

N.Z.M.P.B.A.

(New Zealand Model Power Boat Association Inc.)



NEW ZEALAND MODEL POWER BOAT ASSOCIATION

Members Handbook

NZMPBA Website: www.nzmpba.co.nz

Note: For ease of navigating this handbook a network of [links in blue](#) have been included whereby clicking or Ctrl + click will take the reader to the relevant section within this document or to the relevant section of the NZMPBA website.

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1. CONSTITUTION

1.1. Name

The name of the Association shall be the:

"NEW ZEALAND MODEL POWERBOAT ASSOCIATION INCORPORATED"

1.2. Objects

The objects of the Association shall be:

1. The facilitation of Model Power Boating throughout New Zealand.
2. To assist individuals and clubs with the promotion and encouragement of model power boating throughout New Zealand.
3. Maintain and update class specifications and racing rules as and when required.
4. The promotion and controlling of National Championships and the formulation of Rules for same.
5. The NZMPBA National Championships will occur once in each calendar year.
6. The regatta should alternate between the North and South Islands, but be based on the practical ability of those to host such an event.
7. The NZMPBA Committee will be responsible for finding a host club and venue, confirming the dates, devising and running the event.
8. To maintain a membership handbook which includes the NZMPBA Constitution, Class specifications and racing rules, driving and event guidelines and other such information as deemed appropriate by the Association. The membership handbook will be available to view and download direct from the NZMPBA web site. Individual hard copies are available by written request to the NZMPBA Secretary. To give and contribute towards prizes, cups or trophies (other than cash prizes or rewards).
9. To assist with the organisation of tours within New Zealand of overseas modelboat champions or their representatives or other suitable people who can add value at a local level.
10. To assist with the organisation of tours for New Zealand model boat champions and others and enable them to compete in overseas model boat championships and world championships.
11. To affiliate with allied New Zealand Model Associations and with any International Model Boat Association or World Body with a view to furthering the sport.
12. To take such legal or other lawful proceedings as may be necessary for the proper conduct of the Association and the fulfillment of its objects.
13. To adopt such by-laws for the more efficient conduct of the Association affairs as may be deemed desirable from time to time.

14. Generally to do such other things which are incidental to those objects. Provided however, that the foregoing provisions shall not in any way limit the rights, powers and authorities conferred upon incorporated societies by the provisions of the Incorporated Societies Act, 1908.

1.3. Membership

1. Membership is open to any model boat enthusiast.
2. All [applications-for-membership](#) shall be to the Secretary/Treasurer, who shall present such application to the next committee meeting for acceptance.

A majority vote of the committee shall be required for the admission of a new member. The Secretary has the power to provisionally accept membership until ratified at a subsequent committee meeting.

1.4. Life Membership

Any person who has rendered outstanding service to the Association at a national level, may, on the recommendation of the committee, be elected a life member at a General Meeting, providing the support of two thirds of the total votes is secured.

1.5. Termination of Membership

Any member wishing to resign from the Association may do so. The member must send the resignation to the Association Secretary.

1) Resignations and Expulsions

1. If in the opinion of the Association committee it is desirable in the interests of the Association that any Association member, shall cease to be a member providing a two-third majority is in favour thereof, the committee shall have the power to expel such member from the Association, providing that no member shall be expelled and no motion for this expulsion shall be considered until such member shall have been informed of the complaint against him and shall have been given the opportunity of being heard in his own defence.
2. No resignation or expulsion shall relieve or discharge any member from the payment of any subscription or other monies due to the Association as at the date of its resignation or expulsion.

1.6. Officers of the Association

The officers of the Association Committee shall be:

1. Patron
2. President
3. Vice-President
4. Secretary/Treasurer
5. Five Committee Members
6. Hon. Auditor
7. Hon. Solicitor

The officers of the Association shall be elected annually at the annual General Meeting. Written nominations may be presented to the Secretary, along with a letter of acceptance of nomination from the nominated financial member.

The committee has the power to co-opt additional members to join the committee for specific functions or duration.

The affairs of the Association shall be conducted by the committee.

Duties and Powers of the Association Committee:

1. It shall have full control and management of the affairs of the Association.
2. It shall enforce and construe the constitution, by-laws, rules and regulations and may impose penalties for violation thereof.
3. It shall have power to delegate authority or jurisdiction.
4. It shall have full control and jurisdiction over all national challenge trophies, which may be deeded to the Association and may impose penalties against any member entrusted with said trophies who fails to exercise reasonable guardianship over the trophies.
5. It shall have jurisdiction over all matters of appeal and its decision shall be final. (f). It shall require all charges, complaints and appeals to be written and filed with the Secretary. The Complaints procedure as per rule 1.7 is to be followed.
6. It shall have full power to take steps and to apply the funds of the Association in such a manner as they may deem expedient for the promotion of its objects and the provisions in these rules conferring specified powers on the committee shall not be read as limiting in any ways the power conferred by this rule on the committee.
7. The Association committee shall have power to handle and determine all the financial affairs of the Association in such a manner as it sees fit and to authorize allocation of expenses to officials of the Association.

1.7. Complaints Procedure.

The following is the complaint procedure that individual members of the NZMPBA should use when making a charge, complaint or appeal.

1. Identify if the complaint type is:
 - a) Of a personal nature with another NZMPBA member.
 - b) Of another NZMPBA member regarding an NZMPBA process or event.
 - c) Of an NZMPBA process, event or sanctioned event.

2. Write or email the NZMPBA Secretary a letter including all details regarding the complaint; please include evidence to support the complaint. "Hear say" comment will not be considered.
 - a) The Secretary will table your charge, complaint or appeal at the next committee meeting for discussion.
 - b) If in the opinion of the Association Secretary the charge, complaint or appeal is of a serious and / or urgent nature, the Secretary will call an urgent committee meeting to discuss the complaint/grievance before the next scheduled committee meeting.
3. At the conclusion of the Committee discussion and meeting:-
 - a) The Secretary will send a copy of the charge, complaint or appeal to the person(s) or organization that the charge, complaint or appeal is raised against.
 - b) That person or persons or organization, from date of receipt of this information, should respond within 15 days, in writing to the NZMPBA Secretary, with evidence as required, to advise their response and / or defend their position.
 - c) That response will be presented and discussed at the next scheduled or emergency Committee meeting, that meeting outcome will be to:
 - Request further information as required so the matter can be considered further,
 - Or up hold the complaint, the Committee will inform the complainant of the outcome and take whatever disciplinary or other corrective action they may deem necessary following procedures set out in the Constitution or as otherwise required.
 - Or If the Committee feel the complaint does not warrant any further action then the parties concerned will be advised of this in writing as soon as possible following the committee meeting. The Committee decision will be final and no further correspondence will be entered into.
4. If the complainant is dissatisfied with the outcome reached by the NZMPBA Committee, then the complainant will need to make use of an external legal process to pursue their issue.

1.8. Association Secretary

1. The Secretary (or appointed substitute) shall attend all committee meetings and General Meetings.
2. He/she shall see that all Association Correspondence is attended to, and shall file copies thereof, and all documents pertaining to the Association affairs.
3. He/she shall keep proper minutes of all meetings.

4. He/she shall keep all administration records of the Association as instructed by the committee.
5. He/she shall cause all returns to be forwarded.
6. He/she shall act in accordance with the decisions and resolutions of the Association committee.
7. All records designated to his/her keeping shall on his/her ceasing to hold office be handed by him/her to the President

1.9. Association Treasurer

1. The Treasurer shall keep such banking accounts as may be authorized by the committee.
2. Money received by the Treasurer on behalf of the Association shall be acknowledged by email receipt and deposited in the Association banking account.
3. Money received by any other person on behalf of the Association shall be forwarded to the Treasurer as soon as possible and be treated in the same manner as (2).
4. Payment shall be made by bank transfer and shall be signed in such a manner as the committee may from time to time determine.
5. The Treasurer shall keep account of money received or paid and shall close the accounts annually on the 31st December.
6. The various accounts together with the balance sheet shall be presented to the next annual General Meeting of the Association.

1.10. Membership Fees

The annual subscription payable, by members to the Association shall be as fixed by the Annual General Meeting in each year and shall be operative for the financial year current.

The committee shall have power to make a special levy on members.

All subscriptions due and payable on the first day of the new financial year (January 1st) and any member not paying such subscription within one calendar month shall cease to be entitled to any representation on the Association.

In special circumstances the Association shall have power to waive all or part of any member's fees.

Annual Subscription Fee Structure:

- Senior Membership Full Rate
- Family Membership Full Rate for 1st Senior member, 50% of full rate for each other family member living at the same address.
- Junior Membership 50% of full rate for up to 18 years of age. Full Time Student 50% of full rate.
- Senior Citizen 50% of full rate for 65 + years of age.
- For Members not wishing to pay an annual fee and still compete at sanctioned regattas on regatta by regatta only basis shall incur a fee of 50% of the current annual fee per regatta.

- First time/New membership subscriptions accepted 50% or more of the way through the current financial year will only pay 50% of the applicable rate above.
- New membership subscriptions accepted 80% or more of the way through the current financial year will be at the full correct applicable rate BUT will also be valid to include the next full financial year.

Only one set of mail will be sent to the family group but each member will have an individual registration number and have full voting rights.

1.11. Meetings

The annual General Meeting shall be held during August of each year. The Secretary shall notify each member by notice in writing of the date, time and place of such meeting at least twenty-eight days prior to the date of the meeting. At the annual General Meeting business to be considered shall be:

1. Presidents Report
2. Presentation of the balance sheet and accounts made up to the 31st December each year.
3. Election of Officers after committee members outline proposed actions for the coming year and reasons to be retained on the committee.
4. Membership fees for coming year.
5. General business.

A Special Meeting may be requested at any time by any member, upon giving the Secretary, in writing, full details of the business to be discussed. Such notices shall state the date, time and place of the meeting.

The committee shall be called as and when required for committee meetings. A quorum at any committee meeting must be of no less than 50% of the committee.

Urgent business: For dealing with urgent business between committee meetings a quorum shall consist of four committee members. Any decisions of those Special Meetings shall be approved at the first full committee meeting.

1.12. Voting

1. At Annual and Special Meetings of the Association, financial members shall be entitled to one vote on each matter. A majority of all votes cast shall decide all questions except where otherwise specified in clause 13. Provided that in event of an equality of votes the President shall have a casting vote.
2. The mode of voting at all Association meetings shall decide in the first instance on voices and in the case of a decision being in doubt, a show of hands. One tenth of the members present may call for a secret ballot.
3. Proxy voting at the NZMPBA AGM by a non present financial member will be allowed by offering the right to vote on their behalf to a member that is present. That member shall then have the authority to vote on behalf of those that they represent on any issues at the AGM. The right to vote by proxy must be validated by presentation of the absent members NZMPBA membership card, to the Secretary prior to the start of the AGM, by the member representing them. An attending member may only cast two proxy votes.

A member has the right to submit a proxy vote to the Secretary with voting instructions; this vote will only be cast if the remit is not amended.

The membership cards can be used by the voter for the purpose of making the vote counting easier.

1.13. Power to Borrow Money

The Association shall have power to borrow money by way of mortgage, debenture or any other way sanctioned by the committee.

1.14. Interpretation of Constitution, Rules & By-Laws

The decision of the committee on the constitution or interpretation of any rule or matter or thing not contained in the rules but pertaining to the Association, its property or interests shall be conclusive and binding on all members.

1.15. Alterations to Constitution, Rules & By-Laws

1. This Constitution shall not be altered, added to, or rescinded except with the consent of two-thirds majority of the members recording votes at an annual or Special Meeting.
2. No motion to alter add to or rescind this constitution shall be deemed to be in order unless the proposed alteration or deletion, shall have been set out at length among the business to be transacted in the notice convening the Meeting.
3. Any proposed alteration, addition or deletion to this constitution shall have, furnished to the Secretary fourteen clear days before notice convening the General Meeting.
4. Any alteration, addition or deletion which gains the necessary two-thirds majority shall be operative immediately providing such alteration, addition or deletion is acceptable to the Registrar of the Incorporated Societies.

5. Alterations or deletions to rules and by-laws not contained in this constitution are by a majority decision of the committee. These changes do not have to be filed with the Registrar and shall become effective no sooner than 6 weeks after the committee decision.
6. When a new rule is passed, or an old rule is altered or amended, the membership shall be notified by email or in writing to those registered to be mailed, of that new ruling within 1 week of the date of that meeting. The new ruling shall become effective 6 weeks after the committee meeting.
7. The committee shall request feedback from the membership within this 6 week period and the feedback shall be considered for the final wording of the proposed new rule.
8. When the wording is significantly changed after 6 weeks of consultation another 6 week period of consultation shall commence.

1.16. Common Seal

There shall be a common seal of the Association having thereupon the words "The Common Seal of the New Zealand Model Powerboat Association (Incorporated)". The seal shall not be fixed to any document save by the authority of a resolution of the committee. The persons witnessing the affixing of the seal shall sign every instrument to which it is so fixed.

1.17. Registered Office

The registered office of the Association shall be situated at the business or residential address of the current Secretary and due notice of every change of address shall be given to the Registrar of Incorporated Societies.

1.18. Dissolution

A majority of members present recording their vote at a special General Meeting convened for that purpose may resolve that the Association be wound up as from a date to be specified in the resolution and may also direct the disposition of funds and property of the Association.

Notice of such resolution shall be sent to the Registrar of Incorporated Societies and confirmed in accordance with the Act. In the event of a winding up of the Association the property and assets of the Association remaining after paying and discharge of all debts and liabilities and expense of winding up shall be disposed of in such a manner as the Association may decide at such meeting.

2. GENERAL RACING RULES

These are general rules and will apply across the board for all types of model boat racing.

Rules that apply to the various specific types of racing and events, are listed separately.

Where a rule for a specific type of racing is at variance with these rules the specific rule will apply.

2.1. Hull Definitions

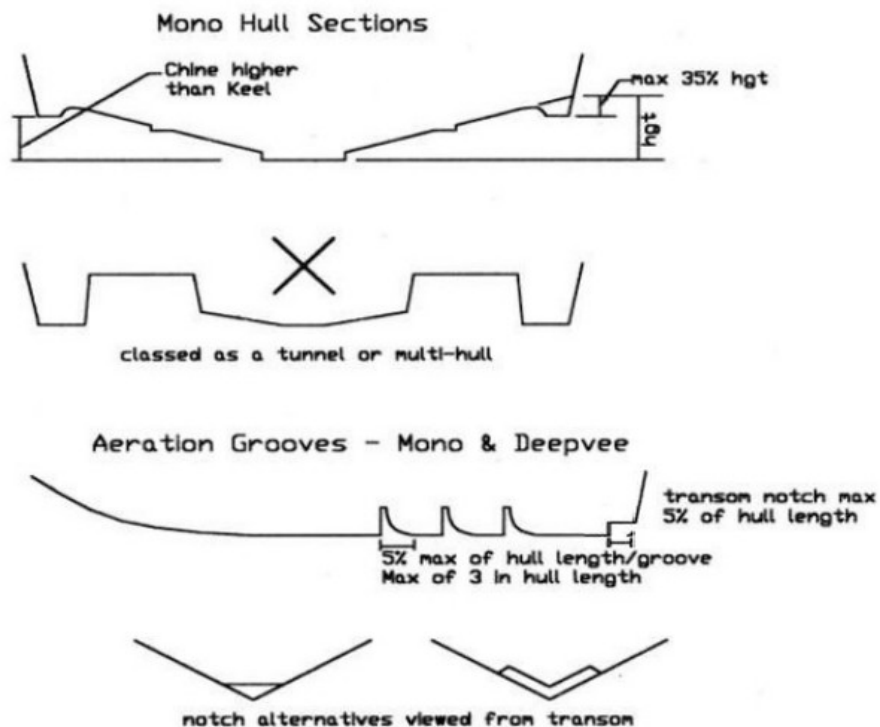
Acceptable hull types are defined in sections to

2.2. Monoplane

1. A hull which has no surface or edge, level or lower than the keel line. i.e. no multi-hull or tunnel configurations as viewed from the transom.
2. Aeration grooves, flat ride pads and torque wedges are permitted.

