

R/C Unlimiteds

NAMBA sanctioned 1/8th Scale Unlimited Hydroplane Racing
Competition Rules, By-Laws, and Special Information

2021 Edition





Roger Newton

R/C Unlimiteds operates by the standards of modelling, scale boat racing, and sportsmanship as demonstrated by our founder, Roger "The Czar" Newton. From "how to hold a model hydroplane for a photograph to how to keep it all fun, the Czar taught all of us how to race.

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“Dedicated to duplicating the unlimited class of hydroplanes as closely as possible.”

Section I: Precedence of R/C Unlimiteds Rules

- A.** R/C Unlimiteds (R/CU) Class Racing Rules are intended as a supplement to the General Racing Rules of the North American Model Boat Association (NAMBA). In case of conflict between the two, R/C Unlimiteds Class Rules should prevail.
- B.** The R/C Unlimiteds Contest Board reserves unto itself the power of decision in all matters of duplication or conflict.
- C.** Where the minimum rules for a particular trophy are in conflict with the rules stated herein, the R/C Unlimiteds Class Racing Rules shall prevail.
- D.** In the event that a sponsor desires to stage an R/C Unlimiteds with special rules that differ from those stated herein, the special rules may be approved for use in the particular race by the R/C Unlimiteds Contest Board.

Section II: Definition of Terms

- A.** As contained herein, the following words, phrases, and description matter shall be defined as follows:
 - 1. Boat:** A scale racing craft registered under R/C Unlimiteds Class Racing Rules.
 - 2. Heat:** A heat is a part of a section. It is usually denoted by Heat A, B, C, etc. A heat is a 3, 4, or 5 lap race.
 - 3. Section:** A section is a part of the main program or a race usually denoted by 1, 2, 3, etc.
 - 4. Lap:** A circuit of the race course (as outlined by buoys) that initiates and terminates at the starting line.
 - 5. Pits:** The area at the race where the boats are stored, launched, recovered, repaired, and maintained in preparation for racing.
 - 6. Points:** Numerical values awarded to boats and drivers based upon their order of finish in a section.
 - 7. R/C Unlimiteds Contest Board:** The elected governing body of R/C Unlimiteds hydro racing in District 8 and the governing body of the NAMBA member club "R/C Unlimiteds."
 - 8. Race or Regatta:** A racing program conducted under R/C Unlimiteds Class Racing Rules.

- 9. Registration:** Intended for active racing boats, it is used to avoid duplication of boats at races. Registration may be used by the Board for boats under development to insure their registry when ready to race.
- 10. Sanction:** Official permission and legal contract to state an R/C Unlimiteds race under the supervision and authority and with the cooperation and assistance of the R/C Unlimiteds Contest Board.
- 11. Sponsor:** Any individual or group that states or desires to state an R/C Unlimiteds regatta.
- 12. Season:** The racing season ends on the last day of the last scheduled race of the year. The new season starts the next day. For example, if the last race of the 2014 season is the Gold Cup on October 3rd, the 2014 season ends after the final heat of October 3rd. The 2015 season begins on October 4th, and lasts until the last scheduled race of 2015.

Section III: Boat Specifications, Eligibility, Ownership, Registration, Inspection, and Qualification

A. Hull, Engine, and Equipment Requirements

- 1.** All boats shall be models of past or present American Power Boat Association Unlimited Hydroplanes that are listed in the R/C Unlimiteds Master Hull Roster.
- 2.** Dimensions
 - a.** Boats shall be built to scale of:
 - i.** 1/8th scale: 1.5 inches (model size) equals 1 foot (actual size)
 - ii.** Gas scale: 1.8 inches (model size) equals 1 foot (actual size)
 - b.** Boats shall measure within the following tolerance of true scale size, excluding appendages:
 - i.** Length overall:+ or – 1 inch
 - ii.** Beam:+ or – 10 percent
 - iii.** Maximum depth:+ or – 10 percent
 - iv.** Afterplane length (three point design):+ or – 10 percent
 - v.** Tunnel width:+ or – 10 percent
 - vi.** Picklefork depth:+ or – 10 percent

Un-dimensioned boats must have dimensions approved by the R/C Unlimiteds Contest Board.

3. Boats shall be painted, configured, and detailed like the actual unlimited, including cockpit detail. The acquisition of proof validating a paint scheme, cowling configuration, engine configuration, or other scale details shall be the responsibility of the boat's owner. Photographs of the boat in the water at an unlimited hydroplane event in racing configuration shall constitute proof. Non-conforming aspects shall be identified by the RCU Inspector. The boat owner shall have four weeks to correct the non-conformance. Following the four week period, the non-conforming issue must be rectified prior to returning the boat to competition.
4. Boats shall enter competition complete with cowling(s) and driver (s). Boats with a canopy must have a clear canopy with cockpit and driver. It is recommended that scale drivers have arms, avoiding the use of model airplane "busts."
5. The boat engine(s) shall be concealed by an engine cowl or fake engine (modelling an Allison, Rolls, etc.) or both as required.
6. Rear non-trips and sponson sides must be scaled after the actual unlimited.
7. Reversing or "mirror imaging" sponson sides and general sponson design is allowable on model if actual unlimited has non-symmetrical sponsons (current Ron Jones sponsons).
 - a. Boats modeled after unlimiteds using Jones non-symmetrical sponsons (48" right and 38" left widths) must also have non-symmetrical sponsons (approx. 1.25" difference). Sponsons may be widened or narrowed up to 10% (as part of the total width), however, both must be of equal percentage in the same direction. If the right sponson, for example, is widened 5%, the left sponson must be widened 5%.
 - b. Obvious steps or recovery planes on sponsons are only allowable if they are "built in" or disguised into the sponson design. Due to the difficulty in determining a specific rule on this, an inspection by all the R/CU Board members will determine if the steps are of reasonable size and are acceptable. Members considering adding such steps should first submit a drawing of their sponsons to the Contest Board for approval.
8. A boat bottom shall have the same general appearance and number of propellers of that of the unlimited which the hull represents. Exceptions include:
 - a. Sponson riding surface, which may be modified.
 - b. Propeller shafts, which may be articulated.
 - c. Rudders and skid fins, which may be configured and located as desired.
 - d. Motor belly pan: for motor and flywheel only. If applicable, dimensions will not exceed 3.5" width, 7" length, and 0.75" in depth. Under no circumstances will said belly pan be allowed to exceed the depth of any riding surface or recovery surface. If the real boat had a full length belly pan, the model must conform.

9. Outdrive units are specifically prohibited. The forward-most part of the stock propeller hub shall not lie behind the transom plane, unless scaled from dimension of the real boat.
10. Boats in the Nitro Class shall use an engine size that is a maximum of 0.67 cu. In. total on-board displacement and use nitro methane as a fuel.
11. All boats starting their engines in the designated pit area shall be equipped with a “prop guard” intended to prevent accidental contact with the prop from all directions.
12. No boat may emit a noise level in excess of 90 decibels while at full throttle 50 feet from the measuring device.
13. Exposed metal fuel cans shall not be used or stored in the pit area.
14. Boat safety inspections will be held to ensure the following:
 - a. Rudder linkage: Must remain stiff—no play or slop in rudder or radio hookups.
 - b. Rudders: Any boat sporting a physically unsafe rudder will be ordered to change it. Examples of an unsafe rudder include, but are not limited to: bent, cracks in solder joints, insecure brackets, etc. Rudder must be designed to “kick up” in case of contact with solid object.
 - c. Skid fins: Skid fin and bracket should be securely mounted. The skid fin shall be designed to “kick up” in case of contact with another boat.
 - d. Antennas: All whip antennas must be securely mounted.
 - e. Radio on/off switches: On/off switches that extend out of the transom must push in to turn radio off.
 - f. General radio problems: Erratic and continual radio trouble will be cause for disqualification until such problem has been corrected to the satisfaction of board members present.
 - g. There shall be no smoking or open flame in the pit area, including e-cigarettes, vaping devices, and related methods.

B. Eligibility

1. All final decision as to the eligibility of any racing craft to participate in R/C Unlimiteds competition shall be the responsibility of the R/C Unlimiteds Contest Board.

C. Ownership

1. An R/C Unlimiteds hull may be owned by an individual, group of individuals, association, or corporation. However, if a boat is not owned by an individual, one person shall be designated by the group of individuals, association, or corporation, as the representative owner who alone shall exercise the usual powers, duties, and functions of ownership.
2. To become a member of R/CU, a person must pay \$10, register a boat (\$10 fee) or have entered a drawing for a boat regardless of whether they won the boat registration or not.
3. All R/CU members must have membership in NAMBA to compete.

