



## ELECTRIC RADIO CONTROLLED UNLIMITEDS RULEBOOK – 2011 EDITION

The goal of Electric Radio Controlled Unlimiteds (ERCU) is to replicate the look and competition of real unlimited hydroplane racing. Boats are 1/10<sup>th</sup> scale replicas of the real boats that have raced on the unlimited circuit. The club will emphasize scale accuracy and quality workmanship as well as enjoyable competition on the water. As with the real boats, the races will be run counter-clockwise on the course.

There are two classes within the club:

- The **vintage class** will be all boats with a round nose, typical of the design of boats in the 50's and 60's.
- The **modern class** will be all boats that incorporate a picklefork configuration, typical of most new boats starting in the 70's and running to the present.

### CLUB MEMBERSHIP

- Cost of membership will be \$25 annually, with membership running from January to December of a calendar year. Only registered club members will be allowed to register boats and to drive boats at club events.
- Boat registration will be \$5 per hull. Only registered boats are allowed to race at club events. Registration will include identifying the frequency to be used for that boat.
- The entry fee for each race will be \$5 per boat per race.
- Fees collected by the club will be used to provide the following for the membership:
  - Securing race course sites
  - Web hosting
  - Media promotions
  - Banquets
  - Awards
  - Equipment and maintenance
  - Club supplies
- There will be no paid positions in the club.

### BOAT REGISTRATION RULES

- Members are allowed four hull registrations at any one time. Registration can be made at any time by mail or in person to the club's registrar/treasurer. Boat registration is on a first-come first served basis. Registrations will be active from January 1-December 31 of a calendar year. All registrations expire on December 31, regardless of the initial date of registration. Any member giving up a registration may re-register said boat after the lottery draw if it has not been registered by another person. However, payment of applicable fees will still be required. The board reserves the right to deny multiple registrations to an individual or group when it feels that granting such registrations is not in the best interest of ERCU
- All registered boats must race in at least three sanctioned races during the racing season, scoring points in at least one heat in each of those three races to maintain their registration. Any boat not meeting this requirement will become unregistered at the end of the calendar year."



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- For new boats an ERCU Intent to Build Form, along with a photograph of the real boat, must be submitted prior to its start of construction.
- In the event a registered boat does not complete its three mandatory finishes during the season, the owner may pay a \$30 fee to the registrar to keep the registration for the following year. This is allowed one time only and is addition to the annual \$5 boat registration fee.
- All boats not re-registered by January 31 shall be considered unregistered and available for registration after notification to the membership by the Registrar of all boats whose registrations have lapsed. Registration requests for these boats shall be submitted to the registrar with a \$5 non-refundable fee prior to the February members meeting, at which time a drawing will be held to award the registrations. The fee collected is either the registration fee for the successful applicant or a donation to the club for the remainder.
- Visitors or members of another club will have to become an ERCU member to race, by paying the \$25 membership fee, the \$5 per boat registration fee, and the \$5 per boat race fee. Duplicate boats could race for one calendar year, after which time the newest registrant would have to resolve the issue during the following off-season by making necessary changes to his boat to eliminate the duplicity. If duplicate boats attend the same race, they will be placed in different heats up to the final, where all qualified boats would be able to run.
- A racing season is defined as all sanctioned events occurring in a calendar year (January 1 through December 31).
- The ERCU Contest Board Registrar shall maintain an updated list of all registered boats. This list shall be available for viewing at each membership meeting and on the club website.

### **BOAT APPEARANCE AND DESIGN**

- Boats are to be built to resemble the original boat in appearance as closely as possible. Boats are to race in their most recognizable form, including wings, engine or cowling, and graphics. All boats shall be inspected prior to their first race of any calendar year to confirm compliance to the rules. A photograph of the real boat must be included at the time of the request for inspection.
- If a club member desires to build and race a boat in any configuration other than “their most recognizable form” a variance will be required. The member shall submit in writing the brief history of the boat in question including pictures and a description of why they want to race that particular boat to the scale inspector. The scale inspector and technical inspector will review the information and make a ruling within two weeks of the submission. If the request is turned down then the member may appeal to the ERCU Contest Board, which shall make the final ruling.
- The following items are to be included with the boat at the time it is entered into competition:
  - Driver, complete from the waist up with proper helmet and life jacket, in open cockpit boats and recommended to be visible in canopy boats.
  - Windshield or clear canopy glass.
  - Steering wheel and dashboard with instruments.
  - Air scoops, vents, exhaust pipes and/or manifolds, and flashpans.
  - Bow spoiler; accurate wet sponson detail; open dummy motor or full cowl with exhaust stacks extending through the cowl (not just glued to outside of cowl).



