



Polish Motorboat
and Water Ski Association



Ministerstwo
Sportu i Turystyki

ADVANCE PROGRAMME WORLD CIRCUIT CHAMPIONSHIPS in class F4 & S3



30.04-04.05.2025
AUGUSTÓW, POLAND



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and Water Ski Association



Ministerstwo
Sportu i Turystyki

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1. Series and classes

UIM Formula 4 World Championship 2025, Round 1
World Circuit Endurance Championship, Round 1

Accepted classes for World Endurance Championship:
S3 - catamaran meeting the technical and safety rules of F4.

All boats have to be in accordance with the UIM 2025 circuit rules.

2. Dates and location

Dates 30.04-04.05.2025
Venue Augustów, Poland, Necko Lake
Schedule According to Time Schedule in the end of Advance Programme

3. Rules

The races are held under the current UIM rules and homologations. The organizer and race directorate retain the right to announce additional rules and regulations specifically for the races mentioned in this program. These rules and regulations must be in conformity with the rules and regulations of the UIM and are obligatory as any other rules and regulations of these races. Drivers must be informed about these additional rules and regulations by the race commissioner during the first official drivers briefings. The modifications must be communicated, by written means, to the officials and participants, at least 1 hour before the first start.

4. Organizer

National Authority:	Polish Motorboat and Water Ski Association	www.polishpowerboating.com motorowodniacy@motorowodniacy.org
Main Organizer:	Augustowski Klub Sportowy Sparta	www.sparta.augustow.pl aks.sparta@gmail.com
Project Manager:	Zdzisław Sadowski	phone: +4860364705 email: zdzislaw.sadowski@interia.pl
Project Coordinator:	Agnieszka Grajewska	phone: +48694553559 email: a-grajewska@wp.pl
Race official email:	neckoendurance@gmail.com	

5. Entries

Entries to be sent not later than 30.03.2025 (using entry form from the end of this document) by:

- email: neckoendurance@gmail.com

No entry fee is required for F4 class.

The registration fee for endurance championship is definite so: 1500 € per one boat
The deadline for paying is fixed on: **15 April 2025**

Organizer's bank account data:

Account: PL 62 1090 2789 0000 0001 4957 7518
Name: AUGUSTOWSKI KLUB SPORTOWY SPARTA W AUGUSTOWIE

Bank name: SANTANDER BANK POLSKA S.A.
SWIFT (BIC Code): WBKPPLPP

Late entries may be accepted providing all paperwork is in order and that their inclusion will not cause the crossing of limit of homologated quantity of boat on the circuit.

If fewer than 10 teams are registered for endurance championship by 30th of March 2025, the event can be cancelled.

In case the race will not take place the entry fee will be fully returned to the team.

All registrations will be confirmed by the organizer. If a competitor does not receive such confirmation, they are responsible to contact the organizer to verify their registration.

Organizer will make letter of invitation for visa supply for participants if necessary.

Names and addresses of drivers have to be mentioned on the entry form of the boat.

Parents/Guardian name, signature and contact information on entry form is mandatory for all participants that are under 18 years age.

6. Minimum age of competitors

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

For all classes minimum age of drivers is 16 years.

7. Documents for registration and scrutineering

7.1. Registration and document control

Drivers or team manager will have to show to the Race Secretary, the following documents:

- current driver's licence for the class of boat that he wishes to race (for each driver), and UIM F4 Series Licence for the F4 World Championship
- current immersion test valid (for each driver),
- original National Authority signed ratification document (UIM rule 203.01),
- insurance documents,
- written permission from parents or legal representatives for drivers under the age 18 years,
- **only endurance championship:** signed acknowledgement of the anti-doping rules (can be signed at registration).

Jury members must present a signed N/A authorization form at the race office upon arrival (UIM rule 402.01).

7.2. Insurance

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

All drivers must be properly insured (UIM rule 205.9 and 15 of AP) and the policies are to be presented during documents control.

Third-party insurance must be bought on site by drivers who does not carry such a type of insurance. To have this possibility the following data: name, surname, address, email, phone number and the scan of a passport or ID need to be send on Organizer's email **before 15th of April 2025**. After this date it will be impossible to buy an insurance on site.

7.3. Team manager

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

All teams must have the team manager who cannot be a driver. In a case where there is more than one boat in a team then the manager can represent all entries in that team. All penalties and other race documentation at the race site will be forwarded to the team manager. The team manager must be present at all meetings and during scrutineering procedure.

7.4. Scrutineering

Scrutineering will take place as defined in the document Time schedule.

During the scrutineering all elements required by the UIM rules will be checked.

Practice will be allowed only after a successful technical inspection of the boat on the course that will be laid out for the races. Practice will be allowed only during the official practice sessions as listed in the final time schedule of the event. The race course area will be closed for practice during any other time and any boat on the course during this time will be subject to disqualification from the event.

All boats must be scrutineered before entering the water. It is mandatory for all drivers to be present and the team manager. All drivers must be able to prove that they fit within the craft as per UIM rules.

Each driver must have his own helmet and life support vest and this must be produced at scrutineering. All boats must be presented to scrutineers with pickle forks dismantled and boats must have a spare pair that must be presented to the scrutineers. It is mandatory that each boat is equipped with a radio and has a designated radioman.

For endurance championship: all refueling station (derrick) and fuel depot must be scrutineered before all boats entering the water. In the case of using a little fuel tank as specified in the UIM rule 902.7, it has to be also scrutineered.

The OOD and UIM commissioner will rule upon any such cases that infringe UIM rules on cockpits.

Each boat not shown at the technical scrutineering or not in agreement with the rules cannot participate in the race. The registration fee in endurance race will be definitely kept by the organizer.

It is possible that during technical scrutineering UIM Technical Commissioner will be participating to oversee and assist the technical inspections.

All interventions on the boat between inspections and practice shall be transmitted to the scrutineers to check their validity.

