

**SECTION
G
CONTEST
RACING
RULES**

IMPBA OFFICIAL RULE BOOK

CONTEST AND RACING RULES

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CONTEST AND RACING RULES

I - GENERAL RULES

A. Officials and Duties

1. The **CONTEST DIRECTOR** is the primary official of an event or contest. His duties and responsibilities include:
 - a. Fair and expeditious progress of the event.
 - b. Smooth and efficient pit operations.
 - c. Accurate entry and result tabulations and accounting.
 - d. Ensuring that all contestants understand the event by conducting, with the referee's assistance, a driver's meeting fifteen minutes prior to the start of the event/contest.
 - e. Appointing a Technical Committee, should the "Protest Procedure" (section K, Technical Standards) be invoked.
 - f. Appointing assistants for any race or event that he or other officials participate in as contestants.
 - g. Insure waivers are completed & signed on all new and renewing applicants and also members of other organizations.

2. The **REFEREE** is in complete control of the course once the first boat leaves the pits. **His decisions relative to course infractions shall be final and cannot be overruled by any other contest official.**

The REFEREE may request the assistance of one or more judges to assist him in monitoring starts and turns. The judges will be responsible to the Referee.

The REFEREE and his assistant shall be responsible for:

- a. Noting the infraction and boat or boats involved.
 - b. Judging the severity of the infraction and assessing a just penalty, if necessary, under the Rules.
 - c. Informing the proper contest official of the infractions and judgments at the end of the race, or sooner if possible.
3. Those serving as **Contest Director** and **Referee** must have passed the CD/Referee Test and have a CD designation suffix on their membership number.
 4. The **PIT MANAGER** is responsible for overall management of the pits and his duties shall include:
 - a. Maintaining a checklist of contestants in the designated pits and to inform the contest officials of missing entries.
 - b. Ensuring that only drivers and their helpers/pit crew are in the Starting Pit. (All must be IMPBA members.)
 - c. Calling for pit time.
 - d. Constant monitoring of boat traffic in the Pit Lane.

B. Scheduling of Races/Heats

Drawing for races will generally be done by random selection of compatible frequencies and with no regard to specific entries, contestants, and/or boats. Some types of racing, however, require special techniques, which may be followed at the discretion of the contest officials.

C. Frequencies

1. Contestants will be held responsible for the correct frequency of their entry and the contest officials will not be responsible for re-scheduling, re-arranging or juggling of scheduled heats due to incorrect frequency on entry forms, unless such re-scheduling may be done easily at the discretion of the contest officials.
2. Frequency changes due to equipment failure will be allowed only if they do not cause scheduling problems. The decision will rest with the Contest Director.
3. Radio changes from one entry to another.
 - a. Contestants are responsible for notifying the contest officials in case of "back to back" races involving their entries.
 - b. A maximum of five (5) minutes for changeover will be allowed.
 - c. Change-over timing will start when the course is declared clear by the Contest Director.

D. Drivers' Meeting

1. Drivers' meeting will be held prior to each event and/or at any time the contest officials may deem necessary. It is the contestant's responsibility to attend these meetings.
2. A primary purpose of the drivers' meeting is for interpretation and clarification of rules and procedures. Any questions regarding said rules should be asked at this time.
3. Once an event is underway, the contest officials should not be distracted from their duties by questions that could or should have been asked at the drivers' meeting.

E. Course

The shape of the course is two parallel straightaways connected by two semi-circles.

1. A lane is two (2) boat widths wide, with Lane 1 the closest to the buoys.

F. Buoys - Description and Colors

1. Buoys shall be any objects non-injurious to hulls, such as styrofoam or plastic bottles that float at least 50% out of the water.
2. Buoys must be painted with fluorescent paint. Red or orange is preferred.
3. Sharply contrasting fluorescent green shall be used on the entrance buoys (Number 1 & 4).
4. Buoys must be no less than six or more than twelve inches in diameter and must float a minimum of five inches above the water.

