

Sedgemoor Model Boat Club

Fast Electric Racing

(updated October 2024)

The Wednesday evening and Sunday Winter Series will be for both Mini Mono RTR and Mini Hydro classes as recognized by the Sedgemoor Model Boat Club. On some occasions a round in a series may exclude one of these classes as decided by the Fast Electric Section Secretary. See separate sheet for the specific class rules.

1. DUTIES

All drivers taking part will be expected to do a duty when they are not racing a boat themselves, this will be on a voluntary basis. These duties will be for Race Officer, Lap Counter, Lap Caller and if the numbers allow a Race Observer and/or feeding the wildlife to clear the course.

- 2. Officer Of the Day (OOD);** will normally be the Fast Electric Section Secretary. If he/she is not present another member will be asked to do this duty. The OOD is responsible for running the meeting overall which includes delegating other duties, deciding on the course layout and size, and if required who and how many boats are in each heat race. They will also decide how many races are to be run at the round. He/she may call a Skippers Briefing if it is deemed necessary but this is not a requirement.
- 3. Race Officer (RO);** is responsible for overseeing a specific race and/or heat which includes calling the drivers to their start and timing the race. Together with the Lap Counter and Lap Caller must watch the start line for any “jump starts” during the Mill Start. During a race must give clear warnings to the drivers of any dead boats or wildlife on the course (see rules 15 & 16). When the race is finished must record all the drivers lap score from the lap counter including any penalties applied for their race. The RO will decide if a race is to be stopped and/or restarted or abandoned. Together with the OOD can disqualify any driver from a race and/or in extreme cases the entire meeting.
- 4.** The OOD or RO can disqualify a driver for driving in a manner which causes wildlife distress at any time during the meeting. This includes any test runs before, between or after the races have taken place.
- 5. Lap Counter;** checks the lap counter is set and displays the correct boat race numbers. Together with the Lap Caller and RO must watch the start line for any “jump starts” during the Mill Start. During the race records laps completed by all boats as called by the “Lap Caller”.
- 6. Lap Caller;** Together with the Lap Counter and RO must watch the start line for any “jump starts” during the Mill Start. During the race calls clearly all the boats race numbers as they pass the start/finish line.
- 7. Race Observer:** will note any boats which miss buoys and inform the Race Officer at the end of the race. Assist in warning of any dead boats and any wildlife on or near to the race course.
- 8. Wildlife feeder:** (if the numbers of entries allow) will feed any wildlife/birds during a race to encourage them to clear the racing course.
- 9. Course layout**
The course layout on the lake, the size and position of the buoys will be decided by the meeting OOD or his deputy. One marker will be placed in the centre and just above the bottom 2 to be used as a lap counting/finishing line

10. Race & Heat format

Whenever possible the first race for the Mini Hydro class will start as close as possible to 6.30pm for the Wednesday night series and 9.30am on a Sunday morning for the Winter Series. The number of boats in each heat will be decided by the OOD.

11. Mill Start

A 10 second “mill time” procedure will be used to start all races for both classes. The RO will call boats to the water to prepare for the start. Once a boat has started its Mill Start it must round the Mill Start buoy (see diagram below) in the correct direction maintaining a constant course with a steady or increasing speed to the start line.

All boats must have launched and cleared the start/finish line area within the first 5 seconds; any that fail to do this must join in behind the last placed boat as the race starts.

No boat may stop dead in the water or cross the start line (jump start) before the start is called, any boats that do, will have 1 lap deducted from their race score. This penalty can only be applied if any 2 of the RO, Lap Caller and/or Lap Counter agree this has happened.

The lap counting starts only after the mill start is completed.

12. Late starter

A boat may enter a race after the mill start is completed and the race is underway but must do so without obstructing other approaching boats. In this circumstance the boat must join the race going directly to the bottom left side course marker buoy.

13. Missed buoys

A “missed buoy” is defined as a boat passing a course marker on the wrong side.

The driver of the boat should make no effort to return to the mark once the boat has passed an imaginary line (see diagram below) from the centre of the course to the mark in question, and should continue to the next mark of the course. If the boat has not passed this imaginary line then they may correct their course to ensure they pass the correct side of the mark but must not impede any approaching boats in doing so.

If a boat misses a buoy or several buoys during a race a penalty will apply.

