



Svenska Modellbåtsförbundet



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Svenska Endurance regler 2020

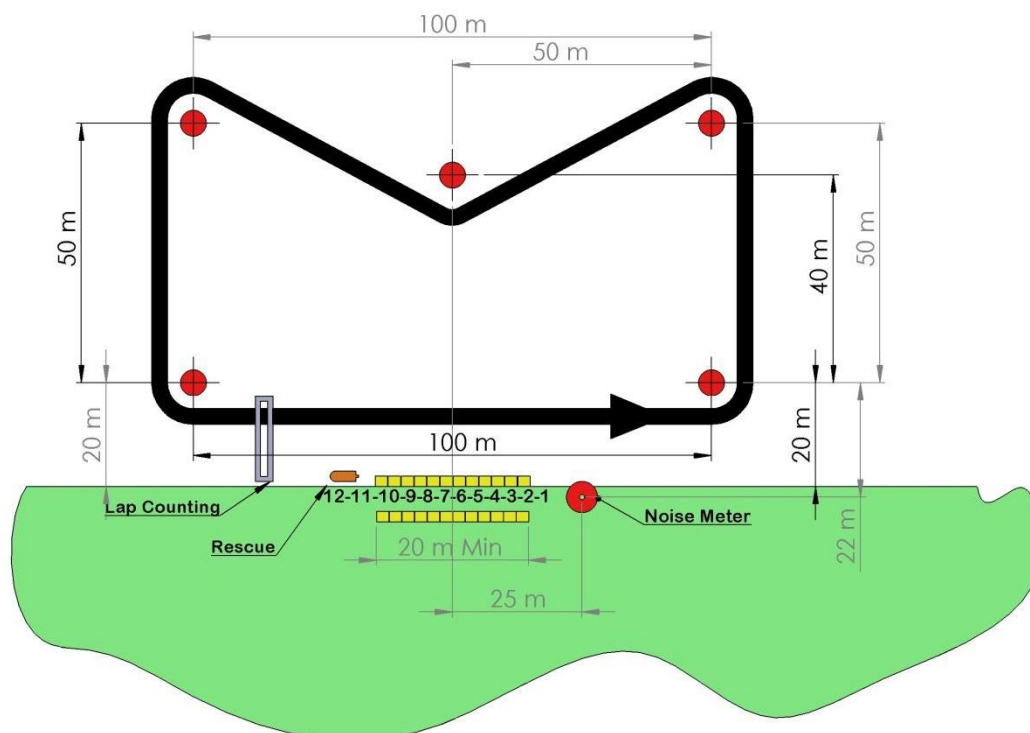
Baserade på iMBRA Endurance Rules i engelsk text, med Svenska avvikelser och tillägg skrivna på svenska med kursiv text

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By competing in the iMBRA World Championships all racers will have been deemed to have read the iMBRA rules and are therefore expected to abide by them.

8. Endurance Class General Rules

- 1) The competition will be held on a course as shown in the image below. The competition course has to be placed so that the base line runs parallel to the starting pontoon. The centre of the course will be in line with start positions 6 and 7 as shown below.



- 2) Each class will consist of two 20 minute heats, best result to count. The top 12 competitors will go directly into the A final which will be 30 minutes in duration.
- 3) B finals will only be run when a minimum of 36 competitors have entered a class and when time allows. **The number will be based on entries rather than the number of registered competitors.**
- 4) When B finals have been timetabled the following will occur:
 - The top 10 competitors will go directly into the A final which will be 30 minutes in duration.
 - The next 12 competitors (positions 11-22 following the heats) will race in the B final.
 - The top 2 qualifiers from the B final will gain a place in the A final (positions 11 & 12).
 - The B finals will be 30 minutes in duration whenever possible. If time is restricted the B finals may be reduced to 20 minutes.
- 5) If a competitor drops out of a final the reserve competitor can only take their place if the finalist's hull is damaged beyond repair. Mechanical failures are not included.
- 6) The course is driven in an anti-clockwise direction.
- 7) The standard number of competitors in each heat is 12. *(Where necessary to assist with the organisation and timetable the number of competitors may be increased to a maximum of 13)* Under normal circumstances if more than 12 entries have been received the competitors will be split into equal heats of no more than 12. The heats will be generated randomly by the lap counting system as will the start positions. For the second heat the start positions will be reversed (boat number 1 will race from start position 12 and vice versa).
- 8) All heats in an individual class should be run consecutively with the aim of maintaining the same water conditions for all competitors in that class.
- 9) During the race, the time remaining, and each competitor's laps must be displayed on a score board.
- 10) Following a race any lap deductions and/or penalties must be clearly marked on the result list.