7.5. Race requirements

F4 CHAMPIONSHIP

Engines Mercury 60 EFI or 60 APX, engine homologation file n°00500B, unaltered.

Any replacement of boat powerhead or sponsons after qualifying time trials will result in all previous times achieved being cancelled and the replacement will be considered as a new entry, requiring full scrutineering and sealing and technical inspection of units removed.

ENDURANCE CHAMPIONSHIP

Race requirements according to UIM 902 rules.

7.5.1. Machinery

Only homologated single engines can be used. The engine block must remain the same as started. All other parts may be changed. All engine blocks will be marked one hour prior to the commencement of the race. More than one engine can be used in practice.

For S3 classes, at a minimum, a standard ECU Box will be allocated to the last race's winner, second, and third place finishers and the best performer last year before the free practice and must be used during the Race.

7.5.2. Hull

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

The hull as started is the only hull to be used. More than one hull can be used in practice providing it passes all scrutineering. Running repairs can be carried out to hulls at their own pit area. All major repairs must be inspected by the scrutineers before re-entry to the race.

Any loss of a pickle fork requires the team advising the driver to immediately return to the pit. His race number and class board will be shown by the race control. The driver must imperatively come back to the pit; all the laps carried out on infringement will be deducted after the third pass through the start–finish line. If the driver misses to come back to the pit for repair, and if he does not obey to the Race Officials signals, that boat may be disqualified by the OOD.

7.5.3. Buoyancy

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

All boats must carry sufficient buoyancy to keep their boat afloat.

7.5.4 Slings

ENDURANCE CHAMPIONSHIP

Each boat must carry its slings at all times if launch is by crane, whilst on the water and must comply with the safety rules and regulations of rule 205.12 of the UIM. Drivers or mechanics must not ride in boats whilst the boat is being craned.

During the race a penalty of 3 laps will be assessed for each lap that a boat is racing without the required lifting slings.

7.5.5. Fixing eye

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

A reinforced cockpit boat must be fitted at the bow with two mooring eyes, one at the top and one at the bottom, eye not less than 25 mm and not further than 250 mm from the front.

The fixing shall be strong enough to tow a boat partially submerged. A tow rope must be fixed. It must not be longer than the length of the hull.

7.5.6. Race numbers

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

The numbers must be black on a white surface (details UIM rule 206.2).

Number one is reserved for the winner of the UIM World Championship.

In the event that two numbers are identical, then the team who enter first can keep their race number. The Scrutineer will issue a further number to the team and it is the team's responsibility to replace the number. Race numbers must be on the race trailer with digits of 18 cm minimum. An organised will, if possible, notify any team of a clash of numbers prior to scrutineering.

The race numbers are mandatory set up on each side of the safety cell, straight upon the buoyancy safety cell, just behind the drivers head position.

Every boat must have start number fixed to flat part of its deck, or cowlings in the front part for better identification by drone video.

7.5.7. National flags

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

All boats will carry the national flag of all competing drivers.

7.5.8. UIM pennants

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

It is mandatory for all boats to carry the UIM logo to both side of the boat.

7.6. Post inspection

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

The first three boats in each class will render themselves to the "park closed" for inspection immediately after the end of the race. If they use a "low emission power unit, the first sixth boats in each class will render themselves to the "parc ferme" for inspection immediately after the end of the race. Any boat failing to do so

will be D/Q from that race. The only persons allowed in “park closed” are OOD, race technical inspectors, the UIM Commissioner, the drivers, the team manager and two mechanics. No other personnel is allowed.

8. Racing course

UIM Water Registration for Endurance S3:

POL20/06.22

(https://www.uim.sport/Documents/WaterPlan/Venue214/2961-POL_Augustow_200622_exp2026%20v2.pdf)

UIM Water Registration for F4 :

to be published

Maximum number of boats on the race course:

25 per S3 class and 24 per F4 class

F4 : Starting lap + 20 standard laps. Starting lap = 400 m, standard lap = 1500 m

The event is raced on the Necko Lake. Racing course – see map in the end of this document.

9. Racing format and start

F4 championship will take place on two days, two races with separate ranking and world championship scores. Each day will be composed of free practice, qualifications and race.

Qualifying

Q1: All boats may run laps at any time during 22 minutes (timing will start 2 minutes after green flag) – 15 fastest qualified for Q2. Drivers excluded from Q2 (16 and up) have to start in the qualifying race.

Q2: After 5 minutes break the 15 boats will be reset to zero and run for a 17 minutes session (timing will start 2 minutes after green flag) – 6 fastest qualified for Q3. Others will fill positions 7 to 15.

Q3: 2 timed trial laps to determine the departure order 1 to 6.

No refueling allowed during qualifications.

If a driver is deemed to have stopped unnecessarily on the circuit or impeded another driver, his times may be cancelled.

If the number of registered boats exceed the maximal number of boats allowed on the circuit (24), the race committee will divide the Q1 in two groups (draw), two times 11 minutes.

Two Q1 will take place to determine the 15 qualified for Q2.

Qualifying race run : the non-qualified for Q2 will be allowed to take part on qualifying race (10-12 laps) to determine their place from 16 to 24.

The 3 first in qualification will have to go to the safety area for inspection.

ENDURANCE CHAMPIONSHIP

The race will be for a time period of 6,5 hours continuous racing for all classes. There will be two races. There must be a minimum of 2 drivers per boat and maximum is 4.

9.2. Start

F4 CHAMPIONSHIP

All heats will have a standing start with the engine switched off according to UIM 307 (dead engine start). On the starting pontoon each pilot can be accompanied by a maximum of 3 team members with adequate armbands.

Race stopped will be restarted accordingly to UIM Rule 311. Penalties accordingly to UIM Rule 307.

ENDURANCE CHAMPIONSHIP

The start will be a flying start behind a pace boat. The signal to start will be given by dropping the green flag.

9.2. Late starters

F4 CHAMPIONSHIP

Late start is understood after the moment when the leading boat passes first turn buoy or red light is turned on again (explained at drivers briefing). Such late boat will be allowed to join the race only after signal and instructions of the jetty marshall.

