



2011 RYA National Rules and Regulations.

THUNDERCAT RACING UK SERIES

We do advise for environmental issues with 2 stroke engines that all teams use a bio-degradable oil example: Castrol Bio-lube 2T to assist with promoting 'Greener Racing'.

Please see www.thundercatracing.co.uk for further updates
on RYA & UIM Rules and Regulations during the year

TC.01 CLASSES

P750 – Thundercat Racing UK 'Blue Print' Class

P750S – Thundercat Racing 'Standard' Class

Capacity: 551cc to 750cc

Length: 3.8m (minimum)

Width: 1.7m (minimum)

Weight: 75kg (minimum)

The only outboard engines approved in ThunderCat Racing UK are:

Tohatsu M50 D2

Yamaha 50H

The above mentioned weights apply to the dry weight of the boat, without any accessories, and without the engine. To reach the minimum weight ballast may be added. This must be screwed or bolted to the boat, but must not exceed 10% of the weight of the boat without ballast.

TC.02 HULL/BOAT

- 2.1 Boats must be tunnel hull designed and must conform to the model of the official catalogue of the manufacturer.
- 2.2 A minimum of 2 (two) boats must be built and be available for inspection before homologation is applied for. Refer Rule TC.2.03.
- 2.3 Boats that take part in competitions must be listed in an official catalogue of the manufacturer. Manufacturers must submit homologation papers for their boats to their Class Association or National Authority, in which they must furnish valid, audited proof.

That 2 (two) boats must have been manufactured and have been advertised and are commercially available in the open market. The closing date for homologation is set by their Class Association or National Authority each year. All boats to be fitted with a serial number plate, issued by the manufacturer, on either nose cone or transom with all relevant information on, i.e. Make, Model, date of manufacturer and serial number.
- 2.4 Boats must be inflated only with atmospheric air and must have 2 (two) independent compartments. The boat must be able to float even if one compartment is out of service.
- 2.5 The boat should be able to deflate, be collapsible, foldable or be able to be rolled up, so that no dismantled part has a length greater than 1/3 (one third) of the full length of the inflated boat.
- 2.6 No aerodynamic appendages are allowed.
- 2.7 Modifications above the waterline are allowed, with reference to foot straps, handles, loop patches only and not modifications that interfere with original dimensions of the boat. Drilling of the nose cones to drain water is allowed with two 8mm holes at maximum. A waterline is defined as the line taken when a boat is at rest in the water with no person in the boat, but at full race trim with the motor fitted. The waterline will be deemed to be below the bottom of the transom.
- 2.8 A splash plate may be fitted to the back of the transom as long as it complies with Rule TC.2.07 and the following dimensions: If this plate runs port to starboard of the transom, i.e. from tube to tube, then the width of this plate is restricted to 100mm. If the width of this plate exceeds 100mm then its length is restricted to 150mm across the back of the transom, but may protrude as far back towards the motor as required.
- 2.9 No modifications below the water-line are allowed, unless homologated as per the standard homologation procedure, as referred to in Rule TC.2.03.
- 2.10 Motors larger than the inflatable boat manufacturer's recommended maximum horsepower rating at the time of hull manufacture will not be allowed. The

manufacturer must state the maximum horsepower rating when applying for homologation.

- 2.11 2011 UIM rule – N/A for UK National Racing
- 2.12 All boats must be fitted with two designated righting ropes/webbing. This ropes/webbing may not share common use as the designated bowline. The ropes must be at least 10mm thick and the webbing at least 25mm wide.
- 2.13 All boats must be fitted with a designated bowline, which must be a standard nylon 3-strand rope/webbing, minimum 10mm thick in case of a rope and 25mm wide in case of webbing. Length must be 4m with a spliced or stitched eye at the end of the rope/webbing. If webbing, minimum width is 20mm. All boats must have a designated fixed towing point situated underneath in the middle of the nose cone area to facilitate safe towing of the boat. The bowline must be fixed to the nose cone. The towing point must be able to withstand a pulling power of at least 3 times the fully laden weight of the boat or 300 kg. The towing point must be situated in the middle of the nose cone.
- 2.14 It is the competitor's responsibility to ensure that the team boat is within the legal requirements with regards to the homologation specifications and Rules TC.1 and TC.2 Ignorance of the above will not be accepted as a defence and he/she will therefore be disqualified as in terms of Rule TC.8.09
- 2.15 Registering a race boat with the RYA and the RYA Registration Logbook
All boats that are intended to be raced must be registered with the RYA. Registration relates to both the owner and boat. Any change in ownership requires re-registration. Boat registration forms are available from the RYA and these must be completed and returned to the RYA a minimum of 28 days prior to the intended first race unless by prior arrangement with the RYA. A registration fee may be payable to the RYA. Please contact the RYA for details. The RYA will issue a registration log book which must be presented at race control at the same time as racing licences. The OOD will authorise the Race Secretary to record details of any damage sustained at the event on an RYA Incident Report Form and in the RYA Boat Registration Logbook. A copy of all incident reports will be sent to the RYA.

TC.03 MACHINERY

- 3.1 An outboard motor is a mechanical propulsion assembly that can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point. The engine must be naturally aspirated. The mounting supports fixed to the boat, the tiller arm, the tachometer with its connection and the fuel tank and the fuel lines do not form part of the motor unit. Power trim and tilt units are not allowed.
- 3.2 To be homologated as a standard tourist motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of tourist boats. No performance enhancement kits are permitted.
- 3.3 Applications for homologation will only be accepted if approved by the UIM. This homologation will only be valid for a period of 10 years unless extended by the UIM.
- 3.4 The engine must be able to function at reduced speed.
- 3.5 When the motor is in the water the cooling must be effected by the motor's own circulating pump. External pick-ups or water pick-ups attached or affixed to the boat or motor are prohibited.
- 3.6 An efficient control handle giving forward, neutral and astern movements is compulsory. The control lever for reverse gear, ready for use, must be within reach of the driver. Astern manoeuvring of the boat must be possible by selection of reverse gear only.
- 3.7 The manual starter must ensure a quick and easy start with no external aids; the engine must be fitted with a "Kill switch", operated with a lanyard no longer than 1.3m. The lanyard must be strong and very firmly fixed to the driver, a second "Kill switch" lanyard must be formally attached to the co-driver at all times. Lanyard

- failure or kill switch failure will result in disqualification from the relevant heat/discipline. 2011 UIM rule
- 3.8 A boat, motor or any part thereof that is irreparably damaged due to no fault of the competitor may be replaced during the event after advising the OOD. All replaced items must be made available for inspection if so requested. All relevant racing numbers must be correct on the replaced equipment. The replaced motor must be sealed in accordance with the rules and the old motor must be placed in the compound area for inspection. All costs pertaining to the stripping of additional equipment will be carried by the competitor in question. A fee, as specified in the advance programme will be paid to cover the inspection of any protested engines. Non-homologated boats or engines may not be entered into a championship event.
- 3.9 All leading edges of the gearbox may not be tampered with, Only normal wear and tear is acceptable, if the skeg is damaged it needs to be mended prior to venue as per homologation; the tolerance for this wear and tear is limited to 5mm. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges. Rule TC.8.09 does not apply to this item. At venue scrutinising, skeg's will be checked pre and post event.
- 3.10 **P750 Class – Blue Print**
Propeller: The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. The locking nut, spacer, adapter, split pin, thrush washer/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification. (2011 UIM RULE)
- P750 S Class**
Propellers: original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. Modifications are allowed to the blades only, as long as it has the same number of blades as when it was manufactured, retaining its through the hub configuration. No hub machining is allowed. The propeller must sit a minimum of 1cm inside the rear of the gearbox. The propeller must be a one piece casting ie: the hub and blades. The locking nut, spacer, adaptor, split pin and thrush washer / washers are free for the securing of the propeller. Mo holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification. (2011 UIM RULE)
- 3.11 Spark plugs, spark plug caps and HT leads, may be replaced by others having other characteristics.
- 3.12 (Only in P750 Class)
Revolution counters may be installed.
- 3.13 (Only in P750 Class)
Thermostats of the cooling circuit may be removed.
- 3.14 All auto lubes may be removed, together with parts related thereto.
- 3.15 (Only in P750 Class)
Over-rev limiters may be removed as well as lighting coils.
- 3.16 Re-boring is allowed up to the limits provided for by the manufacturer and within the limits of the class provided parts are listed in Tohatsu's parts list. (0.5 oversized) (P750S: no re-boring allowed)
- 3.17 Steering bar and brackets may be reinforced; additional steering bars may be mounted. Steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.
- 3.18 1 (one) by 6mm hole may be drilled in the lowest part of the air box to allow water to drain from it.
- 3.19 Engine mountings may be replaced with rigid or rubber mounts with similar characteristics.
- 3.20 Springs may be added to the throttle lever of the carburettors.
- 3.21 Carburettor jets (air and fuel) tubes may be inter-changed, provided that the parts