8.1 Start sequence

- 1) The preparation time for the Endurance classes is 3 minutes.
- 2) The start official will announce the start of preparation time over the PA system. Within this time the competitors and mechanics can work on their boats and start the engines.
- 3) The start official will make the following announcements:
 - Start of preparation time
 - 1 minute remaining
 - 30 seconds remaining
 - Dead engines
 - We will start in a few seconds
- 4) The race will begin with an acoustic signal given by the start official. After the signal the engines can be started and the boats launched.

8.2 Announcements during the race

- 1) During the 20 minute heats the start official will make the following announcements:
 - 10 minutes gone, 10 minutes remaining
 - 15 minutes gone, 5 minutes remaining
 - 3 minutes remaining
 - 1 minute remaining
 - End of race
- 2) During the 30 minute finals the start official will make the following announcements:
 - 10 minutes gone, 20 minutes remaining
 - 20 minutes gone, 10 minutes remaining and notify of any boats under the blue flag rule (*see rule 8.6*)
 - 5 minutes remaining
 - 3 minutes remaining
 - 1 minute remaining
 - End of race
- 3) Where possible the start official will announce the dead boats on the water, however, it is entirely the mechanics responsibility to notify their driver.
- 4) The start official will provide regular updates on the location of the rescue boat; however, this is also the responsibility of the mechanic.
- 5) The start official will provide essential information only. This will enable the driver and mechanic to concentrate fully on their individual race, without distractions.
- 6) If a competitor receives a penalty due to a driving infringement (that impacts on a fellow racer), the judges will notify the affected competitor that penalty action has been taken.

8.3 Stopping a race part way through

- 1) A race can be stopped by the start official and/or lap counters due to exceptional circumstances. E.g. Loose buoy, adverse weather conditions, broken wires (lap counting).
- 2) The start official and/or lap counters will sound an acoustic signal to stop the race. At the same time the clock timing the duration of the race will be stopped. The drivers must complete their lap and bring their boats in. All engines must be stopped.
- 3) The time from when the signal was given, until the models pass the finish line must be recorded. The lap counting system will then be paused.
- 4) Competitors and mechanics must not work on their boats while the race is stopped until directed to do so by the start official.
- 5) Once the issue that caused the race to stop has been resolved, the start official will inform the competitors of the time remaining and begin the start procedure as per the beginning of a new race.
- 6) The time keeping and lap counting system will continue with the start signal.
- 7) If the race is stopped within the first five minutes, it will be annulled and restarted from the beginning.
- 8) The end of the race is indicated by an acoustic signal. All drivers must complete the lap they are on and then bring their boat out of the water.

8.4 General rules during the race

- 1) The competitor may bring their boat back to the pontoon at any point during the race. The pontoon is defined as the area between start positions 1 – 12. The competitor and mechanic must not interfere with any other competitor whilst retrieving their boat. Any interference caused may result in a warning and a yellow card.
- 2) The competitor or mechanic may leave their start position to collect their boat from the rescue or to fetch spare materials. Again, they must not interfere with any other competitors. They cannot leave their start position to go and talk to another competitor and/or mechanic. Doing so will result in a red card.
- 3) The driver and/or mechanic must not leave their start position at any time whilst their boat is running on the water.
- 4) If a boat is in the buoy the competitor must switch off the engine. If the competitor does not switch off the engine they may get a red card.
- 5) If a boat loses the number plate during the race, or the number plate is no longer visible the driver must complete the commenced lap and then come into the pontoon to replace the number plate. Any laps completed after this lap without a number plate that is clearly visible will not be counted.
- 6) Mechanics are not permitted to touch a driver's transmitter whilst the boat is on the water.