G. Running Time for all Events;

1/16 Straight, Ovals, and Racing Running time shall commence at the expiration of pit or clock time and in no case exceed five (5) minutes.

H. Running with Retrieve Boat on Course

No boats shall be running on the lake while the retrieve boat is out in service.

II - HEAT RACING

A. General - Laps

An R/C model powerboat heat shall consist of the simultaneous scheduling of two or more boats for a race, for the following number of laps:

<u>Class</u>	<u>1/4 Mile Ovals</u>	<u>1/3 Mile Ovals</u>	<u>1/5 Mile Ovals</u>
AB	8 laps	6 laps	--
CD	8 laps	6 laps	--
EF	8 laps	6 laps	--
All LSG	8 laps	6 laps	--
Electric:			
L, N, O, P	3 laps	2 laps	4 laps
Q, S, T	4 laps	2 laps	5 laps

The number of entries and time available determines the number of heats constituting a race, however, a minimum of three heats is required.

B. General Heat Racing Procedures

1. There must be a minimum of three entries on compatible frequencies to make a class.
2. Each heat race shall consist of three distinct phases:
 - a. **Pit Time**
 - b. **Clock Time**
 - c. **Course Time**
3. The heat starts with the first phase - a two-minute period of Pit Time for starting engines, launching, and releasing boats. A start clock, placed in full view of all drivers and requiring thirty seconds to complete one sweep, will be started.
4. Contestants will mill on the course in a designated milling pattern until the end of the Clock Time. Drivers should pace their boats during Clock Time so as to start at the Starting Line at full throttle simultaneously with the expiration of the Clock Time, which constitutes the start of Course Time. Cutting the course during milling is not permitted.
5. Right of way as per "Course Driving Rules" in this section.

C. Heat Racing Rules

1. **Pit Time**
 - a. A Pit Time of two minutes is allowed for the starting of all engines and to allow all boats to be launched. **Once a boat passes the entrance buoy, there will be no re-launch.**
 - b. If no entrants have started engines and are under way at the expiration of Pit Time, the heat shall be declared "No Contest". It will not be rescheduled.
2. **Clock Time**
 - a. Clock Time will be initiated at the expiration of Pit Time and no boats may be launched or released after commencement of Clock Time. In the interest of safety, if a boat is started before pit time has expired, it shall be allowed to be launched at the discretion of the Pit Manager.
 - b. Milling procedures during Pit Time and Clock Time.
 - i. Boats on the course awaiting the expiration of Clock Time will adopt a milling pattern in a clockwise direction around the course. In the interest of safety, course milling is required.

- c. During the last 10 seconds of Clock Time, or boats passing the No. 4 buoy must maintain their lane, and observe driver safety in selecting lanes. Zigzagging, "S" turns, or fishtailing to delay crossing the start line will draw an infraction with either a one lap penalty or possible disqualification being assessed.

3. **Start**

- a. The expiration of Clock Time signifies the start of the heat, regardless of the position of the entrants, and also starts the time of the heat.
- b. Boats crossing the start line prior to the expiration of Clock Time will be ruled as jumping the gun and will be required to complete an extra legal lap, i.e. complete a circuit of the course and re-cross the start line for a legal start.
- c. A heat may be considered officially started when one boat legally crosses the start line at the termination of Clock Time.

4. **The Race**

- a. All Heat Racing will be governed by the "Course Driving Rules".
- b. The required number of consecutive legal laps constitutes the race. The first boat to legitimately complete the final lap is declared the winner.
- c. In order to be counted as legal, a lap must be run without penalty. Laps may be counted legal after penalty has been assessed and cleared.
- d. In the event that no boat finishes the required number of laps in the five minute maximum time limit, the heat shall be scratched and will not be rerun.
- e. The course time shall not be considered a "right" to remain on the course. All boats must return to the pits after they have completed the race.
- f. Last boat running rule. After the official start of a heat, if only one boat remains eligible for competition in that heat, it must cross the starting line and complete one more lap in a running attitude, and after clearing all penalties, shall then be declared the winner and awarded the first place points. However, at the International Regatta, all laps must be completed.
- g. If, in the judgment of the referee, boats remaining on the course are incapable of finishing the race in the five minute maximum, they may be ordered off the course and scored "Did Not Finish".
- h. A boat must cross the start/finish line under power to be awarded points.
- i. Only the driver may touch the transmitter after the start and until the conclusion of the race or timed event.