Refer to monoplane diagrams for clarification in [Figure 1](#). The hull must be principally designed to run as one wetted surface (aeration grooves permitted.). Stepped hulls are not permitted as these are deemed to be hydroplanes.

Figure 1: Mono hull configurations



2.3. Deep Vee

Is a monoplane hull where the angle of the `V' bottom must be 15 deg. minimum and 28 deg. maximum at transom from chine to keel. Angle at bottom of keel line in the centre of the boat must be a `V' extending forward from transom to the bow with no flat pads allowed at keel line. Aeration grooves and a transom notch are permitted.(See [Figure 1.](#))

Aerodynamic aids are permitted (above the waterline such as aerofoils) and must comply with rule in section [2.7](#) i.e. no dangerous projections etc

2.4. Hydroplane

Is a hull that rides on two or more wetted surfaces while under full plane. This definition includes stepped hulls.

2.5. Tunnel Hull

Is a hull that has its major ride surfaces spaced apart (more or less parallel with its centre line). Such ride surfaces forming more than 80 % of the hull length.

2.6. Offshore Hulls

Are hulls based on the DeepVee and Tunnel Hull definitions above.

Eligible hull types are Offshore style and Offshore Catamaran style [s](#), that qualify for the offshore racing series (see).

2.7. General Hull Information.

Any external projections, lifting foils, exhaust pipes, etc., projecting beyond the sides of the hull proper which in the opinion of the Race Director may be liable to cause interference or damage to other boats shall not be permitted.

All boats must be propelled by water reaction.

The driver's national registration number must be prominently displayed on the boat in a minimum of two positions. 25 mm minimum size.

Only one hull per event may be entered.

2.8. Engine Classes

Internal combustion engine classes shall be determined by engine swept volume measured in cc and shall be as described below.

1) Glow

Fuel is a mixture of methanol and oil, the addition of nitromethane is optional. Ignition is by glow plug.

The classes on the basis of engine capacity (cc) are listed in [Table 1.](#)

Table 1: Glow & nitro fuel engine specifications

Class	Engine size, cc	Additional specifications
A Class	up to 3.5 cc	
B Class	3.51 cc to 7.50 cc	
C1 Class	7.51 cc to 10.00 cc	Engines must be front induction and side exhaust
C2 Class	10.01 cc to 16.60 cc	
X Class	16.61 cc to 36.00 cc	Single or multiple engines are permitted

2) Petrol

Fuel is a mixture of oil and standard pump petrol as available at any regular retail service station.

Aviation or specialized fuels including performance enhancing additives are NOT allowed.

Ignition is by spark plug.

The classes on the basis of engine capacity (cc) are listed in [Table 2](#).

Table 2: Petrol engine specifications

Class	Engine size, cc	Additional specifications
Stock (unmodified)*	22.5 cc to 25.4 cc	231 or 260 PUM Zenoah only*
P1 Class	Up to 23 cc	
P2 Class	23.01 cc to 27 cc	
P3 Class	27.01 cc to 36.00 cc	
PX Class	36.01 cc to 72.00 cc	Single or multiple engines are permitted

*"A Scrutineers Guide to Checking Stock Class Engines for Rule Compliance"

<http://www.nzmpba.co.nz/wp-content/uploads/2018/09/STOCK-ENGINE-SCRUTINEERING.pdf>

3) Electric

Powered by LiPo batteries to brushless electric motors via electronic speed controllers.

The class limitations are based on the battery specification; number of cells, output voltage and capacity. Choice of motor and speed controller is open to match batteries.

The classes on the basis of batteries are listed in [Table 3](#).

Table 3: Electric battery specifications

N2 CLASSES <ul style="list-style-type: none">● 2S Lipo Maximum● Maximum pack voltage 8.46 Volts● 6,000 mAh max capacity. To be confirmed from manufacturers labels.
P CLASSES <ul style="list-style-type: none">● 4S Lipo Maximum● Maximum pack voltage 16.92 Volts● 6,000 mAh max capacity. To be confirmed from manufacturers labels.
Q CLASSES <ul style="list-style-type: none">● 6S Lipo Maximum● Maximum pack voltage 25.38 Volts● 6,000 mAh max capacity. To be confirmed from manufacturers labels.
S CLASSES <ul style="list-style-type: none">● 8S Lipo Maximum● Maximum pack voltage 33.84 Volts● 12,000 mAh max. capacity. To be confirmed from manufacturers label.
T CLASSES <ul style="list-style-type: none">● 10S-12S Lipo Maximum● Maximum pack voltage 50.76 Volts● 12,000 mAh Max. capacity. To be confirmed from manufacturers label.

Pack voltage maximum to be checked where the Contest Director deems necessary prior to the running of any heat. In the case of SAW and 2 Lap Oval record attempts a no load voltage check in accordance with [Table 3](#) is mandatory with photographic evidence, by phone/camera and pasted to claim form.

All the above engine classes apply according to the following [Table 4](#) for the purposes of racing events and records

The contest director may verify the displacement or of any motor or battery according to the class entered at their discretion.

Table 4: Engine specifications against hull type

Engine	A	B	C 1	C 2	X	Stock	P 1	P 2	P 3	P X	Electric							
											N2	P	Q	S	T			
Hull																		
Mono(includes DVs)	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Tunnel	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Hydro	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
OB Mono	Y	Y		Y														
OB Tunnel	Y	Y		Y														
OB Hydro	Y	Y		Y														
Sport Hydro	Y	Y						Y				Y	Y	Y	Y			
Scale Hydro	Y	Y		11 cc														Y
T1 Thunderboat						Y												
T2 Thunderboat								Y										
Crackerbox						Y												
Petrol out- rigger hydro								Y										

2.9. Noise

Noise levels shall be restricted to a maximum of 87 dB at 10 m, measured 1 m above water level and at right angles to the direction of travel of the boat being tested.

For 100 m speed events or where it is considered too dangerous to do a noise check at 10 m, noise levels shall not exceed 81 dB at 20 m, or 75 dB at 40 m in extreme speed cases.

Note: the ± 2 dB tolerance has been added to the above dB figures.

Any driver whose silencer unit becomes noisy due to damage or breakage of any kind shall immediately bring the boat into the pit area and shall repair it to the satisfaction of the Contest Director before resuming the race.

The importance of complying with our Noise Limit cannot be over emphasized

NZMPBA history has shown that noise complaints are like an incurable disease that once one has been made to a governing authority such as a city or regional council etc it is very difficult to effect an effective cure. Often times restrictions on our activities may be imposed.

Our best defensive position is that we have a 'noise limit' that we actively enforce on our own activities. This has two benefits, firstly we may be able to avoid complaints

Altogether, and secondly that the event of a noise complaint then we can respond by presenting a case that we have a 'noise limit' as a baseline to negotiate with. This shows us to be responsible and organized making a favorable outcome likely.

Clubs with NZMPBA members that disregard our noise limit cannot reasonably expect the NZMPBA to support them with any great energy in the event of noise complaints

2.10. Radio control

Radio control units must be such that a driver has control over speed and direction of the boat.

The NZMPBA now highly recommends the use of modern 2.4 GHz equipment.

For those still using Crystal AM/FM Radio control equipment the following frequencies still apply as listed in [Table 5](#).

Table 5: Radio control frequencies

27 MHz band			
26.975	Black	26.995	Brown
27.025	Brown/Red	27.045	Red
27.075	Red/Orange	27.095	Orange
27.125	Orange/Yellow	27.145	Yellow
27.175	Yellow/Green	27.195	Green
27.225	Green/Blue	27.255	Blue
29 MHz band MHz band			
29.725	29.735	29.745	29.755
29.765	29.775	29.785	29.795
29.805	29.815	29.825	29.835
29.845	29.855	29.8865	29.875
29.885	29.895	29.905	29.915
29.925	29.935	29.945	29.955
29.965	29.975	29.985	29.995
35 MHz band			
35.450	35.650	35.85	
35.55	35.750	35.950	
36 MHz band			
36.050	36.120	36.150	36.16
36.200	36.250	36.330	36.350
36.370	36.410	36.430	36.450
36.470	36.550		
40 MHz band			
40.670	40.690	40.810	
40.830	40.85	40.790 this is now aircraft only frequency	
40.865	40.870	40.875	40.890
40.910	40.915	40.930	40.935
40.97	40.985		

1) Important note:

Entries to NZMPBA sanctioned regattas on the designated "40 Mhz AERONAUTICAL MODEL CONTROL ONLY" frequencies will be rejected.

The designated aeronautical frequencies are all those in the ranges: - 40.500
~ 40.660 and 40.700 ~ 40.800

2) Fail safe requirements

Radio Control systems with an integrated Fail safe must use and demonstrate the operation of the Fail Safe during scrutineering with the engine running.

Effective January 1st 2018 all Petrol powered boats running in any NZMPBA Sanctioned events must be protected against zero voltage receiver failure by using an ignition coil disabling system.

INTENTIONAL DISCONNECTION OF A KILL SWITCH MECHANISM AT A REGATTA (in order to continue racing) WILL NOT BE TOLERATED UNDER ANY CIRCUMSTANCES.

As this is a health and safety issue and breaching the above NZMPBA rules should any competitor be found guilty of doing this they will lose all points gained at that regatta and as well be stood down for the following two sanctioned regattas on the NZMPBA Calendar for that year.

2.11. Scrutineering - Ready To Run Form (RTR)

The NZMPBA scrutineering RTR form can be found in [Scrutineering-form-2023.pdf](#) on the website.

At the beginning of each year each boat of the NZMPBA member is fully scrutinised and witnessed in accordance with the requirements specified on the form. Items 1 to 13 are checked on the first day each particular boat is run.

Thereafter the NZMPBA member is responsible for safe keeping their RTR forms.

Scrutineering items 10 to 13 must be checked before each day a particular boat is run in accordance with the requirements on the RTR form page 2..

Ensuring our boats are maintained in an as scrutineered condition or RTR condition is vitally important in regards our 'Public Liability Insurance'.

In the event that NZMPBA is required to lodge a claim with our insurer, on the assumption that one of our boats is responsible for some damage, the first thing required to support a claim will be the RTR record of the boat concerned to support the assertion that all reasonable precautions were taken in advanced. The absence of such documentation may seriously weaken a claim.

2.12. Safety

1. There will be no running by anybody in the pit areas.
2. Covered footwear must always be worn by all competitors and their pitperson while they are in the controlled model boating area.
3. Smoking is prohibited by all competitors and their pitperson at all times while they are in the controlled model boating area.
4. The contest director or other appointed person **must** outline any site hazards to the competitors prior to the start. Items such as water depth, launching and tuning areas, rescue boat requirements etc will be covered.
5. All rescue boat occupants must wear compliant lifejackets in accordance with <https://www.maritimenz.govt.nz/rules/part-91/>

2.13. Competitor

The competitor must be a financial member of the NZMPBA to compete at sanctioned regattas including Speed & 2 lap time trials.

They must be familiar with, and abide by, all NZMPBA rules and regulations in force at that time.

1) Driver assistance

Each competitor should have one pitperson to assist at all times where possible (numbers allowing), while his boat is on the water (including practice).

Only the driver may operate the transmitter while the boat is on the water during a race. In the event of an emergency the pitperson may operate the transmitter to bring the boat back to the pit, but any such lap so completed will not score.

2.14. Rescues

Rescues of stopped boats are not permitted during heats. Rescues may be undertaken only at the conclusion of the heat. Rescues will not take place during oval racing. Unless there is a danger of loss of boat or equipment through sinking. In this case the race will be stopped and re-run once the emergency situation is rectified. Only boats running at the time of the stoppage are permitted to restart the stopped heat.

Rescues are permitted during Marathon and Off-Shore racing, in which case the rescue boat always has the right of way. The rescue boat must take the shortest route possible across the racing lanes of the course and should return the boat to either end of the pit area as practical.

In all cases the rescued boat will be returned to an area designated at either end of the pit area.

No person may enter the water during a race.

In the event of a dangerous situation developing a race, such as congestion due to dead boats and the presence of the rescue boat(s) a 'virtual yellow flag' will apply. Under this situation boats are to approach the incident area at reduced throttle and overtaking is not permitted. Any places gained by inadvertently or deliberately overtaking are to be given back.

2.15. Records

The N.Z.M.P.B.A. (Inc.) shall recognize course records made on courses standardized by the Association and at sanctioned regattas of the Association or at affiliated club meetings for the Engine specifications and hull types as listed in Table 4.

- Record attempt forms are available from the NZMPBA secretary/(RECORDS OFFICER) also web site at Records tab (http://www.nzmpba.co.nz/?page_id=41)
- and the completed form must be returned to the Secretary within 14 days of the attempt being made.
- Applications for records must include all pertinent data and the signature of the Official Observer.

NOTE :- Open Class records for SAW speed and 2 lap oval classes are no longer recognized as a legitimate class after 31/08/2017. Current records held for those classes shall remain in force for archive purposes only.

Deep Vee records for SAW speed and 2 lap oval classes are no longer recognized as a legitimate class after 1/01/2022. Current records held for those classes shall remain in force for archive purposes only.

The NZMPBA. shall issue certificates of recognition to individuals successful in the record attempt.

The Official Observer must be a NZMPBA committee member, or another member of the NZMPBA that is nominated by the committee/RECORDS OFFICER to carry out this duty on their behalf.

The contestant must be a financial member of the Association to claim a record.

Current speed records are listed on the NZMPBA web site at http://www.nzmpba.co.nz/?page_id=41

The official observer must verify the displacement of the motor according to the class entered should a controversial situation arise.

No competitor can run a borrowed boat for records or speed patches.

All boats must comply with the Noise regulations (where applicable) and will be tested before (or immediately after) a record attempt.

2.16. Protests

Protests may be registered during a race up to five minutes after the conclusion of the race.

- A fee of twenty dollars (\$20) must be deposited with the Race Director at the time of registration of the protest. This fee being refunded if the protest is upheld.
- Protests against breaking the start of a race, warnings or disqualifications issued during a race will not be entertained. The decision of the Race Director will be final and binding and no correspondence will be entered into at any time.
- Protests will be heard by the Protest Committee comprising of the Race Director, Course Observer"s and one other member present. They will decide and impose the appropriate disqualification/s, penalties and otherwise adjust the race result as appropriate in Table 6 or make an award of time or laps lost during Racing, in which case the lap scorer concerned must have an accurate record of time lost.

