



## **MULTI SECTION RULES**

(Updated February 2011)

### **Definition**

Multi racing is a term used to describe the competition between up to 12 purpose built radio control model boats, divided into classes according to engine size, which are raced together on a predetermined course on a suitable stretch of water.

The course consists of a loop which all the boats negotiate around 5 pre-set turns, for a predetermined or specified period of time.

The length of the race will be made known to all competitors before the start of the race meeting by the race organiser, and will normally be based on time i.e. 15minutes, 20minutes, 30minutes, etc or by completion of a set number of laps.

The results of the race are based on the number of completed laps by each boat during the race duration. The winner will be the boat, which has completed the greatest number of laps and the lower places determined by number of completed laps in descending order.

Each year the MULTI RACING section will determine (at the pre season multi race section conference) the format for that year's NATIONAL MULTI RACE CHAMPIONSHIPS.

**THE FOLLOWING RULES SHALL BE APPLIED TO ALL NATIONAL EVENTS AND NATIONAL FINALS.**

**THEY ARE ALSO SUGGESTED GUIDELINES FOR ALL CLUB EVENTS.**

### **1.0 The National Championships.**

In each year there may be two separate National Championships for multi racing. One of these Championships shall be of 30 minutes duration and be known as the Half Hour Nationals, the other, to be as determined by the multi conference.

If 4 or less boats race in any class, then only 1 trophy will be given out in that class.

At least 1 junior trophy of the same size and quality as that of the seniors will be presented for each class in which a junior takes part.

### **1.1 Area Eliminators (National Championships)**

Persons eligible to enter the "nationals" shall be: - any member of the Association who is able to show, upon request, a current M.P.B.A. membership Card in his/her own name, issued through an affiliated club in that area or be a country wide club member.

Any member wishing to compete should pre enter with the multi secretary not less than one week prior to the event. Postal entries postmarked on the closing date shall be accepted.

Late entries and entries "on the day" may be accepted at the discretion of the multi-secretary or multi reps. Accepted entrants will be issued with race number for each boat entered.

Entries are restricted to a maximum of one boat per person in each class.

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### **1.1.2 Junior Age Limit.**

A "junior" is a member under 18 years of age. At the age of 18 the member will automatically become a "senior". A "junior" may elect to run as a "senior" providing he/she has notified the organisers when booking in and has paid the appropriate senior entry fee, in this event the "junior" will not be eligible for any "junior" trophy awarded at the event, but will be eligible for any "senior" trophy earned.

For the National Drivers Award the points awarded will be determined by the entry at each event, i.e. the points for a "junior" having elected to run as a "senior" will be allocated to the "senior" National drivers points tally, however if the "junior" elects to run as a "junior" at any event the points earned on those occasions will be accredited to the "junior" National Drivers Championship.

### **1.1.3 Eliminators**

If eliminators are to be held, racing at the eliminators will take the form of separate heats for each class of boat.

There shall be sufficient heats in order to cater for all accepted pre-entries in each class. Additional heats may be run to accommodate late entries if acceptable to the Multi race Committee/Organising club

Race duration should be appropriate to the Championship for which the elimination is being held, i.e. twenty minutes for the Sprint finals, but where conditions dictate, i.e. weather or number of entries, the race length may be reduced, however they must not be less than twenty minutes for the Half hour events and fifteen minutes for the Sprint events.

## **1.2 National Finals**

The venue for each of the National Finals shall be determined by the acceptance of an offer to host the event by an affiliated club. The location of the events may be rotated amongst the North, Midland and Southern Areas annually. At the National finals, qualifying heats will be held, to determine the top twelve competitors who will then be eligible for the Final.

These heats shall be run for a minimum of twenty minutes each for the Half Hour events and fifteen minutes for the Sprint events.

### **1.2.1. Responsibility**

The Multi secretary will take responsibility for all of the arrangements for the Finals, with advice and assistance from the Multi Race Committee

At least 1 junior trophy should be purchased and have an engraved plaque (second hand trophies will not be acceptable) and be presented for each class in which a junior takes part. As it is not practical to have a selection of engraved trophies wasted each year it was decided to have engraved plaques which would not be applied until just before the presentation of trophies, that way the unused trophies can be used for an alternative event. The trophies should be of the same quality and size as the seniors.

