

**SECTION
E
IMPBA
PROCEDURES**

IMPBA OFFICIAL RULE BOOK

SECTION E
IMPBA PROCEDURES

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IMPBA PROCEDURES

I - INSURANCE

A. **Summary**

IMPBA membership dues include commercial general liability and property damage insurance for individual members, registered clubs, municipal & state park boards, and private landowners from suits by third parties who may be injured by model boats that are operated on IMPBA insured bodies of water for which member clubs have submitted the correct application (a Club Registration and Insurance Application form), and have been issued a Certificate of Insurance. Since rates or coverages may vary from time to time, up-to-date insurance information may be obtained from the IMPBA office.

B. **Membership Coverage**

All members in good standing will be covered at “sponsored, scheduled, and supervised activities.” This means the coverage is good at sanctioned and club races, and open water practice sessions as long as you are following the safety procedures outlined through the IMPBA, and such events take place on an IMPBA insured body of water only. IMPBA’s policy is considered a primary policy and would cover the costs of property damages or injuries to third parties caused by IMPBA participants that may occur on an IMPBA insured body of water. It would also cover the cost of your legal defense and settlement or award should you be successfully sued — up to the policy limits. A deductible applies per claim. For current coverage and deductible information contact the IMPBA office.

C. **Non-Member Coverage**

The insurance does not cover any person who is not a paid member of IMPBA regardless of what other club or organization he may belong. Paid members of other boating organizations may pay the Single-Event fee for membership dues during that event only. The application and payment must be mailed by the host club to the Executive Office of IMPBA the first working day after accepted.

Therefore, no person may operate or assist in the operation of a model power boat, or enter the pit area, or operate a retrieve boat at any IMPBA sanctioned event on an IMPBA insured pond and be covered by this insurance unless he is a paid member of IMPBA.

D. **Applied Sites**

No club may apply for insurance for a body of water presently or previously insured by another IMPBA Registered Club without the permission of that club. All clubs applying for insurance on a body of water should submit along with the club application, a signed letter from the pond owner, on letterhead, giving their authorization for your particular club to conduct Model R/C Boat Racing at that particular site.

E. **Safety**

It is not the intent of IMPBA to issue insurance to any organization that does not comply with and foster IMPBA Rules and Regulations.

F. **Signs**

“No Swimming” signs must be located at the race site. Restricted areas must be clearly marked. See site rules in Section S- Safety.

II - SANCTIONED REGATTAS (RACES and RECORD TRIALS)

A. Definition

1. "Sanctioned Club Regatta" shall be defined as a race where prizes or awards are given to competitors for participation in a race in accordance with IMPBA rules.
2. "Record Trial" shall be defined as an attempt by an individual to attain a world record in a class at an approved surveyed site using IMPBA approved timing equipment.

B. Purpose

The purpose of Sanctioned events is to allow all IMPBA members an equal opportunity to participate. For this reason, sanctions must be published to the general membership in the "Master Schedule" on the website or Roostertail Newsletter in advance of sanction dates to allow ample time for members to plan attendance.

A sanction is an authorization or approval of an event which binds the holders of the event to comply with the IMPBA rules and regulations and guarantees that the results of said events will be recognized as official. The sanction is protection to the contestants -- it is an assurance to them that the rules and regulations will be impartially enforced.

C. Fees

1. Racing sanctions will cost \$20.00.
2. Record trial sanctions will cost \$20.00. Current World Record listings, and Record Application forms are available for download on the IMPBA website. Additional fee may be required for shipping of timing equipment.
3. Events (Races and Record Trials) are limited to 9 consecutive days per sanction.

D. Restrictions

1. All sanction requests and fees must be submitted to the IMPBA office to be included on the Master Schedule.
2. Sanctions will only be granted to clubs officially registered with IMPBA, who have paid the Club Registration fee and obtained an IMPBA insurance certificate covering the water for the calendar year the race is to be sanctioned in.
3. All Sanction requests require the approval of the District Director who has the responsibility of coordinating all activities in his or her district. Record Trials also require approval of the Records Director.
4. Contest Directors listed on sanction form must have successfully completed the CD test.
5. Sanctions will not be granted for events within such dates or distance of each other where the sanctioning officials have reason to believe that success of either event might be jeopardized.