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- All boats shall have two orange stripes on the underside of the hull.
- Boats will be built to 1/10 scale - a scale of 1" (model) equals 10" (actual unlimited) - as recorded in the ERCU Master Hull Roster. Dimensional tolerance of plus or minus 10 percent is allowed except overall length shall be plus or minus one inch (1") Scale paint and appearance is to be verified by photograph and judged with the model in the water at a distance of six feet. (Note: The tolerance provision above shall apply to all boats beginning construction after February 1, 2005.)
- The underwater hull (bottom, sponsons and the side and sponson non-trips) shall resemble the real boat as closely as possible. Belly pans or blisters, if added, must be no larger than 2.5 inches by 4 inches long, exclusive of mounting flanges, effective for all boats registered after January 1, 2008.
- No part of a rudder assembly shall extend more than 2-1/2" beyond the transom.
- Air dams, if installed, must be below the deck line and not extend beyond the bow.
- Sponsons shall have the same dihedral angle on the primary running surface unless otherwise configured on the real boat. Anhedraled left sponsons and modern style (Jones, Lucero, etc.) sponsons (inside and/or outside secondary riding surfaces and compound non-trips) are not allowed on boats running in the vintage class. The sponson runners can be modified in both dihedral angle and angle of attack. Steps on the runners are allowed. If ride pads are used, they must be the same dihedral angle as the primary runner.
- The boat must be complete at the start of a race, with all scale and performance items in position and operational. Any boat not complete in appearance shall apply to the official for a variance before starting any subsequent heats. No variance will be granted for the first section or heat of a race. The penalty for failure to receive a variance shall be heat disqualifications, unless the damage occurred in pre-race testing.
- Upon completion of a heat, sixth place points will be awarded to a boat which loses any part during the running of a heat. Exceptions are granted if loss is caused by collision or roostertail of another boat (cutting off, chopping, etc.). If the officials cannot determine which boat is at fault, no penalty will be assessed. Officials must announce to the drivers the status (penalized or not) of a boat that loses a part within one lap after the loss occurs. This penalty affects only the points awarded, if any, to the boat(s) in question, but not to their heat placement. Nor does it affect the placement of, and points awarded to, other boats in the heat, except for a consolation and final heat, in which the offending boat would be awarded sixth place points and last place finishing position of all boats left running, with those running moving up in the final finish order.
- Damaged boats must be repaired within four weeks of the date of the damage in order to participate in the next scheduled racing event.
- All boats must have a stand with a prop guard.

### **POWER AND DRIVE TRAIN - VINTAGE CLASS**

- The only power source shall be up to 12 sub-c battery cells, or one 4S1P, or two 2S1P (in series) configuration Lithium Polymer (LiPo) batteries of a rating not to exceed 6,000 mAH. Only LiPo batteries with a manufacturer's maximum discharge rate of 20C or greater shall be allowed for manufacturer's rated capacities less than 4,000 mAH and a manufacturer's



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maximum discharge rate of 15C or greater shall be allowed for manufacturer's rated capacities of 4,000 mAH and up.

- Power is to be provided by a single AstroFlight 25-5 turn motor or a single Himax HB 3630-1500 brushless motor with a straight shaft with minimum diameter of 1/8". No modifications are allowed to the motor except for **normal wear, drive flats or keys, electrical connectors and water cooling**, it must be run as shipped from the manufacturer. Bearings may be replaced at any time. No flex or piano wire shafts are to be used.
- Skid fins will be mounted to the inside of the left sponson and not to extend beyond the back of the sponson. The size is limited to a maximum of 2" wide by 1" deep and must fit in a 1-inch x 2-inch box on inspection. **No hook-shaped skid fins are allowed.**
- No gearbox of any configuration is allowed.
- Any single propeller may be used, and a portion of the propeller as noted in the technical review specifications must be under the transom. The drive dog is defined as not a part of the propeller. Double rudders are not allowed, unless present on the real unlimited (verified by photograph).

