

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

(New Zealand Model Power Boat Association Inc.)



## Members Handbook

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[www.nzmpba.co.nz](http://www.nzmpba.co.nz)

### Downloads

[NZMPBA Constitution.pdf](#)

[General Racing rules.pdf](#)

[Class Racing rules.pdf](#)

[Guide to Racing.pdf](#)

[Nationals Championships.pdf](#)

## A Guide to Racing

### 1. RIGHT OF WAY

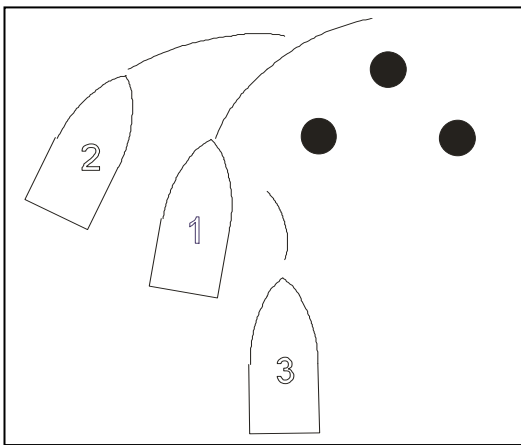
Boats may be passed on either side but on a line close to a buoy the inside boat shall have the right of way over other boats at that buoy.

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

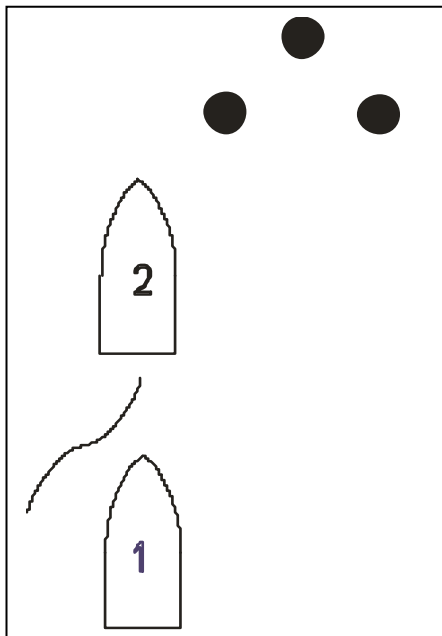
Boats on the course shall have right of way over boats entering or leaving the pits.

Boats on the course shall have right of way over boats re-entering the course after recircling a buoy or after having gone wide on a buoy.

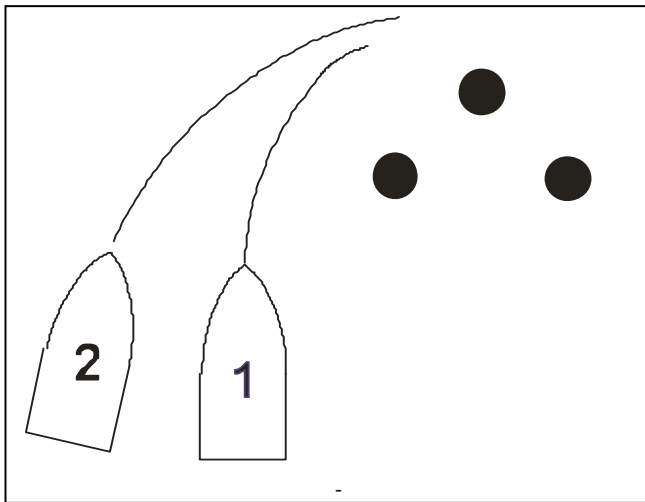
### 2. GUIDELINES FOR PASSING MANOEUVRES



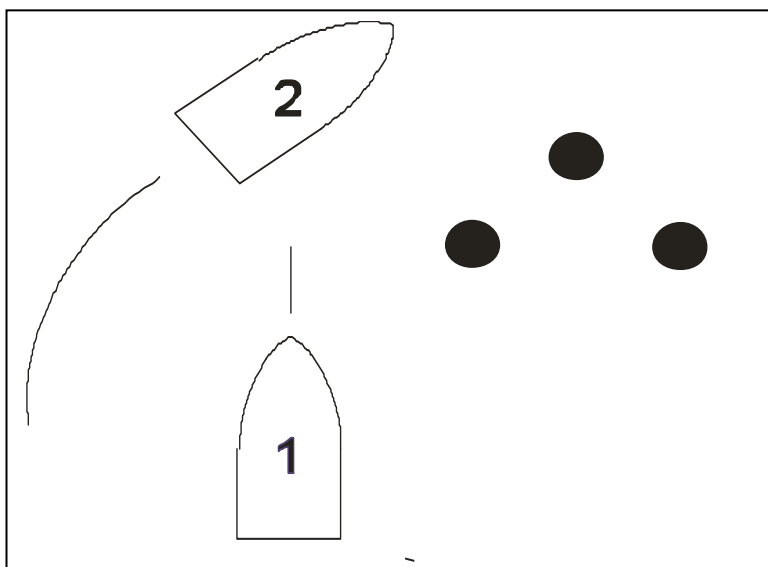
Driver No 1 has the inside lane. Drivers No 2 and 3 are attempting to overtake improperly. Driver No 2 is cutting off Driver No 1 and infringes. Driver No 3 is attempting to squeeze by on the inside. He will have to turn left and cut off No 1 to miss hitting the buoy.