E. Entitlement

1. No person may participate as a contestant in an IMPBA sanctioned event unless he/she is a paid member of IMPBA in good standing. Members of other recognized RC boating organizations who pay the Single-Event Fee are in good standing during that event only.
2. The granting of a sanction does not include any obligation on the part of any IMPBA officers to be present at any regatta or to officiate thereat. The entire obligation remains within the local club and the club's officials.
3. It shall be customary to protect clubs who have fulfilled all sanction obligations for the corresponding dates in subsequent years.

4. No club shall use the word “Nats” or “Nationals” in the name of their race without Board approval. Races that use the word “Nats” or “Nationals” in their name must follow the established IMPBA engine classifications.
 - a. Clubs that held a race in 1990 using “Nationals” in the name shall be “Grandfathered” to allow running of deviated engine classifications: The Atlanta Model Boat Club for the “Spring Nationals”, and the Charleston Model Boat Club for the “Fall Nationals”. Note: They may not use “National Champion” on trophies – awards will be First, Second, and Third, etc.
 - b. If these clubs do not hold their race for one year, they must request Board approval to use the word “Nats” or “Nationals” again. If granted permission, they must adhere to the established IMPBA engine classifications going forward.

III - ANNUAL INTERNATIONAL and NATIONAL REGATTAS

A. Definition

“International Regatta (Internats)” and “National Regatta (Nationals or Nats)” shall be defined as a premier sanctioned event which may be held annually for each power division (Nitro, LSG, FE) where an approved “Internats US-1” or “Nationals” championship format is followed. Depending upon format chosen and number of entries, these events will take from 3 to 8 days not including open water.

B. Requirements

An IMPBA International Regatta (Internats) or National Regatta (Nationals) will be awarded on a rotational basis between the various districts and held annually during June, July or August. Any deviation from the June - August time frame must be approved by the IMPBA Board of Directors.

1. An IMPBA **International Regatta** will consist of three events: 1/16 mile straightaway (SAW) trophy trials; 1/3 mile oval trophy trials; and multi-boat racing using one of the approved US-1 formats.
 - a. US-1 eligible classes are listed in each respective power section: Nitro, LSG, Fast Electric.
 - b. A minimum of 8 contestants per class must present a boat to run in all three events for that class to be considered US-1 eligible.
 - c. Optional special events may be run after completion of all US-1 events.
 - d. At the International Regatta, the winner of any class scheduled by the host club and approved by the Board will be awarded “US-1 International Champion”. Classes that do not make US-1 status may be run and awarded “National Champion”. Special events winners will be awarded First, Second, Third Place.
2. An IMPBA **National Regatta** will consist of multi-boat heat racing run using one of the approved Nationals formats.
 - a. Established IMPBA engine classifications will be offered for National Champion status.
 - b. Optional special events may be offered.
 - c. A minimum of 6 boats per class must be presented for racing.
 - d. The winners at an IMPBA National Regatta will be awarded “National Champion”. Special events winners will be awarded First, Second, Third Place.

C. Applying and Acceptance

Clubs will bid to hold Nationals or International Regatta events. Bids should be submitted to the National Nitro, LSG, or Fast Electric Director. The President will review and make recommendations to the District Directors. Bid approval requires a majority vote of the Executive Board.

1. Bid packages should include:
 - a. A completed Sanction form with format description noted.
 - b. A letter including: tentative event schedule; potential special events; banquet schedule; site details such as parking, canopy space, food vendors/lunch, nearby accommodations, etc.
 - c. A letter of support from the District Director.
2. Bid packages for US-1 style event must include the following additional information:
 - a. Survey
 - i. Clubs that wish to establish records at the International Regatta must have current survey documents of the SAW and Oval courses on file with the Records Director.
 - ii. A non-surveyed course may be run at the International Regatta where no records are set.
 - b. Approval Letters
 - i. Letters from the landowner, park authorities, Department of Recreation, etc., which control the pond authorizing use of the facility for an extended event.