The Protest Committee will consider:

- Identify who caused the incident, did they DNF themselves or go on to finish the heat. If damaged, is their boat repairable / non repairable.
- Did the "victim" of the incident receive a penalty, lose their place, DNF, have their boat damaged (repairable / non repairable or were others disadvantaged?)
- Was anyone else in the heat affected, how?

The decision of the Protest Committee is final and binding and no further correspondence will be entered into.

3. SPECIFIC CLASS RACING RULES

3.1. Stock thunderboat (T1)

1) General description

Semi scale or freelance models of the classic era Thunderboats (Pre cab-over Unlimited & Limited hydroplane) All boats will be three (3) point hydroplanes, no canards or outriggers.

2) Hull specifications

1. Boats may be wood or fiberglass/composite type construction.
2. Hull Length shall be a maximum of 1,422 mm (56 inches), minimum of 1,067 mm (42 inches).
3. All boats shall be a rear cockpit configuration with a period appropriate driver. No animal or cartoon characters.
4. All boats shall have a period correct paint scheme and sponsor name & logo. The Sponsor/Logo May be original or of your own choice.
5. Normal hull configuration shall be conventional round nose, shovel nose, dropped sponson or pickle fork design. The pickle fork shall not exceed 10% of the hull length.
6. No rear sponson, ride shoe or other riding surface allowed aft of the sponson transom, except for a lift plate (maximum 25 mm wide) that can be attached to the shaft tube extending from where the tube penetrates the hull, and terminating at the strut. Engine belly pans are allowed. Engine belly pans may not extend beyond the engine compartment.
7. Nothing may extend more than 133 mm (5¹/₄ inches) beyond the transom.
8. The strut mounting is optional. Effort must be made to cover the engine with a cowling or period correct fake engine and pipe must be concealed within the hull and exit through the transom.

3) Engine Specifications

1. Engine Specifications as per Stock Zenoah class in General Rules -see [Table 2](#) Petrol engine specifications.
2. Link to stock engine scrutineering

<http://www.nzmpba.co.nz/wp-content/uploads/2021/02/STOCK-ENGINE-SCRUTINEERING-2021.pdf>

3.2. Modified thunderboat (T2)

1) General Description

Same As T1 Thunderboat

2) Hull Specifications

Same As T1 Thunderboat

3) Engine Specifications:

1. Any two stroke petrol engine up to 27cc (P2). This specification includes a modified Zenoah 26PUM, but excludes a Stock Zenoah 26PUM as specified for T1. Electronic or Magneto ignition is allowed.
2. Any exhaust system allowed. All boats must meet current NZMPBA rules, ie 87 dB at 10 m.

3.3. Petrol Sport Hydro

1) General Description

Freelance Sports Styled Unlimited Light and Unlimited hydroplane Class. All boats will be three (3) point hydroplanes, no canards or outriggers.

2) Hull Specification

1. Boats may be wood or fiberglass/composite type construction.
2. Hull Length shall be a maximum of 56 inches, minimum of 42 inches.
3. Closed cockpit screen may be painted to simulate enclosed cockpit, open cockpit must have a driver. No animal or cartoon characters.
4. All boats must have a sponsor name & logo. The Sponsor/Logo May be original or of your own choice.
5. Normal hull configuration shall be conventional round nose, shovel nose, dropped sponson or pickle fork design. The pickle fork shall not exceed 25% of the hull length.
6. No rear sponson, ride shoe or other riding surface allowed aft of the transom, except for a lift plate (maximum 25 mm wide) that can be attached to the shaft tube extending from where the tube penetrates the hull, and terminating at the strut
7. Engine belly pans are allowed and may not extend beyond the engine compartment.
8. Nothing may extend more than 133 mm (5¹/₄ inches) beyond the transom.

3) Engine Specification

1. Any 2 stroke petrol engine can be used up to 27cc (P2), standard or modified and any configuration. Electronic or magneto ignition allowed.
2. Any carburetor may be used.
3. Any exhaust system allowed. All boats must meet current NZMPBA rules, ie 87 dB at 10 m.

3.4. Petrol Outrigger Hydroplane

1) General Description

Freelance Open Design Outrigger Hydroplane Class. All boats will be three (3) point outrigger hydroplanes, no Thunder-boats, Sport Petrol Hydro's or Canards.

2) Hull Specification

1. Boats may be wood or fiberglass/composite type construction.
2. Hull length shall be a maximum of 1,422 mm (56 inches), minimum of 1,067 mm (42 inches).
3. General hull configuration shall consist of two (2) forward sponsons connected to the tub by booms.
4. Rear sponsons, shoes, ride pads and lift plates are allowed. Engine belly pans are allowed. Engine belly pans may not extend beyond the engine compartment. Nothing may extend more than 133 mm (5¼ inches) beyond the transom.

3) Engine Specification

1. Any 2 stroke petrol engine can be used up to 27 cc (P2), standard or modified and any configuration. Electronic or magneto ignition allowed.
2. Any carburetor may be used.
3. Any exhaust system allowed provided that it meets current NZMPBA rules, ie 87 dB at 10 m.

3.5. Sport Electric Class Racing Rules

All boats must conform to NZMPBA electric class specifications NZMPBA racing rules and guidelines will apply excepting the following.

Safety Loops and/or isolating switches are mandatory.

N2 SPORT HYDRO 2 cell LIPO Brushless Class

1. Motor and Controller is open
2. 2S 7.4 Volts Lithium Polymer (Lipo) Batteries 6000 mAh max.
3. All boats to resemble Hydroplanes from the past or present, Fictitious teams maybe created within the Spirit of the past and present Hydroplanes. The word "resemble" shall be loosely interpreted and as long as the boat is configured in the spirit of a real 3-point full-bodied hydro, it shall be deemed legal.
4. Outriggers, modified outriggers or tunnels are not allowed.
5. All boats must be inboard motor powered with an effort made to conceal the motor with fake engine or cowling.
6. No gear boxes allowed.
7. NZMPBA oval sprint racing rules will apply.
8. Minimum hull length 508 mm (20 inches).

N2 SPORT OFFSHORE 2 cell LIPO Brushless Class

1. Motor and Controller is open
2. 2S 7.4 Volts Lithium Polymer (Lipo) Batteries 6000 mAh max.
3. Offshore hulls must be a Deep-Vee (16 to 28 degree "V" angle) or an Offshore Catamaran type hull. The windshield or cockpit will be located no further forward than 65% of the hull's length when measured from the transom.
4. Freeboard, as measured at the tallest point on the side of the hull, will not be less than 25mm.
5. Stepped hulls and flat keel ride pads will be allowed on both Deep Vee and Catamaran type hulls.
6. Closed cockpits must have windshields. Windshields can either be clear, tinted or colour.
7. Open cockpits must have drivers.
8. All efforts should be made to colour and number hulls in the spirit of real offshore racing. This class is intended to be standoff scale class.
9. No gear boxes allowed.
10. NZMPBA oval sprint racing rules will apply.

11. Minimum hull length 508 mm (20 inches).

P SPORT HYDRO 4 cell LIPO Brushless Class

1. 4S 14.8 Volt Lithium Polymer (Lipo) 6000 mAh max
2. Motor and speed controller open
3. All boats to resemble Hydroplanes from the past or present.
4. Fictitious teams may be created within the Spirit and shall at least resemble boats of the past and present Hydroplanes. The word "resemble" shall be loosely interpreted and as long as the boat is configured in the spirit of a real 3-point full-bodied hydro, it shall be deemed legal.
5. Outriggers, modified outriggers or tunnels are not allowed.
6. All boats must be inboard motor powered with an effort made to conceal the motor with fake engine or cowling.
7. NZMPBA oval sprint racing rules will apply
8. Minimum hull length 610 mm (24 inches).

P SPORT OFFSHORE CLASS 4 cell LIPO Brushless Class

1. 4S 14.8 Volt Lithium Polymer (Lipo) 6000 mAh max
2. Motor and speed controller open
3. Offshore hulls must be a Deep-Vee (16 to 28 degree "V" angle), Offshore Catamaran type hull.
4. Freeboard, as measured at the tallest point on the side of the hull, will not be less than 25 mm.
5. Stepped hulls and flat keel ride pads will be allowed on both Deep Vee and Catamaran type hulls.
6. Closed cockpits must have windshields. Windshields can either be clear, tinted or coloured.
7. Open cockpits must have drivers.
8. All efforts should be made to colour and number hulls in the spirit of real offshore racing.
9. However, this class is intended to be stand-off scale class.
10. NZMPBA oval sprint racing rules will apply.
11. Minimum hull length 610 mm (24 inches).

Q SPORT HYDRO 6 cell LIPO Brushless Class

1. 6S 22.2 Volt Lithium-polymer batteries (Lipos) 6000 mAh max.
2. Motor and speed controller open
3. All boats to resemble Hydroplanes from the past or present.
4. Fictitious teams may be created within the Spirit and shall at least resemble boats of the past and present Hydroplanes. The word "resemble" shall be loosely interpreted and as long as the boat is configured in the spirit of a real 3-point full-bodied hydro, it shall be deemed legal.
5. Outriggers, modified outriggers or tunnels are not allowed.
6. All boats must be inboard motor powered with an effort made to conceal the motor with fake engine or cowling.
7. NZMPBA oval sprint racing rules will apply.
8. Minimum hull length 865 mm (34 inches).

Q SPORT OFFSHORE CLASS 6 cell LIPO Brushless Class

1. 6S 22.2 Volt Lithium -polymer batteries (Lipos) 6000 mAh max.
2. Motor and speed controller open
3. Offshore hulls must be a Deep-Vee (16 to 28 degree "V" angle), Offshore Catamaran type hull.
4. Freeboard, as measured at the tallest point on the side of the hull, will not be less than 25 mm.
5. Stepped hulls and flat keel ride pads will be allowed on both Deep Vee and Catamaran type hulls.
6. Closed cockpits must have windshields. Windshields can either be clear, tinted or coloured.
7. Open cockpits must have drivers.
8. All efforts should be made to colour and number hulls in the spirit of real offshore racing.
9. However, this class is intended to be stand-off scale class.
10. NZMPBA oval sprint racing rules will apply.
11. Minimum hull length 865 mm (34 inches).

1/8th Scale electric hydro

1. Hulls to conform to NZMPBA 1/8th scale racing rules (except motor)
2. Lithium-polymer batteries (Lipos) 10s max cells, 42 volts, max 6000 mAh capacity.
3. NZMPBA electric class racing rules apply.
4. Motor and speed controller 'open'.
5. All boats must be inboard motor powered with an effort made to conceal the motor with fake engine or cowling.

3.6. C Scale Hydroplane

Aim: To duplicate the sport of full sized hydroplane racing as closely as possible, with model boats that are configured, painted and detailed like their full sized counterparts.

The class will consist of two types boats:

1. 1/8 scale Unlimited Hydroplanes.
2. True scale hydroplane models based on full sized racing hydroplanes, constructed to dimensions approved by the registrar.

1) Hull and engine requirements

1. All hulls shall be C Scales of past or present full sized qualified racing hydroplanes.
2. All models will have a minimum length of 1,067 mm unless indicated otherwise by the APBA master hull roster.
3. All 1/8 scale unlimited hydroplanes shall satisfy the dimensions of the APBA master hull roster with the following tolerances to scale being allowed (excluding appendages).

2) Hull definitions and tolerances

Length: this is the overall length of the boat as measured from the forward most point of the basic hull to the rear most point of the basic hull.
Note, triplets and rear sponsons are not part of the basic hull.

Allowable tolerance from true scale is ± 25 mm.

Width: this is the maximum overall width of the boat allowable tolerance is $\pm 10\%$

Tunnel: this is the tunnel width or sponson separation of the boat.
Allowable tolerance from true scale is $\pm 10\%$.

After plane length:

This is the distance measured from the rear of the sponson to the rear most point of the basic hull. Allowable tolerance from true scale is $\pm 10\%$.

Picklefork depth:

For pickle fork hulls only. Picklefork depth is not a principle dimension as listed in the rulebook. The dimension is listed here for reference only. This is the distance from the forward most point of the boat to the leading edge of the boat between the sponsons.

Allowable allowable tolerance from true scale is $\pm 10\%$.

Non-unlimited hydroplane models will (are required to) have their dimensions approved by the registrar prior to construction. This will be done by submitting dimensions of the proposed model along with verified dimensions for the full sized boat. **THE OVERALL LENGTH DIMENSION (BOW TO TRANSOM)** will be used to calculate a scale for the model. The model will be constructed to this scale, subject to the above tolerances.

All models will be issued with an acceptance certificate from the Official Measurer once all registration details have been completed. The certificate will include size verification, paint details etc and comply as follows:

- Maximum engine capacity shall be 10.9 cc (0.67 cubic inches) .
- Ride surfaces do not have to duplicate the original full sized counterpart.
- The engine and tuned pipe must be concealed.
- Outdrive units are specifically prohibited and the forward-most part of the stock propeller drive dog shall not lie behind the transom plane. Unless scaled dimensions of the real boat can be proven.
- Noise level shall be as per the NZMPBA rules (stated elsewhere).
- Boats shall compete with scale drivers in cockpits and cowlings, including dummy engines, and turbine tubes. Scale appendages must be used unless damaged beyond repair during regatta race day. (Driver to be minimum shoulder and head height).
- Hull or cowl offsets existing on the actual boat may be modeled in reverse (mirror image) if the correct dimensions are maintained.
- A motor belly pan may be inserted, for motor and flywheel only, on the model, even if it was not on the full size hull configuration. The dimensions shall not exceed 90 mm in width, 190 mm in length, and 20 mm in depth. It must not exceed the depth of any ride surface, nor be constructed for the intent of a ride surface.

3) Regatta format

Boats shall be raced to the Error: Reference source not foundError: Reference source not found rules or other such format as may be advertised by the contest director.

3.7. Sport 45 Hydro

1) Hull and engine requirements

Refer to [Figure 2](#), [Figure 3](#), and [Figure 4](#).

1. Hull must be of three (3) point hydroplane configuration.
2. Boats shall be freelance appearance and finished in a manner appropriate to a past or present limited or unlimited class hydroplane.
3. A name and / or the owners NZMPBA number must be displayed on the boat.
4. Open cockpit must be complete with a driver of scale like appearance. It must be at least shoulders and head height. Canopy type hydros must at least have a painted windscreen.
5. Maximum engine capacity must not exceed 7.550cc, inboard only. Gear boxes are not permitted.
6. The engine and tuned pipe must be concealed where possible.
7. Outrigger, modified outrigger, tunnel and canard hulls are not permitted.
8. The drive dog may extend beyond the transom, but no more than 50 mm to the front face of the drive dog.
9. Minimum hull length will be 890 mm.
10. The underside of the afterplane shall be a continuous flat surface across the hull with the exception of the allowable transom cutup and cockpit centre section. See drawings for allowable dimensions of cutup & engine pan.
11. Hull width at the transom's narrowest point shall not be less than 60% of the width of the hull between the inside edges of the front sponson ride surfaces.
12. For pickle fork hulls the front recess shall not be more than 25% of the total hull length. (A forward wing is considered part of the hull and is not included in 25% pickle fork recess).

- 13. Air dams, ride plates and rear sponsons/shoes are permitted.
- 14. Multi winged hulls are not permitted – See diagrams below for clarification.

2) Regatta format

Boats shall be raced using the rules format or other such format as may be advertised by the contest director.