D. Registration

1. There will be separate registrations for the each official R/C Unlimiteds class. All boats that enter an R/C Unlimiteds sanctioned regatta shall be registered with the Registrar of the R/C Unlimiteds Contest board unless Section VI-C-4 applies. All registrations shall be protected for the protected owner.
2. Only boats listed in the R/C Unlimiteds Master Hull Roster may be registered.
3. Any boat listed in the R/C Unlimiteds Master Hull Roster shall be registered to no more than one owner at any given time except for:
 - a. Any non-R/CU boat, hereafter labelled duplicated, entering District 8 will be allowed to compete in not more than two R/CU sanctioned events for one season.
 - b. Substitute boats: Anyone may, with written permission of the registered owner, race a "substitute boat" for a registered boat, if the registered boat will not attend an event. The "substitute boat" will not receive points towards the season boat championship unless the registered boat owner drives the "substitute boat." "Substitute boats" must pass scale and safety inspection to be allowed to compete. A "substitute boat" can neither bring a boat out of Development Status nor complete a registered boat's legal finishes unless the substitute boat is driven by the legal owner.
4. There shall be two categories under which boats may be registered:
 - a. COMPETITION STATUS shall include all boats which have been active the past race season and which are being re-registered to the same person.
 - b. DEVELOPMENTAL STATUS shall include all boats not meeting requirements for registration into Competition Status.
5. The following applies only to boats which may be registered into Competition Status:

- a. To be declared or remain active, a boat must have a paid entry with an attempt to race at two separate races during the racing season.
 - b. Boats which have been declared active may be re-registered after the last sanction race of the season and before January 31 of the following year for the following race season by payment of an annual registration fee determined by the Contest Board. Only one annual fee is required by the registered boat owner if they operate the same registration in multiple classes. I.e. Same hull registration is campaigned in Nitro, FE or Gas.
 - c. Competition boats not re-registered by January 31, per Section III-D-5-b, shall be considered unregistered and available for registration after due notification per Section III-D-7.
 - d. A transfer fee of \$10 must accompany all changes of registered owners. Owners should notify the Registrar within 15 days of any boat sale. New owners have 30 days to register the boat or it will become available for registration per Section III-D-7.
 - e. In the event a registered boat does not complete Section III-D-5-a, the owner may pay a \$50 fee to the Registrar to keep the registration for the following year. If in the following season, the boat does not complete Section III-D-5-a, the owner may pay a \$100 fee to keep the registration. The fee is double each consecutive year the boat does not complete its attempts to start. Fees are due by the yearly registration day (January 31) in addition to the yearly re-registration fee as determined by the Board. An owner may not avoid these fees simply by dropping the registration then renewing it through the draw. In the event of a dispute, the R/CU Contest Board may arbitrate penalty fees.
 - f. No-start fees or transfer of registration fees will apply to boats in all classes, on a per-boat basis. Even if the owner owns the registration in multiple classes, these fees will apply to each multiple class.
6. The following applies only to boats which do not qualify to be registered into the Competition Status. These boats shall be registered into Developmental Status as follows:
- a. The Board retains the right to deny multiple registrations in this category to an individual or group of individuals when it feels that granting such registrations is not in the best interest of R/C Unlimiteds racing.
 - b. If it is found by the Board that deceptive methods have been employed to gain the registration of a particular boat, the registration is null and void and further action may be taken.
 - c. A \$10 non-refundable donation for any boat eligible to be registered.
 - d. No Competition Status boat will ever be allowed to return to Developmental Status through sale, transfer, or any other reason, except the return of such registration to the Contest Board for re-registration.

- e. All boats registered into Developmental Status must be re-registered tri-annually no later than the first day of February, June, and October. No boat may be in Developmental Status for more than 2 years from the date of registration, unless approved by the board.

Tri-Annual fees will apply as follows:

1st registration fee: \$10

2nd registration fee: \$20

3rd registration fee: \$30

4th registration fee and thereafter: \$40

- f. The first tri-annual payment will be waived for any boat registered into Development Status within 30 days preceding a tri-annual payment date. The next registration fee of \$20 will be due on the succeeding registration date. In the event that a boat in this status is sold to another individual, a transfer fee of \$10 must accompany the change of a registered owner. Registration shall not be sold or transferred without a completed or substantially completed hull, verified by a board member.
 - g. A boat will be transferred to Competition Status upon satisfactory completion of the annual boat qualification per Section III, F of the rule book. There shall be no additional fees due for the season in which the transfer is accomplished.
 - h. Tri-Annual fees apply to all registrations, even if the owner owns the same registration in multiple classes.
7. Due notification shall mean that all boats whose registrations have lapsed shall be published and distributed to all members with information as to the first date said boats may be registered. Unlimited hydroplanes which become available for registration, either due to a name change, new boat competing on the race circuit or an old boat being recognized as being eligible for the first time, shall be treated as a lapsed registration with due notification being given before the boats may be registered.
8. In the event of a lapsed registration or new registration as defined in Paragraph 7, the RCU Registrar shall publish, on the club website, the availability of these registrations. Any individual, group of individuals, association or corporation that wishes to register a published boat shall have 14 calendar days from the publication date to submit, and be received, the intent and registration fees to the RCU Registrar. Submission may be in person, by mail or electronically and must be accompanied by the registration fee. If more than one intended registration is duly received within the 14 days, then the registration owner will be determined by a drawing by the RCU Registrar and one other RCU Board member within one week of

the close of the registration period. All further unregistered boats shall be registered to the first individual submitting the required fees to the Board Registrar.

9. The R/C Unlimiteds Contest Board Registrar shall maintain an updated list of all registered boats. This list shall be published on the R/C Unlimiteds website.
10. All requests for registrations shall be on an approved form and sent to the Registrar.

E. Inspection

1. The R/C Unlimiteds Inspector shall work under the supervision of, and be responsible to, the R/C Unlimiteds Contest Board. The Inspector's function is to inspect boats for compliance with these rules.
2. The R/C Unlimiteds Contest Board has the authority to disqualify a boat from competition if the boat does not conform to these rules.
3. If a question arises about a boat's "scale" or "detail" items, all present board members will inspect the boat, view photos of actual unlimited and then vote on the legality of the model.

F. Qualification

1. The following requirement is the minimum standard under these rules but may be upgraded annually by the Board without specific revision to the rule book:
 - a. All Developmental Status boats must complete five laps around a standard course or close representation thereof.
2. Any qualification attempt must be witnessed by a board member or designated appointee of the Board.
3. The said boat must be totally completed and race ready to pass from Developmental Status to Competition Status.

Section IV: Driver Requirements and Qualification

A. Requirements

1. Each driver shall be a member of the North American Model Boat Association (NAMBA) and shall produce proof upon demand by the R/C Unlimiteds Contest Board.

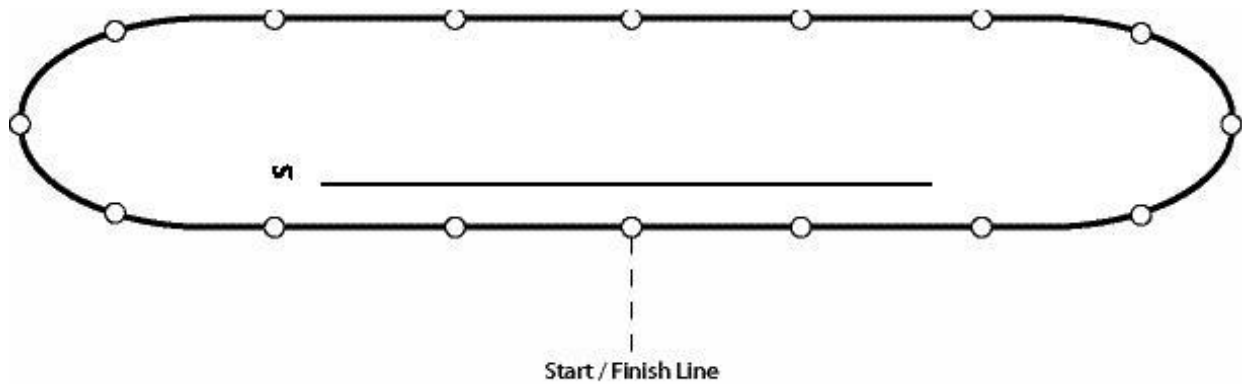
B. Qualification

1. The following requirement is the minimum standard under these rules, but may be upgraded annually by the Board without specific revision to this rule book:
 - a. An oral test regarding the basic driving rules will be driven.
 - b. All new drivers must complete five laps about a standard course is less than two minutes.
2. Any driver that has not successfully completed any required qualification shall not be allowed to start a heat of a sanctioned R/C Unlimiteds regatta.
3. Any qualification attempt must be witnessed by a Board member or a designated appointee of the Board.
4. Driver qualifications will not be allowed on race day prior to the race.