ENDURANCE CHAMPIONSHIP

Due to the nature of endurance race late entry is allowed. The driver should be aware that his boat need to reach the specific number of laps collected by the winner. Any late entry should follow the path established for trainings.

9.3. Finish

F4 CHAMPIONSHIP

The finish will be declared after the 20 laps, on the passage of the best ranked boat, the finish line being located on the timing line. This will be declared the winner. The checkered flag formalizes the end of the race, but the classification of the race is given by the official timekeeper, who is the only responsible for the effective time of race.

ENDURANCE CHAMPIONSHIP

The finish of the race will be after the lead boat has completed the time duration. This will be denoted by a chequered flag flown from the race control and the final positions will be at the time the other boats complete the required time period.

9.4. Cranes

Boats will be lifted in and out of the water by crane (there will be minimum one crane per 10 boats). All boats must have slings and hooks certified (with certification proof attached with UIM rule 205.12) to lift minimum the double of the minimum boat weight.

For unauthorized persons, the access to the crane area is strictly forbidden. No craning is allowed with the driver, nor any other person on board under penalty of disqualification. Departure from the dock must be done with nobody else than the pilot on the boat.

Boat trailers must bear the race number of the boat. After boat launching, the trailers must be taken off the crane area and brought back to the pit area, according to the imposed traffic direction.

ENDURANCE CHAMPIONSHIP

Launching of boats will stop 10 minutes before the start and will be set up again 10 minutes after it.

Launching will stop 5 minutes before finish of the race; cranes will be operational again after the arrival only to pick-up boats from the water. Launching of boats to the water after the arrival will be prohibited.

9.5. Free practice

F4 CHAMPIONSHIP

If the number of registered boats exceed the maximal number of boats allowed on the circuit (24), the race committee will divide the free practice in two groups (draw at briefing). All regulations regarding the race will also be applicable during free practice. The circuit during the free practice and race is the same. Safety and towing boats will be provided on the circuit during the sessions of free practice. As per U.I.M. regulations the racing suit and equipment is compulsory during the free practice. Any docking boat takes priority over a boat that starts from the dock. Any boat that enters the circuit needs to give priority to boats already on the race circuit. Penalties during free practice and race are the same, the penalty will be deducted during the first hour of race and displayed on the official notice board.

ENDURANCE CHAMPIONSHIP

All drivers will have to complete a minimum of 3 laps during the trials. Safety and towing boats will operate during the free practices on the circuit. The racing uniform is mandatory during the trials, according to UIM regulations. During trials, boats must keep the circuit race course anti-clockwise. On return to pits, just after passing the output buoy, they must significantly reduce their speed (approx. 4000RPM). Any infringement referred by race officials may cause up to 3 laps penalty deducted during the first hour of race and posted on the official information board.

9.6. Pace boat and flags procedures

F4 CHAMPIONSHIP

- Red: general stop of the race.
- Yellow: danger on this zone, reduced speed - engine speed (4000 RPM) and no overtaking.
- Green: free circuit – restart of the race.
- Black (with number): return to the pit for the boat whose number is presented (no further laps counting after 3 laps). The presentation of the black flag results in the obligation to go immediately to the defined technical area as stated during the briefing, for a possible conformity update, under the control of the technical commissioner.
- White: last lap
- Checkered white/black: arrival

Interrupted race and Pace boat procedure:

- During qualifications Q1 and Q2: In case of yellow flag, the session is stopped. Boats may continue but must immediately slow down and not overtake in the area where there is an issue. If the timing is still running, the time taken to resolve the issue will be added to the already elapsed time. If session is stopped the timing restart at the green flag. In case of red flag, boats must go back to the departure place at slow speed. Timing is stopped and restart is given at the green flag for the remaining session. Any competitor not respecting the flag signals will be penalized.

- During the race:

A/ In case of red flag: this means stop of the race. Boats must go back to the departure place at slow speed. Drivers receiving outside assistance at any point during the race will be disqualified. A stopped race must be restarted if 70% of the total distance has not been covered. The number of laps completed + 1 lap per restart will be deducted from the restarted race. Restart position is determined by the order at the end of the lap prior race being stopped. All boats ready to race may start in a restarted race. The driver responsible of the race stop can restart but if the same driver causes another race stop he will be disqualified.

B/ Neutralization due to accident or incident In the case of interrupted race – Yellow flag - (accident, incident), on injunction of the Officer of the day,

- Or the pace boat enters the circuit, with the yellow flag raised, in front of the race leader. Other competitors must join the pace boat without haste and position themselves behind the competitor which is in front of them without leaving too much distance.
- Or the leader of the race adopts an engine speed of 4000 RPM (Act as a paceboat) and the other competitors must join him without haste and position themselves behind the competitor which is in front of them without leaving too much distance. No overtaking is permitted. Any overtaking 5 seconds after the yellow signals will be penalized by 1 lap. At the end of the procedure, the pace boat or the OOD raises the green flag. The restart is only effective as soon as the green flag is lowered in the pace-boat or by the officer of the day. In case of leaving the race course under yellow flag procedure the return into the race must be done at the end on the convoy. A boat judged to be speeding or causing a hazard under yellow flag may receive a drive through or 1 lap penalty. Boats which do not restart in correct position will be given 1 lap penalty.

ENDURANCE CHAMPIONSHIP

Pace boat will be launched ready for use throughout the duration of the event and should there be a need to use it all drivers are required to reduce their speed (approx. 4000RPM). Then the pace boat will lead the leading boat with yellow flag on until the course is clear to race. All boats must remain in the order that they were before showing the yellow flag with no overtaking permitted. When the race is due to be restarted the yellow flag will be dropped and the green flag raised. When the pace boat marshal is satisfied with order to restart he will drop the green flag. This is the only signal to recommence racing. When the race is to be stopped the red flag will be shown.