### MODERN CLASS SPECIFIC RULES

- All rules listed above apply to the modern class boats except as noted below:
  - Flex shaft or piano wire shafts may be used.
  - Sponson design shall be up to the builder as long as it does not change the outline shape (profile as viewed from the top and/or side) of the hull.
  - Skid/turn fins shall be similar in appearance and location to the full size boat (mounted to the back of the sponson). The size, shape and precise location shall be determined at the discretion of the owner. No part of the skid fin assembly shall extend more than 4" beyond the sponson transom. No hook-shaped skid fins are allowed.

### CONTEST DIRECTOR RESPONSIBILITIES

- The Contest Director (CD) shall be responsible for all planning and preparation connected with the event he is sponsoring. The CD is the primary official of the regatta. The CD is responsible for the smooth, efficient and fair progression of the regatta. The CD shall make certain that the regatta officials perform their duties. **Where scheduled regattas have no "Contest Director", at its discretion, the Board may assign a volunteer, or volunteers to execute the responsibilities thereof.** Specific duties are as follows:
  - Selection of race name and format
  - Acquisition of race date, site and sanction, and determination of starting time.
  - Procurement of race officials and workers including referees, course judges, timers (when needed), one or more pit boss(es) and a drivers representative.
  - Acquisition of all equipment necessary to conduct the race including buoys, scaffolding, PA system, timing equipment, and recovery craft.
  - Notification of all registered ERCUC owners of the race particulars at least two weeks prior to race day.
  - Acquisition of trophies, if desired to augment the club-supplied awards package.



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- Engraving of perpetual trophies listing the winning boat and driver in each class.
- Set up and tear down of race equipment.
- Collect race fees and submit all proceeds to the club treasurer.
- Furnish race results and race narrative to the club statistician and webmaster.
- In case of fewer than three boats in a heat, the CD will make a decision concerning the running of the heat.

### RACE POINTS

- Points will be awarded per position of finish in a heat on the following basis:

<u>Preliminary/Final Heats</u>	<u>1<sup>st</sup> Connie</u>	<u>2<sup>nd</sup> Connie</u>
1 <sup>st</sup> = 400 points	200 points	100 points
2 <sup>nd</sup> = 300 points	150 points	75 points
3 <sup>rd</sup> = 225 points	113 points	56 points
4 <sup>th</sup> = 169 points	85 points	42 points
5 <sup>th</sup> = 127 points	64 points	32 points
6 <sup>th</sup> = 95 points	48 points	24 points
7 <sup>th</sup> = 71 points	36 points	18 points

- Season points do not transfer except to an identical replacement hull.
- The total points scored by a driver and any one boat during a sanctioned regatta shall be added to the season driver points standings. If a driver pilots two or more different boats in a single regatta, he must choose, before the first heat, the boat from which he will receive driver points.
- In the case of ties, the highest accumulated season points during the current racing season between the boats involved will determine which boat will advance. For the first race of the year, the previous season's total high points for the boats involved will be used.
- All sanctioned races count towards season points. Season high point trophies for boats and drivers shall be awarded based on the top 10 finishes of the racing season.
- Substitute drivers are allowed to compete, with notification given prior to the one-minute gun. If a substitute driver is named, the boat will receive season points, but the substitute driver will accumulate season points only if not registered in the same class at that race.
- The number of heats in a section will be determined prior to the section draw. The draw will place boats across the heats, rather than filling one heat at a time. A driver with more than one boat entered in a race will have his second boat placed automatically into the second following heat, where possible, within that section during the preliminary races. If both boats qualify for the consolation or final heats, a substitute driver can be named for one of the boats, or one of the boats can be withdrawn, at the boat owner's discretion.
- Race formats **shall be limited to the Total Points Plan or Love Plan (see Appendix A) and are to be** based on the number of entrants as follows:
  - Zero-to-three boats will not constitute a legal race - points earned will not count in the season totals for boat or driver.
  - Four-to-six boats will all race in together in each heat, with the **overall event** winner based on the **race format selected by the contest director**.



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- Seven or more boats will run in multiple heats in each section, with the maximum number of boats not to exceed six in any preliminary heat. The final will be the six boats with the highest accumulated points for the day, plus the winner of the first consolation race running as a trailer. The second place boat in the consolation race will be the alternate to the final. One consolation heat will be run when less than 15 boats are entered in a race, and two consolation heats will be run with 15 or more boats if at least three boats are able to run in the second consolation heat. No alternate will be assigned to the second consolation heat. The winner of the second consolation heat may be the trailer in the first consolation heat at the discretion of the race contest director.
- The trailer boat will use the exit buoy of turn four as its start line.