Section V: Race Course, Pits, and Facilities

A. Race Course

1. The standard race course shall be oval in shape, have two parallel straightaways, and be a minimum of 60 feet from the closest shore. Course dimensions must be: turns 60' to 120' in diameter and straightaways 275' to 400' in length.
2. The starting line of the standard course shall be located near the middle of the straightaway nearest the pit area.
3. A variation from the standard course shall be used at a sanction regatta if approved by the R/C Unlimiteds Contest Board.
4. The course shall not be set up on water usable by full size power boats unless such usage, or rough water resulting from such usage, can be controlled during the day of the race.



B. Buoys

1. Buoys shall be constructed of Styrofoam, or an equivalent, that will not cause substantial boat damage when struck.
2. It is recommended that:
 - a. Each course shall be marked by a total of sixteen buoys as diagrammed below:
 - b. All buoys, except the starting buoy, shall be painted fluorescent orange.
 - c. The exit and entrance turn buoys may be painted in a manner that differentiates them from the straightaway buoys and the start and finish buoy.
 - d. The starting buoy shall be painted different than the turn buoys or the straightaway buoys.

C. Public Address System

1. A public address system (PA system) shall be available for use by regatta officials. The PA system shall be of sufficient volume to allow good audio contact with all drivers.

D. Starting Mechanism

1. Either a starting clock, taped countdown, or a PA system may be used to start a race. If a starting clock is used, it shall be of sufficient size and be located in a position which allows easy visual contact with drivers.

E. Pits and Facilities

1. The pit facilities shall be located along the main straightaway of the course.
2. There shall be restroom facilities located in the immediate vicinity of the pit area.

3. There shall be sufficient room in the pit area for all boats and race personnel to allow safe profession of the regatta.
4. There shall be barriers or fences surrounding the pit area to discourage access to the pits by unauthorized persons.

F. Rescue and Spectator Craft

1. The race course and areas immediately adjacent to the race course shall be closed to spectator craft.
2. There shall be a minimum of one and preferably two rescue craft for the retrieval of stalled boats.
3. Coast Guard flotation is required to be worn by the operators in each pickup boat.
4. There shall be no waders or boots above the knee worn by members in the pickup boat.

Section VI: Race Procedures

A. Race Qualifications, Testing, Starting, and Eliminations

1. If race qualifications are mandatory for a given regatta, a qualification period shall occur on the day prior to the race day. Qualifications may be used for entry into a race, or for bonus points. No qualifications on race day unless approved by the Board. Race qualifications shall be conducted using the recommended following procedures:
 - a. A qualifying ladder will be maintained on a “first come, first serve” basis. However, unqualified boats may be given priority over boats desiring to re-qualify.
 - b. All drivers will be given 3 qualifying attempts of one lap each. A driver may attempt one or all three qualifying attempts in one run. A driver may drive one, two, or even three different boats for their 3 attempts. If a driver chooses to run as many as 3 boats, the boat with the fastest time will be considered the “official qualifier.”
 - c. Once on the course, the driver shall notify the Official Timer is the attempt will proceed. Once the boat crosses the starting line after the notification, the attempt will be official regardless if the boat finishes.
 - d. During the attempt, the driver must complete the one lap without buoy infractions to be official.

2. A testing period of not less than one hour must occur on race day. The testing period shall be distinct from the qualification period.
3. Only R/C Unlimiteds registered boats may utilize the race course during a qualification or testing period. Exception to this rule will be made for those boats in other classes that may be racing in their own class at the same event.
4. The maximum number of boats which may start a preliminary heat shall be six. The Contest Director or the R/C Unlimiteds Contest Board, with the consent of a majority of the drivers entered in and qualified for the race, may reduce this figure in the interest of safety.
5. There shall be multiple heats per section if there are more qualified boats than the maximum number of boats for which the race course has been approved. If multiple heats per section are necessary, the number of heats shall be as small as is consistent with the number of qualified boats, and the maximum number of the boats for which the course has been approved. Sections shall be heats 1A, 1B, 1C, 1D, etc., as necessary.

B. Race Formats

Any of the following race formats may be used at an R/C Unlimiteds regatta. A brief summary of these formats is presented here with a detailed description presented in Appendix A.

1. Standard Point Plan: Points are accumulated in all elimination heats toward entry into a final heat and one or more consolation heats. Final standings are based upon the total points gained in the final and consolation heats.
2. Love Plan: Points are accumulated in all elimination heats toward entry into the winner-take-all final and one or more consolation heats. Final standings are based upon order of finish in the final and consolations.
3. Fan Plan: Qualifications are necessary with all boats placed into preliminaries according to qualification speeds. The fastest shall be placed in the 1st section, the next fastest in the 2nd section, etc. Fewer points are awarded to boats in the slower sections. Final standings are determined according to the Love Plan.
4. Three-lap "sprint" heats may be used, but only in preliminary heats.
5. Any other plan may be run upon approval of the Contest Board.

6. It is recommended that all formats consist of four preliminary heats, if time constraints and race site permits them.
7. A “30 second no cut” starting procedure may be used at any R/CU race. This procedure is the same as the “standard” starting format from the 3 minute mark up to the 30 second mark. At the 30 second mark, boats may no longer cut through the infield. All boats must round all the buoys in a “full mill” until the start. Any boat cutting the course after the 30 second mark will receive a one lap penalty.

C. Entries

1. It is recommended that 10 minutes prior to the start of a race, all competing boats, the drivers, and the boat’s frequencies in the first section be posted on a clipboard or similar device.
2. An owner may officially withdraw from a regatta by orally submitting such withdrawal to the Contest Director, the Referee, or their representative.
3. A withdrawn boat may not re-enter a race.
4. Out of district entries may compete in up to two R/C Unlimiteds sanctioned regattas in one year, provided that such entries comply with all R/C Unlimiteds rules and, further, that the driver and boat meet the qualification requirements as established by these rules.
5. The race sponsor shall return any fees to the owner of a withdrawn boat if the boat is withdrawn before the start of the drivers meeting.

D. Racing Schedule

1. It is recommended that the schedule be arranged to allow a maximum of ten minutes between starts of preliminary heats within the same section, a maximum of twenty minutes between sections, and a maximum of thirty minutes between the end of the last preliminary heat section and the start of the final set of heats.
2. Immediately following completion of all sections of preliminary heats, any boat necessitating a frequency change to gain eligibility to start a consolation or final heat shall be given sufficient time to accomplish the change. The period granted for radio frequency changes shall not extend beyond the thirty minute maximum as stated in D-1.

E. Drivers Meeting

1. The drivers meeting shall be held at a convenient location on race day. The drivers meeting shall precede any R/C Unlimiteds racing.
2. The Contest Director or his representative shall conduct the drivers meeting.
3. The division of boats into elimination heats shall immediately precede the drivers meeting.
4. The order of business shall be:
 - a. Roll call. Attendance is compulsory for all race drivers. Only those boats whose driver answered the roll call or whose representative answered the roll call (after having received prior permission from the Contest Director or his representative to represent the driver at the drivers meeting) shall be allowed to compete.
 - b. Introduction of the race sponsor for necessary remarks.
 - c. Introduction of referee(s), judges, and other officials by the Contest Director.
 - d. Information for drivers from the Contest Director or his representative, including:
 - i. Rules to be read by referee as required.
 - ii. Safety regulations.
 - iii. Heat draw.
 - e. Questions and miscellaneous business.
 - f. Election of drivers representative.
 - g. Adjournment.

F. Procedure for Starting a Race

1. The start of each heat shall be achieved through the use of a three-minute (for FE, time could be different) countdown. The start shall occur exactly three minutes after countdown initiation.
2. All time marks that delineate the countdown shall refer to the time remaining before the start of the heat. Thus, the thirty-second mark means thirty seconds remain before the start.
3. No boat shall enter the race course prior to the three-minute mark.
4. Immediately following a boat's launch, the boat must round the left turn. The intent of this rule is to force a launched boat to enter the main straightaway parallel rather than perpendicular to the flow of straightaway traffic. Any boat violating this rule shall be assessed a full mill penalty. A full mill penalty is defined as proceeding

around the full race course without cutting from the front stretch to the back stretch.