After announcing the yellow flag situation without organizers pace boat set on the course all drivers should reduce their speed and stay at max. 4000 RPM continuing on the circuit and following the preceding boat. No side-by-side situation is allowed nor is any attempt to quickly reach the boat in front. This means whenever on the circuit all positions should be maintained until the end of the yellow flag situation.

The yellow flag will be used by the race control and the rescue boats to indicate a hazard when displayed stationary.

During this procedure the refuelling is allowed and the cranes are open. Return to race circuit must be done at idling speed and in the last position of the convoy.

Laps completed are counted during a yellow flag procedure.

A boat having caused a red flag and responsible of the final stopping of a race is not classified in the results of the race.

Flags:

Red:	race terminated return to the holding area and await instructions
Yellow:	danger zone, reduced speed – engine speed (4000 RPM) or 70 km/h and no overtaking
Yellow:	pace boat on circuit – no overtaking and reduced speed
Green:	start or free circuit – restart of the race
Black (with number):	return to the pits for the boat whose number is presented (no further laps counting after 3 laps). The presentation of the black flag results in the obligation to go immediately to the crane area, for a possible update for compliance, under the control of the Technical Commissioner.
Checkered white/black:	arrival

9.7. Priority of boats

Rescue and pace boats have priority at any time. All racing boats must reduce their speed when approaching the safety boats weaving yellow flags or with warning lights on.

ENDURANCE CHAMPIONSHIP

Entering the pit land refuelling pontoon must be done at reduced speed and no overtaking is allowed unless a boat has become stationary. All boats entering the pits or refuelling area have priority over those departing.

Every boat wishing to come back to his pit or for refuelling must pass the direction buoy by leaving it on her starboard. Drivers must get out the race course and not disturb the way of other boats in race. They must keep the left side of the circuit. Just after passing the output buoy, they must significantly reduce their speed.

9.8. Drivers exchange

ENDURANCE CHAMPIONSHIP

Teams may practice with more than the required number of drivers providing their documents and licenses are checked as correct. Team managers must notify the control, 1 hour prior to the race as to their final choice of drivers names and no alteration of the list will be accepted for whatever reason. Failure to do so, will lead to disqualification of the team. Any driver must not run continuously more than 2 hours. Any laps over the period will not be included. Rest time between each change of a driver is 1 hour minimum.

It is mandatory to exchange the drivers within 2 hours maximum and only when the boat is at the refuelling pontoon. The relay for each driver must not exceed the maximum of 2 hours (<120min). For example, if the pit timing is based on a clock with a time minute per minute, the time to drive is limited to 119min (1h59min). Each drivers' exchange must be performed under the Race Official Control. Both of the drivers must sign the list. According to the official's report, a penalty of 2 laps will be applied for any lack of signature.

If a driver would have to crane his boat for any reason, he will have to immediately sign the official list. Similarly, a driver who is to restart the race from the pit area after a stop must sign the list before his leave.

If, during the race, a boat is immobile due to a technical problem, a repair or an accident, the drivers must sign the time management sheet of start and finish of the relay so as not to exceed the maximum allowed driving time while the boat is immobilized, and do the same for the resumption of the relay.

9.9. Boats broken down on course

F4 CHAMPIONSHIP

Boats that have broken down and received assistance by being pulled to the infield or off the race course will be towed to the trailer or the starting dock during a race stop and if pick up boats are available.

ENDURANCE CHAMPIONSHIP

Any boat that breaks down on the course cannot refuse a tow and must be towed in the direction of the course (unless ODD decides differently, if the water level allows it in full safety).

Boats out of order in any place cannot refuse to be towed by towing boats, appointed by organizers.

Towing will be made with direction of the race course, and under driver's own responsibility.

The driver must mandatory wear his life jacket and helmet during towing. The driver must remain seated in his cockpit.

9.10. Conditions for repairs

F4 CHAMPIONSHIP

Repairs are allowed at any time during the race, with exception that replacement of crankcase and cylinder block is prohibited. Repairs are not allowed on the race course using outside assistance. Only if a boat reaches the pontoon on its own power, repairs can be carried out (on water or on trailer). No repairs are allowed on the start pontoon during the line up and start and restart procedures. Drivers may carry out their own repairs in accordance with the rules. In the event of restart a repaired boat must be ready to take its position on the grid. If not it must start at the end of the pontoon.

ENDURANCE CHAMPIONSHIP

Replacement of the cylinder block is forbidden.

All repairs with tools are permitted in the pit area and must be done under supervision of a Technical Officer only. Repairs outside the pit or on the water are forbidden. At or near the crane area, it is allowed to remove the boat and/or the engine cowling to make a visual inspection or manual, minor adjustment without the use of tools.

Any infringement to these rules may cause 5 laps penalty, and can lead even to the disqualification, after the OOD decision based on written report of the Technical Officer.

9.11. Interrupted race

ENDURANCE CHAMPIONSHIP

A race that has to be curtailed for one reason or another and it is impossible for the race to recommence then points will be awarded as follows:

up to 25% of race time 25% of points

50% of race time 50% of points

75% of race time 75% of points

over 90% full points.

The responsible boat of final stopping of race does not score points.

If a race is interrupted and can be recommenced within a reasonable period of time then the recommencement procedure will be as the start of the race less completed time. Refuelling and repairs are not allowed during waiting time for recommencement. The time period remaining will be the total race time less 15 minutes and less completed time. The distance covered by each part of the race will be added together for the final result. The distance covered at the lap prior to the stoppage will be the laps taken into account. If the race has to be brought under a reduced speed behind the pace boat then no overtaking is allowed. The restart of the race will be shown from the pace boat.

9.12. Classification

F4 CHAMPIONSHIP

The first three boats shall be brought immediately after craning and weighing to the closed park for technical inspection after the race without passing through their stands. Their craning will be priority. The classification of the event will be based on the F4 regulations from UIM, as follows: 20 - 17 - 15 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1. The winner will be the driver who will have accumulated the highest number of points. In the case of a tie, the number of first positions, second positions, etc. will be successively taken into consideration. In the case of a new tie, the driver classified in the higher position in the last championship race gets the higher position in the general classification.