- fitted are the same genuine dealer parts and quoted in their official catalogue for the specific model. No modifications are allowed to these parts.
- 3.22 The replacement of nuts or the addition of lock nuts, drilling and wiring, split pinning or key ring is allowed provided the screws and pins are similar.
 - 3.23 The gear interlock device on the starter may be removed.
 - 3.24 Motor locking brackets may be removed.
 - 3.25 Baffle plates in carburettor fuel bowls to prevent fuel surge are permitted.
 - 3.26 The motor cowling may be secured by means other than, or in addition to the standard means. Fastening of the engine cover must be adequate to satisfy the Scrutineer but must not obscure the race numbers. Motor cowlings may not be altered to increase airflow.
 - 3.27 It is allowed to change the original motor cowling with one of identical characteristics, measurements, weight and specifications. In case of a discrepancy, the part in question will be compared to an original part as supplied by the manufacturer.
 - 3.28 Telltale cooling pipe may be replaced with another pipe of other characteristics.
 - 3.29 A splash plate may be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitation plate.
 - 3.30 The crank may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions and width for the crank.
 - 3.31 (Only in P750 Class)
Only parts where a dimension is quoted in the homologation specs may be altered for the purpose of reaching that specific measurement. The shape of the part altered cannot change.
 - 3.32 (Only in P750 Class)
A part, the weight of which is quoted in the homologation sheet may be machined for the purpose of reaching that specific weight but without altering other measurements given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected.
 - 3.33 (Only in P750 Class)
Measurements not quoted in the homologation sheet may not be altered in any form e.g. polished, sanded etc. If detail cannot be verified with the aid of the pictures in the homologation sheet, the part in question can be compared to a corresponding stock part. In such a comparison 3 x identical new parts must be used to get an average for that measurement.
 - 3.34 No part of the motor can be changed with another manufacturer's or pirate part except for the tiller arm, tiller arm bracket, gear change lever, propeller and cowling. (See Rule TC.3.10 for propeller and Rule TC.3.27 for cowling.)
 - 3.35 It is allowed to change bearings provided those with similar characteristics are used.
 - 3.36 Steering dampers may be fitted.
- TC.04**
- 5.1 Fuel must be of a commercially available grade of unleaded automobile fuel, which is available from any UK national service station outlet.
 - 5.2 Special racing fuels, methanol, nitro-methane, avgas, Hydrazine and the likes thereof are expressly forbidden. The use of additives aimed at increasing the power of the engine is prohibited to either the fuel or the air intake. In addition the use of nitrous oxide injection units is also totally prohibited.
 - 5.3 Only the original fuel tanks as supplied with the engine, collapsible fuel cells or approved marine manufacturer's tanks are permissible.
 - 5.4 The driver may not withhold the type of fuel/oil used and the mixing ratio of fuel/oil if requested by racing officials.
 - 5.5 At regional and national events, the organisers of the event reserve the right to use a nominated fuel supplier. Failure by competitors to use the nominated supplier will

result in disqualification from the event. This rule supersedes TC.8.09 ruling on disqualification for the event.

TC.05

5.1 HELMETS

For all racing, helmets must be full-face motorbike type helmets, which protect the base of the skull and cover the ears. It is mandatory to wear a helmet made to a minimum of UN ECE22-05, and Snell M2000, M2005, SA2000 or SA2005. *Helmet to be coloured 75% orange, yellow or red.* It is recommended that helmets are replaced each year or if damaged. When a helmet is first produced for Scrutineering the wearer *must* prove compliance with the above standards; this may be by means of product literature. Once the Scrutineer is satisfied; the helmet will be marked with a "RYA helmet approved date sticker". Proof of compliance will then no longer be required for subsequent races until the following season. RYA Scrutineer will however reject any defective or damaged helmets found during Scrutineering. Your helmet must fit properly and be in good working order or you will not be allowed to race. Helmets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing.

5.2 Life Jackets must conform to that of the National Authority; however they must be yellow, red or orange in colour. Leg straps must be at least 25mm wide. Back supports are optional. A minimum of 100N buoyancy is required. Lifejackets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing

5.3 Safety equipment as specified in the official Scrutineering form for the specific discipline of racing must be carried at all times. Failure to do so, will result in a long-haul 10 (ten) minute time penalty per item of equipment missing. For Surf and Circuit racing, a penalty deduction of 2 (two) points per item of equipment missing will be applied.

5.4 Eye protection is compulsory for both the driver and the co-driver. This protection may take the form of goggles; prescription sports glasses or a helmet visor. Your limbs must be covered from wrist to ankle. We strongly recommend the use of body protection/ armour. Gloves and boots are strongly advised at all times.

5.5 We strongly recommend that the number of the boat is on all boating equipment but you must have your boat number on your trailer and fuel tanks.

5.6 Propeller Protectors

Whilst boats are in transit, dry and wet pits and on the beach a prop protector must be used whenever on dry land. It can only be taken off as you are about to race. Helmets or life jackets must not be used; the protector must have been bought / made for this specific use. Refer to TC.16 for infringement of this rule.

TC.06 RACE IN PROGRESS RULES

6.1 No team will be allowed to compete in an event, unless the team's licences have been endorsed by their club or National Authority. Driver must have a RYA National license to compete in national events for points; Co-Pilots may race on an event licence if they have fulfilled the RYA requirements.

6.2 Grid positions for the first heat will be determined by a draw prior to racing. Thereafter the positions will be as the competitors finish in previous heats, except for the final where grid positions will be determined by the highest number of points scored in previous heats.

6.3 When competitors are tied for points going into a day's final, the organiser will count back their results from that day, awarding grid positions to those with the most successful results. In the event of a tie at a National Championship event, the organisers will count back the results from that event, awarding finishing positions to those with the most successful heat results. In the event of a tie in the National Championship the organisers will count back the results from the season awarding

the finishing positions to those with the most successful results.

- 6.4 If a competitor misses a buoy and crosses the racing line he/she will be disqualified from the heat. The driver must stop racing and clear the course safely. If you miss a buoy but do not cross the racing line you can retake the mark as long as it is safe to do so (you are in OOD territory so you have no rights of way) being mindful of other boats on the racing line and re-joining in the correct direction. You may be disqualified if you cause an infringement to another boat whilst making this manoeuvre.
- 6.5 *Hitting a buoy: if a competitor hits a buoy they will receive a 3 point penalty that shall be deducted from that heat, on the final heat a 6 point penalty will occur per incident.*
Damaging Buoys: If a competitor destroys/damages a buoy he will be disqualified from that heat and any restart of that heat. The competitor must pay the organiser the sum of the replacement buoy which sum must be in the advance programme. If not in the advance programme the competitor can refuse to pay without penalty. (2011 UIM Rule) In RYA UK events a competitor that destroys a buoy will have to reimburse the club with the replacement cost of the buoy before the next event at the cost of £75 for tackle and £75 for yellow buoy and £100 white buoy unless stated in race instructions.
- 6.6 Deliberate bumping of another competitor will result in disqualification from the heat and rule TC.16 will be applied.
- 6.7 If one boat lands on another, the offending party or parties will be disqualified from the race
- 6.8 An overlap can only be established when the two boats are on the same course and the overtaking boat has pulled up level with the boat he is overtaking. The overtaking boat may not create the overlap outside of the set course. While overtaking, the overtaking boat must leave water for the overtaken boat.
- Over taking: An overtaking boat MUST not cut in front of an overtaken boat until a minimum distance of 1 boat lengths is established. If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat/s must give water and hold racing lines. Dangerous driving e.g. not holding race lines, intentional throttling back in front of overtaken boat, snaking and tailgating will result in disqualification at the discretion of the OOD. Remember! The drivers of boats must be prepared to take appropriate action to avoid a collision. It is joint responsibility for the driver and co-pilot to navigate, being aware of the boats around, sea conditions and potential hazards!! Rule TC.16 will apply. Remember that due care and attention whilst over taking and being over taken is the Drivers responsibility.
- 6.9 The shape of the course, starts, discipline and race procedures may vary due to 'force majeure' this will be at the OOD / race committees' discretion.
- 6.10 If any boat collides mid-ships with another (T-bone) this will result in immediate disqualification of the offending boat from that heat and Rule WB16 will be applied.
- 6.11 There must be either approximately 10 (ten) metres between the shore buoy and the shore, or enough water depth for the boat to operate in.
- 6.12 All heats will be 6 (six) laps for P750 and P750S and 9(nine) for each final, unless otherwise stated at Driver's briefing.
- 6.13 After finishing a heat, all boats must proceed to the designated muster area as described in Driver's briefing and wait for a red flag before returning to shore. If any

competitor fails to comply with this rule, he will be reprimanded at the discretion of the OOD. Boats that have not completed 2/3rds of the race when the winner crosses the finish buoy/finishing line; will not score points for that heat. Boats running out of fuel during the race will be disqualified for that heat.