## **2 Event Organisation**

Organisation of The Eliminators and National Finals shall be the responsibility of the host club with advice, and where practical assistance from the Multi race Committee and the Multi Race Secretary.

The organisational requirements are as follows:

### **2.1 On the water**

**2.1.1** The course shall be indicated by the placement of five buoys arranged to form roughly an "M" shape. The shape may be adjusted slightly to suit the water being used, but

must give a lap length of a minimum of 200 yards. The course shall be run Anti-clockwise.

**2.1.2** An area of the bank adjacent to the water and opposite, OR as near as possible to opposite, the centre buoy shall be set apart and clearly marked as the starting area or pits. This area should be subdivided into twelve smaller sections, one for each competitor in the race, and must be of sufficient size as to allow adequate room for each of the twelve competitors, their mechanics and any reasonable amount of equipment, to operate, as well as spacing out transmitters to avoid interaction. All competitors shall be designated a pit space, according to their race number for their race.

During a race the only persons allowed in any pit space will be the competitor to whom it has been designated and one mechanic. The only exception to this shall be in the case of a race official wishing to issue instructions to a competitor,

**2.1.3** A minimum of one rescue boat, preferably fitted with an outboard motor, constantly manned by two persons shall be provided to recover boats, which have stopped on the water. The rescue boat has right of way at all times but should, whenever possible, avoid the racing line. Boats recovered by the rescue boat crew will be returned to the competitor or mechanic at an area previously designated.

**The following procedure must be followed in the rescue boat:**

- a) The rescue boat should be of a dinghy type and shall be of sound construction. Canoes and inflatable craft shall not be used.
- b) The minimum age for rescue boat crewmembers shall be sixteen years.
- c) Crews should, where possible be competent swimmers.
- d) Waders shall not be worn in the rescue boat
- e) All occupants of the rescue boat **must** wear life jackets. A spare life jacket and lifeline, fitted with a floatation device, shall be kept at the pond side.
- f) Protective headgear **must** be worn by all occupants of the rescue boat.
- g) Insurance cover shall be provided for active rescue crews.

**2.1.4** Barriers or nets must be placed at vulnerable points on the lakes edge to reduce the risk to person, these points are to be determined by the multi racing official in charge on the day.

**2.2 Race control**

The Organising club, along with the Multi race Committee and Multi Race Secretary shall provide sufficient persons to carry out the various administrative duties, i.e. monitoring race progress, collating lap scores, and judging the conduct of competitors.

Vince Taylor is named Judge at all National / Elimination events and will have final say on All judging decisions. Various nominated people will be enlisted to assist with judging at each event.

Other Specific requirements are as follows:

**2.2.1**

A suitable transponder computer system shall be provided for counting the laps achieved by each boat during a race.

Each competitor will be responsible for ensuring that his/her transponder is functioning properly; if it doesn't, there will be no manual adjustment of the laps scored.

Competitors can test that their transponder is being picked up by the transponder loop in free practise time by completing a minimum of two laps (the computer program has an inbuilt delay to prevent double lapping) and passing under the wire each time.

During start time when frequency checks are made with each competitor, they should be asked if their transponder is OK.

The beeper system must be in operation and audible for every race and during pre race practice time to enable competitors to check that their transponder is working. If the beeper system is not working due to a malfunction of the computer system then a manual check must be made.

A printed list of transponder numbers for EVERY boat will be made and kept available at all times. These transponder numbers will be the transponder that is counted. The printed transponder list can only be changed by the race organiser and signed off by the judge.

The system operator MUST check this signed off list against the transponders in each race.

There will be no adjustment based on extended lap times made to a lap score at the end of the race.

When the computer is manually adjusted due to judges penalty or missed buoys the judge and the person making the adjustment must sign the adjusted lap score sheet at the end of the race.

If the transponder computer system or line fails, the race will be stopped and the race will be restarted or re-run.

There must be no interruption to the control tent operators during the race, any problems must be directed to the judge of the day

World Championships eliminators and Internationals will be counted by the AMB system with an additional assistant in the lap counting tent to help with counting missed laps. (A video system of recording boats passing under the transponder wire operating at the transponder wire line will be tested in 2010 and if this works it will also be used at future World Champs eliminators and Internationals. This means that it may not be possible to have the firm race results on the day).

**2.2.2** Some form of public address system shall be provided in order to keep all competitors informed on any matters. A computer monitor for the purpose of racers and spectators being able to see the results, should always be on display and not hidden in race control.