ENDURANCE CHAMPIONSHIP

To be classified and gain points team must have completed at least 40% of the class winner's laps number and take the chequered flag. Those boats not running the race ends but completed at least 90% of the class winners distance will be scored after all boats taking the chequered flag. From the dropping of the chequered flag, all present boats on water will have 10 minutes to cross the finish line.

Official classification of the World Endurance Championship will be performed in separate categories.

Points will be awarded to the driver in each class as follows:

1 st	20 points	6 th	10 pts	11 th :	5 pts
2 nd	17 pts	7 th	9 pts	12 th :	4 pts
3 rd	15 pts	8 th	8 pts	13 th :	3 pts
4 th	13 pts	9 th	7 pts	14 th :	2 pts
5 th	11 pts	10 th	6 pts	15 th :	and onwards: 1pts

Any boat which team declared to give up or being disqualified will not be authorized to return to the water and will not be classified.

A driver who participates in all rounds of the World Endurance Championship will be credited with 5 bonus points at the end of the championship.

9.13. Penalties

Any sanction against a driving (yellow cards and disqualification, rule 406.05) will be reported to the UIM. If a driver is disqualified from the event, the team can continue the race providing they have the minimum number of drivers.

All decisions will be posted on the official information board.

All penalties will be applied and deducted by the OOD immediately after the examination of written Race Official's reports.

Penalties UIM rule 902.38:

Fuel infringement	4 laps
Race infringements	3 laps
Craning infringements	4 laps
Failure to attend scrutineering or drivers briefing	5 laps
Flag infringement	3 laps
Priority of boats	5 laps
Penalty UIM rule 902.11:	
Racing without the required lifting slings	3 laps

Penalties concerning the turn buoys UIM rule 902.38:

For hitting a turn buoy or other buoys of the race course	no penalty
For missing a turn buoy or other buoys of the race course	1 lap penalty
For dislodging or destroying the first turn buoy or other buoys of the race course	3 lap penalty
For dislodging or destroying the second turn buoy or other buoys of the race course	5 lap penalty
For each wrongly taken buoy (as in UIM rule 902.19)	1 lap penalty

The penalty for dislodging or damaging a buoy is max. 200 € (depending on severity of the damage of the buoy). The penalty shall be paid immediately at the race office by team manager. Remaining buoys and anchors belong to the organizer.

10. Safety regulations

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

- Protecting helmet as per UIM rule 205.07
- Racing vest as per UIM rule 205.06
- Clothing protection as per UIM rule 205.11

Driver must mandatory wear a consistent life jacket, a consistent helmet and complete race equipment during trials, towing and race.

Any driver who does not respect the rules, will not be allowed to take part to the race or to the practice sessions. Team managers must make sure that the propeller is protected by a suitable cover, when the boat is in the pits area or on the way to the cranes.

The team must have a fire extinguishers placed under the trailer and under the tent.

11. Fuel and refueling

Fuel will be supplied by the organizer. Teams will have to pay for fuel. The cost of E5 98 octane will be around 1,60 euro.

Payment only in cash (euro or Polish zloty).

Teams must deliver to the organizer appropriate number of anti-static, anti-sparkling containers marked with the boat number. Organiser will provide a transport to the dedicated fuel station. The refuelling can be observed by the UIM Commissioner. In the pit area there will be a marked place for the fuel storage. Only the quantity of fuel necessary for a race day will be authorized in the pit. The team must have a fire extinguisher placed near it.

ENDURANCE CHAMPIONSHIP

Places for teams on the refuelling pontoons will be drawn before the drivers meeting.

If necessary, fuel control can be done at any time of the event.

Refuelling can be made on the refuelling pontoon only, engine stopped, during all the race period.

When refuelling, the driver will be out of the cockpit, the person in charge of the refuelling must wear a lifejacket. 2 people maximum are allowed to navigate on the boat (out of the cockpit) during the phase of filling the tank (3 laps penalty if offence).

Stationary fuel tank used for refuelling must be fully operational and action of releasing/closing fuel filler must be checked during scrutineering procedure. No exchange of internal boats tank is allowed at refuelling station.

No repairs and technical intervention aboard the boat can be made while the boat is on the refuelling pontoon. Refuelling process will be explained during the driver's meeting.

All personnel entering the fuel depot must not carry the following:

- cameras, mobile phones, electrical items, metal objects,
- any device that can be ignited i.e., lighters.

Using a communication system, radio, mobile phone, photographic system or any electrical system is forbidden on the refuelling pontoon and in the fuel storage area. All personnel must have rubber soled shoes.

The person delivering the fuel to the boat's tank must be obligatorily equipped with fireproof hood, gloves, safety glasses, lifejacket. No smoking is allowed in the refuelling area.

For a refuelling it is mandatory to use a fuel tank (as shown at the end of 902 section UIM rulebook) or as alternative a little fuel tank equipped with action of releasing/closing fuel filler and a tube with 30 cm maximum length. It must be checked during scrutineering procedure, with maximum 25 litres stored.

No race fuel can be stored at the boat pit position. All boats must be refuelled at the fuelling depot. Each pit area may have a maximum of 25 litres little fuel tank equipped with action of releasing/closing fuel filler and a tube with 30 cm maximum length. It must be checked during scrutineering procedure. It is stored in a shock proof container and carries the race number of the boat. The sole purpose of this is for generators etc. and must not be used for the race boats except in the case where repairs to a boat necessitate the fuel tank being drained. In this case a max of 25 litres may be placed into the fuel tank of the boat to fire up the engine in the pits and to drive the boat to the refuelling station. The maximum amount of fuel that a boat can carry is 150 litres for catamarans.

12. Transport facilities and concessions

Travel compensation will be paid for the F4 in accordance with UIM Rules.
No compensations for travel costs or for starting in the endurance race will be paid.

