

# R/CU Rulebook Revision Tracker

## Revisions Effective 03/31/2023

### **Modified Section III, Subsection A, Paragraph 12**

#### *Previously*

No boat may emit a noise level in excess of 90 decibels while at full throttle 50 feet from the measuring device.

#### *Revision*

No Nitro Class boat may emit a noise level in excess of 90 decibels while at full throttle 50 feet from the measuring device. **No Gas Class boat may emit a noise level in excess of 95 decibels while at full throttle 50 feet from the measuring device. Boats that do not meet this requirement will have two races to bring the boat into compliance.**

### **Modified Section IX, Subsection A, Paragraph 2**

#### *Previously*

#### 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.

#### *Revision*

#### **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.
- d. Referees and Turn Judges for a particular heat shall have no direct relation to the drivers participating in that heat. This is to avoid any conflict of interest. The only exception to this shall be in final heats where insufficient judges are available.

### **Modified Section III, Subsection D, Paragraph 6g**

#### *Previously*

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.

#### *Revision*

A boat will be transferred to Competition Status upon satisfactory completion of the 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.

### **Modified Section VIII, Subsection C, Paragraph 1**

#### *Previously*

The Race Sponsor of a sanctioned R/C Unlimiteds regatta may charge a \$20 per boat entry fee. Any owner entering a second boat or more, regardless of class, will pay \$5 per boat. No other fees shall be collected unless approved by the Contest Board.

#### *Revision*

The Race Sponsor of a sanctioned R/C Unlimiteds regatta may charge a \$20 per boat entry fee. Any owner entering a second boat or more, regardless of class, will pay \$5 per boat. **Any driver under the age of 18 shall be charged \$5 per entry.** No other fees shall be collected unless approved by the Contest Board.

### **Modified Section VI, Subsection M, Paragraph 5**

#### *Previously*

Hitting a called dead boat constitutes disqualification of the offending boat and driver for the remainder of the event for that class. 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.

*Revision*

Hitting a called dead boat constitutes disqualification of the offending boat and driver for the remainder of the event for that class. 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 **competition**.

## **Modified Appendix B**

*Previously*

### **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.

*Revision*

### **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.~~

## **Revisions Effective 03/31/2022**

### **Modified on Page 1**

*Previously:*

NAMBA sanctioned 1/8th Scale Unlimited Hydroplane Racing

*Revision:*

NAMBA sanctioned Scale Unlimited Hydroplane Racing

### **Modified on Page 2**

*Previously:*

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.

*Revision:*

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.

### **Modified Section III, Subsection A, Paragraph 3**

*Previously:*

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.

*Revision:*

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 R/CU 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.

### **Modified Section III, Subsection D, Paragraph 1**

*Previously:*

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.

*Revision:*

There will be separate registrations for 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.

**Modified Section III, Subsection D, Paragraph 6 c**

*Previously:*

A \$10 non-refundable donation for any boat eligible to be registered.

*Revision:*

A \$10 non-refundable **Registration Fee** for any boat eligible to be registered.

**Modified Section III, Subsection D, Paragraph 8**

*Previously:*

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.

*Revision:*

In the event of a lapsed registration or new registration as defined in Paragraph 7, the R/CU 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 R/CU 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 R/CU Registrar and one other R/CU 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.

#### **Modified Section VI, Subsection B, Paragraph 6**

*Previously:*

It is recommended that all formats consist of four preliminary heats, if time constraints and race site permits them.

*Revision:*

It is recommended that all formats consist of four preliminary **sections**, if time constraints and race site permits them.

#### **Modified Section VI, Subsection E, Paragraph 2**

*Previously:*

The Contest Director or his representative shall conduct the drivers meeting.

*Revision:*

The Contest Director or **their** representative shall conduct the drivers meeting.

#### **Modified Section VI, Subsection F, Paragraph 5**

*Previously:*

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.

*Revision:*

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 **mill** 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.

### **Modified Section VI, Subsection M, Paragraph 5**

*Previously:*

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.

*Revision:*

Hitting a called dead boat constitutes disqualification of the offending boat and driver for the remainder of the **class**. 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.

### **Modified Section VI, Subsection P, Paragraph 1**

*Previously:*

The Contest Director shall have the sole responsibility for the proper conduct of the heats, sections, or race to which he is appointed.

*Revision:*

The Contest Director shall have the sole responsibility for the proper conduct of the heats, sections, or race to which **they are** appointed.

### **Modified Section VI, Subsection R, Paragraph 3**

*Previously:*

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.