### RACE RULES:

- The official judges for each heat will consist of a referee and two turn judges. The referee is the sole authority for the conduct of the heat, with the turn judges assisting the referee with their calls. The referee and judges will be designated as the entries from the previous heat, or someone assigned by one of those individuals to take his/her place. A heat will not start until the three judges are in place to observe the heat.
- Official calls are final.
- All heats will be five laps run in a counter-clockwise direction.
- A three-minute audio countdown clock will be used to start each heat. The start of the race is at the sound of the horn.
- A boat must be in the water and commence running no later than the 30-second mark on the countdown, and may not be touched inside the 30-second mark. A boat not meeting these requirements will be disqualified from that heat. Once running, a boat must remain in constant forward motion. Any boats stopping on the course or in the infield after the 30-second mark and before the start shall be assessed a one lap penalty.
- The “mill start” will be used in which all boats must fully circle the right and left hand turns (in that order) before being allowed to enter the infield. Cutting directly across the course from the pit area is a one lap penalty. The infield can be entered prior to the start only between the exit buoy of the left turn and the entry buoy to the right turn. Entry into the infield at any other point is a one lap penalty. Boats entering the race course from the infield must do so only onto the back stretch between the exit buoy of the right turn and the entry buoy to the left hand turn. Entry onto the race course from the infield at any other location is a one lap penalty. Boats entering the course from the infield must yield to those on the course. Failure to do so is a one lap penalty. If a buoy is missed during the mill, a penalty lap can be avoided by once again fully circling the right and left turn in order.
- Jumping the gun results in a one-lap penalty.
- A score-up buoy **may** be used at **the discretion of the CD, the location of which** on the course that is easily viewed by the drivers and officials as a pre-start point. The location will be established at the drivers meeting. During the mill start, the score-up buoy, when used, cannot be passed prior to the set time. The time shall be set in five-second increments. Boats violating the score-up line shall be assessed a one lap penalty.



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- A one-lap penalty shall be assessed if a boat cuts inside a course marker or when more than 50 percent of a boat jumps inside/over a buoy. Disqualification will occur upon the third occurrence in any heat. No penalty shall be assessed for a boat that touches a buoy on the outside causing no damage or displacement. A \$10 fine payable to ERCU, and a one lap penalty, shall be assessed for damaging or dislodging a buoy during any heat.
- All boats must maintain a straight line from the exit pin to the starting line at the beginning of a heat. Lane changing at this point will result in a one-lap penalty for the offending boat.
- Circling the infield after the start of the race will result in a one-lap penalty. Boats having completed the required number of laps for a finish shall immediately enter the infield from the backstretch and park. Parked boats must remain parked until all boats have finished. Failure to park will result in disqualification from the heat.
- All race rules and driving rules apply at all times on race day. Races will start at the time established by the contest director, with a drivers meeting held 30 minutes prior to the announced start. All boats and drivers must be registered prior to the driver's meeting. Drivers must be present at the driver's meeting to be drawn into the first flight of heats. Drivers arriving after the first flight is drawn may participate, starting with the second flight, after paying a \$10 late-registration fee per boat, in addition to other race-day fees.
- Drivers shall have a spotter at all times when their boat is on the course. The spotter will inform the driver of race conditions, count laps, and assist the judges in calling out "dead boat" status. This provision applies to pre-race testing also to conform to NAMBA Safety Rules. Except for rookies, a one spotter may assist up to two drivers. As a courtesy to others, drivers and spotters should remain on the scaffolding until all boats have completed their race.

### **RADIO RULES:**

- No transmitter is allowed to be turned on at any time without the correct frequency pin attached to the antenna. The purpose of this rule is to prevent more than one transmitter on the same frequency being active at the same time. Violation of this rule and failure to turn in the frequency pin at the completion of a heat of competition (when required by race officials) or at the end of the day's racing shall result in a fine of \$20 for each occurrence, and race disqualification if the infraction results in damage to another boat. Spektrum radios do not require a pin.