- 6.14 There will be a minimum of 3 (three) and a maximum of 12 (twelve) boats allowed in surf and circuit courses.
- 6.15 In the event of there being more than 12 (twelve) boats, elimination heats will be run.
- 6.16 The total points for the qualifying heats plus the double points for the final heat will be added together to determine the competitor's final placing.

6.17 **STARTS**

Any team jumping the start before the green flag is dropped will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat.

Surf:

The start will be as follows: Both driver and co-driver will be out of the boat, the kill switch may be plugged in and on the drop of a single green flag the race will start. Both hands of the driver must be on the anti-hogging rope. Both feet of the driver and co-driver must remain on the ground at all times before the flag drops. The driver must have both feet on the floorboard of his boat before he is allowed to start the motor. A co-driver may not start the boat at the start of the race. Failure to abide by this rule will result in being moved to the end of the grid. Due to surf conditions, the start may be changed after consultation between the OOD / Race committee. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat.

Beach 'Le Mans':

At the discretion of the OOD Le Mans starts maybe used whilst racing from the beach. This will depend on weather conditions and will be notified at Driver's briefing.

Le-Mans:

Boats must be held in a line in the water by the Driver; the boats must be at least 2 metres apart. All co-pilots should be lined up in such a way that they run an equal distance to their boats. Kill cords must be held at full arms length in the air by the pilots. Motors can be started in or out of gear. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat. One extra boat handler is permitted to assist with the holding of the boats in difficult conditions at the OOD discretions but in the event of a boat not starting immediately must withdraw from the water before the starting boats complete a full lap. The team can be disqualified if the assistant is still in the water when the first of the leading boats rounds the start/finish buoy for the first time

Circuit:

Starts will utilise two flags, both Driver and Co-pilot have to be in the boat. Both flags will be raised and on dropping the first flag, the motor must be started in neutral. On dropping the second, forward gear can be selected and the race may commence. All competitors must do the "long lap" as a first lap (i.e. first lap to include equaliser lap). This does not count as one of the compulsory equaliser laps.

They must then do a short lap. If a boat jumps the start for the first time it will be moved to the end of the grid. If the same boat jumps the start again it will be disqualified from the heat. If another boat jumps the start after a previous jumped start, that boat will then be moved to the end of the grid next to the first offender. Each competitor must complete 2 (two) laps of the equaliser circuit during each heat. Failure to complete equalisers will result in the competitor being disqualified from the heat. These must be completed after the first lap and before the start of the final lap. All drivers must keep their line to the first turn buoy. Competitors may not change lanes in front of or behind other competitors until they have passed and rounded the first buoy, or they will be disqualified from the heat.

Deepwater:

Boats must form a line out from the starter boat with each boat side by side and reasonably in line with the starter's boat. The starter should wait until the boats settle into a reasonable line before asking that all kill switches be raised in the air by the pilots prior to starting the race with the drop of the green flag. If the sea-state is rough a 'Rolling – start will need to be used, the boats are to keep 20m behind the start boat until the flag drops. This start will be explained at Drivers briefing and at the OOD's discretion.

6.18 START LINE

Any competitor not on the start line when the green flag is raised may not start that heat. Any boat that fails to start when the green flag is dropped may only then enter the course when it is safe to do so. This is only allowed if the first lap was not completed and the start is from the beach. One back-up crew per team is allowed to assist in the start. He must be positioned opposite the driver in the start. Any competitor that was not on the starting line the first time the heat was run will be allowed to start if there is a re-run or restart of that heat only if he is on the starting line when the green flag is raised for the re-start.

6.19 a) SURF

Re-start of a heat/final will be done with a pace boat leading the boats in a staggered formation. The race will be started from either the pace boat in the back straight seaward side or buoy 2 during adverse conditions or from the beach during good conditions. In both cases of starting, the boats must muster at the area of Buoy 2 (the second turn-buoy) and a green flag will be used. The boats must keep their positions as per the previous lap and follow each other closely. Boats are not allowed to overtake or change positions up to the drop of the green flag. A dedicated official will monitor grid positions prior to the drop of the green flag. Any competitor changing positions during the run up to the starter or when under starter's orders with the re-start of the heat, will be disqualified from that heat. Laps for the re-start will be reduced from 9 to 6 to 4 respectively.

b) CIRCUIT

Circuit restart: Return to the Start line and resume the original grid positions for a restart procedure. (2011 UIM Rule)

6.19c – LONGHAUL

Dependent on the discipline (Inland, Offshore or Ultra) the start procedure can go either surf, circuit or deepwater; this needs to be clarified by the OOD at Drivers Briefing. (2011 UIM Rule)

Deep water starts: Muster area will be defined in race instructions and explained at the drivers briefing, two minutes before the start of the race the start boat will raise and continue to display a 'Yellow flag', the boats must proceed to line up side by side. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet; when the start boat has crossed the fleet for the second time it will turn to face the racing line, the yellow flag will go down and the green raised: Starts

- a) *Boats must form a line out from the official starter boat with each boat side by side and in line with the starter's boat. The starter should wait until the boats settle into a line formation before asking that all kill switches be raised in the air by the pilots prior to starting the race with the drop of the green flag.*
- b) *If the sea-state is rough a 'Rolling – start will need to be used, the boats are to keep 20m behind the start boat until the green flag drops.*
- c) *The start will be explained by the OOD at Drivers briefing, this start can be used for Longhaul and Surf events when required.(2011 UIM Rule)*

6.20 **WET WATER RULE**

If any competitor lands in the water or a boat should get stuck on the beach during a race, the race will be stopped immediately, with a red flag being raised. In the case of surf racing, all competitors are compelled to stop and adhere to the course evacuation procedure as explained at Drivers briefing. Crews may not refuel or make any changes to their equipment and must be ready for an immediate restart of the heat. Any competitor refuelling or making changes will be disqualified from that heat. Only 2 (two) re-starts per heat are permitted. The offending team will not be permitted to take part in any restart of that heat.

- 6.21 If a boat should burst or deflate rapidly during a heat for any reason, that boat will immediately cease racing and clear the course. This also applies to a competitor who loses a helmet during a race.
- 6.22 The offending team referred to in Rule TC.6.21 will not be permitted to take part in any re-start or re-run of that heat.
- 6.23 If more than 2/3 (two thirds) of the race have been completed by all the boats, there will be no re-start of that heat and the results will be taken in the order that the boats last passed the finishing buoy. The offending team will not be awarded any points for that heat. For circuit racing, the course must be completed to include equalisers.
- 6.24 Rules TC.6.21, TC.6.22 and TC.6.23 do not apply to Long haul racing, but if a competitor falls out of his boat, all competitors following must exercise extreme caution and render assistance to fellow competitors if they are in immediate danger.