5. Milling boats may “cut” the course only from the front stretch (between the exit buoy of turn four and the entrance buoy of turn one) and can enter the back stretch only between the exit buoy of turn two and the entrance buoy of turn three. Any boat violating this rule prior to the 30 second countdown mark will be assessed a full mile penalty. If the violation occurs within the 30 second countdown mark, a one lap penalty will be assessed. Following the five-second mark, no boat may enter the infield of the course. Any boat violating this rule shall be assessed a one-lap penalty.
6. If a provisional or “trailer” boat is used in a final heat, it may enter the course prior to the thirty-second mark during the countdown. The “trailer” will use the exit buoy of turn four as its start line unless moved to another location by officials. If all heat entrants are not on the course and in a planing attitude at the thirty-second mark, the “trailer” automatically becomes a final heat entrant and may start at the primary start line.
7. The alternate boat (if applicable) for the final heat may enter the course prior to the thirty-second mark during the countdown. If all heat entrants are not on the course and in planing attitude at the thirty-second mark, the alternate automatically becomes a final heat entrant and may start the heat. Otherwise, the alternate must pull to the infield and shut down or return to or remain within the pit area.
8. Any boat not on the course and in a planing attitude at the thirty-second mark shall automatically pull to the infield and shut down, or return or remain in the pits. Any entrant not conforming to this rule shall be automatically disqualified from the heat and be subject to further disciplinary action.
9. To make a legal start, a boat must round all buoys of the turn preceding the starting line and then cross the starting line no sooner than the start of the race (zero-second mark). The starting buoy and each of the aforementioned turn buoys must be kept to the right of the boat.
10. Any boat which crosses the starting line during the period between the five second mark and race start (zero-second mark) shall be declared an illegal starter and be assessed a one-lap penalty.

G. Audio or Visual Signals for Conducting a Race

1. The countdown initiation (three-minute mark, or different for FE) of each heat shall be announced over the PA system. It is recommended that an audible tone accompany the announcement.

2. The expiration of each minute within the countdown shall be announced over the PA system or visually indicated by a clock or some other apparatus.
3. The thirty-second mark shall be announced over the PA system. It is recommended that an audible tone be used to indicate the arrival of the thirty-second mark.
4. A clock that is visible to all contestants or continual PA announcements shall be used to count down the last thirty seconds before the start.
5. The precise start of the heat shall be signaled by an audible tone.
6. The PA system shall be used during the race to:
 - a. Inform contestants of rule infractions and penalties.
 - b. Warn contestants of stalled boats or other hazardous situations.
 - c. Inform spectators of the race progress.

H. What Constitutes a Heat, Section, Race

1. To legally finish a heat for points, a boat must complete the required laps plus any penalty laps within five minutes of the start.
2. The order of finish in a heat shall equal the order in which the boats complete the heat according to Section VI-H-1.
3. When a heat is prematurely stopped, it will be considered “no contest” and will be restarted if either:
 - a. Less than three legal laps have been completed by the lead boat on a five-lap course.
 - b. Less than two legal laps have been completed by the lead boat on a three-lap course.
 - c. If in the initial running of the final heat, the lead boat has not completed the heat according to Section VI-H-1. In a rerun of the final, part a. of this rule applies.
4. All heats of the first two preliminary sections must be completed before a regatta may be declared a contest.
5. If at any sanctioned regatta two preliminary heat sections are not completed on the scheduled race date, the regatta shall be declared “no contest.” The remainder of such a regatta shall be automatically cancelled.

6. The “completion of a heat” occurs when all boats have crossed the finish line. A boat which has finished a heat, while other boats are still racing, is still subject to all penalties as during a heat.

I. Handling of Boats Following the Launch

1. A boat entered in a heat may not be handled or touched after it is initially launched while the engine is running, unless an obvious malfunction causes the propeller to stop turning. The penalty of this rule shall be disqualification from the heat. Drivers cannot voluntarily stop their boat in order to attempt to restart it.

J. Buoy Infractions

1. A one-lap penalty shall be assessed when a boat cuts inside a course marker or when more than 50% of a boat jumps inside/over a buoy. No penalty shall be assessed to a boat that touches a buoy on the outside causing no damage or displacement.
2. A dislodged buoy or debris from a destroyed buoy ceases to be a marker and may be disregarded. Dislodging or destroying a buoy shall be a one lap penalty.
3. If an offending boat forces an unoffending boat to violate Section VI-J-1, the offending boat shall be assessed a one-lap penalty. The terms “offending boat” and “unoffending boat” refer to the boat in violation and not in violation, respectively.
4. A boat may stray or spin inside the buoy line if no buoy is cut. A boat inside the buoy line may not turn more than 90 degrees, either direction to the buoy line.

K. Race Stoppages

1. A heat shall be immediately stopped if in the opinion of the Referee an occurrence or situation on the race course makes completion hazardous to participants beyond the usual hazards of completion.

L. Eligibility for Restarts

1. Any boat or boats whose action resulted in the stoppage of a heat shall not be eligible to enter any restart of the given heat.
2. If the stopped heat is the consolation heat, vacancies caused by a restart ineligibility shall be filled via the preliminary heats points standings in the usual manner.
3. If the final heat is stopped, vacancies caused by a restart ineligibility shall be filled by the order of finish in the consolation.

4. Any boat otherwise qualified to enter a rerun of a section of any heat may enter the rerun regardless of whether or not it crossed the starting line in the stopped heat.

M. Right of Way, Cutting Through the Infield, Hitting a Dead Boat

1. A boat running in the infield of the race course must yield to a boat located outside of the buoy line should their paths converge.
2. The following right-of-way procedures shall be observed at all times between boats operating outside of the buoy line:
 - a. If the paths of two boats are converging, the boat that is maintaining its lane of travel and is at all times parallel to the buoy line (i.e., parallel to the straightaway and circumferential to a turn) has the right of way.
 - b. A boat being passed shall maintain its lane of travel. A passing boat shall maintain at least one boat width lateral separation between itself and the boat being passed. A passing boat may not move to the lane of travel occupied by the boat being passed unless there is a roostertail length distance separating the two boats.
 - c. “Snaking” to avoid an early start, or “fishtailing” or “S” maneuvers to hinder a passing boat shall not be permitted.
 - d. Boats must maintain their “chosen” lanes from the exit of turn four until the starting line at the start of a heat.
3. A boat shall be driven in a safe, controlled, and sportsmanlike manner at all times.
4. Each violation of a right-of-way rule shall incur a one-lap penalty. However, if a right-of-way violation by an offending boat causes an unoffending boat to go dead within 1/2 lap, the offending boat shall be disqualified and the unoffending boat shall be awarded fourth-place points. This rule is in effect until the completion of the heat (see Section VI-H-6).
5. Hitting a called dead boat constitutes disqualification of the offending boat and driver for the remainder of the event. A fine of \$75 will be assessed by the Contest Board or by race officials if the Board is not present, and will be paid by the offending driver to the Board before he or she and the boat is allowed to compete again. Collected funds will be disbursed to the owner of the damaged boat by the Board. The aforementioned applies to race day testing as well as completion.
6. If a boat cuts the course prior to the completion of a heat, 100 points will be deducted from the boat’s total points earned in that heat.

7. 100 points will be deducted from the score of any boat that incurs a penalty (right of way violation, buoy infraction, etc.) after it has completed the heat while other boats are still racing (see Section VI-H-6).
8. All infractions must be called within one lap of their occurrence. The penalty for the infraction will be called immediately. However, penalties may need review time because of uncertainties. Therefore, the time limit to establish the penalty may be extended to just prior to the running of the next heat. If the infraction was called in a Final Heat, the penalty will be announced within 10 minutes of the Final.

N. Postponement of Race

1. The Referee shall have the authority to postpone any heat or section for a period not to exceed thirty minutes.
2. A postponement shall be for weather, course conditions, or spectator control only. There shall be no postponement of any heat or section for mechanical difficulties of any contestant.
3. In determining whether a heat or section shall be postponed, the Referee may consult with driver and race officials; however, the final decision regarding a postponement shall be made by the Contest Director.
4. A decision to cancel the remainder of a regatta for reasons of course conditions or inclement weather can be made solely by the drivers entered in and qualified for the regatta.