*Revision:*

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 **dispute**, the R/C Unlimiteds Contest Boat will have final authority for rule interpretation.

### **Modified Section VII, Subsection B, Paragraph 3**

*Previously:*

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.

*Revision:*

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 **they** 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.

### **Modified Section VII, Subsection B, Paragraph 4**

*Previously:*

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.

*Revision:*

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 **for that class**.

### **Modified Section VII, Subsection B, Paragraph 5**

*Previously:*

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.

*Revision:*

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 **for that class**.



### **Modified Section VII, Subsection B, Paragraph 7**

*Previously:*

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.

*Revision:*

The R/C Unlimiteds Triple Crown Trophy is awarded each season to the driver who accumulates the most combined points **per class** in three races designated by the board prior to the season.

### **Modified Section VIII, Subsection C, Paragraph 1**

*Previously:*

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.

*Revision:*

The Race Sponsor of a sanctioned R/C Unlimiteds regatta may charge a \$20 per boat entry fee. Any owner entering a second boat **or more, regardless of class**, will pay \$5. No other fees shall be collected unless approved by the Contest Board.

### **Modified Section VIII, Subsection D, Paragraph 2 c**

*Previously:*

A “keeper” trophy for 1st through 3rd of each consolation heat.

*Revision:*

A “keeper” trophy for 1st through 3rd **in the 1st** consolation heat.

### **Modified Appendix A, Subsection A, Paragraph 2**

*Previously:*

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.

*Revision:*

The regatta shall consist of four preliminary **sections** and one concluding **section** of heats. The concluding **section** of heats shall consist of one final heat plus a maximum of two consolation heats.

No revisions made to 2020 rulebook.

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## **Revisions Effective April 26, 2020**

### **Modified Section III, Subsection A, Paragraph 2a**

*Previously:*

Boats shall be built to scale of 1.5 inches (model size) equals 1 foot (actual size).

*Revision:*

Boats shall be built to scale of:

1/8<sup>th</sup> scale: 1.5 inches (model size) equals 1 foot (actual size)

Gas scale: 1.8 inches (model size) equals 1 foot (actual size)

### **Modified Section III, Subsection A, Paragraph 4**

*Previously:*

Boats shall enter competition complete with cowling(s) and driver(s). Boats with 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.”

*Revision:*

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.”

### **Modified Section III, Subsection A, Paragraph 14b**

*Previously:*

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.

*Revision:*

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.

### **Modified Section III, Subsection D, Paragraph 1**

*Previously:*

There will be separate registrations for the Nitro Class and the Fast Electric (FE) class. All boats that enter an R/C Unlimited sanctioned regatta shall be registered with the

Registrar of the R/C Unlimiteds Contest board unless Section VI-C-4 applies. All registration shall be protected for the protected owner.

*Revision:*

There will be separate registrations for **each official R/C Unlimiteds class**. All boats that enter an R/C Unlimited sanctioned regatta shall be registered with the Registrar of the R/C Unlimiteds Contest board unless Section VI-C-4 applies. All registration shall be protected for the protected owner.

**Modified Section III, Subsection D, Paragraph 5**

*Previously:*

A transfer of \$10 must accompany all changes of registered owners.

*Revision:*

A transfer 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.**

**Modified Section III, Subsection D, Paragraph 8**

*Previously:*

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 28 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 28 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.

*Revision:*

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.

### **Modified Section VI, Subsection A, Paragraph 3**

*Previously:*

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 even. Example, Gas Scale.

*Revision:*

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.

### **Modified Section VI, Subsection F, Paragraph 4**

*Previously:*

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.

*Revision:*

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 until the end of the heat.**

### **Modified Section VI, Subsection F, Paragraph 5**

*Previously:*

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. 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.

*Revision:*

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 mill penalty. If the violation occurs within the 30 second countdown mark, a one lap penalty will be assessed. Any boat dislodging a buoy during the mill will be assessed a one lap penalty.** 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.

### **Added Section VI, Subsection M, Paragraph 8**

*Revision:*

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.

#### **Modified Section VI, Subsection P, Paragraph 2**

*Previously:*

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.

*Revision:*

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.**

#### **Modified Section VI, Subsection Q, Paragraph 2**

*Previously:*

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.

*Revision:*

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.**

#### **Modified Section VI, Subsection Q, Paragraph 4**

*Previously:*

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 his offense as soon as possible.

*Revision:*

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.

### **Modified Section VI, Subsection R, Paragraph 3**

*Previously:*

Damaged boats or boats not conforming to R/CU Rules must be repaired within four weeks.