6.25 **FLAGS**

Green:	Start Flag
Chequered:	End of race/winner
Union:	Last lap/one lap to go
Yellow:	Caution or danger near by; slow down to half throttle DO NOT over take.
Pink:	Re-start of last heat
Red:	Race stopped – incident occurred.
Black:	The driver to whom the flag is shown too must return to the pits with caution, where he will receive instructions from a race official

- 6.26 All competitors must acknowledge by raising their hand at all flag signals to the official giving the signal. Failure to comply with this rule will render the competitor liable for penalisation of points per flag missed for that heat.
- 6.27 The heat is live when the first boat crosses the start/finish line for the first time. If the last boat has not passed the start/finish line, then the re-start is for the full amount of laps.
- 6.28 All boats must carry the following safety equipment at all times during the event. All safety equipment must be marked with the competitor's boat number

- 2 x Designated righting rope/webbing
- 1 x designated bow line
- 2 x Kill cords

TC.07 RACE IN PROGRESS RULES LONGHAUL:

Offshore, Inland & Ultra Longhaul

- 7.1 The rules and regulations for Ultra long hauls will be given in Advance race instructions.
Co-Pilots being injured see rule 8.04
- 7.2 All long haul events must be run on timing.
Time Allowance: A boat must complete each race/leg on the water under its own power within the cut-off time to qualify for that race/leg. The cut-off time for the last competitor to cross the line will be defined in the Race Instructions. All safety procedures will be kept in place until all boats are accounted for. (2011 UIM Rule)
- 7.3 Deviation from the set course will result in disqualification from the race (missing marks, buoys etc)
- 7.4 No person shall provide or receive assistance from the air or by radio during a race. Assistance from the air is only permitted in the case of injury. Failure to observe this rule will result in disqualification from this race.
- 7.5 *Safety Equipment: In a longhaul event the following safety equipment is the minimum requirement and must be carried at all times. All equipment should be clearly marked with the boat number. The advance race instructions must state what equipment is required dependent on the type of longhaul.*

Circuit Longhails: Tool kit- flip kit with a minimum of: Easy start spray, number 7 flexible socket, 3 dry spark plugs, spark plug spanner, Phillips screw driver – all to be kept in a dry sealed container. First Aid Kit, paddles x 2 (two) attached to the boat, orange flag min 0.6 x 0.4m and means of hoisting to indicate retirement, VHF radio or mobile phone in waterproof case – fully charged, emergency water 2 x 1lt and 2 x energy bars (glucose or similar)

Ultra Longhails: The organisers may require competitors to carry the above plus any of the following: Pencil flares x 6 (in date), 1m x 3m ID sheet for those pontoons are not red, yellow or orange in colour, Anchor 1.5kg with chain 2m (min 4mm thick), anchor rope 30m, a drogue anchor, space blankets x 2, emergency water 2lt, 100ft flares x 2. (2011 UIM Rule)

- 7.6 A boat in longhaul races must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time for the leg.
- 7.7 *Race Finish: A boat must cross the finish line under power or paddle. Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Re-entering will result in disqualification. (2011 UIM rule)*
- 7.8 A boat must complete each leg on the water under its own power within the cut-off time to qualify for that leg. Boats not completing the leg will receive the last boats time, plus a penalty of 10 (ten) minutes. The cut-off time for the last competitor to cross the line is 1.5 X the first boat's time in that specific class. All safety procedures will be kept in place until all boats are accounted for.
- 7.9 Failure to complete a leg under Rule TC.7.06 and Rule TC.7.08 will result in the applicable time penalty being applied.
- 7.10 Not doing the required number of beach stops will result in disqualification from that race. Boats are to beach in order of arrival in the opposite direction of departure. High-speed drops are not allowed on to the beach, a ten-minute penalty will be given to offenders. At all beach stops the motor must be killed and the boat must remain in the water line until such time as the co-driver returns to the boat. Not killing the motor at beach stops will result in a ten-minute time penalty. The co-pilot must not leave the boat until the engine is killed. Back-up crews may assist at the

- discretion of the OOD. The pilot must not leave the boat until the engine is killed
- 7.11 No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.

TC.08 GENERAL RULES

- 8.1 No abuse of officials will be tolerated. Any team or members of their family, abusing any officials will be disqualified from the race or event. The OOD or the race committee reserves the right to take appropriate action against that team.
- 8.2 Only the Driver or Co-Pilot can direct queries to the OOD when racing is not in progress. He/she may not address queries to any other official to do with racing incidents. No competitor is permitted in the control tower during and immediately after an event, until such time as the OOD permits.
- 8.3 Only a driver may direct a protest to the OOD. For a race infringement this must be done immediately after the heat and must be directed to the OOD or assistant OOD. The protest fee will be specified in the Race Instructions. An appeal fee will be as per RYA rulings.
- 8.4 *In the event of a co-driver being injured a replacement of the co-driver only is permitted in all disciplines if:*
A doctor/paramedic's certificate is produced stating the injury of the co-driver
The OOD is satisfied with the doctors/paramedic's report
The replacement Co-Driver has the complete current paperwork including a current (National / Event licence – RYA, International licence – UIM)
No CO-Driver can be changed during a heat or leg. (2011 UIM Rule)
- 8.5 The O.O.D has the right to penalise by deducting points 2, 3 and 6 per heat, if they feel disqualification is not required at the event of a misdemeanour.
- 8.6 *Dangerous or reckless driving will lead to disqualification from that heat or discipline. Intentionally causing damage to another boat or bodily harm to a competitor will result in disqualification from that discipline or the whole event. Further penalties may be applied. (2011 UIM Rule)*
- 8.7 Decals and numbers for the cowling will be supplied by M2M Racing Club and invoiced on collection. These are compulsory. Please advise HQ of your requirement.
- 8.8 Any team in breach of items TC.1, TC.2, TC.3, TC.4, TC.12 and TC.13, all national championship points and club championship points forfeited. The results for the race in question will be changed as if the team had not raced. The team's previous scores will be removed from the log, as there is no way to determine if the infringement was present in his previous races. Therefore there will not be a recalculation of those heats.
- 8.9 **AGE:**
P750: The minimum age is Seventeen (17) years P750B for a driver. The minimum age for co-drivers is sixteen (16) years.

P750S: The minimum age is Sixteen (16) years for a driver. The minimum age for co-drivers is sixteen (16) years.
- 8.10 *Race Number: Must be at the bow of the boat 24cm x 4cm with a 2 cm border round the number and on the engine cover 18cm x 3cm with a 2cm border round the number. The colour must be black letters on a white background. 2011 UIM Rule (Font: Ariel)*
- 8.11 Trophies for finishing positions 1st, 2nd and 3rd will be awarded to the National Championship Teams from the previous year.
National Championship Titles:
RYA National Champions for P750 and P750S – Driver and Co-Pilot
RYA Nations Cup
Various other trophies will be presented at the annual award ceremony.

- 8.12 After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship the OOD and/or race committee may exclude a competitor and a boat when appropriate from a race or meeting.
- 8.13 ThunderCat Racing, the organisers of a national championship may inspect and measure any boat and engine to ensure legality. Non-homologated boats or engines may not be entered into a national championship event.
- 8.14 Any competitor failing to comply with any of the rules specified will have his/her licence suspended at the discretion of the governing bodies of the sport.
- 8.15 Any driver who is warned by an OOD for dangerous driving will receive disciplinary action using Rule TC.16.
- 8.16 Late attendance to, or mobile phones ringing in briefing will result in disciplinary action and a £10 fine that will go to our nominated charity. Unless previously agreed with the OOD.
- 8.17 All drivers and co-pilots are strongly advised to obtain personal medical, life cover and boat insurance that will include testing, leisure, racing and towing. You are only covered for third party liability whilst signed-in at an RYA event
- 8.18 *Sponsors: Any event sponsor decals must be displayed on the outside of the boat so it is visible, if supplied free. Failure will result in not passing scrutineering. 2011 UIM rule*
- 8.19 Prize giving's, must be attended by all participating competitors. Failure to do so may result in teams being fined £50, loss of their trophy and prize money for that event. Special permission must be obtained from the OOD if teams are not attending. All teams to receive trophies must be in smart team attire.
- 8.20 Three boats registered at the beginning of the season will constitute a class.
- 8.21 The OOD and Safety Officer can call upon changes to the rules under the act of 'Force majeure'.
- 8.22 Each team can designate an additional Driver as long as they are named on the event (venue) entry form, been present at driver's briefing and have a RYA National or event licence and adhered to all the RYA requirements. Driver substitutes cannot be used at the last venue of the season. The additional driver can only be used for one venue during the National championship series. For severe medical reasons only 'force Majeure' maybe used by the race committee if the driver submits in writing, requesting dispensation as he/she is unable to race thus the substitute driver can compete.
- 8.23 Entry forms for events must be received 14 days prior to venue with fee; a late payment charge of £50 will be charged if teams wish to pay on the day.
- 8.24 For RYA National racing you are allowed to re paint engine unit but for International racing you must keep to the original colour as supplied by manufacturer.

TC.09 LICENCE REQUIREMENTS

A driver applies for a RYA license, for either class, P750 and P750S which will be valid for one season. A Driver can hold only one licence.

9 The following documents are required:-

- (a) Copy of ID document.
- (b) Racing exam compulsory and copy of PB2 certificate.
- (c) Must submit medical form completed by qualified doctor.
- (d) ID-photos x 2

9

Event licences will be issued per person as per RYA ruling, training and examination required.

9 Qualifications for entry to nationals – A minimum of RYA level 2, that is offered from the club at a discounted membership price plus Thundercat racing training. Further educational programs will be on offer to all competitors.