O. Change of Drivers

1. A driver change for a given boat is permitted between heats.
2. The Official Scorer and the Referee shall be notified, prior to the start of a heat, of any driver change for record keeping purposes.

P. Protest and Appeals

1. The Contest Director shall have the sole responsibility for the proper conduct of the heats, sections, or race to which he is appointed.
2. All judgement calls by the CD or turn judges are final and may not be appealed. A contestant may appeal a call to the designated drivers' rep, who, if necessary can

take the appeal to the R/CU contest board, if and only if, the appeal concerns the interpretation of a rule. The use of video replay (if available) may only be used to determine the order of finish in a final heat of a race event. The video replay (if available) will be reviewed by Contest Board member(s) not affected by the outcome.

3. The R/C Unlimiteds Contest Board shall have final authority for rule interpretations.

Q. Discipline: Unsportsmanlike Conduct

1. Every boat owner, driver, or crew member shall be subject to disciplinary action for unsportsmanlike conduct in connection with the regatta from the time of arrival at the race site until two hours after the completion of the contest.
2. Unsportsmanlike conduction shall be defined as any act which either:
 - a. tends to bring racing in disrepute.
 - b. endangers the person or property of others; or
 - c. constitutes dangerous, careless, or reckless operation of boats or equipment.
 - d. The Consumption of or under the influence of alcohol, marijuana, or illegal drugs is not permitted while operating or assisting in the operation of a model boat, whether it be in practice or during a contest. The same applies to contest officials while a contest is taking place.
 - e. Any non-driver that becomes verbally involved with racing officials during or after the running of a heat.
3. The penalty for each violation shall be any combination of the following: a one-lap penalty, heat disqualification, suspension from R/C Unlimiteds competition for an indefinite period to be determined by the Contest Board. A verbal warning, which may be considered as a yellow card, and a race disqualification red card if approved by at least two Board Members in attendance.
4. Two attending Board members shall have the sole power to impose a penalty for unsportsmanlike conduct at a race and shall notify the offending party for their offense as soon as possible.
5. The action of the Referee, Contest Director, or Board Member in imposing fines or suspension shall be subjected to review by the R/C Unlimiteds Contest Board. The penalized party shall have the right of appeal, only provided he gives thereof in writing to any member of the R/C Unlimiteds Contest Board within 24 hours after completion of the final heat. On such appeal, the R/C Unlimiteds Contest Board shall have the power to reverse, modify, or affirm the ruling of the Contest Director, or Board Member, and its determination shall be final. Should the penalized party be a

member of the R/C Unlimiteds Contest Board, the said member shall not vote in the decision regarding the appeal.

R. Running of Boat Outside of Rules

1. Any boat starting a heat not in full compliance with Section III-A of these rules shall apply to the Contest Director or Referee for a variance. No variance shall be given for the first section or heat. Penalty for failure to do so shall be heat disqualifications, unless the damage occurred in pre-race testing.
2. Upon completion of a heat, sixth place points will be awarded to a boat which loses its cowl, fake engine, wings, driver, canard, or turbine tube. Exceptions are granted if loss is caused by collision or roostertail of another boat which is penalized (cutting off, chopping, etc.). If the officials cannot determine which boat is at fault, no lap penalty will be assessed, but the boat which loses parts still will receive sixth place points. Officials must announce to the drivers the status (penalized or not) of a boat which loses a cowl, etc., within one lap after the loss occurs. A boat losing exhaust stacks, mirrors, or other insignificant parts would not be assessed a penalty unless, in the CD's opinion, the floating part constitutes a hazard to other racers. This penalty affects only the points awarded, if any, to the boat(s) in question, but not to its (their) heat placement. Nor does it affect the placement of, and points awarded to, other boats in the heat, except for a consolation and final heat, in which the offending boat would be awarded sixth place points and last place finishing position of all boats left running.
3. Damaged boats or boats not conforming to R/CU Rules must be repaired within four weeks. Exceptions to this rule are wings, uprights, and canards. These items are expected to be affixed to a hull as required at the beginning of a race event unless they have been lost or destroyed. In the event there is a disputer, the R/C Unlimiteds Contest Boat will have final authority for rule interpretation.

Section VII: Reports and Statistics

A. Race Reports

1. The Contest Director of the sanctioned R/C Unlimiteds regatta shall file with the R/C Unlimiteds Contest Board Secretary a complete report on the event. The report shall contain the name of each boat and driver entered in the regatta, qualifying speeds (if applicable), and the position of each boat in each section. The report shall also contain an accurate listing of points scored in the regatta by each driver and boat.

2. A written report of all disqualifications or disciplinary actions shall be made by the Referee and filed with the Board after the race.

B. Season High Points

1. R/C Unlimiteds season high points will be awarded to boats and drivers only at sanctioned regattas.
2. The total points scored by each boat in each sanctioned contest shall be added to the season boat points standing. If a boat makes a legal start in both a consolation heat and the final heat, only the points gained in the final heat shall be added to season point totals.
3. The total points scored by a driver and any one boat during a sanctioned regatta shall be added to the season driver points standing. If a driver pilots two or more different boats in a single regatta, he must choose, before the first heat, the boat from which he will receive driver points. If a driver makes a legal start in boat a consolation and the final heat with the same boat, only the points gained in the final heat shall be added to season point totals.
4. The driver which has accumulated the greatest number of points at the end of the season, for the Board specified number of races per class which will count for high points, shall be declared the R/C Unlimiteds Champion Driver and shall receive the R/C Unlimiteds Champion Driver perpetual trophy.
5. The boat which has accumulated the greatest number of total points for "all races" at the end of the season shall be declared the R/C Unlimiteds Champion Boat and shall receive the R/C Unlimiteds Champion Boat perpetual trophy.
6. A "Rookie of the Year" perpetual trophy shall be awarded at the conclusion of the racing season to the high-point rookie driver. A driver is considered a rookie for an entire racing season if, prior to the first sanctioned race of the year, the driver has accumulated less than 1,000 career points in sanctioned R/C Unlimiteds competition.
7. The R/C Unlimiteds Triple Crown Trophy is awarded each season to the driver who accumulates the most combined points in three races designated by the board prior to the season.
8. "Substitute boats" shall not earn season high points unless driven by the registered owner.

9. The R/C Unlimiteds Statistician will maintain race, season, and career statistics on all R/CU drivers and race and season points on all registered boats. Stats will be published on the R/C Unlimiteds website, except for career points which will be posted once per year.

Section VIII: Regatta, Sponsorship, Sanction, Fees, and Trophies

A. Sponsorship

1. Any individual, group of individuals, association or corporation is eligible to sponsor an R/C Unlimiteds regatta.
2. The Race Sponsor of a sanctioned R/C Unlimiteds regatta shall appoint a knowledgeable Contest Director (maybe themselves) who shall be responsible for virtually planning and preparation connected with the event, including:
 - a. Selection of race name and formats.
 - b. Acquisition of race date, site, and sanction.
 - c. Procurement of all race officials and workers including Contest Director, Referee, Judge(s), Scorer(s), and Timer(s).
 - d. Acquisition of all equipment necessary to conduct the race including buoys, scaffolding, PA system, timing equipment, and recovery craft.
 - e. Notification of all registered R/C Unlimiteds owners of the race particulars at least two weeks prior to race day.
 - f. Acquisition of trophies.
 - g. Engraving of perpetual trophies is the responsibility of the winning driver or race sponsor. The R/CU Treasurer will reimburse the engraving cost to the driver or sponsor.
3. The Race Sponsor of a sanctioned R/C Unlimiteds regatta is also responsible for activation of the event, including:
 - a. "Set-up" of race equipment.
 - b. Collection of entry fees.
 - c. Submittal of the race report and sanction fees to the R/C Unlimiteds Race Coordinator.
 - d. "Tear-down" of race equipment.
 - i. At most R/CU events, the general membership attending the race are asked to assist the Race Sponsor in the set-up, tear-down, and loading of the R/CU equipment trailer.
4. The R/C Unlimiteds Contest Board will pay individuals hauling the R/CU equipment trailer. The tower of the trailer and the computer operator will receive one free race entry.