*Revision:*

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 dispute, the R/C Unlimiteds Contest Boat will have final authority for rule interpretation.**

### **Modified Section VIII, Subsection A, Paragraph 2**

*Previously:*

The Race Sponsor of a sanctioned R/C Unlimiteds regatta shall appoint a knowledgeable Contest Direction (maybe himself) who shall be responsible for virtually planning and preparation connected with the event, including:

*Revision:*

The Race Sponsor of a sanctioned R/C Unlimiteds regatta shall appoint a knowledgeable Contest Direction (maybe **themselves**) who shall be responsible for virtually planning and preparation connected with the event, including:

### **Modified Section X, Subsection A, Paragraph 1**

*Previously:*

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 R/C Unlimiteds competition should be exactly or approximately identical.

*Revision:*

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.

### **Modified Appendix B**

*Replaced the contents with the new Registration form.*

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## **Revisions Effective February 19, 2019**

### **Modified Section II, Subsection A, Paragraph 12**

*Previously:*

**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 2014.

*Revision:*

**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.

### **Modified Section III, Sub Section D, Paragraph 5b**

*Previously:*

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.

*Revision:*

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.**

### **Modified Section III, Subsection D, Paragraph 5e**

*Previously:*

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 \$15 re-registration fee. 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.

*Revision:*

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.

**Added Section III, Subsection D, Paragraph 5f**

*Revision:*

**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.**

**Added Section III, Subsection D, Paragraph 6h**

*Revision:*

**Tri-Annual fees apply to all registrations, even if the owner owns the same registration in multiple classes.**

**Modified Section VI, Subsection H, Paragraph 3a**

*Previously:*

When a heat is prematurely stopped, it will be considered “no contest” and will be restarted if either:

- a. Less than three legal leaps 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.

*Revision:*

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.

#### **Modified Section VI, Subsection I, Paragraph 1**

*Previously:*

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.

*Revision:*

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.**

#### **Modified Section VII, Subsection A, Paragraph 1**

*Previously:*

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 elapsed time of each finishing boat 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.

*Revision:*

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.

#### **Modified Section VIII, Subsection C, Paragraph 1**

*Previously:*

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 \$10. No other fees shall be collected unless approved by the Contest Board.

*Revision:*

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.

## **Added Section X, Subsection B, Paragraph 6**

*Revision:*

A separate Master Hull Roster shall be maintained for every class in R/CU.

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## **Revisions Effective April 19, 2017**

### **Modified Section III-A-14-c:**

*Previously*

Skid fins: Skid fin and bracket should be securely mounted.

*Revision:*

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.**

### **Modified Section III-D-8:**

*Previously:*

An unregistered boat shall be registered to the first individual submitting by main....

*Revision:*

An unregistered boat shall be registered to the first individual submitting by **mail**....

### **Modified Section VI-C-1:**

*Previously:*

It is recommended that 10 minutes prior to the start of the race, all competing boats, the drivers, and the boat's frequencies in the first section be posted on a blackboard or similar device.

*Revision:*

It is recommended that 10 minutes prior to the start of the race, all competing boats, the drivers, and the boat's frequencies in the first section be posted on a **clipboard** or similar device.

### **Modified Section VI-J-2:**

*Previously:*

A dislodged buoy or debris from a destroyed buoy ceases to be a marker and may be disregarded.

*Revision:*

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.**

### **Modified Contest Board By-Laws Article V-2&3:**

*Previously:*

2. There shall be at least one regular meeting of the Board in each year.

3. There shall be at least one regular meeting of the Board in each year.

*Revision:*

2. There shall be at least one regular meeting of the Board in each year.

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### **Revisions Effective May 15, 2016**

#### **Modified Section III-A-14-g:**

*Previously:*

There shall be no smoking or open flame in the pit area.

*Revision:*

There shall be no smoking or open flame in the pit area, **including e-cigarettes, vaping devices, and related methods.**

#### **Modified Section III-D-5-c:**

*Previously:*

Active 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.

*Revision:*

**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.

#### **Modified Section III-D-5-e:**

*Previously:*

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 finishes. Fees are due by the yearly registration day (January 31) in addition to the \$15 re-registration fee. 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.

*Revision:*

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 \$15 re-registration fee. 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.

**Modified Section III-D-6-e:**

*Previously:*

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.

*Revision:*

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.**

**Modified Section III-D-6-g:**

*Previously:*

A boat will be transferred to Competition Status upon satisfactory completion of the annual boat qualification. There shall be no additional fees due for the season in which the transfer is accomplished.