9 Competitor must supply details of his sponsors and send by email a full team CV, photographs and sponsors logos prior to the season.

TC10 POINTS SYSTEM

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1 st	20	7 th	09	13 th	03
2 nd	17	8 th	08	14 th	02
3 rd	15	9 th	07	15 th +	01
4 th	13	10 th	06	DNF	00
5 th	11	11 th	05		
6 th	10	12 th	04		

TC.11 RACING RULES - STANDARD CLASS (P750S)

Tohatsu M50 D2 motor unit only – Out of the box

TC.12 RACING RULES - SOLE MODIFICATIONS ALLOWED FOR P750S

- 12.1 Spark plugs and spark plug caps may be replaced by others of other characteristics.
- 12.2 ***Revolution counters can be installed***
- 12.3 All auto lubes may be removed, together with parts related thereto.
- 12.4 The rubber engine mounting may be replaced with solid or mounts with similar characteristics.
- 12.5 Springs may be added to the throttle lever of the carburetors.
- 12.6 The carburetion and ignition advance controls may be tuned differently, but without altering the original parts. Only the following jets are allowed:
Tohatsu M50D2
132 top cylinder
132 middle cylinder
135 bottom cylinder
- 12.7 The replacement of nuts or the addition of lock nuts, drilling and wiring, split-pinning or keying is allowed provided the screws and pins are similar.
- 12.8 The gear interlock device on the starter may be removed.
- 12.9 The steering bar and brackets may be re-enforced and additional steering bars may be mounted. The steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.
- 12.10 Motor locking brackets may be removed.
- 12.11 The motor cowling may be secured by means other than or in addition to the standard means providing the race numbers are not obscured.
- 12.12 Telltale cooling pipe may be replaced with another pipe of other characteristics
- 12.13 A splash plate may be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitations plate.
- 12.14 The crank may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions and weight for the crank.
- 12.15 No part of the motor can be changed with another manufacturer's or pirate part except for the tiller arm, tiller arm bracket, engine cowling, gear change lever and propeller. (See Rule TC.3.27 for engine cowling and Rule TC.3.10 for propeller).
- 12.16 It is the competitor's responsibility to ensure that his motor is within the legal requirements as in Rule TC.1, TC.2, TC.3, TC.4, TC.12 and TC.13. Ignorance of the above will not be accepted as a defence and he/she will therefore be disqualified as in terms of Rule TC.8.09.
- 12.17 1 (one) by 6mm hole may be drilled in the lowest part of the air box to allow water to drain from it.

TC.13 MODIFICATIONS NOT ALLOWED – P750S

- 13.1 No skimming, grinding or machining (no metal removed) except for rule TC.12.14
- 13.2 Electric starts are not permitted.
- 13.3 Thermostats of the cooling circuit may not be removed.
- 13.4 Rev limiters, heat sensors and lighting coils may not be removed. Rev limiter wire connections must be continuous. Anything that might restrict the rev limiter in its proper function will be classed as an infringement of this rule. Ignorance of the

above will not be accepted as a defence and the competitor will be disqualified as in terms of rule TC.8.09.

13.5 Re-boring and over-sized pistons are not allowed.

TC.14 P750 BLUE PRINT - TECHNICAL SPECIFICATIONS

The following section provides assistance and clarity on a number of technical areas. Any work is permitted on the engine in order to meet any measurements included in the relevant homologation papers as supplied from the original manufacture.

No measurement means no alteration

14.1 **PISTONS**

Where a dimension is quoted for a piston, metal may be removed to reach a specific weight, provided the dimensions are maintained. Should there still be an excess of weight, this may be removed from the inside of the piston i.e., the inside of the skirt or the area where the gudgeoned pin goes through. This rule excludes the standard class

14.2 **FLYWHEEL**

Holes may be drilled in the flywheel to reduce weight. It is not allowed to reduce the outside diameter or to reduce the thickness at any point. This rule excludes the standard class

14.3 **CRANKSHAFTS**

Holes may be drilled in the crankshaft to reduce weight. It is not allowed to reduce the diameter of the crank. This rule excludes the standard class

14.4 **CONNECTING RODS**

It is allowed to reduce the overall weight of the con rods by removing the flashing on the shank of all three connecting rods to attain the weight spec., provided for in the homologation specs. This rule excludes the standard class.

14.5 **ELECTRICAL COMPONENTS**

It is allowed to remove any excess wiring, i.e. heat sensors, rev limiters, low oil sensors etc. It is forbidden to modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical component (starter) or any other part that is not a standard original part. This rule excludes the standard class

14.6 **HEAD VOLUME**

It is allowed to encroach into the squish pan area in the skimming process as long as the minimum combustion chamber volume is maintained. It is not allowed, should this minimum be exceeded to remove metal within the squish pan area to regain lost volume. Measurement of the head volume will be taken with the head removed from the block. This rule excludes the standard class

1. Head volumes > P750 class

Tohatsu 50D2

Min head volume: 25.0cc for all 3 (three) cylinders

Yamaha 50H

Min head volume: 27.7cc for all 3 (three) cylinders (UIM figure)

2. Head volume measuring procedure:

The head volume is measured off the block, using a glass plate of minimum 3mm thick. A burette calibrated in 50cc increments to be used with a paraffin / oil mix of 50/50. All head volumes to be taken with a B8HS10 NGK plug. The head is measured with no gasket. All old gasket material is allowed to be cleared off. It is also allowed to clean all carbon deposits in the head. The glass plate must be sealed with a thin layer of marine grease (Castrol marine grease).

14.7 **PORTS, TRANSFER, BOOST AND EXHAUST**

It is allowed to blend the aluminium track to a depth of 10mm measured from the sleeve to the track behind the port window. Should the modified port window be smaller than the track, the track may not be tampered with. This excludes the standard class

14.8 **KILL SWITCHES**

It is allowed to interchange kill switches from one manufacturer to another. However, the toggle type switch that can be activated without the insertion of the "curly cord" is forbidden. Not allowed to change the kill switch in the standard class. No modifications are allowed to the kill-cord i.e.: strengthening.

14.9 **THROTTLE ADVANCE**

On various models it is allowed to change the position of the throttle cable link pin on the advance cam. It is not allowed to modify the cam itself or change the radius on the cam. This rule excludes the standard class.

14.10 **COSTS FOR INSPECTIONS**

Costs may not be claimed in the case of a mandatory inspection by race authority. The maximum costs that may be claimed, by a driver from a protestor, should the motor be found legal, are as follows:

1. **LABOUR**

Time may only be claimed to a maximum of six hours at a rate to be determined by their local class association or National Authority. Any excess will be borne by the owner of the motor.

2. The above cost excludes the cost of gaskets required or lubes which may only be changed as per the recommended grade in the workshop manual. Freight charges where applicable will be charged as per the standard International rates.

TC.15 **TECHNICAL INSPECTIONS**

The OOD or official delegate will be in charge. Only the following may attend the post-race motor inspections regardless of a protest being lodged or not:

- (a) OOD or the official delegate.
- (b) Measuring officer.
- (c) Driver and his/her mechanic (or representative).
- (d) Protestor or his/her representative.
- (e) Any other person the OOD requires.

Note that in the case of a protest, the protestor's duty is to ensure that the inspection complies with his/her protest requirements. He/she may not however physically inspect the parts himself/herself and should not be allowed within a 5m radius of the motor.

15.1 **STANDARD PART**

In the case where original parts are not available, permission must be obtained from the Race Organising Committee to use substitute components. Such a request must be in writing. Any outboard motors that have superseded engine parts listed by the manufacture, supplied from the factory and confirmed in writing by the UIM Powertrain committee may be used. It is not allowed to interchange parts from one homologated model to another. If in doubt, speak to ThunderCat Racing UK technical adviser. (in line with the 2011 UIM rule)

15.2 **FUEL**

See Rule TC.4 for fuel regulations. OIL: Oil to be supplied by competitor unless otherwise specified.

15.4 **OVER-BLENDED AND SPARK ERODED MOTORS**

Motors not conforming to UIM and manufacturers homologation specs with regard to the blend rule and that have had tract widening done by any method inclusive of Spark Eroding are not allowed in either P750 or P750S.

15.5 **THE POST RACE STRIP / INSPECTION**

The post race inspection is to be a complete inspection if required by the chief scrutineer and is not to be limited to any specific geographical area, unless otherwise specified by the Race Organising Committee. All required engines must be sealed in a tamper-proof manner directly after the final heat, at Drivers briefing the Chief Scrutineer will explain the procedure for inspection, and no boats can leave the wet pit area without their engine sealed or permission granted.