D. **Re-Starts, Re-Runs and Heat Delays**

1. Under normal conditions, re-starts and re-runs will not be allowed. However, if one or more boats are rendered out of control before the start or during the course of the race and cannot be shut down, the Referee, in the interest of safety, will call all of the boats still running back to the pits. The heat will be re-run in the same round with all of the boats that were still running, except for the boat or boats that caused the heat to be stopped. Boats that were dead will not be allowed to re-start.
2. Delay or cancellation of Pit Time will not be allowed under any circumstances other than course problems, and shall be called by the proper contest official.

E. Heat Racing Points and Awards

1. Boats will score and accumulate points in order of their finish positions according to the following table:

1st Place	400 points
2nd Place	300 points
3rd Place	225 points
4th Place	169 points
5th Place	127 points
6th Place	96 points
7th Place	72 points
8th Place	54 points
9th Place	40 points
Did Not Finish.....	25 points
Did Not Start	0 points
Did Not Finish due to infraction of another racer who is then DQ'd.....	50 points

any buoy infraction incurred by the disabled racer would then be deducted and would result in a net zero for the heat.

2. In the case of point ties, run-offs are required. Any runoffs should be determined according to heat racing rules. However, if a club wants to decide the outcome by sudden death, they can do so by announcing it in the race flyer.
3. Points will be awarded in order of finish and the entries then placed in order of total accumulated points for the ultimate class and race results.

F. Protests: Equipment and Racing Rules

1. Equipment protests are covered in section K, Technical Standards.
2. Racing Rules
 - a. In all sporting events, situations develop that require judgment calls or decisions on the part of contest officials and all such decisions made herein shall be FINAL. There is no protest of racing rules. (ONLY equipment may be protested.)
 - b. Continued verbal protests, harsh language and/or other abuse, either direct or indirect of any contest officials shall be considered unsportsmanlike conduct and will be just cause to bar that contestant or crewman from any further participation in that contest.

III - COURSE DRIVING RULES

Course driving rules shall be defined as those necessary to assure that all boats can compete fairly with maximum assurance to finishing safely without damage. The Referee will enforce strict adherence to the rules. It is the contestant's responsibility to acquaint him or her with these rules. Ignorance of it will NOT reduce penalties.

A. Infractions

The rules listed below are mandatory. Disregarding these rules will be termed an infraction and will result in lap, heat or race penalties, or disqualification.

1. Left Turns

Severe left turns on the course, except to avoid a collision, are prohibited. Mild left corrections may be necessary as in passing another boat. However, a left turn into the course of more than 45 degrees is grounds for an infraction. A left turn endangering another boat will automatically draw a lap penalty. Should the other boat be disabled, a heat penalty will result.

2. **Right of Way**

- a. 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 shall not impede the progress of the boat being passed.
- b. In racing, the natural lane of choice is the lane nearest the course outline. This lane shall have right of way over other lanes of travel.
- c. The above right of ways also applies at the turns.
- d. 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 from passing are considered an illegal maneuver against the lead boat.
- e. Violations of "Right of Way" are infractions and will result in lap penalties.

3. **Passing**

Passing is permitted anywhere on the course provided Rule 1. Left Turns, and Rule 2 (b). Right of Way, of this section are adhered to. Passing on the inside of a buoy is a passing infraction. See the "Passing Examples".