B. Sanction

1. R/C Unlimiteds regattas are sanctioned by the R/CU Contest Board.
2. To obtain a sanction for an R/C Unlimiteds regatta, the Race Sponsor shall submit a completed sanction request form to the R/C Unlimiteds Contest Board at least ninety days prior to the scheduled event. A sanction form may be obtained from the R/C Unlimiteds Race Coordinator.
3. The completed sanction request form shall contain the following information: race name, race date(s), race site, alternate race site, sponsor(s), Contest Director and address, race format, other R/C powerboat racing classes to be run on the same race date, and other pertinent regatta information, including any requests for variances from the R/C Unlimiteds Racing Rules.
4. The R/CU Contest Board shall either approve or disapprove the sanction request in consideration of the best interest of R/C Unlimiteds racing.
5. No race sanction shall be approved by R/CU Contest Board if other (than R/CU) classes of R/C Powerboat Racing is scheduled to occur at the same race site on the same race day(s). Other non-R/CU classes will be allowed to share race dates with prior approval of the R/CU Board. Requests must be submitted in writing 30 days prior to the scheduled date.

C. Fees

1. The Race Sponsor of a sanctioned R/C Unlimiteds regatta may charge a \$20 per boat entry fee. Any owner entering a second boat will pay \$5. No other fees shall be collected unless approved by the Contest Board.
2. The Race Sponsor of a sanctioned R/C Unlimiteds regatta shall retain \$3.00 per boat entered in the sanctioned event.
3. Except for the regatta sanction fee, the disposition of all entry fees and other monies collected by the Race Sponsor shall occur as the sponsor deems necessary. Such monies may be used for trophy purchase, rental, or purchase of race equipment, wages, insurance, or other miscellaneous expenses.

D. Trophies

1. Trophies shall be provided by the Race Sponsor.

2. The minimum number of trophies awarded at a sanctioned event shall be:
 - a. A perpetual trophy that shall be awarded to the race winner. The perpetual trophy shall remain in the possession of the race winner until the same race is contested in the following year and is the property of R/CU.
 - b. A “keeper” trophy for each of the final heat participants.
 - c. A “keeper” trophy for 1st through 3rd of each consolation heat.
 - d. 4th through 6th place trophies in consolations are optional.
 - e. A “Best of Scale” trophy is recommended.

Section IX: Regatta Officials, Duties, and Appointments

A. Officials and Duties

1. Contest Director
 - a. The Contest Director (CD) is the primary official of the regatta. The CD is responsible for the smooth, efficient, and fair progression of the regatta. The CD shall make certain that other regatta officials perform their duties.
 - b. The CD or a representative shall be in attendance during the entire sanctioned R/C Unlimiteds regatta, including qualifying and testing.
2. Referee
 - a. The Referee has sole authority for the conduct of a heat. A referee’s duties include, but are not limited to, activation of the heat countdown, determination of rules infractions, assessment of penalties, determination of official order of finish and mandatory reading of rule summary provided by the Contest Board.
 - b. The Referee must be approved by the Board or can be appointed by the Board as the best qualified official available.
 - c. A paid Referee may not race.
3. Optional: Timer/Scorer
 - a. The Timer shall measure the time taken by each boat to complete a heat. The Timer shall also furnish the Scorer with the timing information so that it may be properly recorded.
 - b. The Scorer shall keep accurate records of each boat’s position of finish, completion time, and points scored in a heat section.
4. Driver’s Representative
 - a. The Driver’s Representative shall act as a referee’s liaison with contestants and whose duties shall be clarified by the CD at the drivers meeting.
5. Turn/Course Judges

- a. Turn/Course Judges shall act as referee assistants who shall implement the instructions of the Referee.

B. Appointment of Race Officials

1. The Race Sponsor shall appoint the Contest Director who shall appoint the Referee, Judges, Timers, Scorers, and other race officials.
2. The drivers entered in, and qualified for the sanctioned regatta shall elect a non-board member Driver's Representative at the drivers meeting.
3. Except for the Contest Director, Driver's Representative, and Referee, a regatta official may be appointed to serve for a single heat, a complete section, or an entire race. Thus, the appointment of a single Referee, Scorer/Time or Turn/Course Judge may be necessary in order to conduct an entire regatta.
4. The appointment of the Contest Director, Referee, Timer, Scorer or Turn/Course Judge may be invalidated by the R/C Unlimiteds Contest Board if the appointment is not in the best interests of R/C Unlimiteds racing.

Section X: R/C Unlimiteds Master Hull Roster

A. Definition and Function

1. The R/C Unlimiteds Master Hull Roster shall contain the name and details that identify each distinct boat that may be registered and built for R/C Unlimiteds competition. It shall be developed based on the premise that no two boats raced in an official R/C Unlimiteds class should be exactly or approximately identical.

B. Contents and Revision

1. The contents of the R/C Unlimiteds Master Hull Roster shall be established and maintained according to Section X-A-1.
2. The R/C Unlimiteds Master Hull Roster may be revised at any time and should contain information which specifies the hull dimensions each boat will be held in compliance to.
3. The R/C Unlimiteds Contest Board is alone responsible for creation and revision of the R/C Unlimiteds Master Hull Roster.
4. Any requests for additions to the hull roster must be submitted in writing with historical data and photographs of the boat in the water at an unlimited hydroplane event.

5. A new hull will be established when one or more of the following has taken place, as determined by the registrar:
 - a. A new boat.
 - b. Major configuration change.
 - c. Major paint change.
 - d. Major sponsor change.
6. A separate Master Hull Roster shall be maintained for every class in R/CU.

C. Publication

1. The R/C Unlimiteds Master Hull Roster shall be maintained by the Registrar with a copy to be placed under the boats tab on the R/CU website.

Section XI: Rules Pertaining to the Gold Cup

- A. The Gold Cup shall be a perpetual trophy awarded each year at a race conducted by the R/C Unlimiteds Contest Board which shall be the Race Sponsor.
 1. The defending champion shall be allowed to recommend the site of the next Gold Cup race, except that, the site must be approved by the Board as not being against the best interests of R/C Unlimiteds racing.
 2. The Gold Cup race shall consist of six elimination heats and a final.
 3. The race format shall be decided by the Contest Board.
 4. If a new hull enters Competition Status between the last race and the Gold Cup, it may enter the Gold Cup.
 5. Instead of the first boat being "FREE" entry for board members, the board will pay \$10.00 for the first entry at the Gold Cup for 2014 and beyond.

Appendix A: Race Format Details

Any of the following race formats may be used at an R/C Unlimiteds Regatta.

A. Standard Points Plan

1. There shall be no mandatory race qualifications.
2. The regatta shall consist of four preliminary heats and one concluding set of heats. The concluding set of heats shall consist of one final heat plus a maximum of two consolation heats.
3. All boats entered into a regatta that are physically able to run and that have not withdrawn or been disqualified from further competition shall be eligible for placement in preliminary heat sections.
4. The division of boats into preliminary heat sections shall occur by random draw. The drawing of boats into heats of Section 1 shall occur prior to the drivers meeting. A drawing for division of boats into preliminary heats of Section 2, 3, and 4 shall be accomplished during the interval between sections and shall occur in the presence of owners and drivers, if possible.
5. Drawing of boats for heat draws will be accomplished utilizing software that provides for a random draw. In the event that this system fails, the drawing for division of boats into heats shall be made as follows: The first boat drawn shall be placed in Heat 1A. The second boat drawn shall be placed in Heat 1B. If a third or more are required, the third boat shall be placed in Heat 1C, the fourth boat in Heat 1D, etc. After one boat has been placed in each heat, the next boat drawn shall be placed in Heat 1A, the following boat in Heat 1B, etc. If a boat is drawn into any heat in which its frequency conflicts with a boat already drawn for that heat, the boat just drawn shall be placed "back in the hat" and another boat shall be drawn into the given heat. The drawing of boats shall continue in this manner until all boats have been assigned to elimination heats in the section.
6. A redraw (for division of boats into heats) shall occur for any preliminary heat in which sufficient boats withdraw or are disqualified before the start of the section such that there is an inequality of two or more boats between any two heats in that section. Furthermore, if at any time a division into preliminary heats is being undertaken and withdrawals or disqualifications make possible reduction in the number of heats per section, the affected section shall consist of the reduced number of heats.
7. Each boat will be awarded points in each preliminary heat based on the order of finish, as follows: 1st, 400 points; 2nd, 300 points; 3rd, 225 points; 4th, 169 points; 5th, 127 points; 6th, 95 points; 7th, 71 points.