### **DEAD BOAT RULES**

- The definition of a dead boat is "a boat on the course that is not moving, as called by a judge".
- Spotters must alert their driver if their boat spins out or stops on the racecourse. The call should state, "dead boat - and location" (right turn, left turn, back stretch or front stretch). Heat judges will make the official "dead boat" call.
- If two boats are stuck together and called dead, they must remain dead until the heat is complete. All boats will be given five minutes to finish a heat, following the finish of the first boat.



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- Striking a called dead boat at any time during the race day will result in disqualification for the striking boat and the driver for the remainder of the race. The race referee, at his discretion, may reduce the penalty to disqualification from the heat if conditions warrant (i.e.: Inadvertent action, not enough time to respond, difficult to see, minor damage to struck boat, etc). If the offense occurs during the final heats of the day (consolations or final heat) the driver and offending boat will be disqualified for that day, and lose all points earned prior to the penalty.

### **COLLISION RULES**

- The definition of a collision is “contact between two boats that impedes the progress of one boat by another and/or causes visual damage (broken or missing parts, hull cracks) before and during a heat, or any time two boats are on the water at the same time.
- A boat that strikes another boat, causing it to not finish the heat, will be disqualified.
- If a boat is taken out of a heat in a collision or as a result of a penalty on another boat, the offended boat will be awarded 169 points as compensation.
- If a boat is off plane, the driver must yield to other boats before trying to re-enter the race course, so as to not interfere with the progress of other boats. Interference will result in a one-lap penalty.
- A driver may stop a heat at any time for any reason, but will not be allowed to participate in a re-start of that heat.

### **CONSOLATION AND FINAL HEAT RULES**

- A trailer boat for the final heat is determined by a consolation heat. After the top six boats are determined by total points for the day, the next six boats are eligible for the first consolation heat. If any of the six boats are not able to compete, the boat with the next highest point total can enter the heat. If 15 or more boats are entered in the race, a second consolation heat will be held, as long as at least three boats are able to start. All heats will be filled to six boats if there are enough qualified entries.
- In case frequency conflict exists between two or more boats eligible for the consolation or final heats, preference on the disputed frequency shall go to the boat that is highest in the preliminary heat point standings. If the frequency conflict cannot be resolved (by frequency change, etc.) the lower boat in the point standings will be withdrawn from the consolation or final heat. In the case that a boat is withdrawn due to frequency conflict, the boat that is highest in the preliminary heat point standings of the remaining boats shall advance into the consolation or final heat.
- Consolation heats are run for partial points per the table in the race points section of this rule book. The winner of a consolation heat may forfeit the points earned to enter as a trailer in the next heat. If a driver chooses to decline advancing to keep the points, the option to advance is given to the second place boat in the consolation heat.
- Second place in the first consolation heat becomes the alternate for the final.



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- The trailer boat may move up to the front line only if one of the regular starters is not in the water by the 30-second mark of the countdown prior to the start of the heat or if one of the regular boats is called a dead boat and is not able to start.
- An alternate boat must be in the water prior to the one minute mark of the countdown. The alternate may start as a trailer, but must immediately pull off the course if all other boats in the heat make a legal start.



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### PIT SAFETY

- Charging of Lithium Polymer (LiPo) batteries at the race site shall only be done with the cells placed on a non-combustible surface. Individuals charging LiPo batteries at a race site must have in their possession in the immediate area of the batteries under charge a fully charged fire extinguisher with a NFPA/UL rating that includes Class C.

### DRIVING RULES

- Each driver shall show proof of current North American Model Boat Association (NAMBA) membership at every race when registering.
- Drivers must maintain their lane and leave enough room for other boats on the race course. The referee has the discretion to issue a warning, a lap penalty or a disqualification, based on the severity of an infraction. The goal of the club is scale racing for enjoyment – no one benefits from reckless driving and damaged boats. Please race with the respect of others **following the Appendix A rules of Driving Etiquette.**
- When another boat is overtaking your own, you should maintain your lane and not try to get out of the way. It is the responsibility of the overtaking boat to make the pass safely.
- A driver may ask a judge for an explanation of a call, but at no time will an official listen to an argument.
- Drivers may clear their propellers during a heat only when determined by the officials that conditions may warrant this exemption.