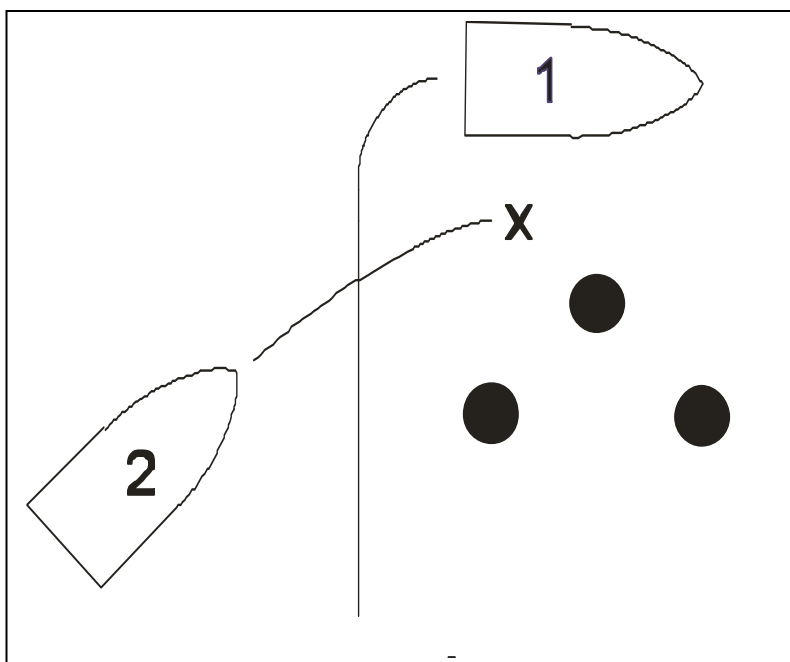
Driver No 2 is overtaking properly. When passing another boat, you may not take over the passed boats lane within a minimum of three boat lengths or the length of your rooster tail, whichever is the greater.



These same procedures pertain to the turns. No 2 is asking to be penalized. Note that No 1 is being forced into the buoy to avoid a possible collision. Infringement against Driver No 2



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



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

### 3. DRIVING

No obstruction, fouling or reckless driving will be permitted.

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

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

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

Any boat approaching an announced dead boat **should** do so at a reduced speed and at a safe distance. This condition shall apply until all boats have left the water at the conclusion of the race or heat.

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

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

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

Penalties for minor infringements will be advised before the commencement of the regatta.

## Race Start Observer.

The "Race Start Observer" should be positioned on the drivers stand with a clear line of vision of the front straight and start line.

Duties: To be familiar with the boats and their drivers of each race:

1 >

To observe, record and advise the Race Director (at the conclusion of each race) any "lane change" infractions on the front straight leading up to the start of the race, as per the Oval Sprint Race Start rules.

2 >

To judge the fair start of races.

Any boat crossing the start line before the start hooter sound starts at the end of the mill time countdown, is deemed to have broken the start.

That in the event of a boat breaking the start, that the Race Start Observer immediately announce via the PA system the offending boat/s and or driver/s that have broken the start.

To make sure that the pit person/s for the driver/s that broke the start do not record the first lap as it is next time past the start line is when those offending boats have actually started the race.

Legitimate laps should be recorded following that next lap.

They can do this by advising the appropriate pit person directly and/or announce this instruction over the PA.

## Course Observer. Turns 1 & 2

The "Turn 1 & 2 Course Observer" should be positioned at the left end of the drivers stand with a clear line of vision of their end of the oval course, the front and back straights back to the start / finish line.

Duties:

To be familiar with the boats and their drivers of each race:

1 >

To observe, record and advise the Race Director (at the conclusion of each race) any "lane change" infractions on turn 1, as per the Oval Sprint Race Start rules.

2 >

To record and advise the Race Director ( at the conclusion of each race ) any course infractions incurred during the race, as per normal penalties for hitting and /or missing buoys.

3 >

To note any details of race incidents where a protest may occur.

## **Course Observer. Turns 3 & 4**

The "Turn 3 & 4 Course Observer" should be positioned at the Right end of the drivers stand with a clear line of vision of their end of the oval course, the front and back straights back to the start / finish line.

Duties:

To be familiar with the boats and their drivers of each race:

- 1>  
To observe and report to the Race Director (at the conclusion of each race) any "lane change" infractions on turns 3 and 4 leading up to the start of the race, as per the Oval Sprint Race Start rules.
- 2 >  
To record and advise the Race Director ( at the conclusion of each race ) any course infractions incurred during the race, as per normal penalties for hitting and /or missing buoys.
- 3 >  
To note any details of race incidents where a protest may occur.