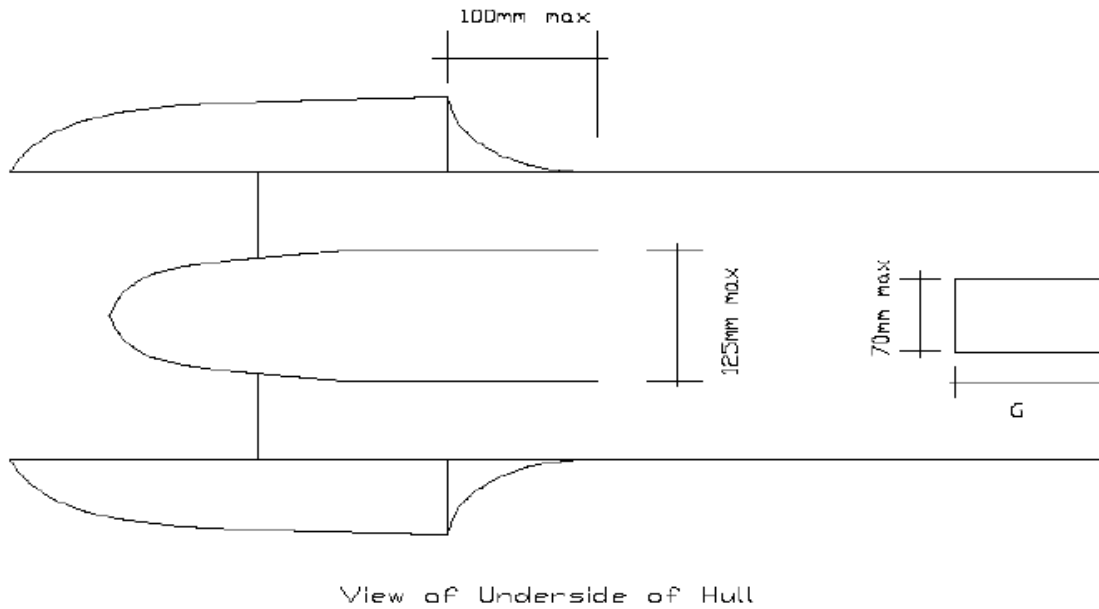


Figure 2: Sport 45 dimensions 1

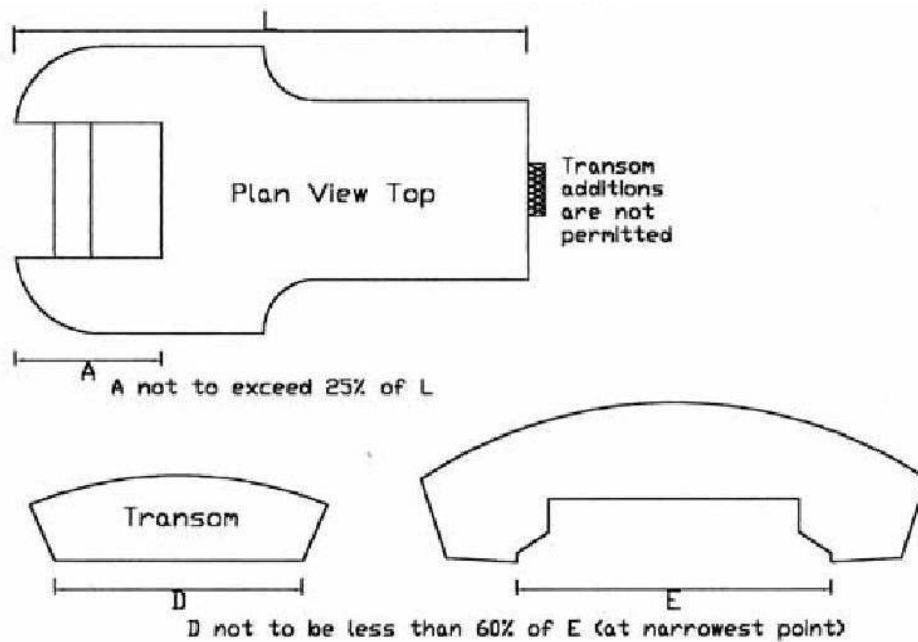


Figure 3: Sport 45 dimensions 2

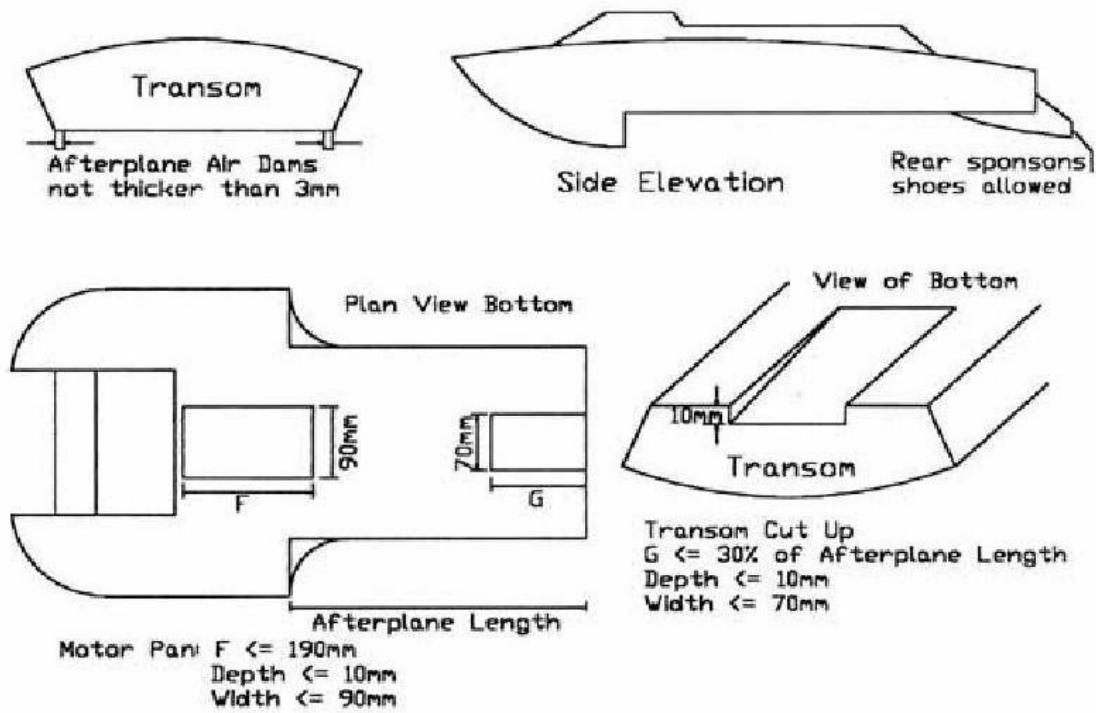


Figure 4: Sport 45 dimensions 3

3.8. Stock Class Crackerbox

1) Aim of class

The intent of the Quarter Scale Crackerbox class is to provide a racing class that duplicates the full-size Crackerbox class as closely as possible.

2) Hull Specifications

The basic hull lines of the Quarter Scale Crackerbox must conform to the lines of the full size Crackerbox racing Runabout.

All boats must conform to the following measurements.

1. Minimum length is 1070 mm (42") & Maximum length is 1245 mm (49")
2. Width at the widest point will be Minimum 406 mm (16") & Maximum 457 mm (18").
3. Hull depth to be 108 mm (4¼") minimum at the thickest cross-section measured from the chine to the highest point of the decking.
4. The bottom of the hull will be flat with with no riding surfaces, pads or steps. The chines may be radiused to reduce roll over. Maximum radius not to exceed 10 mm.
5. The bottom must be no more than a 5 degree vee (deadrise) at the transom, 2½ degrees per side.
6. Hulls may be wood or fibreglass only. No kevlar or carbon fibre.
7. The deck and hatch must resemble that of the full sized crackerbox.
 1. The boat must be painted or finished in the spirit of a racing scale model. The letter 'P' must precede or follow the racing number on each side. Minimum size of number and letter to be 75 mm.
 2. Two ¼ scale Drivers of life like appearance with helmets and life jackets must be used in the driver/rider compartment. Cartoon, action men style or profile figures not permitted.
 3. Instrument panel, steering wheel and other detailing are not mandatory but are encouraged.

3) Engine Specifications

1. **STOCK** - Refer to Stock engine in [Table 2](#) and guidance for scrutineering stock engines that specifies engine parameters.
<http://www.nzmpba.co.nz/wp-content/uploads/2021/02/STOCK-ENGINE-SCRUTINEERING-2021.pdf>
2. All engines must have a cannister muffler, custom muffled exhaust system or tuned pipe. Quickdraw style 'hot' pipes permitted.
3. The exhaust system must be enclosed within the hull with the exhaust exiting through the transom.
4. **Noise** levels not to exceed 87 dB measured from 1 metre above water at a distance of 10 metres.

4) Drive-train specifications

1. The drive train may be straight or flex drive.
2. The tips of the propeller, rudder or any working hardware must not protrude farther than 102 mm ± 4 mm beyond the transom.

3. No hardware may be used that would introduce 'non-trip' to the boat. No angled trim tabs.
4. Skegged struts are allowed.

4. General.

1. Petrol must be pump petrol 91 – 98 octane (plus oil). No aviation or No.1 race fuel allowed.
2. Centrifugal type clutches are permitted.
3. Minimum weight ready to run without fuel must be 6.5 kg (15lb).
4. Stinger drives are not permitted.

1) Race format

Boats shall be raced using the rules format or other such format as may be advertised by the contest director.

5. GUIDE TO RACING AND EVENT RACING RULES

5.1. Race Course markers - buoys

NZMPBA race courses are generally marked by buoys. Some suggested buoy designs can be found on the following link.

<http://www.nzmpba.co.nz/buoys/>

5.2. Right of way

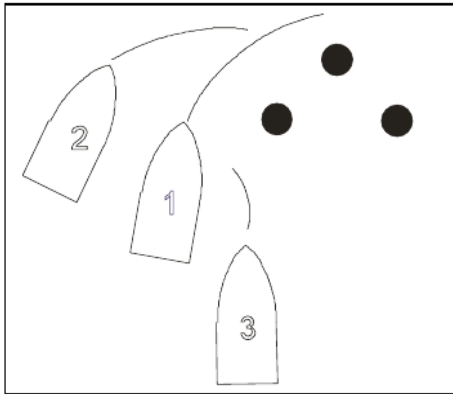
Boats may be passed on either side but on a line close to a buoy the inside boat shall have the right of way over other boats at that buoy.

Boats entering the pits shall have right of way over boats leaving the pits.

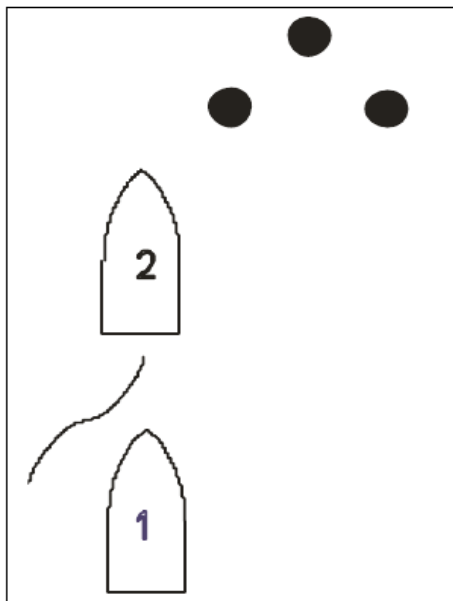
Boats on the course shall have right of way over boats entering or leaving the pits.

Boats on the course shall have right of way over boats re-entering the course after having gone wide on a buoy or rounding the penalty buoy for a 'missed' buoy in offshore events.

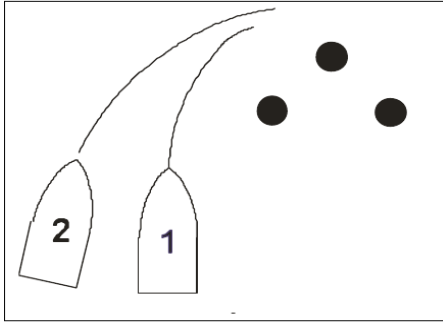
5.3. GUIDELINES FOR PASSING MANOEUVRES



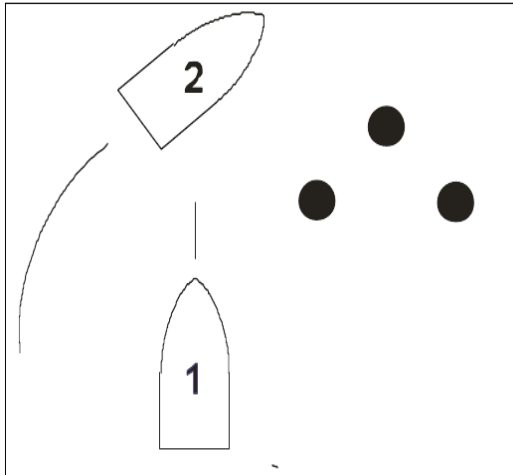
Driver No 1 has the inside lane. Drivers No 2 and 3 are attempting to overtake improperly. Driver No 2 is cutting off Driver No 1 and infringes. Driver No 3 is attempting to squeeze by on the inside. He will have to turn left and cut off No 1 to miss hitting the buoy.



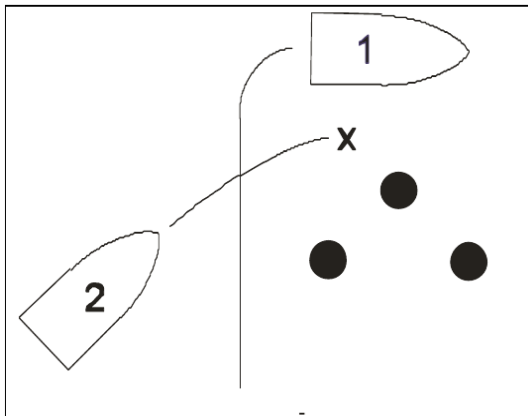
Driver No 2 is overtaking properly. When passing another boat, you may not take over the passed boats lane within a minimum of three boat lengths or the length of your rooster tail, whichever is the greater.



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. Infringement against Driver No 2.



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



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

5.4. DRIVING

No obstruction, fouling or reckless driving will be permitted.

Obstruction is defined as attempting to overtake another boat where there is insufficient space to permit this without evasive action being taken by the boat being overtaken to avoid a collision, or a driver deliberately weaving from side to side in such a manner as to prevent anyone overtaking him.

Fouling is defined as driving in such a manner as to attempt to intimidate another driver either by hitting or attempting to hit his boat.

Reckless driving is defined as driving in such a manner as to continually cause other drivers to take evasive action because of erratic course or, a driver bringing his boat into the pits at an excessively high speed, or leaving the pits without giving way or consideration to boats on the course, or a driver continuing to race when he no longer has full control over his boat due to malfunction of radio or other equipment.

Any boat approaching an announced dead boat (and the rescue boat in Marathon and Offshore events) **should** do so at a reduced speed and at a safe distance under [Error: Reference source not found](#) conditions whereby no overtaking is permitted. This condition shall apply until all boats have left the water at the conclusion of the race or heat.

All drivers and pit persons are encouraged to communicate with other drivers during an event, this should include comments on the amount of room given and required and also if a driver is going to give way or make space for a faster boat.

If in the opinion of the Contest Director a driver is guilty of inconsiderate or dangerous driving, he will be warned and subsequently may be penalised or disqualified for continued infringement.