8.5. Driving rules and penalties

1) Passing and re-circling buoys

The competitor must drive on the racing line (outside of the buoys) during the whole race. If a buoy is missed the driver can re-circle the buoy but they must not interfere with any other competitor.

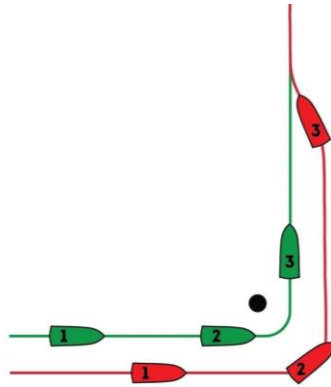
Penalties for breaking this rule:

- 1 lap penalty (yellow card with number 1) if the driver does not re circle the buoy
- 1 lap penalty (yellow card with number 1) if the driver re-circles the buoy and a fellow competitor must take evasive action to avoid a crash
- Disqualification from heat/final (red card) will occur if a fellow competitor is taken out (boat stops) as a direct result of somebody re-circling a buoy

2) Racing Etiquette, including:

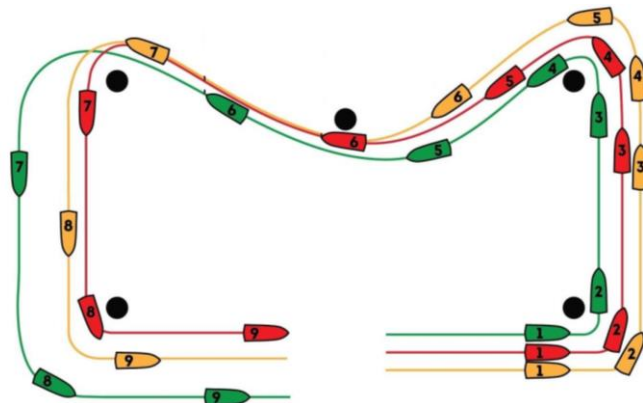
Overtaking a slower boat

A slower boat can be overtaken on either side. During the overtaking manoeuvre the slower boat must not change course or get in the way of the faster boat. The faster boat must leave a gap of 3 boats lengths before going directly in front of the slower boat. (See image below)



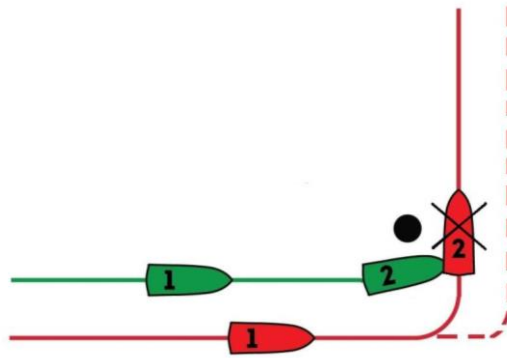
Holding and changing the racing lines

When driving closely together all drivers must stay on their own line. It is not permitted to hinder another driver deliberately. It is permitted to change line as long as you do not interfere with a fellow competitor. (See image below)



Respecting the right of way

The boat on the racing line which is less than 5 boat lengths from a buoy has the right of way. A boat on the outside line must stay on the outside line going around the buoy. It is not permitted to turn across the front of the boat on the inside line. (See image below)



Penalties for breaking this rule:

- Rule broken for the 1st time in the heat/final: warning (yellow card)
- Rule broken for the 2nd time or causing a fellow competitor to take evasive action: 1 lap penalty (yellow card with number 1)
- Rule broken for the 3rd time or causing a fellow competitors boat to stop: 2 lap penalty (yellow card with number 2)
- **Rule broken for the 4th time: Red card**

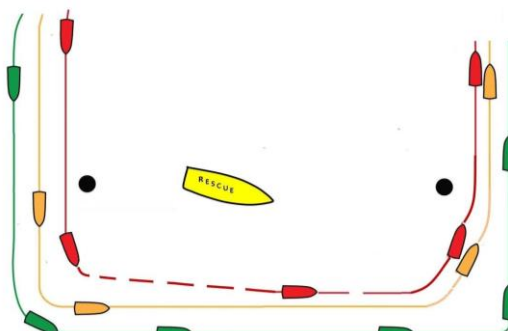
3) Passing the rescue boat, or pontoon

When passing the pontoon, a gap of at least 3 meters must be left. In circumstances where a competitor may need to pass within 3 meters of the pontoon (e.g. when bringing a boat off the water) their boat must be seen to visibly slow down.