15.6 Any competitor refusing to have his racing equipment inspected for legality will be disqualified from the race/event. In addition to this, the team will also lose its points for the event.

15.7 After an event if the technical scrutineer feels it necessary he has the right to seal and cease a competitors motor unit for inspection at ThunderCat HQ, offering the driver and engineer the opportunity to be present whilst the engine is being stripped.

TC.16 DISCIPLINARY ACTIONS

PROTESTS, DISCIPLINARY BOARDS AND APPEALS WILL BE CONDUCTED AS PER RYA RULING.

16.1 **Medical Examination:**

The Race Committee may instruct the medical officer (Paramedic) who is present at any powerboat racing event, to submit any crew member entered to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended from the event and reported to the RYA for possible suspension. The maximum blood alcohol level for crew members, mechanics and officials is the same as that is defined by the legislation, in the country in which the racing is taking place, relating to driving a motor vehicle on the public highway. The results of such examinations shall be communicated to the OOD/Race Committee who, based on the report of the Medical Officer, may exclude the crew member from the competition.

Banned Substances and Banned Methods:

Any crew member, mechanic or race official suspected of being under the influence of alcohol should be reported to the OOD who has the authority to ask for a breath test. A driver/co-pilot refusing a test shall be suspended from the event by the jury and reported to the RYA/UIM.

1. A competitor shall neither take a banned substance nor use a method banned by the current addition of the World Anti Doping Agency (WADA) list of Doping Classes and methods. This is available from the RYA by written request. All infringements of this rule will be reported to the RYA/UIM. Doping control is governed by the UIM rule 205.02.02 and competitors are subject to the control, procedures and penalties described in the UIM anti doping appendix.

Control of Banned Substances and Doping Control Procedures:

1. Competitors selected for testing must not refuse to be tested and shall appear at the control centre at the time appointed by the Sampling Officer.
 2. Any infringement of this rule will be reported immediately to the race jury and subsequently to the RYA/UIM Disciplinary Board.
 3. No competitor shall protest another competitor for a infringement of this rule.
- ANTI-DOPING – awaiting the 2010 updates from the RYA and will be amended as required.

Gross Misconduct and Unacceptable behaviour

In order to protect the interests all those involved in the sport, the following actions can be penalised by the OOD/RYA/UIM Commissioner or by the National Authority of the Licence holder.

Any deliberate act to gain unfair advantage

Any false act made or statement given

Any attempt to bribe or taking of a bribe

Any abusive or unsportsmanlike behaviour

Any instances of verbal or physical abuse against any race or event official

Penalties may include Yellow and Red cards, suspension or disqualification from any event, exclusion from the championship and the imposition of a points or financial penalty.

16.2 **Yellow & Red Cards and Associated Additional Penalties:**

Yellow and red cards can be given to any crew member by the OOD or the RYA/UIM Commissioner

Up to two yellow cards can be given for each incident of dangerous driving and a red card can be given for any incident of extreme blatant dangerous driving. A crew member given a red card is immediately prevented from taking any further part in the event will lose the right to take part in the next event and their team will also lose the right to take part in the next event. The red card then becomes invalid. A crew member with three or more yellow cards will lose the right to take part in the next event, after which all yellow cards become invalid. All yellow and red cards will be confirmed in writing and will be posted with the results any crew member issued with a yellow or red card has 1 hour from the time of posting the results in which to lodge a protest. The organiser shall inform the National Authority of the crew member. UIM within three days if any cards are issued. Each yellow card is valid for 12 months from the date of issue unless removed following suspension from an event.

Yellow and red cards will be recorded in the commissioner's report
 Yellow and red cards may be issued on the evidence of any media/TV footage

Associated Additional Penalties

In addition to the above, the associated additional penalties listed in the table below will be applied. If the resulting associated additional penalties includes a point / time penalty then the appropriate time / points will be added to overall elapsed race time if the card is given for an on water offence.

Penalty Card	Number offence	Associated	Additional
Yellow Card	1 st Yellow card	£20 fine	
penalty	2 nd Yellow card	£40 fine	plus
penalty	3 rd Yellow card	£60 fine	plus
Double Yellow card	1 st double yellow card	£50 fine plus penalty	
penalty	2 nd double Yellow card	£80 fine	plus
Red Card	1 st offence in season	£100+ DQ from race	
championship	2 nd offence in season	£300+ Team DQ from	

16.3 **REPRIMANDED**

A reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the OOD and logged in the guilty parties log book/s. A reprimand must be witnessed. A reprimand automatically constitutes a warning that if the offence recurs, a heavier penalty will be given, example penalisation by point deduction.

16.4 **DISQUALIFICATION**

Disqualification deletes a competitor from the results of the heat or race where the offence occurred. Disqualification is done by the OOD, Race Committee, or the jury following a protest, or by the appeals board.

16.5 **PROLONGED SUSPENSION**

Prolonged suspension can be imposed on a competitor or an official for deliberate fraud, repeat of very serious indiscipline or very serious misconduct or bringing the sport into disrepute, this would be given by the race /event committee after liaising with the RYA. A prolonged suspension is always international. The RYA must immediately inform the UIM and governing bodies of other countries of a prolonged suspension.

16.6 **EXCLUSION**

As per RYA rules and regulations

TC.17 THUNDERCAT RACING UK SERIES REGULATIONS

ThunderCat Racing UK believes in promoting a 'Win-Win' COMMUNITY environment.

- *M2M Racing Club Ltd is the affiliated non-profit club to the RYA (Our National Governing body) that works on a voluntary basis organising racing.*
- *ThunderCat Racing Ltd is associated to M2M Racing Club Ltd dealing with the land based organisation of the ThunderTour events; promoting, marketing and dealing with sponsorship.*
- *Jointly these companies assist each other and our sport to gain greater rewards for all. The future will see 'free' racing for competitors, sponsor driven teams and fun for all building opportunities for equal opportunities and assisting the growth of Thundability and ThunderKids, our community inclusion program.*

17.1 **BRANDING:**

ThunderCat Racing UK logo and website is to be shown in on all team clothing, either left or right front breast approx 7cm long . ThunderCat Racing embroidery logos are held at www.swift-uk.com and can be used by members with prior permission from HQ. Contact HQ for required logo format.

The ThunderCat Racing web address must be on all boats along both sides of the high-jacker (a minimum of 1m long, Ariel font - 'thundercatracing.co.uk')

In the event of a main investor entering the series ThunderCat Racing Ltd might need the cooperation of all teams to assist with further branding on all boats in a corporate position, this would be paid for my ThunderCat Racing Ltd and not by the teams. We ask for your assistance for the better of the sport and forwarding our aim to make racing cheaper for competitors.

- Decals and numbers for the cowling each year will be supplied by M2M Racing Club and invoiced on collection. These are compulsory under safety reasons.

17.2 **CONDUCT & DRESS CODE:**

ThunderCat Racing UK will assist the development of future sponsors and teams. A strict code of practice will be adhered to by teams including their ground crew, to forward the image and maintain a high level of professionalism within the community and sport yet keeping our family environment. Competitors and ground crew are expected to wear team clothing during race days and at Ceremonies and functions where stated. We ask for your cooperation in making the dry and wet pit area as professional, colourful as possible. If you wish to promote your sponsors further please contact ThunderCat Racing UK HQ.

17.3 **THUNDERCAT WEBSITE:**

To maintain up to date coverage and knowledge of teams, events and news Thundercat HQ ask for all members to send in any articles (word doc) and photos (jpeg) to assist with the promotion and continuity of the site. Teams and Officials have a separate page for their profiles and are expected to up-date them during the season.