**2.2.3.** Suitable equipment for the measurement of noise emissions from all competing boats shall be provided.

**2.2.4** Competitors wishing to be assigned to different races to their pit mechanic must inform the race organiser at the time of entry. Wherever possible the race organiser will arrange this. Where races are amalgamated on the day due to any reason it is up to the competitor to reorganise his/her pit mechanic. Failure to do so will mean that they cannot run. In cases where the organiser finds it impossible in THEIR view to organise the races in this way then it up to the competitor to organise their new pit mechanic.

**2.2.5** Every competitor at a National or International event will be expected to carry out a pre arranged job as required at the event, the job will be decided between the competitor and the organiser before the event begins. It will be the competitors responsibility to ensure that he/she carries out the task or finds a suitable replacement to do so, in this event the organiser must be notified in advance, failure to do so may result in being unable to take part in the event.

### **3 Racing rules**

Most racing rules are based on safety and common sense. . The specific rules are as follows:

#### **3.1 Requirements of the boat**

No boat may be used by more than one person, unless one person is a "junior" as identified by the Association's By-Laws and the other is his/her parent or legal guardian.

**3.1.1** Boats shall be classified according to engine size and type as follows:

Engine Class

0 - 3.50cc IC - A

3.51 - 7.50cc IC - B

7.51 - 15cc IC - C

Spark Ignition

0 - 35.00cc S1

These classes shall apply to all "junior" and "senior" competitors. There shall be a "junior" Championship held during the Half Hour events only if required. "juniors" may compete in the sprint Championship but on a level with the "Seniors."

At the end of a race any boat may have the capacity of its engine checked. Any competitor not wishing to strip an engine for measurement purposes shall sign a declaration stating that the engine is within capacity limits. This fact shall be made known to all other competitors, any of whom may lodge a protest. Upon payment of a suitable protest fee, minimum £5.00 the engine will be measured or the boat withdrawn from the competition. If measurement takes place and the engine complies with size requirements the protest fee will be paid to the competitor whose engine has been measured as compensation for inconvenience and expense. Should the engine be found to be outside the specified size limits, the protester will be refunded the protest fee. The competitor whose engine has been tested shall be disqualified and having signed a false statement shall be barred from competing in any future Area and National Eliminators or Finals for a period of 2 years.

### **3.1.2**

There are no restrictions covering the design of the boat's hull, deck or equipment, which can be "home made" or commercially purchased. However in the construction no boats hull or deck may be built entirely of, or strengthened in the bow area using metal. Any competitor found to be using a boat in contravention of this rule shall be barred from National competitions for 12 months.

### **3.1.3**

All boats shall be fitted with suitable approved radio control equipment: using only 2.4GHz or the 27MHz, 40MHz or 459MHz (uhf) frequencies allocated for use in the UK, with control over the engine speed and rudder direction being the minimum requirement. Radio equipment shall be securely mounted and protected as far as possible from the ingress of water.

Each competitor has been issued with an allocated frequency for use with ALL models which they race, therefore no competitor should turn up without his/her allocated frequency and expect to run, the competitor must contact the organizers before the event and arrange to have a temporary frequency allocated for that event only.

Any competitor found to be using illegal equipment or equipment which is felt to be unsuitable or of an unsafe installation shall not be allowed to start or re-enter a race depending on when the discovery is made.

### **3.1.4.**

The individual boats operator MPBA number must be displayed on the rear of the right hand side of the boat (as seen from the back of the boat) in order for the number to be visible from

the pit area; the digits should be a minimum of 25mm or 1 inch high in a brightly coloured contrasting colour to the area to which it is attached.

For lap scoring purposes each boat shall be fitted with a white vertical plate with a minimum size 100cm x 100cm (4ins). Attached to this or written shall be the competitor's race number in black, in a minimum height of 75mm(3ins). This removable pit number must be fixed to the boat during the race on the rear of the right hand side of the boat (as seen from the back of the boat) in order for the number to be clearly visible from the pit area.

Should the plate become dislodged or broken during the race and be unreadable It will be the responsibility of the competitor to ensure that it is repaired or replaced in order for the lap scorers (who shall not be responsible for missed laps) to identify the boat.

In addition to the number plate a similar plate 50mm x 50mm, coloured red may be fitted to identify a novice or junior competitor.