D. **Entries**

“Limitation of Entries”, Sec. F- Rules of Competition, Rule VI will apply.

E. **Event Formats**

All competition and racing rules will apply except as described within this text. Host club determines day a class is run and class running order. For these events, all heat racing laps must be completed. For special events the last-boat-running rule may be used.

1. **National Champion Status – Format 1**

a. Shoot-out heats

4 rounds of standard heat racing will be followed by a final 5th Championship Round. First round heats are set-up at random from entries within each class. Heats in subsequent rounds for each class are determined by accumulated points running highest to lowest. Choice of frequency will start from highest points on down if conflicts arise. If there is a tie within a large class when determining heat splits for a subsequent round, previous penalties may be considered. The racer with the cleanest previous heats will race with the higher points racers. Special events may run following national events.

- i. Standard Heat Racing Point scoring will be applied. (Sec. G- Contest and Racing Rules)
- ii. Only the top six in points will advance to the final 5th Championship Round. All points awarded during the event are carried to the final round. Total points accumulated for all rounds determines the “National Champion”. Any ties will be decided by run-off.

2. **National Champion Status – Format 2**

a. Pre-built heats

4 rounds of heat racing will be run using pre-built heats. After all classes have completed, any ties for the top 6 boats will be resolved by run-offs. The top 6 boats will now run 3 championship rounds. Note that during the championship rounds, all 6 boats within a class must run together. Choice of frequency will start from the first place heat racing finisher, down. Special events may run following national events.

- i. Standard Heat Racing Point scoring will be applied. (Sec. G- Contest and Racing Rules)
- ii. Points accumulated during the Championship Rounds will determine final place with the exception that in the event of a tie within a class at the completion of the Championship Rounds, heat racing points will be used to determine final place. Winner of the Championship rounds is declared “National Champion”.

3. **US-1 International Champion Status – Format 3** (short program)

All US-1 boats run 5 rounds of heat racing. After all US-1 classes have completed, heat racing ties will be resolved with run-offs. The top 5 or 20% (whichever is larger) in each US-1 class will now run Oval trophy trials followed by straightaway (SAW) trophy trials. Special events may follow US-1 competition.

- a. Refer to “Establishing Speed Records” under Sec. G- Contest Racing Rules, but note that contestants are given six minutes for each Oval and SAW. Contestants are allowed two attempts within the six minute time frame. Any retrieval that is beyond the limit set by the host club will forfeit any remaining attempts. A timed run must be completed to earn points.
 - i. Running order will be by class. Within each class, the first place heat racing winner will be given a choice of running the qualified boats in sequential order from highest to lowest points or lowest to highest points.
- b. Points are awarded using the US-1 International Champion Trophy Scoring method.
- c. The highest points recipient of each eligible class is declared “US-1 International Champion”.

4. **US-1 International Champion Status – Format 4** (long program)

All US-1 boats will run Straightaway (SAW) trophy trials, followed by Oval trophy trials, and then 5 rounds of heat racing. After all US-1 classes have completed, heat racing ties will be resolved with run-offs. Special events may follow US-1 competition.

- a. Refer to “Establishing Speed Records” under Sec. G- Contest Racing Rules, but note that contestants are given six minutes for each Oval and SAW. Contestants are allowed two attempts within the six minute time frame. Any retrieval that is beyond the limit set by the host club will forfeit any remaining attempts. A timed run must be completed to earn points.
 - i. Running order will be by class. Contestants within each class will run in random order.
- b. Points are awarded using the US-1 International Champion Trophy Scoring method.
- c. The highest points recipient of each eligible class is declared “US- 1 International Champion”.

F. **President’s Cup**

Best single performance of 2 boats in heat racing only. This award will be offered at the annual premier National and International events.

In the event of a tie score between contestants, the contestant competing against the most number of boats will be determined the winner. If a tie score still exists, the contestant with the most wins (first places) in these 2 classes will be judged the winner.