13. Prizes

Prize money in F4 championship will be in accordance with UIM rules.
The three top driver in F4 championship and teams in endurance championship will be awarded with trophies.

14. Other mandatory regulations

14.1. Arrival to the pit area

The boats and team lorries can arrive to the closed pit area on Wednesday on 30/04/2025.

14.2. Teams in the pit area

Pit stands for boats will be prepared by the organizer. Each boat may dispose of appointed spot and put under a roof area 3 meters wide and 6 meters deep. Access to the pit stands is possible for authorized persons only. Wristbands will be delivered for following team members:

- team manager;
- up to 4 drivers;
- radioman;
- 2 fuelling team members;
- 2 mechanics;
- other companions.

Every disrespectful behaviour from a team manager, a driver or another crew member against the organizing members, the Race Committee or Commissioners will be penalized by giving to the offender a blue card (UIM rule 406.05).

Each team manager is responsible for his team, to which he must transmit and insure the respect all matters of security as well as rules and penalties included in this Advance Programme.

The team managers and drivers are the only interlocutors with the officials of the race.

All team members are obliged to take care about environment.

14.3. Briefings

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

They will take place referring to the time schedule.

It is mandatory for all drivers, team managers and radiomen to be present at the meeting, they will have to sign the attendance list in time of roll call. Alcohol test can be carried out.

If necessary an extra meeting might be organized. Under exceptional circumstances an individual briefing can be organized for the driver.

Not presence will be fined 5 laps penalty in endurance race.

Mobile phones must be off during the briefing.

It is requested to the drivers that they came to the first briefing in race equipment for the event picture.

14.4. Official notice board and results

The board will be set out at the race office and on the pontoon near the race control.

It is mandatory for the team managers and drivers to read information posted on the board.

Results of the race can be followed directly on the website motorboatresults.pl.

During the endurance race period, boats classification will be posted every hour. Exceptions are first two hours and last hour when results will be posted every half hour.

14.5. Drug testing and anti-doping control

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

Competitors shall not be under the influence of alcohol while competing and training.

All drivers and team's members could be subjected to drug and alcohol controls at any time during the race. Any refusal will be deemed as a failure and the driver disqualified. When any test prove positive, the driver will be disqualified and reported to the UIM. In case of positive test by other team member, he must immediately leave a race area.

Drivers mentioned by the medical staff for antidoping control, will have to go immediately after the arrival to the designed medical room for such a control. In case of refusal the driver will be excluded from the race immediately. Any positive result will be submitted to the antidoping committee within the prescribed limit, to inflict the disciplinary sanctions envisaged in this case.

14.6. Advertisement of the organiser

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

Advertising of the organizer of the event is provided by the club and is of dimension 8 cm height x 40 cm width. Organizing advertising will be positioned at the end touching the race number, either above or below.

14.7. Protests

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

The Team Manager on behalf of his driver can make a protest.

No collective protests will be accepted.

The protest must be written in English on the UIM official form with full details and the number of UIM rule broken.

The fee for a protest is fixed:

- 150€,
- against an engine 380€.

If possible, the protest will be judged within one hour of the protest being accepted and the decision will be given to the Team Manager and driver if possible.

If a protest is upheld and laps have been deducted at the next posting of positions the laps will be re-introduced.

If a protest comes within the last hour of racing then the protest will be heard as soon as possible and the final result will be not be posted until the protest has been judged.

Protest on the final results must be made within half of one hour.

The protest forms will be available at the race office.

All protests according to rule 902.38 (Penalties) and "driver against another driver" must be handed to the Race Secretariat within one hour after drivers changing.

15. Insurance regulations

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

All drivers are responsible for their own personal accident insurance. Insurance cover can be provided by Consulbrokers, partner of the UIM, for drivers and organisers: <https://insurance.uim.sport/>
If you have your own insurance then a copy of your policy, written in clear English, must be produced at registration. You can purchase local third-party insurance at a maximum cost of 50 €.

Scope of insurance:

- a) basic scope of insurance around 90 000 euro
 - medical treatment costs
 - assistance basic scope
- b) extended scope of insurance
 - additional assistance services: extended package and sports package
 - insurance against continuation of medical treatment after trip
 - accident insurance: death and health damage around 90 000 euro
 - third party liability in private life: basic scope and damage caused to the leased property around 65 000 euro
- c) peril coverage group
 - chronic disease
 - highly risk sports
 - competitive sports

16. Race Officials

Officer of the Day (OOD)	TBA
UIM Sports Commissioner	Angelo Poma
UIM Technical Comm.	TBA
Jury Chairman	TBA
Medical Officer	TBA
Race Secretary	TBA
Official Timekeeper	TBA
Technical Officer	TBA
Rescue Team	TBA

17. Organizer additional regulations

17.1. Publicity

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

Any sponsors advertisements on boats or trucks should respect rules of law in Poland.

Any boat setting up a publicity concerning political or religious convictions, or interfering with morality, will not be authorized to take the start before hiding completely and definitely those marks.