- 8.** The preliminary heat point standings shall be compiled after competition of the last preliminary heat in a section. Boat placement in the standings shall be ordered based on points accumulated in preliminary heats. The boat with the greatest number of accumulated preliminary heat points shall be ranked highest.
- 9.** In case of a tie in points between two or more boats, the boat or boats will be allowed to have a one lap timed run off. The fastest timed boat will prevail in consolation or final placement.
- 10.** The highest boats in the preliminary heat point standings shall be eligible for entry into the final heat. The number of boats eligible for the final heat shall equal the maximum number of boats for which the course has been approved. In case a frequency conflict exists between two or more boats eligible for the final heat, preference on the disputed frequency shall go to the boat that is highest in the preliminary heat point standings. If a frequency conflict between two or more boats eligible for the final heat cannot be resolved (by a frequency change, etc.), the lower boat in the preliminary heat point standings will be withdrawn from the final heat.
- 11.** Should a boat eligible for the final heat be withdrawn, the boat that is highest in the preliminary heat point standings of the remaining boats, shall gain final heat eligibility.
 - a.** After the final heat field has been set, a final heat “trailer boat” or provisional starter shall be selected from among the boats not entered into the final heat. This final heat alternate may start the final heat if one or more of the final entrants fail to start. The final heat alternate or provisional starter can be the boat that is highest in the preliminary heat point standings among those boats not entered into the final.
 - b.** It is up to the CD at the drivers meeting to decide if the winner of the 1st consolation moves into the final and/or a number 2 boat is the “trailer” boat.
 - c.** A provisional starter (or trailer) can be added to the final heat. The provisional starter must start approximately five seconds behind the field. The exit buoy of the right turn shall be used as the trailer’s starting line. The trailer may start with the field if any of the final heat entrants is not running at the 30-second mark. The provisional or trailer can be selected from the following:
 - i.** 1st Place in the first consolation, if the winner advances to the final.
 - ii.** Seventh highest in total race points.
- 12.** After the final heat field has been set, the boats not entered in the final shall be used to fill the consolation heats. The highest of these boats in the preliminary heat points standings shall be eligible to enter the first consolation heat. The first consolation heat field shall be set with regard to the number of boats, frequency conflicts, and withdraws in the same manner used to set the final field.

- 13.** After the first consolation heat field has been set, boats not entered in the final or first consolation heats shall be used to fill the second consolation heat. The highest of these boats in the preliminary heat point standings shall be eligible to enter the second consolation. The second consolation heat field shall be set with regard to the number of boats, frequency conflicts, and withdraws in the same manner used to set the final field.
- 14.** At least three boats must be entered into a consolation heat for the event to take place. An exception can be made at the discretion of the CD. Otherwise, the heat will be cancelled.
- 15.** Each boat will be awarded points based on the order of finish in the concluding set of heats as follows:

Order of Finish	Final	1st Consolation	2nd Consolation
First Place	400	200	100
Second	300	150	75
Third	225	113	56
Fourth	169	85	42
Fifth	127	64	32
Sixth	95	48	24
Seventh	71		

- 16.** The final order of finish in the race shall be determined by total number of points accumulated by boats in preliminary heats and the final heat. The boat with the greatest number of points attained shall be declared the winner. Should a tie in points exist at the conclusion of the contest, then the winner of the position in question shall be the boat that crossed the finish line ahead of the other tied boat or boats in the final heat. The other boat(s) involved in the tie shall be assigned the next lower position(s).
- 17.** The consolation heats shall be considered separate races which have no bearing on the overall regatta, and points earned by boats and drivers in consolation heats shall be added to season point totals only. Final standings in a consolation heat will be determined by order finish.

B. Love Plan

- 1.** Appendix Sections A-1 through 15, A-17 shall apply.
- 2.** Final race standings shall be determined by order of finish in the final heat.

Appendix B: Registration Forms, Oral and Driver Tests, Radio Frequencies

R/C Unlimiteds - Registration Certificate

"Welcome to R/C Unlimiteds, the *original* radio controlled scale hydroplane racing organization that is dedicated to duplicating the unlimited class of hydroplanes as closely as possible.. When you are racing with R/CU, you are racing with a club full of members who are dedicated to reproducing the thrills and excitement of unlimited hydroplane racing in 1/8th scale, every summer, all over the State of Washington. Whether you chose a round nose classic, or a full blown turbine picklefork, you will experience the challenge of fielding a competitive boat racing program, complete with pre-race butterflies and deck to deck racing action.

Every racer can take pride in the fact that their entry is uniquely theirs since only one registration per hull is issued. Having registered your boat, now you too can be a part of the R/CU experience. As an R/CU member, you will also have access to the member sections of the R/CU website, where you can follow race results, stats, etc.. You can also download your copy of the R/CU rule book- available to everyone- from the website. If you are new to R/CU, we strongly advise that every racer read the rule book until it is familiar material, because there will be a quiz on the driver's stand as you pass your driver's test with your new boat.

Further information is included in your registration package, including your R/CU Hull Inspection Form. You will need to have a current R/CU Contest Board member- usually the current Inspector- complete your form and sign off on your boat. With this in hand, and your current NAMBA insurance card, you are legal to come racing with R/C Unlimiteds.

Congratulations on your new registration, and the best of luck!"

R/C Unlimiteds grants _____
Registered Owner

ownership of the following R/CU registration:

Hull Number	Year(s) raced	Boat Number	Boat Name
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While in Development Status, your registration must be maintained through payment according to the following tri-annual schedule:

<i>Feb. 1, 20__ \$_____</i>	<i>June 1, 20__ \$_____</i>	<i>Oct. 1, 20__ \$_____</i>
<i>Feb. 1, 20__ \$_____</i>	<i>June 1, 20__ \$_____</i>	<i>Oct. 1, 20__ \$_____</i>
<i>Feb. 1, 20__ \$_____</i>	<i>June 1, 20__ \$_____</i>	<i>Oct. 1, 20__ \$_____</i>

And your hull must be completed and qualified no later than:

Boat completion date: _____

R/CU website members area password: _____

R/CU Registrar

Date

R/CU Rule Book

Before you can experience scale R/C hydroplane racing, you must be aware of the rules that govern R/CU membership. Please read the enclosed book, "R/CU Racing Rules," available on the club R/CU website which describes boat specification and registration requirements, driver and boat qualification, infractions, and race procedures, to name a few.

Developmental Status Registration

If you registered a new boat in R/CU, it is classified as Developmental Status, and you will have two years to build and qualify the boat. While your boat is under development, you will be required to pay up to six fees (called tri-annuals to retain ownership of the boat. Your first tri-annual is \$10, followed by \$20, \$30, \$40, \$40, and \$40 (your last payment), should you need the entire 2 years to complete your boat. Send your payments to the Registrar postmarked on or before February 1st, June 1st, and October 1st of each year according to the schedule shown on your certificate. You must begin paying your tri-annuals on the next due date following your registration date. However, your first tri-annual is waived if you register a boat within one month of the next tri-annual date.

Competition Status Registration

If you own a boat in Competition Status, you must pay a \$15 annual fee, postmarked no later than January 31st of each year, to maintain your registration. You also are required to obtain a "paid entry with attempt to race" in at least two different events during each racing season. Should you not get the minimum legal finishes with your boat, the following January you must pay a fine in addition to your annual registration fee or otherwise forfeit your registration. This fine is \$50 the first year and doubles each consecutive year (i.e., \$50, \$100, \$200, etc.).

Registration Transfers

A \$10 transfer fee must be paid to the Registrar to change ownership of a Competition Status registration or substantially completed hull.

Insurance

All drivers competing in R/CU must be insured through the North American Model Boating Association (NAMBA). You may either obtain annual insurance or purchase single event insurance. Single event insurance can be purchased one, annual insurance is required thereafter. If you apply for annual insurance, the NAMBA will issue you a card that must be in your possession when you run your boat.

Inspection

Your boat must satisfy all dimensional, appearance, and safety constraints specified in the "R/CU Racing Rules" and must be listed on the "Hull Inspection Form" (included in your registration package). When you attempt to bring your boat into Competition Status, the Inspector will evaluate all the elements listed on the inspection form.

You also must have photographs of the actual unlimited you modeled for the Inspector to review at the time of inspection. NOTE: You may obtain the "R/CU Master Hull Roster," which

lists the availability and specifications of unlimited hydroplanes, from the R/C Unlimiteds website.

Boat Qualification

After meeting both safety and scale requirements during inspection, your boat must qualify for Competition Status by completing five consecutive laps during a run on a regulation or equivalent course in the presence of a board member or his appointee.

Rookie Driver Qualification

All new drivers are required to successfully complete an oral exam and a practical driving test. The questions that you will be asked on the oral test are shown below. The answer to the first question is given. Carefully read your rule book to find the answers to the remaining questions.