Should a driver be disqualified he will forfeit all laps he may have accrued up to the time of the disqualification.

Table 6: Dead boat procedure and PA announcements

1. Driver to announce loudly his boat is DEAD!!!! and position on race course.	
2. PA announcement to follow the drivers call, giving position on course. Virtual 'Yellow flag' situation exists, no overtaking approaching obstructions.	
3. Pitperson to advise 'dead boat' situation to their respective driver and make sure he/she understands. Then guide driver around obstructions each lap, advising changing position due to drifting/wind.	
4. In extreme circumstances the Contest Director (or nominee) may “Red Flag” a heat, safety being the top priority.	
Infringement for failure to action above advice	Penalty*
Driver failure to notify his/her dead boat.	25 points and possible damage to own boat
Overtaking while approaching the dead boat.	Give back place, or lose 'one position' points.
Hitting an 'announced' dead boat on first pass.	100 points, or heat points - whichever is greater.
Hitting an 'announced' dead boat on second and subsequent passes.	250 points, or heat points - whichever is greater.
Hitting a dead boat before any warning shall be considered an ACCIDENT.	Generally incurs NO PENALTY.

***suggested penalty only, subject to CD discretion and to be advised at drivers brief**

5.5. Types of racing below

The racing formats offered range from:

1. short duration sprint racing over a limited number of laps
2. to duration based racing on closed waters
3. or offshore racing on more open water where weather and water conditions present an additional challenge.
4. Single boat events timed
5. 2 lap overall time trial

5.6. Oval Sprint Racing

1) General Rules

6. Each team will consist of a driver and pit person where practical.
7. The event is comprised of 4 heats of 5 laps on a 100 m straight course, or 4 heats of 6 laps on a 70 m straight course. (Where pond limitations do not allow for a 100m course).
8. The event can be hull and engine class based or an open event with the only restriction being Maximum engine capacity for respective engine classes.
9. The course layout and race direction are shown in [Figure 6](#) below.
10. Absolutely no re-circling of buoys missed.

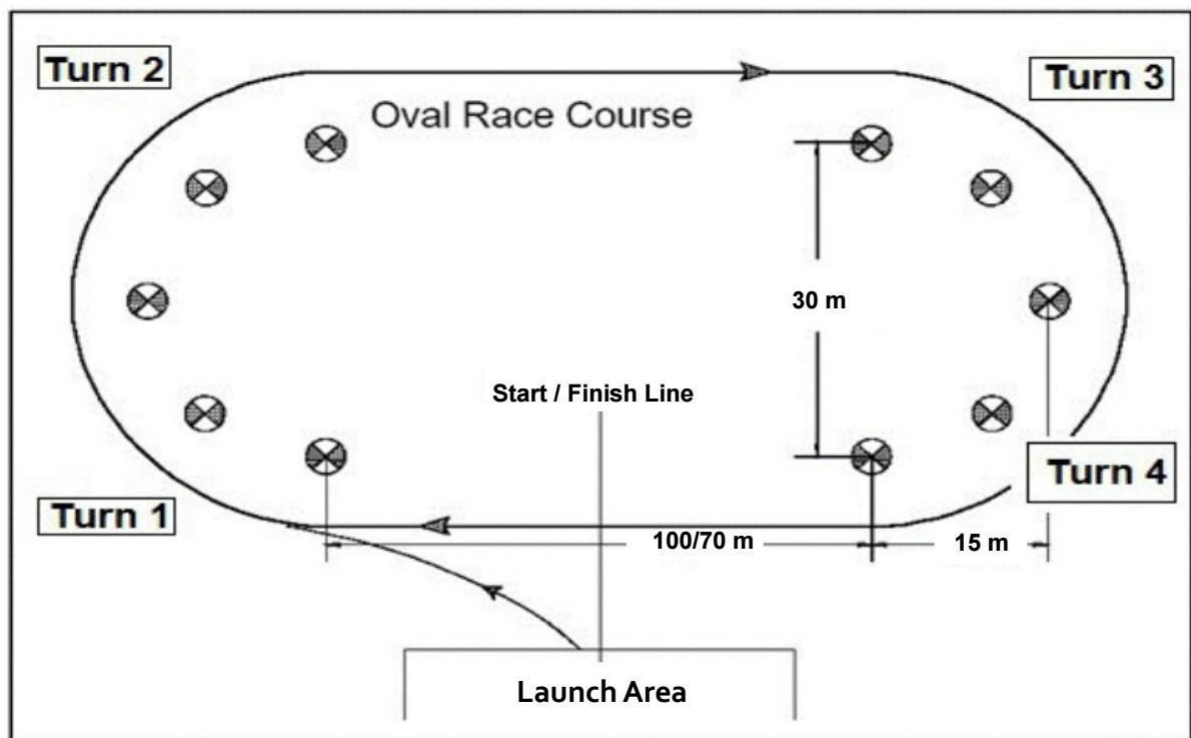


Figure 5: Oval racing course

2) Heat Race procedures.

1. All races will be started by means of an Audio countdown from a PA system.
2. Each race will consist of four (4) distinct phases: -
 - i. Pit/Launch time
 - ii. Mill time (Mandatory)
 - iii. Race Start
 - iv. Race time

Phase 1: Pit/launch time

1. Begins at the start of the countdown and lasts for 2 minutes to allow engines to be started and boats launched
2. Once launched all boats must follow the course around the outside of the buoys until race completion
3. Cutting inside any buoy will incur a penalty
4. **Any** boat that has not been launched on the water and mobile at the completion of the 2-minute pit/Launch time shall be recorded as a DNS.

1) For electric races only

The Contest Director, with agreement from competitors, can dispense with Pit/ launch time and instead have all competitors place their boats in the water at the launch area and cut straight to Mill time if their audio start system allows this.

5. Boats must proceed around the buoys as above in Figure 5 to the start/finish line to begin the race.

Phase 2: Mill Time.

1. A mill time of 30 seconds will begin at the completion of pit/launch time.
2. Boats on the course will adopt a milling pattern around the buoys in a clockwise direction at a safe reduced speed.
3. Within the last 10 seconds of the countdown, or passing of turn 3 buoy for the last time approaching the start, all boats must maintain their lane approaching the start line. (**A lane is interpreted as being approximately 1.5 metre in width radiating out from the buoy line**)
4. *A boat that leaves the mill proper to kill time and/or get a long run up for a flying start, where venues allow, shall be deemed to have left the course proper and line up **behind** those “laned up” for the start, or, in the outer most lane allowing room for those on the mill proper.*
5. All boats approaching the start line must be deemed “on plane” to the race directors’ satisfaction.
6. Boats deemed “off plane” or guilty of zigzagging or fishtailing to scrub off speed prior to the start line will be instructed to complete another lap.

Phase 3: Race Start.

1. Race start begins at the end of mill time and will be signaled by a horn/buzzer or similar recorded sound clearly audible to racers regardless of the position of the entrants/*boats* on the course

2. Boats crossing the start line prior to the start sound will be deemed to have jumped the start and required to complete an extra lap. (i.e., complete a circuit of the course and re cross the start line for a legal start.)

2) For electric races only

3. Any boat that jumps the start will automatically be relegated to last place.
4. If more than 1 boat jumps the start then they are recorded for the positions they then finish in allowing for that relegation. (The race remains 5 laps for all regardless to protect batteries against damage from over discharge).

Phase 4 Race time.

5. Race time begins at the **START** of the race start sound.
6. After the official start, boats must retain their respective lane positions until they have passed turn 2, unless, they have a clear roostertails length lead in front. (This is to allow room for inside lanes to complete the turn without interference.) Once on the back straight lane changing is permitted for the duration of the race provided the required rooster tail length is observed.
7. Once a boat has finished completing its five (5) laps it can return to the launch area, providing it completes a further wind down lap at reduced speed, wide of those still competing on the course.
8. Race time is considered finished when the last boat has crossed the finish line after completing 5 laps.
9. All boats must cross the start finish line under their own power to record a finish.
10. The Race Director/Controller or appointed observer shall be the sole judge of the start and race procedures and immediately announce any boats that jump the start, or are guilty of an infringement. Their decision is final.
11. **For electric classes: -**
12. Once a boat has finished completing it's (5) laps, electric boats may (as an alternative to 3 above) pull into the center of the course and 'stop' until all boats have finished and then return to shore.
13. Any boat that stops thermally during the race or mill period and does not restart immediately will be deemed as a dead boat (and called so) and must not be moved until directed by the race controller.
14. A self-righting boat that capsizes cannot resume racing and is classed as stopped.

3) Penalties

15. Touching or cutting inside a buoy (from start of pit/ launch time to race finish) = 50 points per infraction. 3 infractions = heat disqualification. And zero points.
16. Touching/hitting announced dead boat refer [Table 6](#)
17. During the race, (including launch time and mill time), any boat that deliberately causes another to crash/stop shall be disqualified from the heat and score zero points, and immediately stop racing and return to the pit/ launch area as directed by the race controller.

4) Points scoring

The Oval Heat Racing Points Scoring System in [Table 7](#) will be used to determine the final placings for each class contested.

Table 7: Oval Heat Racing Points Scoring System

Placing	Points
1	400
2	300
3	225
4	169
5	127
6	96
7	72
8	54
9	40
10	30
DNF	25
DNS	0

NOTE:

In the event of a points tie, the title/placings and points are shared.

For the allocation of 'King of Oval Points' is set out in section 5.2 and 5.3 the points are shared between the two or more tied positions.

5) Safety

In the event that a heat stopped for 'Safety reasons', the heat may be rerun.

Only boats still running in the race when the Race controller calls a halt shall be allowed to start in the re-run.

5.7. Marathon

1. Each team shall consist of the driver and a pitperson where practical.
2. Only one boat per team is permitted.
3. The Oval racing course in [Figure 5](#) will be used, EITHER 100 m or 70 m straights can be used depending on what the venue can safely accommodate.
4. Each team shall be allocated a space at least 1.5m wide on the jetty (where possible).
5. General racing rules shall apply regarding to right of way.
6. The 2½-minute countdown start is used, and all boats must be on the water 30 seconds before the start or they must remain on the bank until the last boat has passed the start line. The Race Director or appointed Observer shall be the sole judge of the starting procedures and cutoff times for the launching of boats and must announce immediately any boats that have broken the start. Their decision is final.
7. Once on the water a boat must mill the complete course.
8. The lap will not be counted if the start line is crossed early.
9. The event will comprise of up to two 20-minute heats. Each heat will be in a clockwise direction.
10. Most laps accumulated over the two heats determines the winner.
11. No limits on fuel capacity. Fueling stops allowed.
12. All drivers must use the appropriate pit lanes when entering or leaving the pits. Failure to do so will incur a 1 lap penalty.
13. Boats must be driven at a greatly reduced speed in the pit lanes.
14. All buoys must be rounded. NO re-circling permitted.
15. A 1 lap penalty will apply if a buoy is missed.
16. Boats coming into the pits have that lap counted.
17. Any boat stopped on the course may be retrieved by the rescue boat.
18. Stopped boats (or any other course obstructions) are NOT to be retrieved by any rescue boat during the 2½ minute countdown and until racing congestion has eased.
19. Retrieved boats are returned to an area nominated during the drivers meeting. The boat will be collected from that area by the driver or pit person.
20. A dangerous condition may stop the race, which may be restarted when the danger is clear.
21. The stoppage time is not counted as elapsed time.
22. Laps are counted by an appointed lap scorer and at least one observer. They shall keep an accurate record of the laps completed.
23. The lap scorer or observer may be called upon to give an account of any incident.
24. Mono and Tunnel hulls only are eligible for Marathon racing.
25. For lap scoring purposes each boat shall have 2 rubber fittings or holes 100 mm apart 5 mm in size to allow a number plate to be carried. In each race the competitor will be supplied with, or may use his own, a white vertical plate, with a size of 100 mm x 20 mm with 5 mm holes in the bottom 100 mm apart. On this shall be the competitor's pit number in black of a minimum height of 75 mm. The number must be clearly visible to the lap scorers on the front straight. Should the plate become dislodged or broken during the race and/or be unreadable it will be the responsibility of the competitor to ensure that it is repaired or replaced immediately in order for the lap scorers, (who shall not be responsible for missed laps) to identify the boat.

See illustration Boat Number Boards in [Figure 6](#). (And also used for Offshore events)

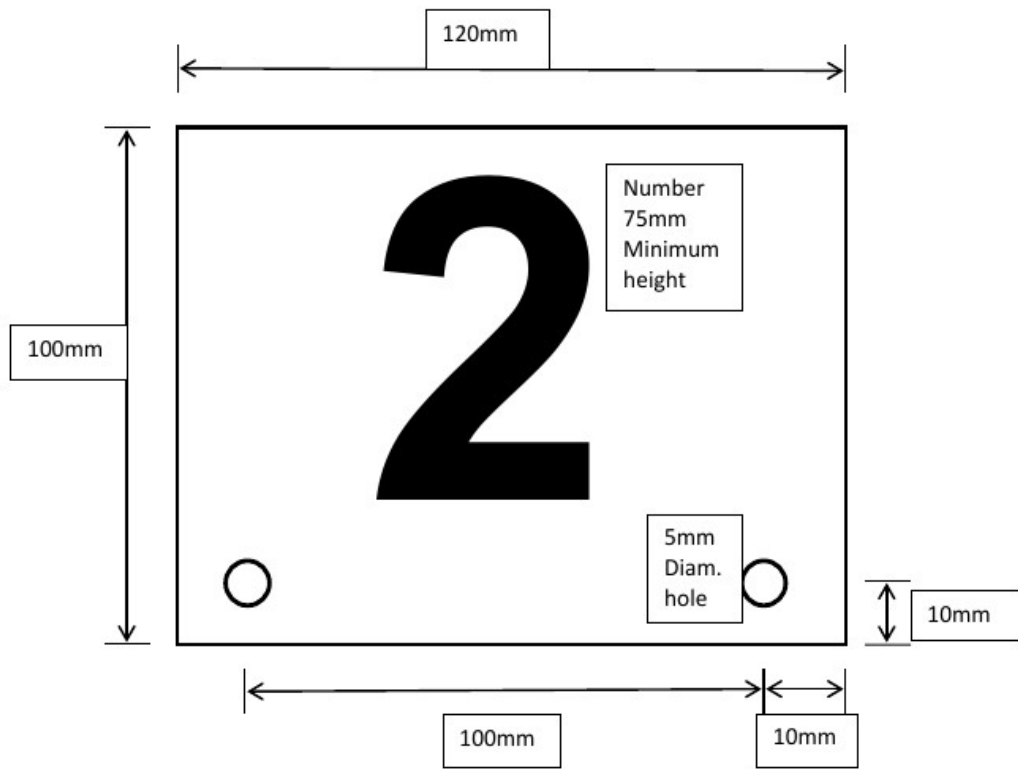


Figure 6: Number board

5.8. Offshore Hi-Point Racing Series

Format and Event Specifications.

Calendar

The Hi Points Series will consist of several one day offshore regattas throughout the year as per the [NZMPBA Calendar of Events](#)

- The Annual Prize Giving for the previous years series winners shall be held at the drivers briefing at the first event each year in February/March or alternatively the first practical opportunity.