17.4 **CHAMPIONSHIP TITLES:**

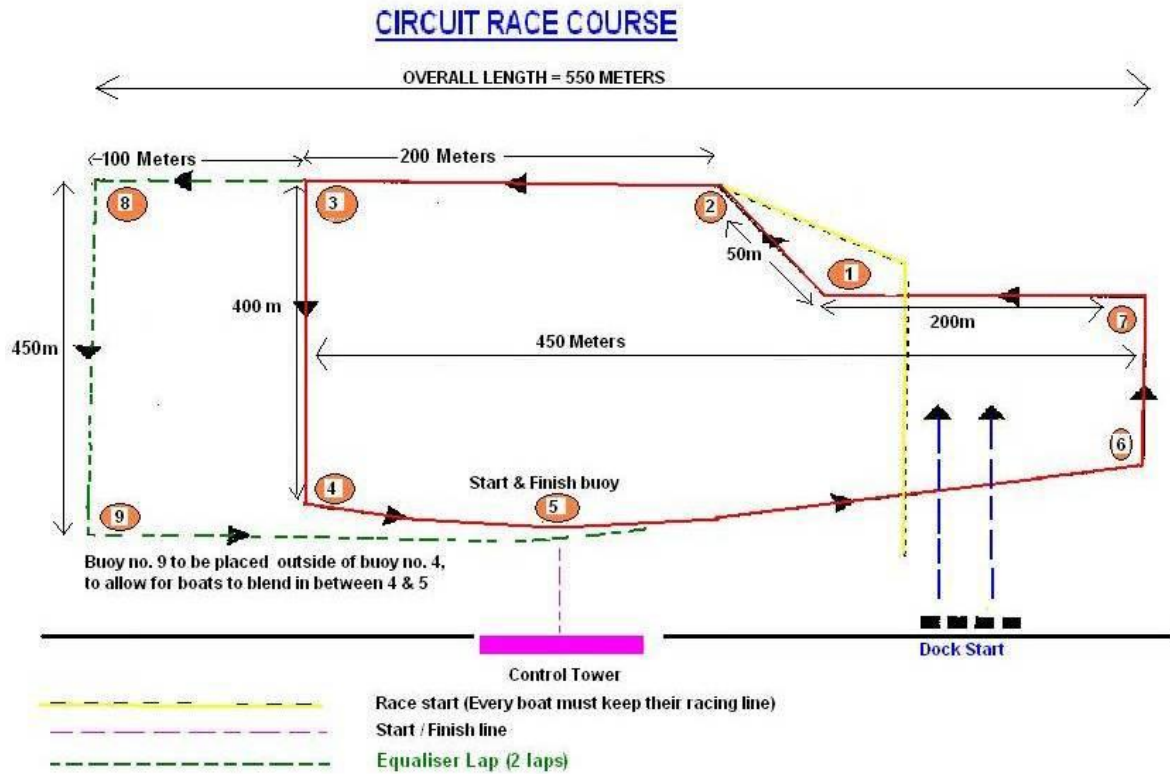
- RYA National Champions for P750 and P750S – Pilot and Co-Pilot
- ThunderCat National Champions – Sponsored Team
- 'Sirens of the Sea' Lady's trophy
- 'Surf Slam' Championship
- Anglo – Irish Championship
- UIM European Championship
- UIM World Championship

Various other trophies will be presented at the annual award ceremony.

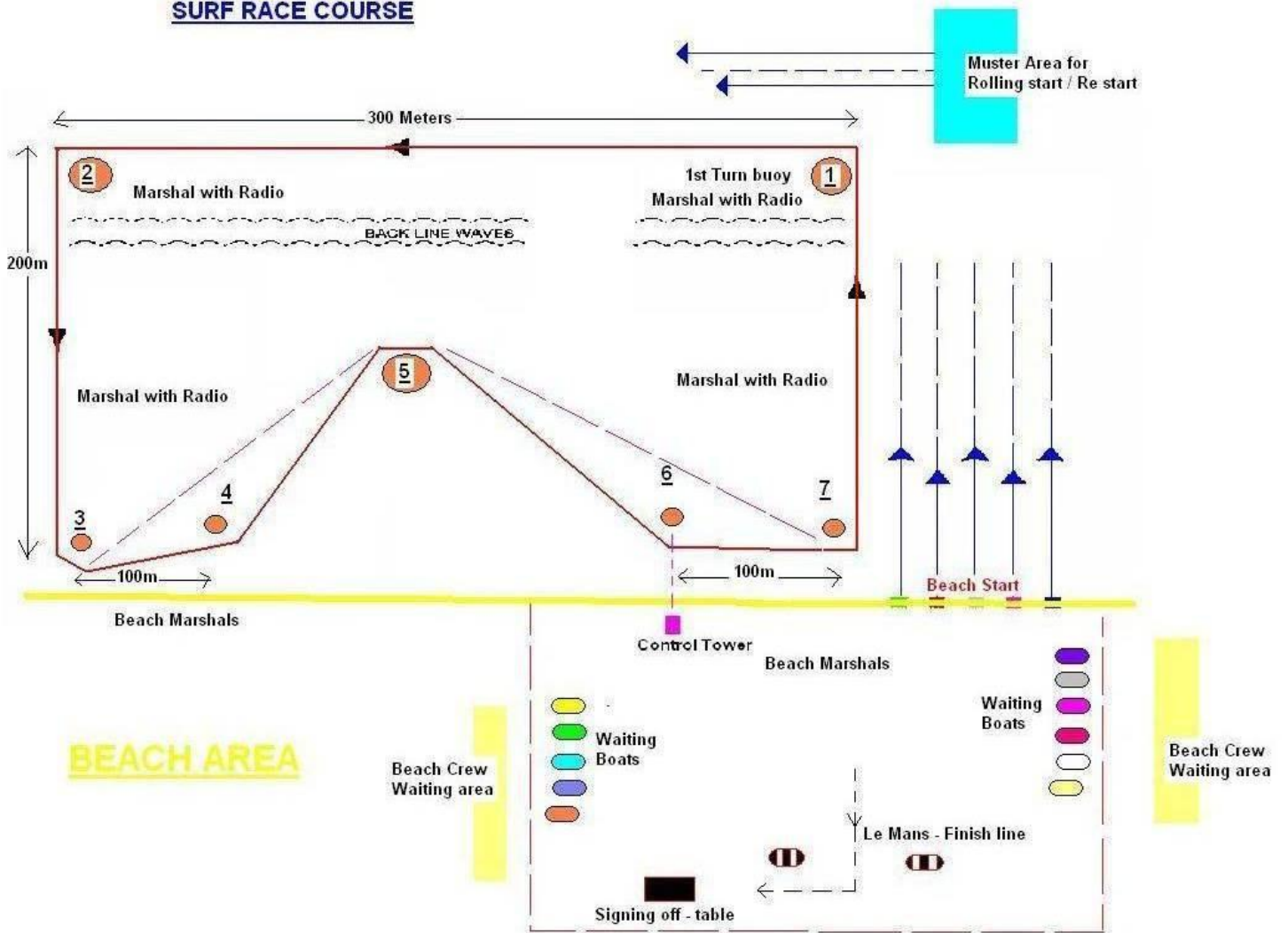
- 17.5 **DESIGNATED DRIVER:**
Each team can designate an additional pilot as long as they are named on the event (venue) entry Form, been present at driver's briefing and have a RYA licence. Driver substitutes cannot be used at the RYA National Championship Finals of the season. The additional driver can only be used for one venue during the National championship series. In extreme cases only 'force Majeure' maybe used by the race committee if the driver submits in writing, requesting dispensation as he/she is unable to race thus the substitute driver can compete for up to a maximum of two consecutive venues within the season.
- 17.6 **'FORCE MAJEURE'**
In case of unforeseen circumstances the race committee and / or event committee has the right to call upon 'Force Majeure'.
- 17.7 **'PRECEDENT SET'**
No 'Precedent set' in previous years can be used in ThunderCat Racing's UK current season.

TC.18 APPENDIX

The following diagrams are approx measurements - to be used as a guideline.



SURF RACE COURSE



----- Start / finish line
 ----- Alternative course if required - leaving marks 4 and 6 out.

Fig 1. RACING LINES: Designated areas

Race boats are allowed to enter into the OOD territory, however when racing, the boat entering the OOD area does not have any right of way - what so ever.

