



## **ABRIDGED M.P.B.A. MULTI SECTION RULES (v5)**

**To be read in conjunction with iMBRA**

### **Definition**

#### **1.1 The Events**

In each year there may be two separate National Championships for multi racing.

One of these Championships shall be of 30 minutes duration and will be known as the Half Hour Nationals, this may also become an international race, and this will be determined at the section's Annual General Meeting. The other National Championship will be as determined at the section's Annual General Meeting.

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

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

#### **1.2 Format**

If the number of entries at the two separate National Championships 'British Masters' and 'Half Hours Nationals' do not require qualification then the format will be changed to 2 x 30-minute finals, best score to count instead of 20 min heats and 30 min finals.

#### **1.3 Eligibility**

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

Any member wishing to compete should enter online via the MPBA [Race Hub](#) not less than one week prior to the event. Postal entries postmarked on the closing date shall be accepted.

Late entries and entries 'on the day' may be accepted at the discretion of the Section Secretary. Accepted entrants will be allocated a heat and race number

for each boat entered and published on the [Race Hub](#). Entries are restricted to a maximum of one boat per person in each class.

#### **1.4 Juniors**

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

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

#### **1.5 Responsibility**

The [Section Secretary](#) will take responsibility for all of the arrangements for the National and International Events, with advice and assistance from the Section Committee. At least one junior trophy should be purchased and have an engraved plaque (second hand trophies will not be acceptable) and be presented for each class in which a junior takes part. As it is not practical to have a selection of engraved trophies wasted each year it was decided to have engraved plaques, which would not be applied until just before the presentation of trophies. The trophies should be of the same quality and size as the seniors.

#### **1.6 Fees**

Pre-entry to the National events by a competitor is an agreement to pay the entry fees regardless of attendance at the meeting, unless there was a significant reason for non-attendance such as bereavement or ill health (this to be determined by the Committee) or cancellation of entry before the closing date for entry.

#### **1.7 Requirements**

##### **1.7.1 Rescue Boat**

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

single point where possible to one end of the pontoon at the start or end of the pits.

The following points should be adhered to;

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

### **1.7.2 Protection**

Barriers or nets must be placed at vulnerable points on the lake's edge to reduce the risk to spectators, these points are to be determined by the Section Official in charge on the day.

### **1.7.3 Race Control**

The Section Committee shall produce a rota of people to carry out the various administrative duties, i.e. monitoring race progress, collating lap scores and judging the conduct of competitors. The Judge at all National events will have final say on all judging decisions. An Assistant Judge will accompany the Chief Judge to mainly look at infringements close to the rescue boat. This would be a committee member, or a responsible person appointed by the Committee.

### **1.7.4 Transponder System**

A suitable transponder computer system shall be provided for counting the laps achieved by each boat during a race. Each competitor will be responsible for ensuring that his/her transponder is functioning properly and there will be no manual adjustment of the laps scored.

Competitors can test that their transponder is being picked up by the transponder loop in free practice time by completing a minimum of two laps (the computer program has an inbuilt delay to prevent double lapping) and passing under the wire each time. During the start time, when frequency checks are made with each competitor, they should be asked if their transponder is functioning correctly. The beeper system must be in operation and audible for every race and during pre-race practice to enable competitors to check that their transponder is working. If the beeper system is not working due to a malfunction of the computer system, then a manual check must be made.

A printed list of transponder numbers for every boat will be always made and kept available. These transponder numbers will be the transponder that is counted. The printed transponder list can only be changed by the race organiser and signed off by the Judge.

The system operator must check this signed off list against the transponders in each race. There will be no adjustment based on extended lap times made to a lap score at the end of the race. When the computer is manually adjusted due to Judge's penalty or missed buoys the Judge, and the person making the adjustment, must sign the adjusted lap score sheet at the end of the race. If the transponder computer system or line fails, the race will be stopped, and the race will be restarted or re-run. There must be no interruption to race control during the race; any problems must be directed to the Judge of the day.

World Championship Eliminators and Internationals will be counted by the AMB system with an additional assistant in race control to help with counting missed laps.

#### **1.7.5 Information**

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

#### **1.7.6 Noise Measurement**

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

#### **1.7.7 Mechanics**

Competitors wishing to be assigned to a different race to their mechanic must inform the race organiser at the time of entry on their booking in form on the [Race Hub](#). Wherever possible, the race organiser will arrange this, but this cannot be guaranteed. Where races are amalgamated on the day due to any reason it is up to the competitor to reorganise his/her mechanic. Failure to do so will mean that they cannot run.

#### **1.7.8 Tasks**

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

## 2.0 Racing Rules

### 2.1 The Boat

#### 2.1.1 Use

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

#### 2.1.2 Classification

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

<b>CLASS</b>	<b>CAPACITY</b>	<b>Fuel Type</b>
<a href="#">3.5cc</a>	<a href="#">0-3.50cc</a>	Glow
<a href="#">7.5cc</a>	<a href="#">3.51cc-7.50cc</a>	Glow
<a href="#">15cc</a>	<a href="#">7.51cc-15.00cc</a>	Glow
<a href="#">27cc</a>	<a href="#">0-27.00cc</a>	Petrol
<a href="#">35cc</a>	<a href="#">27.01cc-35.00cc</a>	Petrol

These classes shall apply to all Junior and Senior competitors. There shall be a Junior Championship held during the Half Hour events, only if required. Juniors may compete in the Masters event but on a level with the Seniors.