### **3.1.5**

All boats should be suitably constructed and fitted out to ensure that under normal operating conditions the noise emitted shall not exceed 80DB(A) when measured by a suitable noise meter, set on the slow scale, from a distance of 10mtrs. failure to comply with this rule will result in a warning followed by disqualification if the warning is unheeded.

Any boat which suffers a sudden mechanical problem, such as the failure of an exhaust joint, which causes the noise limit to be exceeded may be returned to the pit, (without cutting across the course) using minimum practical power for repair without incurring a penalty.

## **3.2 Rules for the competitor / race officials**

In addition to safety and common sense the competitor must remember fair play.

### **3.2.1**

Each competitor shall have, whilst competing in the race a mechanic/assistant in attendance.

### **3.2.2**

All competitors must proceed during the race with due regard for the other boats on the water This includes slow moving and stationary boats. Deliberate obstruction, bumping and overtaking in a manner likely to impede or cause a collision with another boat on the course is not permitted. In overtaking manoeuvres the boat being overtaken / passed has the right to the best racing line but it must not interfere with the overtaking boat such actions will result in a warning for the first offence, laps being deducted or disqualification for subsequent offences.

### **3.2.3**

No competitor or mechanic is allowed to consume alcoholic drink, smoke, or operate mobile phones in the pits or immediate surrounding area.

For Safety reasons mobile phones must be switched off completely (not put into silent or vibrate mode) before entering the pit area at any time, any competitor found to be having a mobile phone in use in the pit area will be automatically disqualified from the event. The disqualification will also apply if the mechanic is found to have a mobile phone in use in the pit area; it is the driver's responsibility to ensure the mechanic does not break this rule. In the event of a judge or other official being found to be breaking this rule he/she will be asked to leave the pit area immediately.

### **3.2.4**

At no time can a telescopic aerial (where used) be extended, unless the competitor is in the pit area (includes both in race or practice sessions). The safety button, as supplied by the manufacturer, must be in place when using telescopic aerials at all times. The aerial must be

collapsed before the competitor is allowed to leave the pit area to avoid accidental injury to themselves or others.

### **3.2.5**

All boats must be started in the pit/pontoon area; it is not permitted for a boat to be carried in an area outside of the pit whilst the engine is running.

## **3.3 The Race**

### **3.3.1**

There will be a minimum 5-minute period before the start of each a race/heat to allow time for the competitors to prepare their boats. During this time all competitors will check the operation of their radio control equipment for radio interference, which if present **MUST** be reported to the race officials at this time. The start of the race may be delayed until it is felt safe to continue. Any competitor whose radio is found to be causing interference with the others may be asked to withdraw from that heat, and compete in another heat if the problem can be rectified. If radio problems are identified within 3mins of the race start the race may be stopped and restarted from the beginning once the problem has been rectified. During a race (after 3mins)

Any competitor with a radio problem will be asked to come off the water, and may be put into A later heat at the race official's discretion.

### **3.3.2**

During the five minute period between races there will be a count down prior to a “ Le Mans” type start, where all competing boats are situated in their respective pits with dead engines until the races starts. The count down period and start procedure is as follows:

**5 minutes to go:** - Boats and radios checked. Boats may be placed in the water for final checks

**2 minutes to go:** - All boats off the water. Rescue service suspended until after the start.

**1 minute to go:** - Dead Engines.

**Countdown, 10 seconds prior to the start.**

### **3.3.3**

All buoys must be passed on the correct side. Any competitor missing a buoy shall lose that lap. No circling to ‘re-take’ a buoy is permitted unless advised at the start of the competition. Cutting across the course is not permitted, the penalty for which is loss of one lap from the score. Boats re-entering the course from the pits or after going wide must give way to any boats already on the course. Failure to do so will lead to a warning and disqualification for a subsequent offence.

### **3.3.4**

The rescue boat must be avoided at all times. Any competitor whose boat collides with a rescue boat shall be disqualified. All boats must be seen to appreciably slow down when passing through the same section of the course as the rescue boat. This slowing must commence at a reasonable distance before reaching the rescue boat. Speed must not be increased until the rescue boat has been completely passed.

Penalties for failing to slow shall be:

1st offence - warning.

2<sup>nd</sup> offence - Loss of five laps.

3<sup>rd</sup> offence - loss of ten laps, or disqualification at the judge's discretion.