B. **Infraction Penalties**

Infraction shall be called by the Referee should a boat be operated in violation of "Course Driving Rules" or in an unsafe manner as outlined in this section. Penalties will be assessed as follows:

1. Normally an infraction shall draw a one-lap penalty.
2. Should the infraction be of serious nature as to endanger others (boats, contestants, spectators) or a flagrant violation of these rules, in the opinion of the Referee, the offender may be ordered off the course and disqualified from the heat or race. Disqualification carries no points.
3. If a dead boat is struck on the course or during the course of racing, the violator shall draw a disqualification from that heat only. Should the same driver strike a second boat in the same class during the same event in further heats, the violator shall be disqualified from further competition in that class only during that sanctioned event.
4. If a driver incurs 3 of any combination of Infraction Penalties or Heat Disqualifications during the course of a sanctioned racing event regardless of the hull or motor classes the penalties were committed, the driver will be disqualified from the entire event and all points accumulated during that event will be lost. The offending driver will not be allowed to participate in any remaining heats for that event. The offending driver will not be eligible for a refund of any fees paid to participate in that event.

C. **Buoy Infractions**

1. Touching, striking or cutting inside of any buoy at any time a boat is under power shall incur a penalty of 50 points per buoy hit or cut, to be deducted from the point score.
2. Cut Course. Driving through the center of the course, or cutting inside without touching a complete set of buoys, i.e. 1-2-3, or 4-5-6, cutting three buoys on a five buoys turns, or cutting / striking a single offshore buoy will constitute a cut course, and will incur a penalty of one lap, including milling prior to start of heat. (Point penalties do not apply when all three buoys are cut on one end at the same time.)
3. Penalty points will never exceed the finish place points accrued during a heat.
4. Buoy infractions shall be called by the Referee and his decision shall be final.

D. Control Infractions

1. Should a boat show erratic, random or other behavior indicating possible control problems, a contest official will warn the driver. Should the behavior continue, the boat would be ordered off the course and given points for a "Did Not Finish". After a boat has been ordered off the course for erratic operating, the driver must demonstrate to the contest officials that the problem has been repaired before he can race in the next heat. The contest officials may require the driver to demonstrate the controllability of the boat.
2. Should a driver, after showing marked signs of control inability, and after being warned and given opportunity to leave the course, not comply with the order to cease operation, he/she shall be banned from participation in any further heats and be given zero points for the heat in question.

IV - ESTABLISHING SPEED RECORDS

To establish a record in either the 1/16th Straight or the 1/4 or 1/3 mile Ovals, the record runs must be made under the rules established in section F, General Rules of Competition, "Records". In addition, the following rules apply:

A. Pit time

The minimum allowable Pit Time is two and one-half (2 1/2) minutes.

B. Scratched Run

If the boat is not launched at the expiration of Pit Time, the run will be cancelled and recorded as scratched.

C. Running or Water Time

Running Time will start at the expiration of Pit Time and will be for a maximum of five (5) minutes.

1. If the driver is satisfied with the boat's performance, he may waive the balance of his Pit Time and request the immediate start of his Running Time.
2. Once running time has started, it will continue for the full five (5) minutes without interruption.
3. No timing will take place until the driver has called for Running Time.
4. Adjustments to the boat or any components thereof may be made during either pit or running time. However:
 - a. If the engine stalls during Pit Time, it may be restarted up to the end of pit time.
 - b. If running time has been called for, the boat may be returned to the pits for minor adjustment. During the retrieve, the engine may be stalled and restarted later. Retrieving with boat, ball, or beyond the point established by the host club will not be permitted. Running Time during all adjustment periods will continue to be the maximum of five minutes.
 - c. At the International Regatta Trophy Trials, after Running Time has been called for, the boat must take one of its two official attempts before returning to the pits for adjustment, or, it may forfeit one of the attempts and return to the pits. This applies to both straightaway and oval.