G. **Sportsmanship Awards**

These awards are presented annually at the premier events. Each power division has a special sportsmanship award. The contestants at the event will vote for a member present who shows outstanding sportsmanship and service to the organization.

1. Nitro
William E. LeFeber Award
2. Large Scale Gas
Johnny Ber Award
3. Fast Electric
Ed Hughey Sportsman Award

H. US-1 International Champion Trophy Scoring

At US-1 events, points are awarded based on the contestant's final order of finish in the 1/16th Straightaway, the 1/3 mile Oval, and heat racing, and requires entry in all three events.

1. In the 1/16th SAW and 1/3rd Oval trophy trials, points are awarded as in heat racing, i.e., 400 - 1st, 300 - 2nd, etc., down through 9th place. Boats completing a time below 9th place shall receive 25 points. A timed run must be complete to gather points. A boat that does not complete an official run in the trophy will receive zero (0) points for that event only.
2. For heat racing, overall finishing points are gathered based on 400 - 1st, 300 - 2nd, 225 - 3rd, etc. Those points earned are doubled. (As an example, if you won D Hydro heat racing you would have earned 400 points. This is doubled to total 800 points toward the excellence of performance calculations.) Points are awarded for final finishing position, not total points earned by heat (which are used to establish the final finishing position).

I. Excellence of Performance Trophy Scoring

The Excellence of Performance Trophy is IMPBA's highest honor, and is based on a boater's highest scoring US-1 boat. Points are awarded as per Scoring for US-1 above. (All classes are reviewed jointly.)

In order to reward classes with the largest number of competitors, a weighting system is used. The calculation of this weighting system is based on boats presented for racing, not boats entered. The number of boats presented for racing is totaled for EACH class to determine the largest class (designated the Scratch Class).

The Scratch Class receives 100% of his/her points gained in the heat racing and timed events.

Each additional class has the following formula applied to determine the value of points earned. First determine the raw percentage: ('number of boats' divided by 'the scratch class') times 100.

Example:

Class	Number of Boats	Scratch Class #	Class Raw Percentage
D Hydro	48	48	100%
E Hydro	36	48	75%
F Hydro	12	48	25%

After the Raw Percentage is determined, a factor is applied to weight the class. This is accomplished by subtracting the class raw percentage from 100%, 70% of that is added to the Raw Percentage.

Example:

D Hydro = 100%

E Hydro $100\% - 75\% = 25\% * 70\% = 17.5\% + 75\% = 92.5\%$

F Hydro $100\% - 25\% = 75\% * 70\% = 52.5\% + 25\% = 77.5\%$

In no instance can the final handicap percentage exceed 100%.

The total points earned in Heat Racing, Timed Oval & Straightaway Trophy Trials are totaled and the handicap is applied.

Example:

Total Points Earned

D Hydro Contestant #1 $1100 \times 100\% = 1100$

D Hydro Contestant #2 $600 \times 100\% = 600$

E Hydro Contestant #1 $1000 \times 92.5\% = 925$

E Hydro Contestant #2 $1200 \times 92.5\% = 1110$

F Hydro Contestant #1 $1600 \times 77.5\% = 1240$

F Hydro Contestant #2 $1400 \times 77.5\% = 1085$

The total points earned toward the Excellence of Performance Trophy in this example would have been sufficient for F Hydro Contestant #1 to have won.

In the event of a tie score between contestants at the conclusion of all US-1 events, that tie will be broken by referring back to the contestant with the highest placing (first, second, third, etc.) in US-1 Heat Racing. If a tie score still exists, the contestant with the most number of boats in his/her class being scored for this award will be judged the winner.

J. Financial Support

IMPBA will provide 1 President's Cup, and 1 Sportsman Award per year for each power division to be awarded at a Nationals events or US-1 Internats.

For US-1 format events the IMPBA will additionally provide the Excellence of Performance plaque and a US-1 International Champion plaque for each qualifying class. The host club will be responsible for all other awards for additional places, National Champions, and special events.