



Pro-Am Blaster Open-Spec (2016)

ELIGIBLE MODELS >> 1993-1996 Yamaha Waveblaster

SPIRIT OF THE CLASS >>

The intention of this class is to offer a "low-budget" "big-motor" "Waveblaster only" class, that will **1.)** promote come-back of racers that left the Sport Open Spec class once the rules went to GP, **2.)** promote entries from new potential racers into the sport by capitalizing on the very popular/affordable Waveblaster conversion, and **3.)** provide a more effective/affordable progression from the current Blaster Spec class, due to the overwhelming expense of building a competitive GP Waveblaster.

ELIGIBLE MOTORS >>

Eligible motors will be the SeaDoo 951, Kawasaki 900 and 1100, Yamaha 1100/1200 and Polaris 1050/1200. No 4-Stroke, power-valve, or Ultra 150 motors are allowed. Each model motor and craft will have a specific set of spec rules to insure fair competition. Blaster Open Spec watercraft must utilize OEM hulls. Interior of OEM hulls may be modified to accept different motors. Blaster open spec sport skis are limited to carbureted motors. ie; No Fuel Injection.

The decision of the Technical Director and/or Race Director regarding modifications will be final. Any question regarding the legality of modifications should be directed to the IJSBA or IJSBA affiliate prior to use in competition.

****All Blaster Open-Spec Class models are required to run 95 and BELOW octane unleaded fuel. This rule is mandatory to insure the cost of racing this class stays low.**

Watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Changes or modifications not listed here are not permitted.

NOTE: When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.

Original equipment parts may be updated or backdated with original equipment parts of the same model. The part must be a bolt-on requiring no modifications to that part or any other parts except where rules allow substitutions or modifications. Engine fuel must consist of gasoline meeting the criteria defined in

HULL >>

OEM hulls must be retained. All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks which protrude beyond the plane of the hull must be removed. Hull and deck repairs may be made. Hull, bulkhead and deck may be internally reinforced. Fasteners may be installed through the hull, bulkhead and deck for the purposes of securing components to interior surfaces, provided a hazard is not created. Bulkhead may be cut for exhaust or electrical routing. Fire extinguisher, fuel petcock and choke holes may be filled or capped.

All watercraft may be equipped with a maximum of two sets of sponsons. Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 91.45cm (36.00 in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (3.94 in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 63.5mm (2.50 in.). No part of the sponsons shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than 63.5mm (2.50 in.). Aftermarket or

modified sponsons must exceed 6mm (0.24 in.) in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planing surfaces of the hull. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed. (See diagrams in Appendix.)

Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area of the hull. All leading edges must be radiused so as not to create a hazard.

Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the plate and but shall not exceed the width of the original equipment plate or hull. Modified and aftermarket plates must not extend more than 100.0mm (3.94 in.) beyond the end of the original equipment plate. The extension must be connected to the radiused portion of the pump plate so as not to create a hazard. (See diagram in Appendix.) Fins, rudders, skegs and other appendages that may create a hazard will not be allowed. Pump shoe may be aftermarket but may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area of the hull.

Aftermarket fixed-position trim tabs and/or hull extensions may be used. Original equipment trim plates that are detachable from the hull may be removed or replaced when installing aftermarket trim tabs. Trim tabs and/or hull extensions cannot exceed the width of the planning surface or extend rearward more than 100.00mm (3.94 in.) beyond the end of the original planning surface. Manual or automatic trim tabs attached to the hull or ride plate are not allowed. All hull extensions mounted on the hull's transom will be considered as a trim tab. All edges must be radiused so as not to create a hazard. Fins, skegs, rudders and other appendages that may create a hazard are not allowed.

Replacement bumpers may be used provided a hazard is not created.

A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may extend beyond the perimeter of the original equipment bumper or side moldings as measured by a plumb line.

Battery box may be relocated.

Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be modified or aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables will be allowed.

Hoods may be aftermarket or modified.

Seat height may be changed and/or covered but must utilize OEM stock base. Base may have holes to provide additional air flow. Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the area above the hull bond flange may be polished, shot peened or painted.

Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed. Floatation foam may be removed, modified or aftermarket.

Engine compartment ventilation tubes may be modified, aftermarket, relocated on the original equipment ducting, or removed. Inlet and outlet openings may not be enlarged (i.e., when the tube is removed, the opening may not be larger than stock). Vents may be shielded or plugged. No other modifications to the hood will be allowed.

ENGINE SPECS >>

951 Powerplant: Stroke must remain OEM, bore may be +1mm of original. Heads may be modified or aftermarket providing they do not go above 175lbs of compression OR go below .055mm head squish clearance. Aftermarket flame arrestors may be used. Manifold and reeds modified or aftermarket.