### **3.3.5**

Disqualification shall only be effective for the heat or race in which the offence leading to the disqualification takes place. Any competitor who has been disqualified shall remove his/her boat from the water immediately following the disqualification. Disqualified competitors shall be deemed to have scored zero.

### **3.3.6**

Any competitor wishing to protest an incident must notify the judge, via the mechanic immediately where possible, and certainly not more than fifteen minutes after the end of the race. Judges' decisions in these matters and any other infringements shall be final.

### **3.3.7**

The winners of a competition shall be the competitor whose boats have completed the highest number of laps in each of the classes. In the event of two or more competitors achieving identical lap scores the winner shall be the competitor whose boat completed the last lap first.

## **4. National Team.**

A team to represent Great Britain in International Events, which requires entry on a national team basis, shall be selected from an event held specifically for that purpose. The event shall follow, as near as practicable, the format of the competition for which the team is being selected.

Entry fees are to be set at the preceding Multi Conference, entry requirements and conditions of acceptance into the Team are as stated in the World Championship guidelines.

## **5. World Championship Guidelines**

A team leader will be elected to be the liaison officer, to deal with the entire World Championship enquiries with help if required, from the multi committee.

A separate event will be held over 2 days to select the team members. This may be reduced to 1 day depending on competitor entry numbers.

The event will run as close as possible to Naviga Rules.

Entry fees are to be set at the preceding multi-conference with entry requirements and conditions of acceptance into The World Championship team as per National team guidelines.

Entries and fees for the eliminators must be received by the 30<sup>th</sup> June in the year that the eliminators will be held. After this time under no circumstances can any amendments or additions be made to the list other than the acceptance of any withdrawals.

A list of valid entries must be signed as true and correct by the committee in full and made public, by the person nominated to receive the entries, no later than the 31<sup>st</sup> July.

Only M.P.B.A. members holding a current validated M.P.B.A. membership card on 30<sup>TH</sup> June in the year of the eliminators will be allowed to enter for the eliminators, any member allowing his / her membership to lapse prior to, or during the championship will be dropped from the team and his / her place will be offered to the next reserve. If this has happened after the fees have been paid to the host country there will be no refund due to the lapsed member and the fees will be accredited to the member taking his / her place.

The eliminators will consist of 2 qualifying (2 x 20 minutes) heats and 2 (30 minute) finals. The highest number of laps, from either of the two 30 minute finals, will be go towards the overall

placing. If the numbers in a class do not justify an eliminator (maximum 13 boats) then each competitor will run 2 x 30 minutes with best of the 2 to count as the average result.

Race format will be the same as in the general multi rules, with the exception that should the water be large enough re-circling buoys will be permitted.

Following the eliminators, successful competitors must send written confirmation of their acceptance of team places by the 31<sup>st</sup> DECEMBER of that year to the person nominated to receive them; the next reserve competitor can take any place not confirmed by the competitor in writing following the 31<sup>st</sup> December deadline.

Notification to any reserves for vacated places will be made as soon as possible after that date.

Any places not filled after the reserves have been contacted will remain available until a date as near as is practicable prior to the start of the world championship competition.

Monies from the eliminators will be held in a separate bank/building society account. All monies will be paid out, (and be used for no other purpose by the section) on a per class basis, i.e. entry fees from A class eliminators will be divided amongst A class team members, B to B etc.

All monies from the entries that are to be paid out to the team members will be given to them by the team leader at the world championship event, and be paid in Sterling (£) after they have registered.

All monies due to the world championship organisers by team members, e.g. entry fees and accommodation booked via the national representative, must be paid in advance (date to be advised) to the person nominated to deal with this matter. If full monies for entry fees are not received, that persons name will not be put forward as team member.

The elected team leader will deal with all the administration that is required prior to the event, e.g. entry fees, accommodation etc. Other duties will include:

- The distribution of any monies owing to the competitors.
- Provision of a Union Jack flag and a tape of The British National anthem, to be given To the championship organisers if required.
- Keeping the team members advised of any decisions affecting their racing timetable And any information they may require.
- Being available during racing in case of any organisational problems that may occur.
- Presenting the Team GB gift (to be obtained by the multi-committee) to the official Dignitary, or representative, of the town, where the championships are being held.

The team leader shall request from the MPBA for payment of each competitor's 1<sup>st</sup> boat entry fee and in the case of any junior members any monies that the NEC may provide for them.

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