#### 2.1.3 Design

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

#### 2.1.4 Radio Control

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

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

### **2.1.5 Identification**

A driver's M.P.B.A. number must be displayed on the rear of the right-hand side of the boat (as seen from the back of the boat) in order for the number to be visible from the pit area. The digits should be a minimum of 25mm high in a contrasting colour to the area to which it is attached.

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

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

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

### **2.1.6 Noise**

All boats should be suitably constructed and fitted out to ensure that, under normal operating conditions, **the noise emitted shall not exceed 80DB(A) when measured by a suitable noise meter, set on the slow scale, from a distance of 22 metres.** Failure to comply with this rule will result in a warning followed by disqualification if the warning is unheeded.

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

### **2.1.7 Fuel**

The use of fuel with unlimited nitro-methane content is permitted. Compliance with new EU regulations on the licencing and storage of explosive precursors remains the responsibility of individual members.

## **2.2 The Race**

### **2.2.1 Mechanics**

Every competitor shall have a mechanic or assistant for the duration of the race.

### **2.2.2 Safety**

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

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

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

### **2.2.3 Winner**

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

### **2.2.4 Protests**

Any competitor wishing to make a protest about an incident must notify the Judge, via the mechanic, immediately and certainly not more than fifteen minutes after the end of the race. The Judge's decision in these matters and any other infringements shall be final.

### **2.2.5 Capacity Checking**

At the end of a race any boat may have the capacity of its engine checked. Any competitor not wishing to strip an engine for measurement purposes shall sign a declaration stating that the engine is within capacity limits.

This fact shall be made known to all other competitors, any of whom may lodge a protest. Upon payment of a suitable protest fee, minimum £20.00, the engine will be measured, or the boat withdrawn from the competition. If measurement takes place and the engine complies with size requirements the protest fee will be paid to the competitor whose engine has been measured as compensation for inconvenience and expense.

Should the engine be found to be outside the specified size limits, the protester will be refunded the protest fee. The competitor whose engine has been tested shall be disqualified and having signed a false statement shall be barred from competing in any future Area and National Eliminators or Finals for a period of two years.

## **4.0 World Championships**

### **4.1 Selection**

#### **4.1.1 Automatic Selection**

The two highest placing non-winning finalists in each class from the previous World Championships will be offered a team place. If any of these choose not to accept, a place will then be offered to the next highest finishing finalist in that class.

#### **4.1.2 Eliminator Event**

A national team to represent the United Kingdom shall be selected from an event held specifically for that purpose over two days. This may be reduced to one day depending on competitor entry numbers.

The eliminators will consist of two qualifying (2 x 20 minutes) heats and two (30 minute) finals. The highest number of laps, from either of the two 30-minute finals, will be go towards the overall placing. If the numbers in a class do not justify an eliminator (maximum thirteen boats) then each competitor will run 2 x 30 minutes with best of the two to count as the average result. The event will follow NAVIGA or iMBRA rules (depending on the organising body) as closely as possible.

Anyone entering the World Champs Eliminators should be prepared to attend the weekend following the specified date in the event it has to be rescheduled.

#### **4.1.3 Qualification for Eliminator Event**

To compete at a World Championship elimination event, the competitor must have competed in at least two Endurance events in the year of the eliminators and prior to the elimination event itself. He/she must have proved competency by achieving a minimum of five laps in the class that he/she is going to eliminate in, at both events (this excludes juniors).

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



#### **4.1.4 Entry and Fees**

Entry fees are to be set at the preceding Section Annual General Meeting with entry requirements and conditions of acceptance into the Team as stated in the World Championship guidelines.

Entries and fees for the eliminators must be received 4 weeks prior to the elimination event in the year that the eliminators will be held. After this time, under no circumstances, can any amendments or additions be made to the list other than the acceptance of any withdrawals.

A list of valid entries must be confirmed as true and correct by the Committee in full and made public on the [MPBA Website](#) 3 weeks before the event.

#### **4.1.5 Funds**

All monies due (e.g. entry fees and accommodation) must be paid in advance of the published date to the person nominated.

Any member not making full payment by the due date shall not be eligible to be nominated for the Team Leader role.

#### **4.2 Acceptance**

Following the eliminators, successful competitors must send written confirmation of their acceptance of their team place by the 31<sup>st</sup> December of that year to the person nominated to receive them.

The next reserve competitor can take any place not confirmed by the competitor in writing following the 31<sup>st</sup> December deadline. Notification to any reserves for vacated places will be made as soon as possible after that date.

Any places not filled after the reserves have been contacted will remain available until a date as near as possible prior to the start of the World Championship competition.

#### **4.3 Team Leader**

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

- a) The distribution of any monies owing to the competitors.
- b) Provision of a Union Jack flag and a tape of the British National anthem, to be given to the championship organisers, if required.
- c) Keeping the team members advised of any decisions affecting their racing timetable and any information they may require.
- d) Being available during racing in case of any organisational problems that may occur.

e) Presenting the Team gift (to be obtained by the Section Committee) to the official dignitary, or representative, of the town, where the championships are being held.

The team leader shall request from the M.P.B.A. for payment of each competitor's first boat entry fee and in the case of any junior members any monies that the NEC may provide for them.

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