Additional Pulse lines may be added. Exhaust (single) and waterbox may be aftermarket or modified. Water routing may be changed. Water spray bars / water injection systems may be added. Flow control valves may be used. Aftermarket CDIs may be used. Flywheel, stator, coils, bendix and starter may be aftermarket. Stator may be deleted. Timing may be advanced at stator plate. MSD Total loss is not allowed. Primer kits may be added. Additional fuel pick up may be added.

Kawasaki/Yamaha/Polaris 900/1050/1100 or 1200 Powerplants: (No Powervalue or Ultra 150 Motors allowed) Yamaha 1200 motor may be bored +.1mm, 1100 may be bore +4mm. Yamaha 1100 may upgrade to 1200 cylinders (limited to +.1mm overbore) Kawasaki 1100 cylinder may be bored +2mm, 900 may be bored +3mm. Polaris 900 may be bored +3mm, 1050 may be bore +2mm, 1100 may be bored +2mm. All Polaris motors may upgrade cylinders to 1100 style. Crankshaft must be stock stroke. Heads may be modified or aftermarket providing they do not go above 175lbs of compression OR go below .042mm head squish clearance. Aftermarket flame arrestors may be used. Manifold and reeds may be modified or aftermarket. OEM Exhaust may be modified. Aftermarket Exhaust are not allowed. Water spray bars / water injection systems may be added to stock exhaust. Waterbox may be aftermarket or modified. Water routing may be changed. Flow control valves may be used. Aftermarket CDIs may be used. Flywheel, stator, coils, bendix and starter may be aftermarket. Stator may be deleted. Timing may be advanced at stator plate. MSD Total loss is not allowed. Primer kits may be added. Additional fuel pick up may be added.

4-Stroke, Power-Valve, & Ultra 150 Motors: Not allowed

All motors are allowed the following:

Replacement piston assemblies may be used provided the original port timing, dome profile, skirt length and shape, and type of material are not changed. Replacement piston assemblies must weigh within $\pm 5.00\%$ of original equipment. Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30 degree maximum angle. Cylinders may be machined to accept girdle system cylinder heads. Replacement starter motor and bendix may be used. Replacement engine mounts may be used. Motors may backdate to previous year exhaust systems. Kawasaki 1100 may use DI OEM exhaust system. Yamaha triples may use 1100 or 1200 OEM exhaust. Polaris triples may use 900, 1050 or 1200 OEM exhausts.

Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuildable style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crank- shaft assembly must be within $\pm 5.00\%$ of original equipment. Crankpins may be welded and/or keyed to the counterweights.

Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. Additional pulse line fitting may be added to crankcases. No other modifications or repairs are allowed. External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.

No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.

Domes must be readily available, mass produced for the public products, NO custom "one off" domes will be allowed. If machining the Yamaha, Kawasaki or Polaris head, stock dome profile and angles must be retained. Drop down style domes are not allowed on any model.

Exhaust exit may be relocated on the hull provided it does not create a hazard. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed. Electronic water injection is NOT allowed on any model.

Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:

- 1) Replacement gaskets may be used. Base gasket must remain OEM thickness for each individual model or as outlined in its respective service manual.

2) Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.

AIR/FUEL DELIVERY >>

Only Stock OEM and Unmodified "Off-the-Shelf" Mikuni Super BN carburetors are allowed and must not exceed 46mm in size. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors are allowed.

Aftermarket crankcase-pressure-operated fuel pumps may be used. Additional carburetor pulse line fittings may be installed on the crankcase.

Modified or aftermarket vapor/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.

The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or after-market parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

Flame arrester(s) which satisfy United States Coast Guard, SAE-J1928 Marine or UL-1111 Marine backfire flame arrester test standards must be installed. Aftermarket flame arresters satisfying one of these test standards will be allowed. Intake silencer may be removed.

DRIVELINE >>

Stator vane assembly and wear ring may be modified or aftermarket provided: 1) aftermarket must remain no larger than 144mm and must remain 75mm hub size. 2) OEM stators and wear rings may be 144mm or 155mm and may be polished. OEM pumps must retain 75mm hub. Pump mounting plate and/or pump shoe may be modified or aftermarket. Titanium drive shafts are not allowed. Impeller may be modified or aftermarket. Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and nozzle assembly may be no more than 50.00mm (1.97 in.) longer than original equipment, whether using spacers or extended nozzles. Aftermarket nozzle-trim systems may be used. Additional cooling fittings may be added to pump. Visibility spout must be removed or plugged. Silicone adhesive sealant or alike may be used in addition to original equipment seal to seal pump inlet. Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.

Skat-Trak pumps no larger than 144mm and a 75mm hub size are allowed, but if pump veins are set-back, then additional pump set-back kits cannot be used.

IMPORTANT MENTIONABLES >>

Special thanks to Scottie McKenna for doing a lot of hard work and providing the base of these rules for us to enjoy....we appreciate your contributions to our sport buddy!

>> *(Please do not inquire with Scottie directly with questions regarding these rules, thank you)*