Hosting Responsibilities

- Final venues for each successive year will be confirmed prior to the completion of the current year as part of the Sanctioned event ratification process and be published on the NZMPBA website.
- Regional Clubs can apply to host rounds.
- Hosting clubs provide resources
- Course markers,
- Rescue dinghies, outboards and compliant lifejackets in accordance with <https://www.maritimenz.govt.nz/rules/part-91/>
- Hosting clubs are responsible for:
- Enforcing the racing rules & format
- Setting out the course,
- Running the event
- Collecting entry fees
- Boats **must** be scrutineered by host club. The NZMPBA scrutineering form must be used. This form is available on the NZMPBA website [Scrutineering-form-2023.pdf](#)
- Entry forms for the regattas will generally be distributed via: NZMPBA website, under calendar link [NZMPBA Calendar of Events](#)
- Confirmations of entry for each entrant will be emailed or posted on the NZMPBA forum at the bottom of the [home page](#) or verbally advised approx 1 week prior to or during the week preceding the regatta. The Contest Director maintains the ability to adjust this as necessary.

Engine Classes

NZMPBA Classes, A, B, C1, C2, X, Stock, P1, P2, P3, PX and electric up to T class as specified in [Table 1](#), [Table 2](#), and [Table 3](#).

General Offshore Rules

1. **All boats must be Offshore Style and presented in the “spirit” of the event. Offshore style is to look like full-size Offshore Powerboats.**
2. Eligible hull types are (Offshore style) and s (as a Catamaran in offshore style, but not Formula 1 style) as further defined in
3. Radio Control systems with an integrated Fail safe must use and demonstrate the operation of the Fail-Safe during scrutineering (see page [72](#)) with the engine running.
4. All Petrol-powered boats must be protected against zero voltage receiver failure by using an ignition coil disabling system.

5. The effectiveness of the ignition coil disabling system must be demonstrated, with the engine running, such that by turning the receiver power off the engine is stopped.
6. Driving must comply with the standards as defined in the NZMPBA
7. A driver's choice of which boat (DV or Cat) to run may be made at the start of the days racing according to conditions or any other criteria. The first choice boat will accumulate laps/points for the driver. In the event of the first choice boat being retired for any reason whatsoever an alternate boat may be run after advising the Contest Director. Thereafter any laps recorded by the alternate (scrutineered) boat will NOT add to the drivers aggregate for the first boat. But the second boats score may be counted as their regatta score instead, if greater than that of their first boat.

Boat requirements:

1. Run with a full cowl - A cowl is defined as a lid that fully covers the engine and/or radio bay, thereby enclosing the boat.
2. Have a painted or transparent windscreen for enclosed cockpits.
3. Drivers for exposed cockpits must be realistic. No animal or cartoon characters.
4. Tune pipes disguised or hidden where possible (hanging out the transom is unavoidable for some boats so therefore permitted)
5. Be painted, lettered and numbered to resemble the style of a full-sized Offshore Racing Power Boat.
6. Have the Driver's NZMPBA membership number clearly visible on both sides and the foredeck of the boat.
7. Boats must be fitted with the appropriate number board bracket as per NZMPBA requirements in [Figure 6](#). The number board bracket is to be mounted at or above deck level and must be in front of the transom.
8. Competitors to supply their own number boards as per the NZMPBA general rules. See [Figure 6](#).
9. Must have a tow rope minimum diameter 2.5 mm that is easily accessible and operational. The key requirement is 'one handed detachment' see
10. A pair of handles is required for launching and as a secondary means of retrieval, **but not as an alternative to a tow rope.**

Tow rope suggestions

Option 1: Retractable tow rope inside an internal tube and coiled up in engine compartment. Pulling on 'O' ring releases tow rope.



Option 2: Tow rope attached to single point near transom with easy 'one handed' detachment.



Option 3: Tow rope taped to deck.

Tow ropes that are unduly complex to unfurl will in the first instance very likely delay the return to shore of that boat and in the second instance may also delay the return of other competitors boats.

Offshore Driving Rules

1. Drivers must be current NZMPBA Members.
2. apply where relevant.
3. If a boat hits a rescue boat or an officially announced dead boat, then the boat and driver are black-flagged from the water for a period of not less than 20 race minutes. i.e. if you hit a rescue boat with 5 minutes to go for the current heat then you are forced to miss 15 minutes of the next heat as well.
4. Heats that are shorter than 20 minutes the penalty time will not exceed two heats.
5. If a boat hits a rescue boat or an officially announced dead boat twice in one day then that boat and driver are disqualified from the water for the rest of the day. (The Contest Director has the final say).
6. When approaching the rescue boat it must be done at a reduced speed as a 'virtual yellow flag' situation applies whereby other boats may not be overtaken, including a boat that has slowed approaching the rescue boat may not be overtaken.
7. The Race Director can also disqualify boats that are driven in a dangerous manner, however, a verbal warning will be issued for the first offence.
8. All Drivers must have a pitperson when practical. In circumstances where available pitpersons are in limited supply, then drivers may share the same pitperson, with the pitperson standing between or behind the drivers so that all can hear the race instructions.
9. All boats must comply with NZMPBA rules.
10. NZMPBA rules Apply, except for the "step-up" rule.
11. In the event of wildlife being injured during a race, the race will be stopped while the animal is removed from the course

Race Format

1. 2 or 3 x heats, not less than 15 minutes and no more than 30 minutes each.
2. 1 x 20 to 60 minute major final race.
3. 2 or more sets of heats may be run in the event depending on radio frequency clashes and to limit heat sizes to **12** boats per heat.
4. The course details will be revealed on the day and may run clockwise with at least one left hand turn or anti-clockwise with at least one right hand turn.

5. A penalty buoy is to be set off to one end of the course; preference is to the left hand end away from and between buoys one and two. Where there is insufficient room due to available water it is to be set off away from and between buoys four and five on a typical 'M' course.
6. Boats cutting inside a buoy during any lap must exit the course in an outside lane, round the penalty buoy and then return to the course. Any boat doing a penalty must give way to all other boats racing during the penalty and when re-entering the course.
7. Any boat cutting inside a buoy and failing to complete their penalty within two laps will be penalised two laps for each cut buoy.
8. Starts will be a countdown style as used in .
9. Stopped boats (or any other course obstructions) are NOT to be retrieved by any rescue boat during the 2½ minute countdown and until racing congestion has eased.
10. All Classes run together for both Line Honours and Class Honours.
11. Placings for the event overall and each class will be the boat with the most laps.
12. Points awarded for Overall Race Placing and Position in Class (minimum 2 boats in a class to qualify for president cup points).

Event Scoring

1. Points for each regatta will be awarded on the basis of laps accumulated, plus bonus points for the placing in the regatta as below in [Table 8](#).
2. Separate points are awarded for the overall and class placings.
3. The driver with the most points at the end of the series wins the series.

Table 8: Offshore bonus place points

Place - accumulated laps	Bonus Points
1	25
2	19
3	14
4	11
5	8
6	6
7	4
8	3
9	2
10	1
11	0

5.9. 100 m Straight Line Speed Events

The course in [Figure 7](#) shall be a surveyed 100 m length. The secretary of the NZMPBA must receive a letter from the person responsible for setting out the course and sight poles etc. with the first claim on that course. This letter will include the date, person's name, experience or qualification to carry out this operation, detail of the equipment used, and the actual length measured and confirmed.

Timing can be carried out manually by stop watches or electronically by laser.

Noise measurements of each boat attempting a record or speed patch are required to be performed in accordance with rule [2.9](#) at whatever measurement distance is deemed practical by the Official Observer.

1) Stop watch timing

1. All sighting stakes must be at least 5 m apart.
2. The Official Observer must confirm the stakes are vertical by plumb bob or spirit level.
3. Timing will be carried out by two stop watches at each end of the course and must agree within two tenths of a second. The average of both watches will be taken.
4. All records claimed must be substantiated by a second backup run which is no more than 2.5 % slower than the new record claimed. For those hulls eligible for records in more than one class, only ONE record can be claimed for each backed up run.
5. To claim a record in another class with the same hull, a SECOND backed up run must be completed.
6. There is no set time frame to complete a backup run for a record claim other than it must be completed during the host clubs organized event / session that the first time/speed is recorded in.
7. Calculation of speed = $720/(\text{sum of run times both ways})$ in km/hr as per record claim form.

Record claim form,

[SPEED-RECORD-CLAIM-FORM-STOPWATCH.docx](#)

2) Electronic Laser Timing

1. Records shall be accepted on courses approved by the NZMPBA Committee where survey data has been provided for beam set-up.
2. A completed run shall consist of a successive 2-way passes thru the beams
3. The 2 passes shall be averaged to find the true speed for that 2-way pass.
4. Sight poles and stop watches are not required.
5. The 2.5% back up rule shall not apply for electronic timing.
6. All other rules pertaining to record claims remain in force.

Record claim form,

[SPEED-RECORD-CLAIM-FORM-LASER-TIMING.docx](#)

100 m Speed Records are recognised for engine and hull classes as listed in [Table 4](#) and otherwise complying with the .

The Straight Line Speed Course is illustrated below in [Figure 7](#)

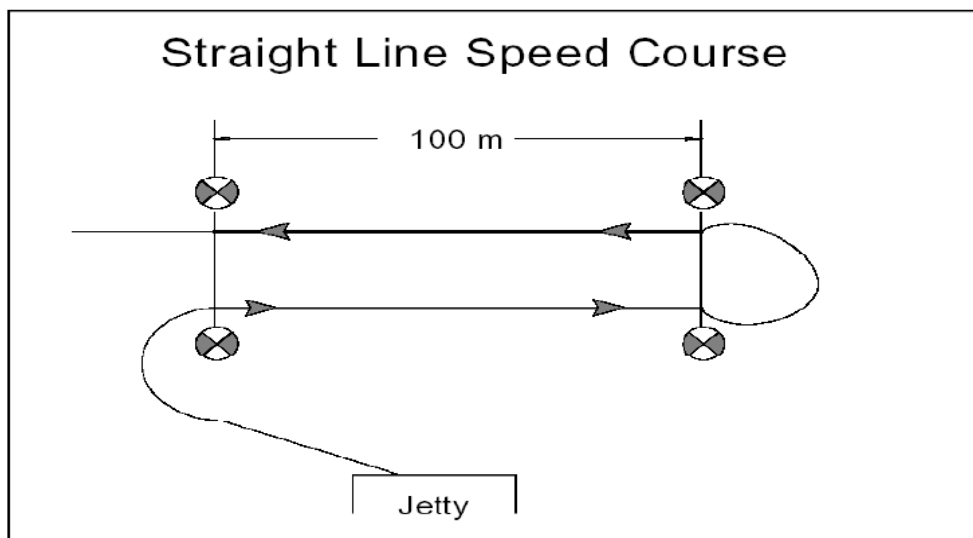


Figure 7: Straight line speed course

5.10. International 100m Speed Race Events

This event applies to 100-metre speed only.

All criteria pertaining to Straight Line Speed listed above in section shall apply to this event.

All rules listed in the General rules section of this Handbook shall also apply to this event where applicable. NOTE: the exception is Rule 2.9.

1. There shall be no set restrictions on the maximum noise level emitted from a boat.
2. Should a competitor wish to compete 'instead' for a 'restricted noise record', they must clearly make their intentions known prior to his run.
3. In this case a noise check shall be mandatory to verify that the boat does comply with the current noise level requirements in force.
4. NOTE: -It is recommended that this class of racing be held only at venues, where the race site is sufficiently far enough away from populated areas so as not to cause a noise nuisance, and therefore risk possible loss of the venue to model boating.
5. It shall therefore be the host clubs responsibility to notify competitors on their entry form whether their venue operates on a restricted noise level.
6. INTERNATIONAL SPEED RECORDS shall begin at those records set as at 1 January 2002 in the NZMPBA records book.

International 100 m Speed Records records are recognised for engine and hull classes as listed in [Table 4](#) and otherwise complying with the .

5.11. TWO LAP OVAL RECORDS EVENTS

NOTE:-These rules are to be read in conjunction with the rules under in the NZMPBA Rule Book. Where there is a conflict between rules, then (the rules below will take precedence) these event specific rules will take precedence.

1) The Event

1. The NZMPBA shall recognize records set on the standard **100 m x 30 m** oval course as shown in [Figure 5](#).
2. If the intended event is not already listed on the NZMPBA calendar for that year. Then the Organizing Official / Host Club must get approval from the NZMPBA Secretary to run the event at least one calendar month in advance of the event so it can be added to the calendar and advertised to the greater NZMPBA membership.
3. The event shall consist of timing a single boat over two (2) consecutive laps of the prescribed course.

2) The Competitor

The competitor must be a financial member of the NZMPBA prior to their attempt. They must be familiar with, and abide by, all NZMPBA rules and regulations in force at that time.

3) The Course

1. The minimum buoy arrangement shall be as shown in [Figure 5](#). Additional buoys may be added to the straights to define the course better for the driver.
2. The course must be certified by a competent person using either GPS or total station survey equipment to ensure the course is of the correct dimensions. A certificate of accuracy of the course must be provided by the Organizing Official with the first record claim for that venue.
3. Should any of the (5) strategic buoys at each end of the course be dislodged from their correct position by a competitor, the accuracy of the replacement buoy position must be to the satisfaction of the Organising Official.

4) General Procedure

1. **Total Time** - Each attempt shall be limited to a total time of (5) minutes subdivided into "pit time" and "run time"
2. **Pit Time** - A maximum of 2 minutes and 30 seconds pit time shall be allowed to start and launch the competitor's boat. Failure to launch within the allotted time shall be deemed a DNS and the next competitor will be called up for his attempt.
3. **Run Time** - shall begin when the competitor's boat is launched and shall continue un-interrupted until the allotted (5) minutes "Total Time" has elapsed or the competitor waives the remainder of their allotted time. If they have started a run when the (5) minute "Total Time" expires they will be allowed to complete that run.
4. **Tuning** - Adjustments and tuning **can** be made any time during "Pit Time" and "Run Time" however no time extensions will be given for these adjustments. The competitor must advise the Official when he is about to start his attempted run. Timing will start when the boat crosses the start/finish line and will end when the boat has completed (2) clean laps.
5. **Note:-** Touching, hitting or cutting any buoy will be deemed a DNF. Timing equipment will be reset, then the Official will advise the competitor to re-start. A competitor can make and complete as many timed runs as he wishes in his allotted "Run Time"

5) Timing -

Timing can be carried out by stop watches or laser.

1. **Stopwatch** - Timing is to be recorded using a minimum of (2) digital stop watches accurate to 1/100th of a second. Times recorded by both watches on each timed run must agree within 0.2 seconds, and the **average** of those (2) times is then used to record the elapsed time for that attempt. Times will be recorded to 3 decimal places for record purposes.
2. **Laser** - A completed run will consist of 2 completed laps with the digital timer being started and stopped by the beam.
3. Actual times recorded on each timed run are recorded as elapsed time for each attempt and the course speed is calculated.

Links to "Claim forms for 2 lap Oval records":

[2-lap-Oval-record-attempt-with-stopwatch-timing.doc](#)

[2-lap-Oval-record-attempt-with-laser-timing.doc](#)

Two (2) lap oval records are recognised for engine and hull classes as listed in [Table 4](#) and otherwise complying with the [General Racing Rules](#).

