



Broad Leys, Ghyll Head, Windermere
Cumbria, LA23 3LJ
015394-43284
club@wmbrc.co.uk
www.wmbrc.co.uk

RACING RULES

WMBRC club racing is under the rules of the CPA and the UIM, and additionally the following apply.

Specific sections in CPA rules relating to general safety, safety equipment and general conduct of drivers are applicable, other rules relating to specific class racing, points scales, the official handling of same class scratch dead engine start racing and others are not applicable to Windermere style mixed class, club handicap style racing.

Racing on Windermere is also determined by exemption to the LDNPA enforced speed limit on Windermere. All racing and boat movements are restricted to the perimeter as set by WMBRC Patrol boats, all boats coming to the area must be cleaned and dried prior to launching on the lake to prevent transfer of invasive species to the local ecosystem.

1. The Pits

On race days, when the club burgee is flying from the flagpole, racing rules apply, and all racing activities come under the control of the Officer of the Day (OOD).

- The slipway must be kept clear during racing.
- No Fuel cans shall be left on jetties at any time.
- Rescue craft and ambulances have priority of the slipway until the close of racing and no trailers shall be put in the water during a race unless to recover a broken down boat.
- Drivers must not leave the recovery vehicle driving seat if on the slipway.

Any problems with boats not going out for the next race must be reported to the pit Marshall who can relay to the OOD

2. Signing In Procedure

Drivers and Co-Drivers shall lodge their licences and measurement certificate with the Timekeeper, sign the Driver's Indemnity Sheet and have their boat scrutineered before launching. All pit crew and helpers shall sign the Officials and Helpers Indemnity Sheet. All indemnity entries shall be legible and helpers shall state their function. CPA Rule G6, G13

3. Boats

- (a) Maximum length 22'0"
- (b) Single engine outfits only
- (c) All WMBRC Member's and Associate Member's racing boats shall carry the Club Burgee and CPA logo.

4. First Time Racing Members

The Racing Committee will consider outfits on an individual boat and driver basis subject to CPA rules compliance.



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5. Scrutineering

- (a) Scrutineering is the safety check by officials of every race boat and associated equipment prior to racing on every race day.

All boats shall have a measurement certificate provided by the CPA. This measurement certificate shall be presented by the driver to the scrutineer every race day.

- (b) To be certain of being permitted entry into the first race, boats shall normally be presented ready for scrutineering on trailers, helmet(s) and racing vest(s) placed on the foredeck, normally 1 hour before drivers briefing on each race day so that the Scrutineer can confirm the boats passed for racing and hand the completed Scrutineering slip to the Timekeeper before Drivers Briefing.

6. Official Practice

Drivers shall keep to the club long and short courses as determined in the drivers briefing and running order of the day and shall obey the OOD's orders and all flag signals.

7. Noise Attenuation

Every boat shall be silenced to the satisfaction of the Racing Committee and UIM rules. The Racing Committee shall from time to time determine the methods of measurement. After passing the test the current permitted level shall not be exceeded. The OOD may, at any time, withdraw boat(s) from practice and racing for retesting.

8. Drivers' Briefing

Drivers Briefing will normally take place at 11:00 unless otherwise notified. Attendance by drivers and Co-Drivers is mandatory. Any driver being unavoidably absent from the Drivers' Briefing shall be individually briefed. (Depending on the time available this may preclude the driver participating in the first race/s).

The Drivers' Briefing shall be given by the OOD and the Chief Rescue Officer shall be in attendance. The content of the Briefing shall be at the OOD's discretion and will normally include safety related directions and instructions specifically concerning the day's racing activities.

9. Handicaps

Racing is on an individual handicap basis, in accordance with the separate Handicap Rules

10. Watches / Restrictive devices

The wearing of watches during racing is not allowed the penalty for which is disqualification.

Any device that limits the maximum travel of the engine's throttling system to less than 100% of travel or available power except with the express permission of the OOD is strictly forbidden.

11. The Start

- (a) Racing vests and helmets shall be properly secured and kill switches connected before untying and leaving the pits, until returning and tying up at the end of a race.
- (b) A Five Minute Signal to the Race Start shall normally be given by bell.



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- (c) No milling inside the course after the 5 minute signal
- (d) For crossing the Start Line from the 5 minute signal before the Race Start – penalty 1 lap
- (e) Starting drivers shall take a racing line outside boats already on the course until after turn 1.
- (f) Any boat driving against the racing line at any time after the race has started will be disqualified.