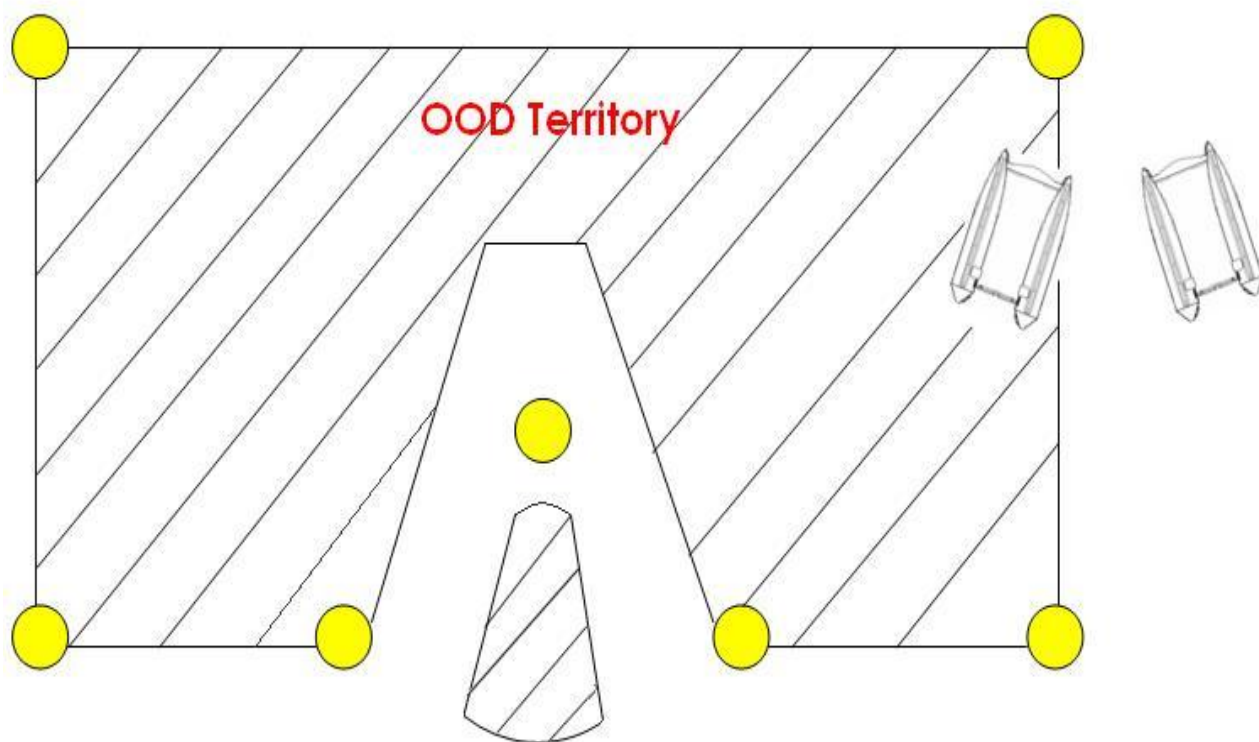


Fig 2. RACING LINES - Cornering

Red Line: Indicates 'Apex race line' to keep top speed (must observe boats coming in on the racing line, you must give room and not cut across in front of a boat causing a T bone or drive competitors into a buoy).

Black Line: Indicates the 'Racing line', the most direct route around the course (be aware that boats maybe entering from outside the racing line)

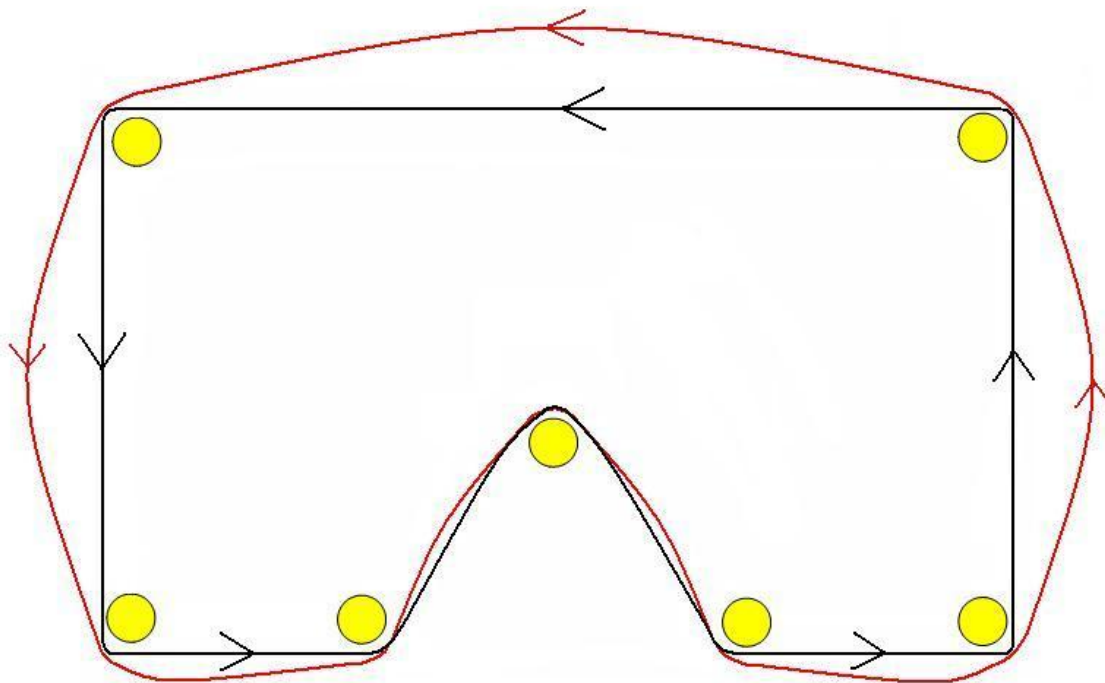


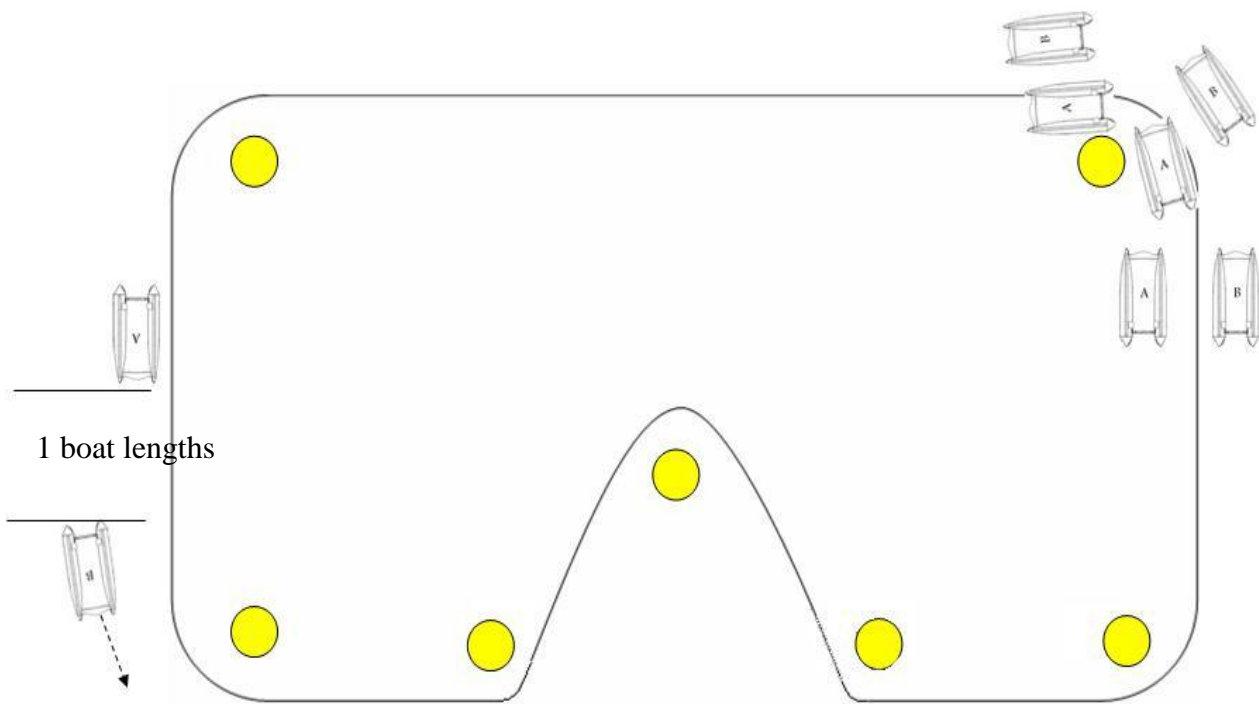
Fig 3: RACING LINES - Overtaking

Over taking: An overtaking boat MUST not cut in front of an overtaken boat until a minimum distance of 1 boat lengths is established.

If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat/s must give water and hold racing lines.

Dangerous driving e.g.: not holding race lines, intentional throttling back in front of overtaken boat, snaking and tailgating will result in disqualification at the discretion of the OOD.

Remember! The drivers of boats must be prepared to take appropriate action to avoid a collision. It is joint responsibility for the driver and co-pilot to navigate, being aware of the boats around, sea conditions and potential hazards!!



All above diagrams will be fully explained at training sessions. At race events, if you don't understand please discuss with the OOD prior to Driver's briefing.

M2M Racing Club / ThunderCat Racing UK have the right to alter the above information due to 'Force Majeure' and will notify competitors via email and display information on the website.