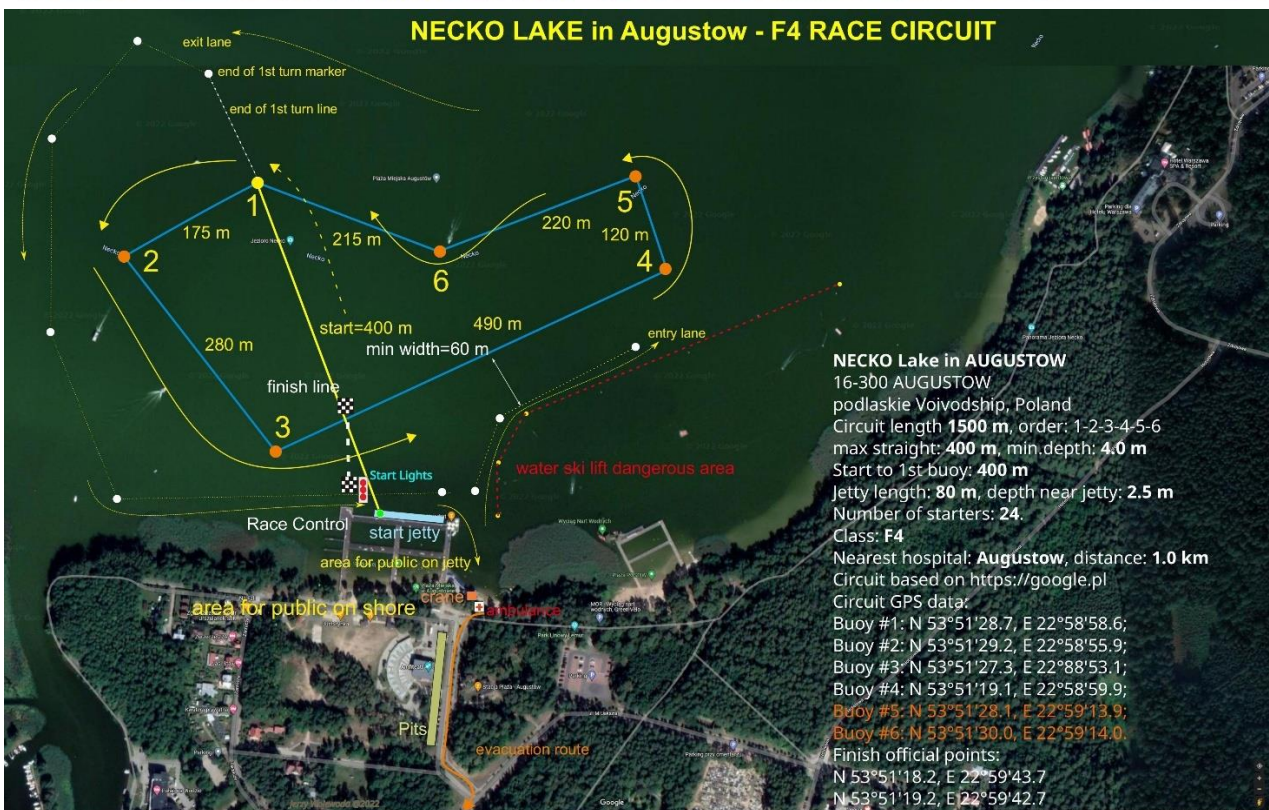
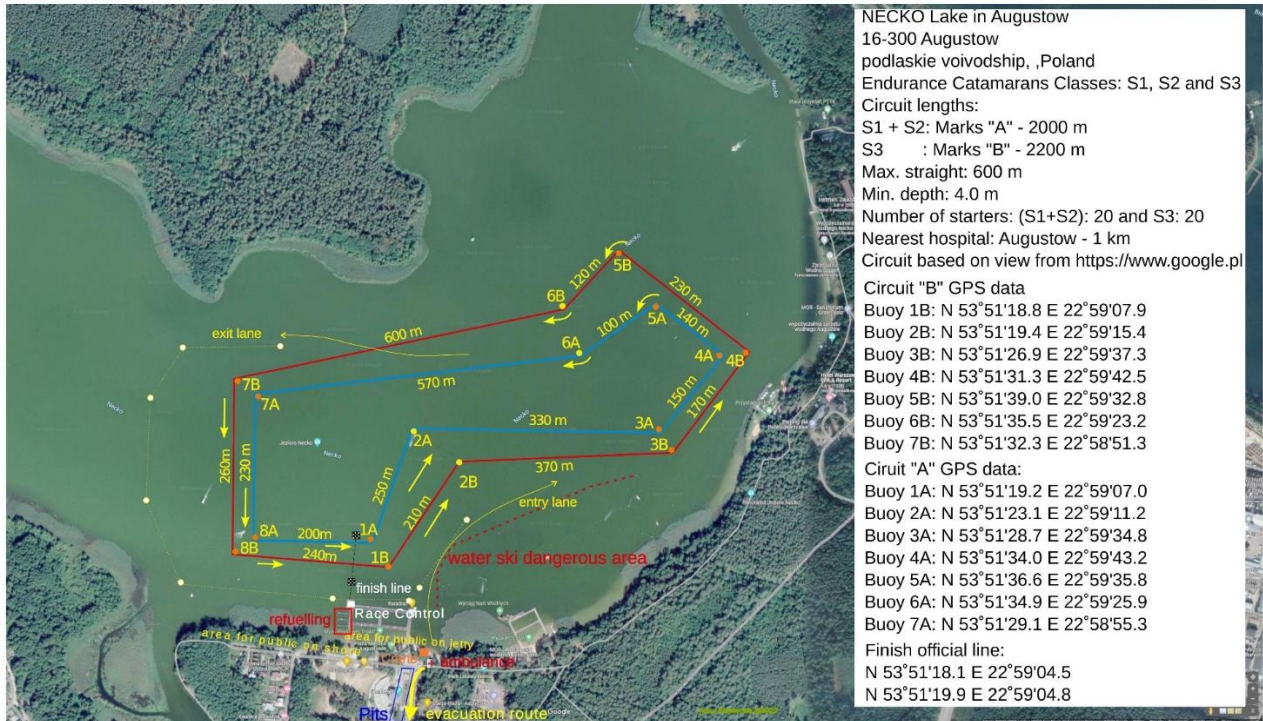
The organizer can request that any offences against advertising or any that conflicts with the sponsor or sponsors to cover such marks throughout the duration of the race.

17.2. Cancellation

VALID FOR F4 AND ENDURANCE S3 WORLD CHAMPIONSHIPS

In case of force majeure, natural disasters or for reasons beyond the will of the Organizer, it reserves the right to cancel the event.