6. NATIONAL CHAMPIONSHIPS

6.1. Presidents Cup

The Presidents Cup will be awarded to the top competitor accumulating the most points (PC points) over five separate “King of Events” throughout the year as detailed below.

6.2. The Nationals Regatta

The Nationals Regatta will be held on dates set at the previous AGM.

If a club wishes to host the National Championships, they MUST apply in writing to the secretary, in time for the last committee meeting. (Or by a date stipulated by the NZMPBA committee) prior to the AGM. They must list all the facilities their venue has and why they wish to host a Nationals.

For guidance on the application process refer to: <http://www.nzmpba.co.nz/wp-content/uploads/2022/06/ORGANISING-AN-NZMPBA-NATIONALS-Rev3.pdf>

The Nationals regatta will hold events as listed Table 4 for classes based on engine specifications and hull types where competitor support meets or exceeds four (4) entries. Events offered will be predominantly be in Oval Heat racing and possibly Marathon if sufficient time and entries permit and at organisers discretion. The event will be held over two or three days.

Host club (Nats) are able to apply for an advance of up to \$200 for assistance, if required, to defray expenses in holding a Nationals.

1) King of Nationals Champions Trophy

The King of Nationals Champions Trophy will be presented to the first ranked competitor at the Nationals meeting.

Points Scoring System: Confirm the number of competitors in each class being contested.

Allocate 5 points per competitor per event, then reduces 5 points per place, ie:

If 10 competitors, $10 \times 5 = 50$ pts = 1st Place, 45 pts = 2nd, 40 = 3rd, 35 = 4th and so on down to last who get 5 points.

In the event of a tie, then the number of points for that position and the next are shared between the tied competitors, and the remainder of competitors below receive the appropriate total points had there not been a tie as shown in [Table 9](#)

Table 9: Points allocation with a tie

Place	No tie	Place	With tie
1	50	1=	47.5
2	45	1=	47.5
3	40	3	40
4	35	4	35
5	30	5	30

eg: 1st 50 pts, 2nd = for 2 competitors = 45 pts each, 4th = 35 pts and so on down.

For the Presidents cup each competitors points are tallied for the Nationals Regatta and the NZMPBA member with the highest accumulated score will be awarded a maximum 400 PC points and have the title “King of Nationals Champions”.

Successive placegetters 2nd and below will be awarded PC points less than 400, proportional to that of the 1st placed member.

6.3. Year long competitions

Throughout the calendar year four concurrent competitions, incorporating NZMPBA Sanctioned Events (with PC points), will be run, each worth 100 PC points for the following four “King” events.

1) King of Speed (SAW)

For each NZMPBA member speed records broken (or set) will be allocated 50 points for one record per class in each yearly period.

For the Presidents cup the points are tallied for the year and the NZMPBA member with the highest accumulated score (of 50 points per record) will be awarded a maximum 100 PC points and have the title “King of Speed”.

Successive placegetters 2nd and below will be awarded PC points less than 100, proportional to that of the 1st placed member.

2) King of Oval (2 lap)

For each NZMPBA member Oval (2 lap) records broken (or set) will be allocated 50 points for one record per class in each yearly period.

For the Presidents cup the points are tallied for the year and the NZMPBA member with the highest accumulated score (of 50 points per record) will be awarded a maximum 100 PC points and have the title “King of Oval”.

Successive placegetters 2nd and below will be awarded PC points less than 100, proportional to that of the 1st placed member.

3) King of Offshore (Offshore Series)

For each NZMPBA member competing in the Offshore Series points will be allocated in accordance the series rules (Section 4.8).

For the Presidents cup the points are tallied for the year and the NZMPBA member with the highest accumulated score in the offshore series will be awarded a maximum 100 PC points and have the title “King of Offshore”.

Successive placegetters 2nd and below will be awarded PC points less than 100, proportional to that of the 1st placed member.

4) King of Circuit racing (Oval Heat racing and Marathon)

For each NZMPBA member competing in the NZMPBA sanctioned events of (with PC points) Oval Heat racing and Marathon, points will be allocated in accordance the rules applicable for the King of the National Champions Trophy (section 5.3).

For the Presidents cup the points are tallied for the year and the NZMPBA member with the highest accumulated score in Oval Heat racing and Marathon will be awarded a maximum 100 PC points and have the title “King of Circuit Racing”.

Successive placegetters 2nd and below will be awarded PC points less that 100, proportional to that of the 1st placed member.

6.4. Presidents Cup

The Presidents Cup is awarded to the top ranked competitor for the entire calendar year.

Starts the 1st of January each year, and finishes on the 31st December each year.

Objective – to reward performances across all competition disciplines.

Table 10: Presidents Cup points allocations (table)

Event	Max PC points on offer to winner
King of Speed (SAW)	100
King of Oval (2 lap)	100
King of Offshore (Offshore Series as is at present)	100
King of Circuit racing (Oval Heat racing and Marathon)	100
King of the Nationals (All events at Nationals)	400
Total	800

Winner of each respective 'event series' carries forward the maximum points for PC total.

Placegetters and below carry forward a percentage of winners points to PC total. Points will be tallied up at years end.

The Nationals will count for 50% of the annual points available and the intention is the Presidents Cup will be awarded at the end of calendar year, irrespective of when during the year the Nationals were held.

To win the Presidents Cup solid performances will be required across a number of, but not necessarily all events/disciplines of competition.

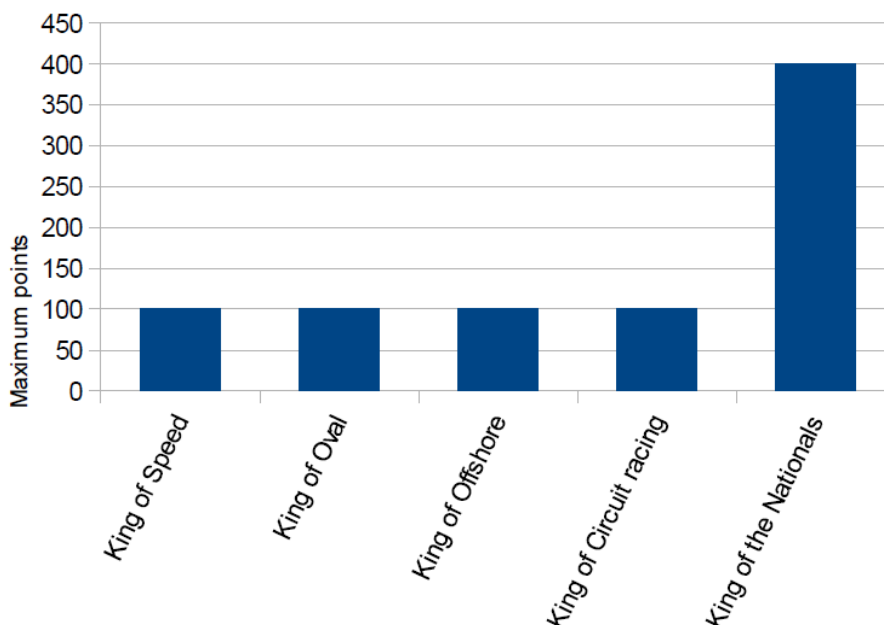


Figure 8: Presidents Cup points allocations (bar chart)

Presidents Cup Points Allocations

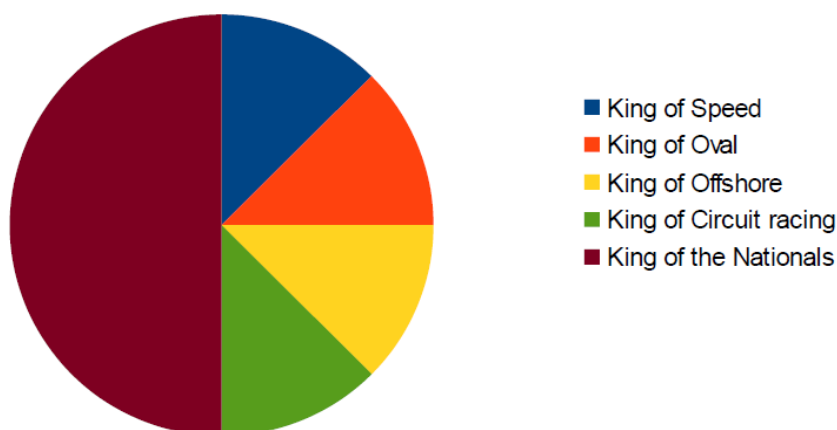


Figure 9: Presidents Cup points allocations (pie chart)

At the conclusion of the Presidents Cup competition the winner and 2 runners up will have the right to display **NZ1**, **NZ2** & **NZ3** respectively on their boats until the next Presidents Cup competition decides the new winner and runners up.

6.5. Sanctioned Events

1. Only Sanctioned NZMPBA Events (in the four divisions and the Nationals) can qualify for and ultimately determine Presidents Cup Points.
2. The Lake & Venue must abide by the NZMPBA rules and be applicable to the type of racing taking place.
3. NZMPBA Committee Member or NZMPBA approved person to assure the correct noise levels are not exceeded and competing boats comply with the NZMPBA Rules.
4. 'King of' points are open to all current FINANCIAL NZMPBA Members.
5. All NZMPBA classes run at the event would become eligible for points.
6. Sanctioned Event results qualifying for President's Cup points must be received by the NZMPBA Secretary and the President's Points Collator within 14 days of the completed event.
7. Name, NZMPBA Race Number and placing must be included in results.

6.6. Rookie of the Year Trophy.

To be awarded to the best performance by a first time National Championships competitor. The results will be extracted directly from the King of Nationals Champions Trophy points, which ever Rookie competitor accumulates the highest points is the winner."

6.7. Best Finished Race Boat Trophy.

Awarded to the best finished competition race boat. (B & C Class Scale hydros are not eligible) At drivers brief on the last day of the regatta, each competitor will receive one ticket where they write the name or number or description / class of boat and place in the identified container by the conclusion of that days events, which ever boat receives the most votes wins.

6.8. Endurance Cup.

Awarded to the competitor who records the most laps in any Marathon event at the Nationals.

6.9. C Scale Hydro Gold Cup

Awarded to the best performance by a Scale Hydro at regattas during the year and at the Nationals.

1. It shall be competed for at sanctioned regattas throughout the year where is run as a specific event, with the final round being held at the Nationals.
2. Performances at the nationals count for double points.
3. The Points Allocated are shown in [Table 11](#).

Table 11: Points allocated for C Scale Hydro Gold Cup

Place	Points*
1st	9
2nd	6
3rd	4
4th	3
5th	2
6th	1

*Double points awarded at the Nationals

In addition each contestant will receive one bonus point per competitor in the event.

6.10. Don Horne Trophy.

B and C Scale Hydroplane - Boat Judging Guidelines.

1. All Boats to be assembled in a line for static judging.
2. **Do Not** Judge boats from less than 1.5 metres.
3. A maximum of two photos are required for judging.
4. (No photo, no judging) General Appearance.
5. Take into account overall presentation of the boat compared to others. Paint Scheme.
6. Check for correctness of overall layout including, design, stripes and colour match, also all graphics.

General Detail.

Consider detail such as lifting hooks, tie downs, canopy shape, wing shape, driver's mirrors etc.

Cockpit Detail:

- Consider detail of scale driver, steering wheel, dials and gauges etc.

Engine Detail:

- Consider detail such as exhaust stacks, super chargers etc for exposed engines. Turbine tubes, mounts and clamps etc for enclosed engines.

Appearance on Water.(Complete during practice or race sprints, boat must run to qualify for judging):

- Consider authenticity and character of ride according to hull type, speed is not necessarily a factor for this.

Owners Details.

- To be asked of the owners at any point prior to racing commencing, remind them this is an HONESTY system.

Enter points and add up for total in accordance with [Table 12](#).

Table 12: Most Authentic Boat Judging Don Horne Trophy.

Owner:	
Boat name:	
General Appearance: max 100 pts	
Paint Scheme: max 100 pts	
General Detail: max 100 pts	
Cockpit Detail: max 50 pts	
Engine detail: max 50 pts	
Enclosed Engine: max 30 pts	
Appearance on Water: max 50 pts	
Scratch built by owner: + 100 pts	
Kitset built by owner: + 40 pts	
Exposed Engine	
Purchased or built by others: + 0 pts	
Painted by owner: + 100 pts	
Painted by others: + 0 pts	
Total points	

6.11. “Thunder Down Under” Champion club at the NZMPBA National Championships.

Each competitor will score points in each event they race in for the Regional club they LEGITIMATELY belong to and note on their National Championships Entry Form.

Points Scoring System:

The number of competitors for each event x 10 points; eg 10 x 10 = 100 pts for first place and so on downwards as shown in [Table 12](#).

Table 13: Thunder Down Under points allocation

Place	Points
1st	100
2nd	90
3rd	80
4th	70
5th	60
6th	50
7th	40
8th	30
9th	20
10th	10

7. HEALTH AND SAFETY GUIDELINES

7.1. INTRODUCTION

This **Guideline** document has been prepared by the NZMPBA for the use of its members and affiliate clubs.

It is designed to assist those who are operating a club day or national event. Members may use all or part of this document as it is appropriate for their site and event.

This document is a Guideline and as such the NZMPBA will not be held responsible for its use or application.

7.2. CONSIDERATIONS.

SITE.

The NZMPBA strongly promotes that NO HARM is done to local surroundings.

All rubbish / waste created on site must be removed from the site at the conclusion of each day's events, (i.e. left as found)

Vehicle access over grassed areas is limited to 10 km/hr. Where necessary, vehicle access will be restricted to regatta control vehicles only.

WILDLIFE.

Most waterways utilised for model power boating support varying types and numbers of wildlife.

The NZMPBA strongly promotes a MINIMUM DISTURBANCE approach.

Water borne fowl etc are to be quietly herded away from the boating area by running 1 boat or using the rescue dinghy.

Another option is to entice the fowl away by feeding in a safer area.

Should water fowl enter the racing area during a race, they are to be called as a race hazard by the race controller and if necessary the race will be stopped while the course is cleared.

It should be noted that wildlife are only semi controllable and the NZMPBA takes no responsibility for the complete safety of wildlife in any area in which its members are operating.

WATERWAY

Extreme care is to be taken to avoid any contamination of the waterway being used. Most materials being used are biodegradable.

It is strongly advised by the NZMPBA that care is used should a member or other person need to enter any waterway whether wearing appropriate equipment or not.

7.3. HAZARDS

Refer to [Table 13](#) for a sample Hazard Board for display at venue.

SITE HAZARDS.

The local host club or the Event Director must identify all hazards and potential hazards. These will be outlined to all participants at the "Drivers Brief" meeting along with suitable suggestions for reducing or eliminating any risk.

The drivers briefing will be held prior to the event commencing and all persons entered for events on that day must be present.

A suitably marked (and if necessary) roped off "pit area" is to be nominated for all members to operate within. The area may be signposted to exclude the general public if necessary.

A first aid kit is to be available on site during the event.

A fire extinguisher is to be available on site during the event.

NO SMOKING is to occur within the pit area or any other identified no smoking area.

WATERWAY HAZARDS.

The local host club or the Event Director must identify all hazards and potential hazards. These will be outlined to all participants at the "Drivers Brief" meeting along with suitable suggestions for reducing or eliminating any risk.

The drivers briefing will be held prior to the event commencing and all persons entered for events on that day must be present.

The NZMPBA strongly advises that its members should not physically enter the waterway being utilised for any reason.