### DISCIPLINE

- The goal of the club is to encourage cordial competition; however, every boat owner, driver or crew member shall be subject to disciplinary action for unsportsmanlike conduct in connection with the regatta from the time of arrival at the race site until two hours after the completion of the contest.
- Unsportsmanlike conduct shall be defined as any act which either:
  - a) tends to bring racing in disrepute; or
  - b) endangers the person or property of others; or
  - c) constitutes dangerous, careless or reckless operation of boats or equipment.
- The penalty for each violation shall be any combination of the following:
  - a) A one-lap penalty
  - b) Heat disqualification
  - c) Race disqualification
  - d) A fine not to exceed \$50
  - e) Probation
  - f) Suspension from ERCU competition for an indefinite period to be determined by the board.



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- The contest director and two board members shall have sole power to impose a penalty for unsportsmanlike conduct at a race and shall notify the offending party of the offense as soon as possible.
- The action of the referee, contest director or board members in imposing fines or suspension shall be subject to review by the ERCUC Contest Board. The penalized party shall have the right of appeal, only provided he gives thereof in writing to any member of the ERCUC Contest Board within 24 hours after the completion of the final heat. On such appeal, the ERCUC Contest Board shall have the power to reverse, modify, or affirm the ruling of the contest director, or board member, and its determination shall be final. Should the penalized party be a member of the Contest Board, the said member shall not vote in the decision regarding the appeal.
- Any fines levied for unsportsmanlike conduct must be paid prior to any participation by the offender in a subsequent sanctioned ERCUC event.

### ROOKIES

- A driver is considered a rookie for an entire racing season if, prior to the first sanctioned ERCUC competition of the racing season, the driver has accumulated less than 2,500 career points in sanctioned 1/10 scale electric competition. Rookie points are kept separately for each class.
- To qualify for racing, a rookie member must operate his boat in a controlled and consistent manner for five laps, **successfully complete the Appendix B Drivers Test** and secure the approval of the race official to participate. Rookie drivers once qualified remain qualified for the remainder of the racing season in which they qualified. Rookie drivers must start from the trailer position until they accumulate 1,200 career points in ERCUC.

### THE GOLD CUP

- Optional qualifying will be held for one hour prior to the drivers meeting.
- The Gold Cup consists of four flights of preliminary heats instead of three, plus the consolation and final heats.

### APPEALS, WAIVERS AND DEVIATIONS:

- The board reserves to itself sole authority to hear appeals of rulings and requests for deviation and waiver of these rules by members for unusual or exceptional circumstances. Rulings by the board on all such requests are final.



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### APPENDIX A – INTERPRETATIONS & CLARIFICATIONS

#### 1. Race Formats:

- A. **Love Plan:** The Love Plan is named for the APBA official who came up with the winner take all race format that is detailed in the ERCU Rule Book. Winner of the final heat wins the race.
- B. **Points Plan:** The points plan differs from the Love Plan only in that the overall order of finish for the event is determined by the total points accrued by each entrant. The boat with the most points at the end of the days racing is the winner. Heat draws, Consolation heats and move ups and tie breakers are handled the same as with the Love Plan.

#### 2. Race Officials:

- A. **Contest Director:** The contest director (CD) is responsible for the duties listed in the rules section of this rulebook and for arranging for referees, starters, scorers and pit boss. Turn judges are to be the first and second place drivers from the previous heat whose responsibility it shall be to arrange for their replacement should they be unable to perform their duties at the appointed time. All race officials are responsible for observing the heat(s) to which they are assigned to assure that the rules of racing and driving etiquette are observed and notify the referee immediately of observed infractions.
- B. **Referee:** Each event shall have a chief referee arranged for by the CD, with the concurrence of the contest board, who is responsible for the overall control of the race. Additional referees shall also be selected/assigned so that each heat has a referee. The referee is responsible for assigning penalties and disqualifications for infractions.
- C. **Right Turn Judge:** The right turn judge is principally responsible for observing the right hand turn and to a lesser degree the right hand half of the course determined by the imaginary line that is the start/score-up axis. This official is looking for buoy infractions and right of way (driving) infractions in his/her area of responsibility. Additionally, this judge is responsible for looking toward the left turn at the start to call lane change infractions during the run from the exit of the left hand turn to the start line during the run up to the start.
- D. **Left Turn Judge:** The left turn judge is principally responsible for observing the left hand turn and to a lesser degree the left hand half of the course determined by the start/score-up axis. This official is looking for buoy infractions and right of way (driving) infractions in his/her area of responsibility. Additionally, this judge should be observing the score-up during the mill for right of way violations by boats entering the course (backstretch) from the infield.
- E. **Starter/Scorer:** This official assists the referee in calling the score-up and the start and keeps track of finishers and records the results on the score sheet.
- F. **Pit Boss:** This is not actually an official and is not a required event official but is highly recommended position. The job of the Pit Boss is to keep the event progressing efficiently by keeping the event participants informed at least one heat ahead of the heat they are in and to keep the referee and starter informed of “back to backs”.
- G. **Drivers Representative:** Also not actually an official and not required but highly recommended. The job of the drivers rep is to act as a mediator in the midst of controversial situations due to calls made by turn judges or the chief referee during the course of a heat. The