*Revision:*

A boat will be transferred to Competition Status upon satisfactory completion of the 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.

**Modified Section VI-M-1:**

*Previously:*

A boat located in the infield of the race course must yield to a boat located outside of the buoy line should their paths converge.

*Revision:*

A boat **running** in the infield of the race course must yield to a boat running outside of the buoy line should their paths converge.

**Modified Section VI-P-2:**

*Previously:*

All judgement calls by the Referee are final and may not be appealed. A contestant may appeal a Referee's decision to the R/C Unlimiteds Contest Board, if and only if, the appeal concerns the interpretation of a rule.

*Revision:*

All calls judgement by the **CD or turn judges** are final. 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 an interpretation of a rule.

### **Modified Section VI-R-2:**

*Previously:*

Upon completion of a heat, sixth place points will be awarded to a boat which loses its cowl, fake engine, wings, driver, 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 penalty will be assessed. 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.

*Revision:*

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.

### **Modified Section VIII-B-5:**

*Previously:*

No sanction shall be approved by R/CU Contest Board if more than one other class of R/C Powerboat Racing is scheduled to occur at the same race site on the same race day(s).

*Revision:*

No **race** sanction shall be approved by the R/CU Contest Board if other (**than R/CU**) classes are scheduled to occur at a 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 scheduled date.**

### **Modified Section IX-A-3:**

*Previously:*

Timer/Scorer

- e. 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.
- f. The Scorer shall keep accurate records of each boat's position of finish, completion time, and points scored in a heat section.

*Revision:*

**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.

### **Modified Section X-B-2:**

*Previously:*

The R/C Unlimiteds Master Hull Roster may be revised at any time and should contain information which dictates a change in hull dimensions.

*Revision:*

The R/C Unlimited 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.**

### **Modified Section X-B-5:**

*Previously:*

A new hull will be considered for registration if the boat has undergone a major sponsor/paint change or major configuration change in its design.

*Revision:*

A new registration 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.

**Modified Appendix A-14:**

*Previously:*

At least three boats must be entered into a consolation heat for the event to take place. Otherwise, the heat will be cancelled.

*Revision:*

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.

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**Revisions made March 17th, 2015**

**Modified Section III-D-5-a:**

*Previously:*

To be declared or remain active, a boat must complete one legal finish at two separate races during the racing season.

*Revision:*

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.

**Modified Section III-D-5-e:**

*Previously:*

In the event a registered boat does not complete its two mandatory finishes during the season, 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 again does not complete its two required finishes, the owner may pay a \$100 fee to keep the registration. The fee is doubled each consecutive year the boat does not complete its finishes. Fees are due by the yearly registration date (Jan 31) in addition to the \$15 re-registration fee. An owner may not avoid boat no start penalty fees simply by dropping the registration then renewing himself it through the draw. In the event of a dispute, the R/CU contest Board may arbitrate penalty fees.

*Revision:*

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 finishes. Fees are due by the yearly registration day (January 31) in addition to the \$15 re-registration fee. 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.

**Revisions made January 14<sup>th</sup>, 2015**

**Added to Section II-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 race of the 2014 season is the Gold Cup on October 3rd, the 2014 season ends after the final heat on October 3rd. The 2015 season begins on October 4th, and lasts until the last scheduled race of 2015.

**Modified Section V-B-c:**

*Previously:*

The exit and entrance turn buoys may be painted orange with a fluorescent yellow or green top.

*Revision:*

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.

**Modified Section V-B-d:**

*Previously:*

The starting buoy shall be orange with white horizontal stripes.

*Revision:*

The starting buoy shall be painted different than the turn buoys or the straightaway buoys.

**Modified Section VI-A-3:**

*Previously:*

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. Example, Gas Scale or FE.

*Revision:*

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. Example, Gas Scale.

**Modified Section VI-F-1:**

*Previously:*

The start of each heat shall be achieved through the use of a three-minute countdown. The start shall occur exactly three minutes after countdown initiation.

*Revision:*

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.

**Modified Section VI-G-1:**

*Previously:*



The countdown of each heat shall be announced over the PA system. It is recommended that an audible tone accompany the announcement.

*Revision:*

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.

**Modified Section VII-B-7:**

*Previously:*

The R/C Unlimiteds Triple Crown Trophy is awarded each season to the driver who accumulates the most combined points in the Silver Cup, Gold Cup and Diamond Cup.

*Revision:*

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.

**Modified Section X-C-1:**

*Previously:*

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

*Revision:*

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 RCU website.