When approaching and passing the rescue boat (e.g. when the rescue boat is in a difficult position) the competitors' model must be seen to visibly slow down. The judges need to be able to see that the competitor has seen the rescue boat and that they are in full control of their model.

Penalties for breaking this rule:

- Rule broken for the 1st time in the heat/final: Stop and Go penalty (yellow card with an S)
- Rule broken for the 2nd time: Stop and Go penalty (yellow card with an S)
- Rule broken for the 3rd time: disqualification from the heat/final (red card)
- When a Stop and Go penalty is issued the competitor must finish their lap and then take the boat out of the water. They must bring the boat into their start position only. They must stop the engine and place the boat back on their stand. The competitor can then rejoin the race when they are ready.
- If there is not enough time prior to the end of the race to carry out the stop and go penalty: 1 lap penalty (yellow card with number 1). NOTE: The stop and go penalty will be classed as complete if the boat has been taken off the water.
- The rescue boat crew can advise the judges if they feel a stop and go penalty is required, however the decision is solely at the judge's discretion.



4) Overtaking whilst passing the rescue boat

It is not permitted to overtake another competitor whilst passing the rescue boat, on the same side as someone else. This rule does not apply when competitors are passing on different sides of the rescue boat.

Penalties for breaking this rule:

- 1 lap penalty (yellow card with number 1)
- If the driver accidentally overtakes whilst passing the rescue boat they are permitted to drop back and forfeit any places gained. NOTE: The judges must inform both drivers involved to avoid any confusion if trying to give back a place gained.

5) Touching the rescue boat

Models are not permitted to touch the rescue boat in any way (even with very low speed) while running on the water.

Penalties for breaking this rule:

- Disqualification from the heat/final (red card). The competitor must take his/her boat out of the water within 2 laps.
- If a competitor touches the rescue boat for a second time during the competition they will receive a second red card and may not be permitted to compete in any more classes for the remainder of the event. Again, they must take their boat out of the water within 2 laps.

6) Running over a dead boat

Running over a fellow competitor's dead boat that has already been announced by the start official

will result in a penalty.

Penalty for breaking this rule:

- 1 lap penalty (yellow card with number 1)

7) Ability to throttle at all times

A competitor must be able to throttle at all times whilst on the water. The judges may ask a competitor to demonstrate their ability to throttle at any time.

Penalties for inability to throttle:

- Disqualification from the heat/final (red card). Driver must keep out of the way of other competitors until their boat can be stopped safely.
- Disqualification from the heat/final (red card) will also occur if the competitor has no throttle once the race has finished and therefore cannot bring their boat back to the pontoon safely.

8) Ability to steer/control the boat properly

A competitor must be in proper control of his/her model throughout the race.

Penalties for breaking this rule:

- Warning (yellow card) will be issued first if the judges believe a competitor cannot steer/control their boat properly.
- Disqualification (red card) will be issued if the competitor's level of control over the model does not improve **or one of the following occurs:**
 - i) the boat is turning/driving in circles**
 - ii) the boat has ended up the bank**

8.6 Blue flag rule

- 1) Drivers that are not battling for a podium position must, when safe to do so, move off the racing line to enable the race leaders to pass safely. This rule will only apply in the following circumstances:
 - finals only, not heats
 - the last 10 minutes of the A final
 - the last 5 minutes of the B final
 - boats within the top 3 places. The blue flag rule will also apply to anybody who is on the same lap as place 3 and is therefore in contention for the podium
- 2) Drivers under the blue flag rule (top 3 and anybody on the same lap as position 3) DO NOT need to give way to each other. The standard driving rules and penalties will still apply.
- 3) The start official will announce which boats the blue flag rule applies to.
Penalties for breaking this rule:
 - Blue flag warning (blue card) will be issued if a driver fails to move out of the way for a boat under the blue flag rule. The competitor must move out of the way and let the blue flag-protected boat pass, as instructed.
 - 1 lap penalty (yellow card with number 1) will be issued if the competitor fails to move out of the way for a second time.
 - Refusal to move out of the way as instructed will result in disqualification (red card).
- 4) Protests regarding the blue flag rule are not permitted.