One missed buoy will have 10 seconds added to its race score. If it happens a second time another 10 second penalty will be added, thereafter one lap will be deducted (plus the 20 second time penalty) for each and every missed buoy.

14. Dead boats

If a boat stops on the water or becomes stuck in a buoy during a race the driver of that boat must immediately give a verbal warning of its position on the course to the other drivers. The RO must repeat the warning and the boats approx. position clearly to all the other drivers. Only once the RO has given a warning shall the boat be considered as a “dead boat”. If the boat is stuck in a buoy the entire buoy will be considered as part of the dead boat so any contact with it will result in a penalty.

If a dead boat is hit after the warning from the RO the offending driver will have 2 laps deducted from their race lap score. If the same driver makes contact with the same dead boat, for a second time, where the dead boat has remained “dead” between the first and second impact then that driver will be disqualified (DSQ) and asked to remove their boat immediately.

If a boat “comes back to life” after it has been called as a dead it may continue to race. The driver involved must give a clear verbal notice to the RO who will also make others aware the boat has re-joined.

A boat can be retrieved if it is near to the bank but only if it is safe to do so. It may be re-launched to continue racing providing there are no approaching boats. The rescue boat including any RC boat may be used to retrieve a dead boat during a race but only if it is well clear of the course and only with the consent of the RO. If a boat is retrieved using a manned or a RC boat it may not then re-join the race under any circumstances.

15. Wildlife on the course

The RO will warn skippers of any wildlife on or near the racing course giving its approximate position. Drivers are required to take any suitable avoiding actions, such as slowing down and/or leaving them appropriate room so to not cause them unnecessary distress. If this is not done to the satisfaction of the RO and/or the OOD they have the authority to require any driver to withdraw their boat immediately and will be disqualified from that race.

16. Finishing lap

On hearing the race finish call/signal, competitors must continue to race to the start/finish line. The Lap Counter will immediately stop counting any boats. The race will continue for a maximum of 45 seconds when all boats will be timed (in seconds) as they cross the finishing line. The Race Officer will note the time in seconds assisted by the Lap Caller and/or Lap Counter. This additional lap is added to all scores for boats that cross the line within the 45 seconds. Any boat that fails to cross the finishing line within 45 seconds will be timed as 0 seconds or DNF (Did Not Finish) although their lap scores and any penalties during the race time will still be counted.

17. Points scoring & discards

Places will be decided by the driver who has the highest lap score for a race including those in a separate heat race. If there is a tie for the laps scored, then the boat with the lower finishing times in seconds will be placed higher. If this also ties the drivers are considered to be equally placed and will be awarded equal points.

18. The RO may have to stop a race early to clear the course of wildlife or recover a sinking boat.

Depending on the circumstance the RO can ask drivers to stop their boats immediately and restart the race from their positions. In some cases they may have to be removed safely from the lake, in which case the full race may be re-run if time permits. Once the lake is clear, the race will be restarted for the remaining time (including Mill Time). If a race is stopped and restarted the two race lap scores and finishing times plus any missed buoy penalties will be added together.

19. At least 1 race in any class must be completed at a meeting for the overall points to be awarded.

20. Score correction

A driver may ask the OOD for the lap counting to be corrected if he/she thinks there has been a mistake with their lap score. The OOD may consult other competitors directly involved in the race, the RO, Lap Counter and/or Lap Caller to assist. He may adjust the results if he/she feels a clear mistake has been made and inform all those involved.

The OOD decision is final.

21. OVERALL SCORING

Points will be awarded depending on the finishing places at each round. The scoring for each race will be as follows;

1st place 21 points, 2nd- 18, 3rd-16, and so on to 1 point for 18th or over places.

22. Discards

The competitors lowest race score will be discarded from their overall series score. This includes any DSQ. The discard system is as follows;

1 to 3 races = 0 (no discards), 4 to 7 races = 1 discard, 8 to 11 = 2, 12 to 15 = 3, 16 to 19 = 4, 20 and over races = 5 discards

In the event of a tie the person with the higher discard score is placed, if these scores also tie, then a count-back system will be used on the most 1st places, then 2nd etc.

23. MEETING CANCELLATION

A meeting can be cancelled by the Fast Electric Section Secretary or his deputy due to a Blue-Green algae outbreak, bad weather or any circumstances deemed to be unsafe. If a meeting is cancelled it will be withdrawn from the series.