D. 1/16th Mile Straight Record Runs

1/16-mile straightaway speed records shall be established for a measured distance of 1/16 mile (330 feet) and shall consist of an average of two consecutive passes in opposite directions through the course. These two passes must be made on a continuous run, with no physical intervention by the operator or any other person between such passes. It is thus required that the craft execute at least a 180 degree turn between passes. The two passes must be within 15% of each other.

E. 1/4 Mile, 1/3 Mile, Oval Records

Oval speed record attempts shall be established by completing two consecutive laps on either the 1/4-mile or the 1/3-mile course.

1. Timing will start when the boat crosses the starting line and will stop after the boat has completed two (2) legal laps. For the purpose of this section, the start/finish line shall be the infrared beam between the shore and buoy 1.
2. The driver will notify timing officials when he is ready to start his first timed lap.
3. For a lap to be considered legal, no buoy may be touched, struck or cut inside of.

F. International Regatta Trophy Trials

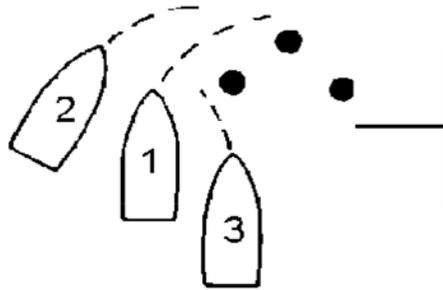
At the International Regatta Straightaway and Oval Trophy Trials only, the contestant is allowed a total of six minutes of starting, launching and setting speed runs. It is possible to get timed for three (3) pairs of SAW times by taking all 4 passes consecutively in accordance with Rule D of this section.

G. Fast Electric classes may also use the 1/5 oval and 1/3 straightaway for records.

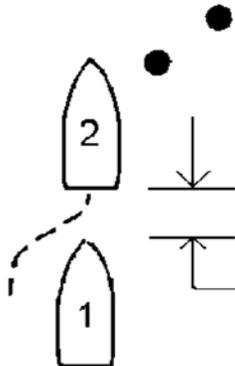
V - PASSING EXAMPLES

See diagrams on following page.

PASSING EXAMPLES



Driver No.1 has chute. Driver No. 2 and 3 are attempting to overtake improperly. Driver No. 2 is cutting off Driver No. 1 - Infraction. Driver No. 3 is attempting to squeeze by on the inside. He will have to turn left and cut off Driver No.1 to miss the buoy - Infraction.

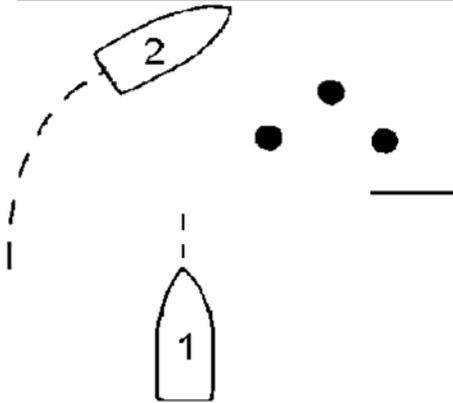


**Leave Sufficient Room When Passing.
Do Not Impede Progress of Boat Being Passed.**

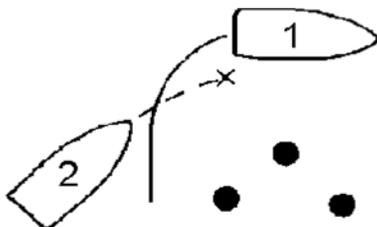
Driver No. 2 is overtaking properly. If a driver passes and stays in his lane without impeding the progress of the boat being passed, he is acting properly.



These same procedures pertain to the turns. No. 2 is asking to be penalized. Note that No. 1 is being forced into the buoy to avoid a possible collision. Infraction against No. 2.



No. 2 is clear. No. 1 is not being forced into the buoy. No infraction.



In this instance, the driver in the chute (or any lane) abandons it by turning to wide allowing another driver to take over the lane on a pass with a shorter turn. No infraction. No. 2 at point X now has the right of way.