All penalties will be issued at the judge's discretion whilst following the rules above.

9.7 SM Serie

1) SM-serie

SM-serien består av ett antal deltävlingar som getts SM status av förbundet.

Vid fler tävlingar än två räknas en bort, i klartext innebär detta, vid fyra körda tävlingar räknas tre, vid tre räknas två, vid två tävlingar räknas två och vid en tävling räknas den enda. Även vid fler än fyra tävlingar räknas en bort. Detta gäller för varje enskild klass. För att tävlingen ska räknas som körd i varje enskild klass i varje enskild tävling måste klassen ha uppfyllt SM-status enligt SMBF reglemente (minst fyra deltagare med en svensk licens och en funktionsduglig båt). Med funktionsduglig båt menas en båt i kördugligt skick och där tävlararen under tävlingen gör ett mätbart resultat.

2) Poängberäkning

För att erhålla SM poäng gäller att den tävlande är medlem och licensierad i SMBF.

Poäng delas ut i både kval och final. Kvalheaten premieras enligt följande:

1a: 3 poäng, 2a: 2poäng, 3a: 1 poäng. Vid färre startande i en klass där final utgår räknas de bägge 30min heaten som individuella kvalheat. Vid lika antalet varv avgör tiden för målgång. Slutplacering premieras enligt följande:

Placering:

1. 13 Poäng
2. 11 Poäng
3. 10 Poäng
4. 9 Poäng
5. 8 Poäng
6. 7 Poäng
7. 6 Poäng
8. 5 Poäng
9. 4 Poäng
10. 3 Poäng
11. 2 Poäng
12. 1 Poäng

Särskiljning:

Om två tävlande uppnår samma antal poäng avgörs platserna enligt högsta poängplacering.

Exempel 1

- Tävlande A: 1: a plats = 13 poäng + 4 heatpoäng. Totalt = 17 poäng
- Tävlande B: 2: a plats = 11 poäng & 6 heatpoäng. Totalt = 17 poäng.
- Tävlande A vinner därmed genom bästa tävlingsplacering

Skulle det fortfarande vara lika ska särskiljning ske med placeringspoäng enligt följande:

En seger ger 1p, en andraplats 2p osv, den med lägst placeringspoäng och högst poäng från tävlingarna är vinnare. Skulle det mot förmodan bli fler på samma tävlingspoäng och placeringspoäng skall det särskiljas med omkörning om 20 minuter.

3) *Vid 12 eller färre startande i en klass är tävlingsformen 2x30min heat utan final.*

4) VM/EM uttagning

Det är sektionsstyrelsen som tar ut VM/EM laget och till grund för det används föregående års SM serie.

5) Anmälningar

Arrangerande klubb skall ha "sista anmälningsdatum" noterat. I mån av tid kan dock efteranmälan ske och arrangören har då rätt att ta ut en förseningsavgift.

Den tävlande skall få besked om heatindelning, starttid-träningsstider-middagspaus etc. En rekommendation är att skicka ut startbekräftelse med email.

Tävlingslicens utfärdad av IMBRA anslutet förbund skall uppvisas vid registrering. Saknas tävlingslicens skall arrangören fylla i Bilaga 10 till SMBFs Reglemente för de tävlande som vill tävla under engångslicens alt nybörjarlicens. Det skall kontrolleras att tävlande som utnyttjar en engångslicens eller nybörjarlicens uppfyller de krav enligt Bilaga 10 till SMBFs Reglemente.

Registreringen måste ordnas av organisatören så, att den kan genomföras enligt ålagda regler, att tävlingen kan börja och deltagarna inte blir försinkade mer än nödvändigt.

Startavgifter och deltagaravgifter får inte särskiljas. De bildar en enhetlig startavgift för alla officiella arrangemang inom SMBF.

Startavgift enligt beslut av Sektionsmötet. För reservbåt erläggs ingen startavgift

9.7.1 Killswitch

Båt med bensinmotor (Klass Offshore 26Z/27/35) ska vara försedd med killswitch som stänger av motorn genom kortslutning av tändspolen vid radiostörning, låg batterispänning eller plötsligt spänningsavbrott.