Race Circuit at NECKO Lake in Augustow for Endurance Catamarans S1, S2, S3



19. Time Schedule

Wednesday 30.04.2025

10:00	Pit area open
15:00-19:00	Race administration at the race office F4
16:00-19:00	Scrutineering F4
18:00	Drivers briefing F4

Thursday 01.05.2025

08:00	Pit area open
12:00-12:45	Free practice F4 race 1
14:00-15:00	Qualification F4 race 1
16:00-17:00	First Race F4

Friday 02.05.2025

08:00	Pit area open
09:00-12:00	Race administration at the race office S3
09:00-09:45	Free practice F4 race 2
11:00-12:00	Qualification F4 race 2
13:00-14:00	Second 2 F4
15:00	Drivers briefing S3
15:30	Opening of craining
16:00-18:00	Free practice S3
19:00	Prize giving ceremony F4

Saturday 03.05.2025

08:00	Pit area open
10:00	Opening of craning
10:30-17:00	First race S3
17:00	Prize giving ceremony S3

Sunday 04.05.2025

07:30	Pit area open
08:00	Opening of craining
08:30-09:30	Free practice S3
10:00	Opening of craning
10:30-17:00	Second race S3
17:00	Prize giving ceremony S3

ENTRY FORM
WORLD ENDURANCE CHAMPIONSHIP
NECKO ENDURANCE 2025
Double 6,5 HOURS AUGUSTÓW
02-04.05.2025

I undersign _____ entry my boat for nineteenth edition of the
Necko Endurance 2025 Double 6 Hours of Augustów.

Category _____ **Crew nationality** _____

I declare conforming my team and boat to the organizer's and UIM rules. I declare not to engage a procedure with courts jurisdiction for any problems concerning a race problem or accident. The Race Organizer Committee has the full power to solve any problems. I declare to be in regulation with UIM and Advance Programme rules. I declare accepting all the risks indeed for my participation in powerboat racing. I declare giving all the information concerning the race rules to my team mates, mechanics or assistants who will be present during the event.

I declare on my honor that all following details are exacts.

 TEAM MANAGER SIGNATURE

NAME OF THE TEAM: _____

BOAT:

BOAT №: _____

Hull _____ Year of construction _____

Hull identification number (HIN) _____

Measurement certificate delivered by _____ № _____

Engine _____ Model _____

Cylinders _____ Cylinder capacity _____

Bore _____ Stroke _____

BOAT OWNER:

Name _____ First name _____

Address _____

Mobile phone _____

TEAM MANAGER:

Name: _____ First name: _____

Mobile phone: _____ email: _____

OBLIGATORY FOR COMMUNICATION AND IN CASE OF EMERGENCY (ICE):

Name: _____ First name: _____

Mobile phone: _____ email: _____

DRIVER 1:

Name _____ First name _____

Phone number _____ Mobile phone _____

Address _____

Town _____ Zip code _____ Country _____

Email _____

Date of birth _____ Nationality _____

Club _____ Licence № _____

DRIVER 2:

Name _____ First name _____
Phone number _____ Mobile phone _____
Address _____
Town _____ Zip code _____ Country _____
Email _____
Date of birth _____ Nationality _____
Club _____ Licence № _____

DRIVER 3:

Name _____ First name _____
Phone number _____ Mobile phone _____
Address _____
Town _____ Zip code _____ Country _____
Email _____
Date of birth _____ Nationality _____
Club _____ Licence № _____

DRIVER 4:

Name _____ First name _____
Phone number _____ Mobile phone _____
Address _____
Town _____ Zip code _____ Country _____
E-mail _____
Date of birth _____ Nationality _____
Club _____ Licence № _____

Total number of people in the team: _____

Registration fee: **1500 €**.

The precondition for participation in "Necko Endurance 2025" is transferring 1500 € into the organizer's bank account:

Account: PL 62 1090 2789 0000 0001 4957 7518

Name: AUGUSTOWSKI KLUB SPORTOWY "SPARTA" W AUGUSTOWIE

Bank name: SANTANDER BANK POLSKA S.A.

SWIFT (BIC Code): WBKPPLPP

Date _____

Place _____

Team Manager signature with the mention „read and approved, agree with rules”

Send the complete entry form before 30th of March 2025 to:

AKS SPARTA
ul. mjr H. Sucharskiego 15
16-300 Augustów
POLAND
neckoendurance@gmail.com



Polish Motorboat
and Water Ski Association



Ministerstwo
Sportu i Turystyki

ENTRY FORM

F4 UIM WORLD CHAMPIONSHIP

30.04.-02.05.2025

I undersign _____ entry my boat for **F4 UIM World Championship**.

I declare conforming my boat to the organizer's and UIM rules. I declare not to engage a procedure with courts jurisdiction for any problems concerning a race problem or accident. The Race Organizer Committee has the full power to solve any problems. I declare to be in regulation with UIM and Advance Programme rules. I declare accepting all the risks indeed for my participation in powerboat racing. I declare giving all the information concerning the race rules to my team mates, mechanics or assistants who will be present during the event.

I declare on my honor that all following details are exacts.

TEAM MANAGER SIGNATURE

BOAT №: _____

Hull _____ Year of construction _____

Hull identification number (HIN) _____

Measurement certificate delivered by _____ № _____

Engine _____ Model _____

TEAM MANAGER:

Name: _____ First name: _____

Mobile phone: _____ email: _____

RADIOMAN:

Name: _____ First name: _____

Mobile phone: _____ email: _____

OBLIGATORY FOR COMMUNICATION AND IN CASE OF EMERGENCY (ICE):

Name: _____ First name: _____

Mobile phone: _____ email: _____

DRIVER:

Name _____ First name _____

Phone number _____ Mobile phone _____

Address _____

Town _____ Zip code _____ Country _____

Email _____

Date of birth _____ Nationality _____

Club _____ Licence № _____

Total number of people in the team: _____

Date _____

Place _____

Team Manager signature with the mention „read and approved, agree with rules”

Send the complete entry form before 30th of March 2025 to:

neckoendurance@gmail.com

AKS SPARTA

ul. mjr H. Sucharskiego 15

16-300 Augustów

POLAND