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drivers rep will listen to the driver with the complaint, communicate the complaint with the chief referee/turn judge who made the call and then with the contest director to determine the outcome of the conflict.

### 3. Policies:

- A. The five minute “back-to-back” grace period provide in the rules shall also be afforded to those serving as turn judges in the heat preceding the one in which they are drawn.
- B. Choice of the Graupner K45 propeller or no propeller limitation in the vintage class is the responsibility of the contest director.
- C. Choice of the race format shall be the responsibility of the contest director.

### 4. Driving Etiquette:

- A. Driver safety will be defined as the necessary techniques for running a race so that all boats may compete fairly with maximum assurance of finishing safely and without damage. Mastery and application of these techniques, even though the driver is separated from the boat, are the very essence of competitive skill (as in real racing) and will go far in increasing the pleasure and challenge of model racing competition. Driving a model boat should require the same care, precaution, and consideration for safety as is necessary in driving a life size boat, where lack of these factors could result in physical injury as well as boat damage.
- B. The following techniques are illustrated on the next page and are either suggested or mandatory techniques in racing as noted:
  - 1. In using a lane of travel around the course, do not follow the wake of the boat ahead. If it's motor quits, the boat following could ram it due to lack of coasting of a boat without power. This is a suggestion reflecting common sense and is not grounds for a driver infraction.
  - 2. Never go right on the course unless on obvious grounds of acute emergency or directed by a contest official. Right corrections are necessary and may be required for as much as 30-45 degrees from the path of the course. A right turn into the course of more than 45 degrees is grounds for an infraction and any right turn endangering another boat will automatically draw an infraction.
  - 3. Right-of-way is maintained by the driver closest to the buoys and passing is permitted anywhere on the course with this in mind.
  - 4. Launching or releasing a boat requires it to be released as much in the direction of the course as possible, unless otherwise directed by the contest officials.



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	<p>Driver #1 has chute and right of way. Drivers #2 and #3 are attempting to over-take improperly. <b>INFRACTION.</b></p> <p>Driver #2 is in trouble because being within the course he will have to block #1 to keep from a buoy infraction.</p>
	<p>Driver #2 is overtaking properly.</p> <p>If a driver passes and stays in his lane and does not attempt to take over the next inner lane, he is acting properly.</p>
	<p>These same procedures pertain to the turns: #2 is asking to be penalized. Note that #1 is being forced into the buoy to avoid possible collision</p>
	<p>#2 is clear having establish a reasonable safe interval before changing lanes and #1 is not being forced into the buoy</p>
	<p>In this instance, the driver in the chute (or any lane) abandons it by turning too wide allowing another driver to take over the lane on a pass with a shorter turn.</p> <p>#2 at point X has the right of way.</p>



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- C. A boat operating in a lane of travel around the course has the right to maintain that lane of travel without undue interference. Any boat desiring to pass in order to choose an occupied lane of travel must establish a reasonable safe interval before gaining that right.
- D. In racing, the natural lane of choice is the lane nearest the course buoys or the inside lane. A boat having established itself this lane will have the right-of-way over other lanes of travel and will take precedence over all others.
- E. The above right-of-ways also apply during the mill and in the turns. A boat on the course ALWAYS has the right of way over a boat entering the course from the pit/launching area or the infield.
- F. Good driving techniques and sportsmanship decree that a relatively straight course be driven. Fishtailing, "S" turns, or other such tactics to prevent or hinder an overtaking boat are prohibited.
- G. Violations of these right-of-way rules will draw a one lap driver's infraction.

