exceeds the record leg by no more than 1%, the faster time will be considered a potential new record. In the event the back-up run exceeds the record leg by more than 1%, the faster run may be considered a potential record leg, must be backed up by another run within 1%, time permitting. If this is not accomplished, the original time will stand as being backed up.
5. Any NJBA member claiming a new record must submit written proof to the Records Race Director supporting his claim at a race site. Claim to include all pertinent data, as well as course run, record speed, date, cubic inch test results, gas check, carburetor size, and name and title of the inspecting person. Pending same day P&G.
6. The new record claim will be considered as recognized by the NJBA when a majority of the Board of Directors votes that the claim meets NJBA requirements.
7. After any major equipment change in a class, the existing record will be retired.
8. Open boats cannot set speed (M.P.H.) records faster than the speed that requires them to run a capsule. 145.00 M.P.H. for Jets, 145.00 M.P.H. for Flats, and 165.00MPH. for Hydros.
9. A red-light has no effect on a record leg or back-up run.



INDEX BRACKETS

ET bracket classes will be semi-professional classes competing within the NJBA.

Fuel

1. Any type of fuel may be used in bracket classes.
2. Nitrous oxide is allowed in bracket classes.
3. Flat Bottom v-drive boats may not run nitromethane.

RULES

1. Sand bagging is allowed during bracket qualifying and eliminations.
 - a. The throttle blades of carburetors or injectors may only be operated by the cable connected to the driver's foot pedal.
 - b. The use of hydraulic, electric, or air devices to operate the throttle blades of carburetors or injectors is prohibited.
2. First or Worse - The primary objective of each bracket race is to have one winner and one loser with the Race Director having full responsibility on cases involving dual disqualifications. Should a double infraction occur on the same run, the driver committing the major infraction shall be eliminated. The other driver with the lesser offense shall be reinstated.
3. Red Light
 - a. A red light on a bye run or a legal single will not eliminate a boat from competition.
 - b. When both boats in competition red light, the boat that red lights first will be eliminated.
4. Break-out
 - a. A break-out on a bye run or legal single will not eliminate a boat from competition.
 - b. When both boats in competition break-out, the boat that breaks out the least will be declared the winner.
5. Red Light and Break-out
 - a. When a red light and a break-out occur during the same race, the boat that red lights first will be eliminated.
 - b. In cases where both boats in competition red light and break-out, the boat that red lights first will be eliminated.
 - c. In cases where both boats red light and one boat also breaks-out, the boat that red lights first will be eliminated.
6. All bracket boats must register in to a specific ET bracket on their entry form.
 - a. A boat's best qualifying ET in the bracket it is registered in will be used to pair that boat in the bracket.
 - b. In the event all of a bracket boat ' s qualifying runs are quicker or slower than the bracket it is registered in, the boat will be paired as "slow boat " in the bracket for which it has registered.
 - c. Any driver wishing to change the ET bracket in which they are registered, must do so within thirty (30) minutes after the end of qualifying. No changes will be made on race day.

BRACKET INDEXES

Qualifying Time

- 6.0
- 6.5
- 7.0
- 8.0
- 9.0
- 10.

ET Brackets

- Quick Eliminator
- Pro Eliminator
- Top Eliminator
- Modified Eliminator
- Stock Eliminator
- River Racer



POINTS AND AWARDS

Each bracket class will compete for the year-end High Points Award.

1. Points will be awarded in the same manner as category classes and are not transferable.
2. To be eligible for the year-end High Points Award, a member must have competed in 51% of the NJBA points races in that bracket

SUPER ELIMINATOR - No capsule boats

1. This class is designed to be competition between drivers who have the quickest reaction time and run closest to their declared ET.
 - a. Drivers are required to declare their estimated ET prior to every run.
 - b. Drivers must declare their ET with the full second, 1/10 of a second, and 1/100 of a second. Example: 8.55.
 - c. Drivers may change their declared ET every round.
2. Boats competing with different ETs will be given a staggered start.
 - a. The boat with the slowest declared ET will be given the green light first
 - b. The amount of "head start" the slower boat will be given is determined by the difference in the two boats' declared ETs.
3. Boats running quicker than their declared ET will be eliminated.
 - a. In the event both boats run quicker than their declared ET, the boat running closest to their declared ET will be declared the winner.
4. Super eliminator boats will run "Test and Tune" on Saturday instead of qualifying.

RULES

1. Sand bagging is allowed during qualifying and eliminations.
2. First or Worse-The primary objective of each Super Eliminator race is to have one winner and one loser with the Race Director having full responsibility on cases involving dual disqualifications. Should a double infraction occur on the same run, the Driver committing the major infraction shall be eliminated. The other driver with the lesser offense shall be reinstated.
3. Red Light
 - a. A red light on a bye run or legal single will not eliminate a boat from competition.
 - b. When both boats in competition red light, the boat with the worse red light will be eliminated.
4. Break-Out
 - a. A break-out on a bye run or legal single will not eliminate a boat from competition.
 - b. When both boats in competition break-out during the same race, the boat that breaks-out the least will be declared the winner.
5. Red Light and Break-Out
 - a. When a red light and a break-out occur during the same race, the boat that red lights will be eliminated.
 - b. In cases where boat boats in competition red light and break-out, the boat with the worse red light will be eliminated.
 - c. In cases where both boats red light and one boat breaks-out, the boat with the worse red light will be eliminated.

New Rules and Amendments

Roll cage shall have SFI spec 45.1 padding anywhere driver's helmet may come into contact with roll-cage.