NOISE.

Levels are restricted to a maximum of 87 dB at 10 meters, measured 1 meter above water level and at right angles to the direction of travel of the boat.

Where it is considered to be too dangerous to do a noise check at 10 meters, then a check at 20 meters of no more than 81 dB is permitted.

RESCUE CRAFT.

Rescue craft are deemed as dinghies fitted if required with outboard motor. The NZMPBA strongly advises that only confident experienced members operate rescue craft. Any novice operator should be accompanied by an experienced person.

The NZMPBA **strongly requires** the use of life preservers (vests or similar) or other suitable floatation aids for members operating rescue craft.

Advice on lifejackets can be found at <https://www.maritimenz.govt.nz/rules/part-91/>

No one is to smoke while operating the rescue craft or to smoke within 5 meters of the rescue craft, which generally includes the pit area as well.

COMPETITORS EQUIPMENT.

Competitor's equipment at site must either be stored in a tidy fashion in the allocated pit area.

All hazardous fluids are to be contained in appropriate fully sealed containers.

Portable electric equipment should be suitably assembled in an appropriate place.

No competitor's boats are to be run on water before drivers brief or scrutineering.

Scrutineering of all craft is mandatory and is to take place prior to that craft's first event for the day. Scrutineering is to be carried out or overseen by suitably experienced persons and the appropriate notes made on the scrutineering form. (See copy attached)

Scrutineering in will cover the following:

Radio Equipment frequency: will be confirmed at the transmitter and checked against the frequency entered on the event registration form. The operational frequency can only be changed with the approval of the event organiser.

9 Meter range check: A standard aerial down measured 9 metre check is to be done. All channels are to operate without compromise.

For radio sets where this type of check is unsuitable, a minimum 100 metre aerial up check must be made.

Fail safe systems are highly recommended by the NZMPBA. This device will completely close the throttle should any interference to or loss of radio signal occur. If fitted, its correct operation will be checked. Ignition kill devices are required on all petrol powered boats

Engine / Mounts: Must be fully secured and rubber mounted for the purpose of noise reduction and to minimize vibration.

The throttle slide or barrel must be mechanically secure and operate smoothly through its full range.

Linkages: All linkages must be fully secured at each end as a minimum.

All linkages must be in good non corroded condition.

Steerage linkages especially should be free of any unreasonable slop.

Rudder: The NZMPBA recommends strongly that rudder systems be of a kick up type / design where possible, especially if they are transom mounted assemblies. The mounting bracket/s must be secured firmly to the hull.

Turn Fins: The NZMPBA recommends strongly that turn fin systems allow the blade to be of a kick up type/design where possible.

The mounting bracket/s must be secured firmly to the hull.

General Condition: All other fittings and fixtures are to be secure and mounted where possible to avoid vibration and minimize hull noise.

The general overall condition of the craft is to be suitable for its application and safe operation.

7.4. SPECTATORS.

The NZMPBA recommends that all spectators / general public stay back from the water's edge a minimum of 5 metres. This can be advertised either by signs placed accordingly, suitable statements and warnings broadcast over the public address system or officials of the event making a direct approach and verbally requesting spectators to move to a safer area.

The organiser may delay the start of an event or stop an event if spectators enter a hazardous area. At all times all visitors and spectators to the site are there at their own risk and the NZMPBA ultimately assumes no responsibility for damage or injury to any persons or their property.

7.5. INSURANCE.

The NZMPBA provides liability insurance for all its financial members who are operating at a sanctioned event as listed on the NZMPBA Calendar of Events.

Table 14: Sample hazard board

Note that location specific Hazards need to be added to this baseline format.		
Location	Hazard	Control
Pits	Unguarded- Spinning props	<ul style="list-style-type: none"> - Keep clear when walking through the pits - No Running in the pit area - When lifting and carrying a boat ensure that your way is clear behind and in front of you. - Pit area to be roped off from the general public.
Pits	Fuel - Flammable Liquid and Vapour	<ul style="list-style-type: none"> - No Smoking - The Fire Extinguisher is beside IRMS/Lap Counters
Pits	Injury	<ul style="list-style-type: none"> - Covered Footwear to be worn - Eye Protection where necessary - Cover glow-plug or spark plug hole when spinning engine over.
Dock	Slippery	<ul style="list-style-type: none"> - Walk carefully - Launch/Retrieve from a beach where possible
Rescue Dinghy	Drowning	<ul style="list-style-type: none"> - Life Jackets must be worn when operating the rescue dinghy
Rescue Dinghy	Impact	<ul style="list-style-type: none"> - Rescue Dinghy has right of way - Boats must slow and drive wide of the rescue dinghy. - Cut inside the buoy and use the penalty buoy when a buoy is obstructed by the rescue dinghy or poor light.
Launching & Retrieving	Manual Handling	<ul style="list-style-type: none"> - Bend your knees when lifting boats - Do not twist your back when lifting.
Launching & Retrieving	Personal impact	<ul style="list-style-type: none"> - Eyes up! Watch where you are going!
Bird Life	Boat Impact	<ul style="list-style-type: none"> - Keep clear of wildlife - Racing will stop in the event of wild life being hit or injured.
Boat Hardware	Cuts from sharp edges	<ul style="list-style-type: none"> - Look for sharp edges when picking up boats for launching or retrieval - Keeps Hands, Arms, Feet and legs clear of spinning propellers. - Point propeller end of boat away from walk ways or access ways through the pits.
Hot Tune Pipes and engines	Burns	<ul style="list-style-type: none"> - Allow hot parts to cool down before handling - Ensure that hands are protected when handling hot parts.
Full Size craft paddle boards, Kayaks etc.	Collision and possible serious harm	<ul style="list-style-type: none"> - Drive a wide path around other water craft regardless of whether your boat has right of way or not. - Rescue Boat to approach the other craft and respectively advise that we have the area cordoned off for racing and ask them to clear the course as quickly as possible.
Noise	Hearing Damage	<ul style="list-style-type: none"> - Personal responsibility of each person in the pits to protect their own hearing. - Ear Plugs are advised, but not mandatory.

8. PIT ASSISTANT DUTIES

Pit talk with Joe – The Competitive edge

After a lot of prompting by my fellow club members I have written this article to outline what makes a good pitman.

My model boat driving is lousy, but with a good pitman I believe I can foot it with almost anyone. Question: What is that? Possible answer: A god pitman will put you in the right place at the right time.

I drive with my eyes on the model and watch around me with my peripheral vision. Obviously this field of vision is relatively small and stationary objects come into view very rapidly. If I have to take evasive action without prior warning the results are generally disastrous. This has happened to me and it caused me to panic and drive quite erratically. If this is what it did to me what about the guy driving beside me? Prior warning is the only way to minimise the risk of this happening.

Your Pitman

Confidence in your pitman is like a licence to drive really fast and nice and smoothly, just the way do when you are alone on the course. Your pitman is your personal alarm system. A good pitman will help you with a whole host of things during a race. He will advise the whereabouts of the rescue boat and the wake following behind it, spot wind gusts that may blow you over, advise you of any debris floating in the water and probably most importantly accurately SPOT DEAD BOATS well before you get near them. He will stop you driving up your competitor's roostertails, and try and keep you driving a good smooth line on the course. To drive well you must be relaxed so the pitman must do all the things the driver can't do to ensure that the driver has every opportunity to complete his/her heat without incident. He must ensure that any passing manoeuvres are executed cleanly. If a driver drives well and the pitman is doing their job correctly you can pretty well know that's where the trophy will be going.

I find I get a great deal of satisfaction from pitting for someone who wins a race. Maybe we should include the pitman's name on the place cards at the end of the days racing. What do you think? Pitmen are fellow boaters, just as well too. When they aren't pitting for me they are racing their own boat and hoping for a win themselves. Helping your fellow competitor in his heats could ensue you come up against him in the final and beat him fair and square. The pitman must do his best to ensure you finish all your heats even if you don't win them all. To finish FIRST you MUST FINISH all your heats. Winning boat races is nice. Winning class races is better. Taking your model home undamaged is great but greatest of all is to be with friends with a common interest on both a competitive and social level.

Tony Rutledge's article on how to survive a boat race says it all, 85% of dead boats are caused by driver error. Four (five) heats make a race and one heat does not win a race. I have yet to see a dead boat win a race, have you?

Pilots have co-pilots. Rally drivers have navigators and model boaters have pitmen. Work together as a team and you must have THE WINNING EDGE. As a pitman what you say to the driver is vitally important. It's no good saying look out for that dead boat over there when the driver is watching his own boat on the other end of the course. Be accurate as you can with your description.

Example – "Dead boat buoy 5 lane 3". Alternatively you could just say "exit buoy 5 in lane 5" and the driver will not tangle with the dead boat. Here are some examples of pitman talk to his driver when racing hydros.

1. are drifting in - go out a bit Slow down it's too rough for that speed.
2. That's a good line go flat out
3. You are drifting in - go out a bit
4. Slow down it's too rough for that speed.

5. You are coming up to a slower boat. You'll probably catch him at the end of the front straight
6. Sit there and wait for his mistake
7. Move out a bit you are in his wake
8. Stay there and take a safe second place. Four heats make a race but one DNF will stuff up your score.
9. Don't worry about him he jumped the start, let him go.
10. There is a wind gust at buoy four, slow down.

Offshore racing/endurance/marathon racing

1. Watch the rescue boat wake , slow down
2. Dead boat buoy 3 lane 2 go wide
3. Rescue boat on course (say where)
4. Dead boat front straight lane 5 stay in lane 1
5. There's a slow boat on the course at (estimate where you will meet)
6. Dead boat (say where)
7. Bad wind gusts at buoy three
8. Dead boat
9. Big hole ahead (slow down) and so on.

Give your driver as much information as you can without confusing him. It may make the difference between finishing your race or bombing out early. Laps win races and I have yet to see a dead boat win one of these races either.

I once raced Brian Dougan deck to deck for six laps in a hydro matrix event. The lead swapped six times during the heat and the end result was Brian came in 5th and I came in 6th. Even at the back of the pack is awesome fun and it still requires us to both have good feedback from our pitman, probably more so as we are totally engrossed in our little battle with each other. Fun is what it's all about for me. Having fun and taking home you model in one piece is what brings us back to it again another day. You can't win trophies all the time but you can always have the satisfaction of having a good day out. Like the old saying goes – every dog has its day.

It's probably a good idea to have a talk to your driver before the start of the days racing to find out how he would like you to do things. Some people prefer to be told the same things every lap whereas others only need to be told once. Ask your driver if he needs help to start his boat, even if you only hold it on the stand for him.

Ask him how he would like the model launched and launch it with the same care you would your own.

Ask if he would like help in getting his timing right and if he would like you to put him in the correct lane and pick the fastest flattest water for him to race on.

Above all else tell him where the dead boats are every lap whether or he wants you to or not. The only thing worse than damaging your own model, is damaging your fellow competitor's.

I hope my opinions for what they are worth are of some help to all of you involved in our hobby.

Remember a good team effort will almost certainly guarantee you a top placing and give you the competitive edge.

9. APPENDIX NZMPBA MEMBERS BOATS ANNUAL SCRUTINEERING RECORD

Website link to [Scrutineering-form-2023.pdf](#) - to be presented by entrant at registration.

Date: _____ Regatta: _____ Event: _____

Name of Entrant: _____ NZMPBA#: _____

NZMPBA Financial (Y/N): _____ Name of Assisting Scrutineer (if requested): _____

Please enter detail or check each box. Items 1 to 9 may be done prior, but items 10 to 13 must be done at venue under supervision of Contest Director or nominee. Use one column per boat.

1 Engine Class (size) and Hull Class				
2. NZMPBA No. on boat(s)				
3. Kick up rudder and turn fins Y/N				
4. Mechanical condition in general, drive line, linkages, silencer, fuel tank etc (Pass/fail)				
5. Tow rope fitted Y/N*				
6. Lift handles fitted Y/N				
7. Adequate silencing, 87 dB @ 10 m compliant? Y/N.**				
8. Radio Frequency (checked as entered)				
9. Have you read and are Conversant with rule book? Y/N				
10. No Condensation in radio box (Pass/Fail)				
11. Radio range check (>9m, aerial down, or power down for 2.4 GHz, if fitted) (Pass/fail/ NA)				
12. Failsafe operation for throttle close on Tx/Rx activated and checked by switching off Tx and engine stops (Pass/Fail)				
13. Ignition kill device operation checked by switching power off on receiver, and engine stops. (Spark ignition engines) (Pass/Fail)***				

* Tow ropes are to be easily accessed with one hand only, either from an internal tube and coil or a single on deck fixing point. In either case the length of the tow rope should be no longer than the hull length to avoid fouling the propeller.

**By answering Yes to this (silencing), the entrant acknowledges they understand the restriction being applied and why. Also, that they have confidence of the noise compliance of their boat(s) either by noise meter checking or an opinion of general quietness. If you have doubts about your compliance you are entitled (and encouraged) to request a noise check during open water practice, prior to racing. After that there is no recourse for non-compliance. In instances of questionable noise at any time during the regatta, a spot check with a noise meter may be applied in accordance with NZMPBA rules.

*** Random spot checks of Ignition kill device operation may be requested at any time by the contest director (or nominee). For non compliant boats the previous heat score will be forfeited at the contest directors discretion.

Signature of Entrant: _____ Signature of Scrutineer (items 10 to 13): _____

By signing the entrant certifies they have checked (or have had checked by the Assisting Scrutineer) compliance with the above items and is taking responsibility for them for the duration of the above-named regatta and until such time as the boat(s) are next scrutineered. The entrant also confirms they are fully conversant with the current NZMPBA rules and in particular those applicable to racing events that the above scrutineered boats may be entered in.

Name of Contest Director: _____ Signature of Contest Director: _____

By signing the Contest Director certifies that the above requirements have been checked by the entrant or the Contest Director's nominated Assisting Scrutineer in cases where an entrant has requested such assistance.

NOTE: It is the responsibility of the entrant to maintain the condition of their boat(s) up to the 'As Scrutineered' condition for the duration of the regatta and until next scrutineered.

NZMPBA Members Boats Daily Ready to Run (RTR) form

NAME.....NZMPBA#Club.....

Recommended Daily running record of safety checks relating to radio control units including failsafe and ignition kill devices.

Two persons are required to initial that checks 10 to 13 were performed on each running sanctioned club day . **Very Important** that a second pair of eyes checks and initials that the boat has satisfied items 10 to 13.

Boats, Engine Class/Hull Class					
Items 10 to 13 recheck Date and initials (2)					
Items 10 to 13 recheck Date and initials (2)					
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Pages 1 and 2, it is recommended be kept in an A4 snaplock bag in the members toolbox or transmitter case to be available at all times when boating.

In the event of a boat being involved in any incident that could trigger a claim on the NZMPBA Public Liability Insurance. The snaplock bag containing Scrutineering and RTR forms must be immediately surrendered to the official in charge for safekeeping and to form part of the evidence produced should a insurance claim proceed.

Disclaimer

If these annual/daily **RTR** forms are not kept up to date as recommended above then the NZMPBA and the club the member is associated with reserves the right to accept no responsibility for any legal action taken against the individual member in the event of an incident. The NZMPBA is not guaranteeing that your claim would be accepted by following this procedure, but it will go a long way to helping, and the insurance company has recommended to follow best practice for health and safety.