12. Finishing

- (a) First over the line wins unless penalised in accordance with the Handicapping Rules
- (b) After taking the chequered flag, drivers shall continue round the course being raced for 1 lap and back to the pits.
- (c) At the completion of racing, safety boats have slipway priority.
- (d) A driver returning to the pits during a race must raise a hand and drive outside the racing line.
- (e) A driver stopped on the course must remain seated, strapped and with helmet on; raise a hand or paddle and wait for a tow boat.

13. Points

- (a) Our own 5% reducing scale. as determined by the race committee is used and not the CPA scale.

Position	CPA (10%) Scale	WMBRC (5%) Scale
1	400	400
2	360	380
3	324	361
4	292	343
5	262	326
6	236	310
7	213	294
8	191	279
9	172	265
10	154	252
11	139	239
12	126	228
13	113	216
14	102	205
15	92	195
16	82	185
17	74	176
18	67	167
19	60	159
20	54	151



- (b) For all away Inter Club meetings WMBRC drivers starting a points counting race equally share the total number of points they obtain from the day's racing based on the 5% days table, each driver's points being divided in the ratio 3:1 between long and short course points.
- (c) For new drivers, half points and no trophies for the new driver's first 10 races or 2 race days (whichever is soonest).
- (d) Maximum of three drivers to a boat in a season to qualify for 40% definition.
- (e) For changes of boat, when the change is permanent, points are added together, and when there is a temporary substitution the temporary boat's points shall be added, provided that the original boat is not entered for the next 10 consecutive races where 10 or more races are left in the season, where less than 10 races are remaining the replacement boat shall be used for the remainder of the season. A permanent change of boat shall be registered in writing to the Race Committee via the OOD on the first occasion that the replacement boat is entered in a race

14. Dead Heats

Points and prizes shared

15. Descriptions and Qualifications for the Major Prizes

Where 40% is required it is a minimum of 40% (starts) of club points counting races.

- (a) Rothwell Cup

The Rothwell Cup (Long Course Prize) prize is won by the boat with the season's highest long course points total. At least one driver shall have 40% (subject to rule 13 d & e). The Rothwell Cup winner gains their name on the club honours boards.

- (b) Donald Campbell Salver

The Donald Campbell Salver (Short Course Prize) is won by the boat with the season's highest short course points total. At least one driver shall have 40% (subject to rule 13 d & e). The Donald Campbell Salver winner gains their name on the club honours boards.

- (c) Sheba Trophy

The Sheba Trophy (Long and Short Courses) is won by the driver (driver only) with the season's highest average points. This trophy has a 40% qualification rule for individual drivers (subject to rule 13 d & e).

- (d) Stansfield Memorial Rose Bowl

The Stansfield Memorial Rose Bowl (Long Course Prize) is awarded as a sum of the following over the course of a season:

One point for Starting a race, one for finishing in the first four and one for starting in all the long course races on a race day.

At least one driver shall have 40% (subject to rule 13 d & e).

- (e) MMA Cup - Scratch Prize



The MMA Cup is awarded to the winner of the single 10 lap MMA Cup long course race. The MMA Cup is the season's last of 3 calendared scratch races. The winner of the MMA cup gains their name on the club honours board as the scratch prize winner. The first two scratch races have an individual trophy for each race as per all standard races. There is no qualification for this prize.

(f) Peter Lee Trophy

The Peter Lee Trophy is awarded to the mono hull boat with the fastest lap on the long course on Windermere. There is no qualification for this prize.

(g) Coombe Hill Golf Club Cup

The Coombe Hill Golf Club Cup. This Trophy is awarded to the driver with the season's lowest average starting time. Penalties are added for early starts.

There is a 40% qualification rule for individual drivers (subject to rule 13 d & e).

(h) Flag Officers Prizes

Each Flag officer has a dedicated race day and provides the day prize. The flag officer's prize goes to the driver with the day's highest calendared long course points, the prize is presented at the annual dinner. There is a 40% qualification rule for boats (subject to rule 13 d & e).

(i) Day Prizes

Awarded to the driver with the day's highest points. Drivers sharing a boat have their points added together and share the prize. Where a scratch race is included in the race day, points shall accrue from the scratch race at the discretion of the donor of the Day Prize.

(j) Individual Race Prizes

There is a trophy for every race. The winning driver and boat name are engraved on the trophy. Trophies are presented at the annual dinner and must be returned to the club no later than the last race day of the following season.

Club members only are qualified for club trophies.

17. Protests and Appeal

In writing to the OOD either before the first race for a protest about the validity of an entry and race day organisation or, for a racing matter, no later than 30 minutes after the race in which the incident occurred, stating the club rule that was broken.

The Hearing. All appeals shall be heard by the race committee.

The Decision of the Racing Committee on Club Racing Rules is final.