ORAL TEST

(This is a sample oral test. Additional questions may be asked.)

1. What item must you have in your possession before you are allowed to turn on your radio and start your boat?
2. Following the announcement of the 3-minute mark to the start of a heat, when is it legal for your boat to be launched?
3. How must your boat proceed on the course following its launch?
4. Once on the course, prior to the start, when and where can you cut through the infield?
5. You will receive a one-lap penalty if you cut the course within what time prior to the start?
6. Between what buoys must your boat maintain its lane when heading toward the starting line just prior to the start?
7. How much of a lead must your boat have over another boat to legally take that boat's lane of travel?
8. Explain the rule for going inside a buoy or hitting a buoy during a heat?
9. What is the penalty for losing your cowling on the course during a heat? What if your cowling loss was caused by another boat who was determined to be at fault?
10. What two acts could disqualify you from a heat?

11. Hitting a called “dead boat” results in what action?

12. Name 3 safety features that your boat must have.

Driving Test

After passing your oral examination, you will be required to drive a boat five laps around a regulation or equivalent course in less than two minutes and exhibit competent control of the boat to the satisfaction of a supervising board member or his appointee. In addition, during the test, you may be asked to drive in certain lanes or to avoid an imaginary “dead boat” to further demonstrate your control. Driver qualifications cannot be performed prior to racing on race days. Once you pass your rookie driver qualification, you become eligible to drive in R/CU.

Official Radio Frequencies

Below is a list of valid R/CU transmitter/receiver frequencies. R/CU approved the use of the in-between channels within the 75 band (75 MHz) beginning in 2000. To avoid frequency interference, all radios used on the 75 band must be narrow band legal radios.

Approved Frequencies

2.4 GHz

75 band 27 Band

75.410	75.530	75.650	75.770	75.890	26.995
75.430	75.550	75.670	75.790	75.910	27.045
75.450	75.570	75.690	75.810	75.930	27.095
75.470	75.590	75.710	75.830	75.950	27.145
75.490	75.610	75.730	75.850	75.970	27.195
75.510	75.630	75.750	75.870	75.990	27.255

R/CU refers to frequencies by the frequency number, not by channel or color.

Frequency Pins

R/CU requires its members to possess a “frequency pin” with their frequency number on it before turning on their radios at an event. Each pin is labelled with a unique frequency and should be stored on a “frequency pin tree” when the pin is not in use.

Remember: NEVER TURN ON YOUR RADIO IF YOUR FREQUENCY PIN IS BEING USED BY ANOTHER RACER or IF THE PIN IS NOT IN YOUR POSSESSION.

R/C UNLIMITEDS CONTEST BOARD BY-LAWS

Article I: Name

The official name of this board shall be the "R/C Unlimiteds Contest Board" (hereafter called the "Board").

Article II: Object and Purpose

The object and purpose of the Board shall be the exercise of all powers conferred upon it by the North American Model Boat Association (herein called NAMBA) or its members, and the discharge of all obligations imposed thereby. It is also the object and purpose of the Board to ensure equality of all members in every aspect of R/C Unlimiteds (herein called R/CU) functions, regardless of race, color, creed, political preference or otherwise.

Article III: Membership, Officers

1. The Board shall be composed of seven at-large Members who shall be elected by all persons within NAMBA District 8 who have registered an R/C Unlimiteds boat with the Board Registrar at the time of elections to the Board.
2. The officers of the Board shall be a Chairman, Secretary, Treasurer, Registrar, Statistician, Race Coordinator, and Technical Inspector.
3. The Chairman of the Board shall be elected by and from the membership of the Board he/she will chair.
4. Any vacancies that occur shall be filled by a vote of the Board. The new member will complete the term of the vacated position.
5. The term of membership shall be for two race seasons, the term to begin and end with the year-end banquet. Three members shall be elected in odd number years, and four members shall be elected in even years.
6. Each Board member shall be entitled to one vote only.
7. Members of the Board may vote by written proxy. A person may designate some other member of the Board to cast a proxy vote. No member of the Board may act as a proxy for more than one vote.
8. All Contest Board members will receive one free boat registration and one free admittance/dinner at the yearly awards banquet for each year served. Board members are responsible for supplying trophies for the season awards banquet.

9. All Contest Board members will assist the running of the Gold Cup event. Board members are responsible for securing race site, trophies, equipment set-up, and officiating.
10. The Chairman will poll all Board Members at seasons conclusion, prior to the awards banquet, on members to receive the following awards: Most Improved Driver, Race Sponsor of the Year, Sportsmanship, and Contribution Awards.

Article IV: Rules Procedure

1. The Board shall have the power to adopt, modify, amend, or otherwise change the District R/C Racing Rules; however, the Board may not take action that in any way conflicts with the R/C Unlimiteds Racing Rules adopted by the NAMBA.
2. The Board shall have the power to adopt, modify, amend, or otherwise change the R/CU Racing Rules by vote of not less than a majority of the Board members on issues not previously voted into effect by the R/CU membership.
3. All changes made to the R/CU Racing Rules by the Board shall become effective as of the date of the meeting at which the change was voted unless a later effective date is fixed by the Board.

Article V: Meetings

1. All actions taken by the Board shall be by a vote at a regular or specified meeting of the said Board.
2. There shall be at least one regular meeting of the Board in each year.
3. Special meetings may be held at any time or place at the call of the Board Chairman on ten days written notice of such meeting. A special meeting must be called upon by a written petition to either the Board Chairman or by not less than two members of the Board.
4. At any meeting, four members, present in person or by proxy, shall constitute a quorum.
5. Board meetings can be conducted with the assistance of modern technology, such as Skype.

Article VI: Committees

1. The Board shall establish such standing committees as it deems necessary for the proper conduct of its business and shall prescribe the duties of each.
2. Special committees may be appointed at any time, by motion or resolution, to take into consideration and report on special matters.

Article VII: Duties of Officers

1. The Chairman shall preside at all meetings of the R/C Unlimiteds Contest Board and shall perform all the usual duties of a presiding officer. He/she shall call special meetings as required.
2. The Secretary shall keep minutes of the meetings of the Board, shall record all proceedings, and shall perform such other duties as the Board may designate. The Secretary shall compile votes from yearly board position elections. If the Secretary is up for re-election, the Board shall appoint a club member to count votes.
3. The Treasurer shall act as the chief disbursing officer of the Board, and shall provide, at least once a year, a financial statement showing the fiscal condition of the R/CU treasury.
4. The Registrar shall keep all records necessary to maintain an accurate listing of members and their respective registered boats. He/she shall maintain the Master Hull Roster.
5. The Statistician shall maintain the yearly race and historical driver point records of R/CU.
6. The Race Coordinator shall be responsible for setting up the yearly race schedule and for making available to each Contest Director the necessary information and equipment to stage his/her race.
7. The Technical Inspector shall have the authority to enforce the rules covered in the "R/C Unlimiteds Racing Rules."

Article VIII: Order of Business

1. The order of business at each regular meeting shall be as follows:
 - a. Roll call.
 - b. Reading and adoption of the minutes of the previous meeting.
 - c. Reports of Officers.

- d. Reports of Standing Committees.
 - e. Reports of Special Committees.
 - f. Unfinished Business.
 - g. New Business.
 - h. Adjournment.
2. At any special meeting, the special business for which the meeting is convened may be taken up immediately after Roll Call at the discretion of the Chairman.

Article IX: By-Law Amendments, Removal from Office, and Appeals

1. The R/C Unlimiteds Contest Board By-Laws may be amended, a Board member may be removed from office, and/or the R/CU Racing Rules may be modified by a vote of the registered R/CU owners. A formal vote by the registered R/CU owners concerning any of the aforementioned may be initiated by a petition of no less than twenty percent of the registered R/CU owners or by the R/CU Board. The Board shall then submit by mail a ballot regarding the petition matter to the registered R/CU owners within thirty days of receipt of the petition. All ballots received by the Board within thirty days after mailing the petition shall be tallied, and the vote considered final.
2. Any petition submitted by the registered R/CU owners shall be accompanied by a \$30.00 fee to cover the cost of printing and mailing the ballots.
3. A by-law may be amended or a Board member may be removed from office by a majority vote of the total ballots received under the conditions set forth under Section I of this article.
4. An R/CU Racing Rule may be adopted, modified, or otherwise changed by a majority vote of the total ballots received under the conditions set forth under Section 1 of this article.

The R/C Unlimiteds Racing Rules were revised by the R/C Unlimiteds Contest Board February 8, 2021