### 5. Drivers Qualification Test:

- A. The drivers qualification test (open book) given orally or in writing must be completed by all qualified drivers at least once as a tool to refresh knowledge of racing rules. This test shall also be given to all new drivers as part of the driver qualification process. The only satisfactory score is 100 percent.



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### **APPENDIX B – DRIVERS QUALIFICATION TEST**

- 1. Following the three-minute mark to the start of a heat, when is it legal for your boat to be launched?**
  - a. Any time, boat must be on plane by the 1 minute mark
  - b. Must wait until the 1 minute mark before putting boat in the water
  - c. A boat must be in the water and commence running no later than the 30-second mark
  - d. None of the above
  - e. All of the above
  
- 2. How must your boat proceed on the course following its launch?**
  - a. Just go fast and turn left, what's it matter?
  - b. Fully circle the right and left hand turns (in that order) before cutting the course
  - c. Cut across the course from the launch area and make a full loop of the course
  - d. Fully circle the left and right hand turns (in that order) before cutting the course
  - e. None of the above
  
- 3. If you cut the course during the mill, what is the rule for re-entering the course on the backstretch?**
  - a. Boats may re-enter the course any time, at any point, especially if lane one is available
  - b. Boats entering the course from the infield must yield to those on the course
  - c. Boats entering the course from the infield may push out the boat already established in lane one on the backstretch
  - d. Boats may not cut the course during the mill
  - e. None of the above
  
- 4. At what points on the course are you allowed to cut the course during the mill?**
  - a. From the backstretch to the frontstretch only
  - b. From the frontstretch to the backstretch only
  - c. Between the entrance and apex buoys on each turn
  - d. Never
  - e. Anywhere
  
- 5. Between what buoys must your boat maintain its lane when heading toward the starting line just prior to the start?**
  - a. Entrance of the left turn to the start-finish buoy
  - b. Score-up buoy to the start-finish buoy
  - c. Exit of the right turn to the exit of the left turn
  - d. Exit of the left turn to the start-finish buoy
  - e. None. It's a free-for-all



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6. **How much of a lead must your boat have over another boat to legally take that boat's lane of travel?**
  - a. Seven boat lengths
  - b. One roostertail length
  - c. A reasonable safe interval
  - d. No overlap is required
  - e. All of the above
  
7. **Explain the rule for going inside a buoy or hitting a buoy during a heat?**
  - a. If my boat is 50 percent or more over/inside the buoy, it's a one-lap penalty
  - b. If my boat grazes the buoy, and the buoy moves, it's a one-lap penalty
  - c. If my boat dislodges or destroys the buoy, it's a one-lap penalty
  - d. Both A & C above
  - e. None of the above
  
8. **What is the penalty for losing your cowling/dummy motor/wings, canard, etc., on the course during a heat?**
  - a. If my boat finishes the heat, I get full points and I have to pick up all of the dead boats and parts
  - b. If my boat finishes the heat, I get half points
  - c. If my boat finishes the heat, I get 96 points but retain my finishing position
  - d. I have to apologize to the other drivers in that heat for creating obstructions on the racecourse
  - e. All of the above
  
9. **What two acts could disqualify you from a heat?**
  - a. Hitting a called dead boat/three penalties in the same heat
  - b. Failure to park in the infield after finishing a heat/Actions judged (by officials) to be in poor sportsmanship
  - c. Causing damage to another boat by leaving your transmitter on/Blatant or repeated failure to maintain your lane
  - d. All of the above
  - e. A and C only
  
10. **Hitting a called "dead boat" results in what action?**
  - a. Striking boat is disqualified for the event, but driver can still participate with another boat
  - b. Forfeiture of points for the heat
  - c. Driver retains finishing position, but receives seventh-place points
  - d. Striking boat and driver are disqualified for the event
  - e. Owner of striking boat pays owner of the dead boat \$100 for repairs



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- 11. If you collide with another boat and put it out of the heat, what is the penalty?**
- Disqualification from the heat
  - One lap penalty
  - Two lap penalty
  - Finish is allowed, but no points are awarded
  - None of the above
- 12. What should you do at the conclusion of your heat if others are still racing?**
- Park boat in the infield immediately after crossing start/finish
  - Go all the way around the right turn and park boat on the infield, entering from the backstretch
  - Pull your boat into the launch area immediately after crossing start/finish
  - Continue to drive laps around the course until all boats finish
  - Run one “backwards” lap around the course to celebrate a victory