



Kirklees Model Boat Club

Club 500 Construction and Racing Rules

Objective

1. To establish a one class fun racing boat at club level.
2. To ensure that all boats comply with a standard specification, with the intention of ensuring fair and close racing.

Construction Rules

1. All standard kit parts must be used, except for the aerofoil and dummy motor, which are optional and all components must be assembled according to the kit instructions.
2. No modifications or additions are permissible to the outside of the lower hull.
3. The propeller tube bearings may only be replaced by the original replacement component available from the kit manufacturer. The bearings must not be altered in any way.
4. The propeller may only be replaced by the original 40mm M5 propeller, available from the kit manufacturer. The propeller may be cleaned up to remove any manufacturing rough edges. It must not be trimmed to make it a visibly smaller diameter. The use of any other propeller is strictly prohibited.
5. The battery box must be fitted in the position shown on the building instructions, either permanently or with Velcro tape. It is not permitted for the box to be lowered by cutting-down the plastic moulding. With the battery pack in place, the distance between the highest point of the battery pack and the top edge of the deck coaming shall be a maximum of 50mm.
6. The motor may only be replaced with one of the identical specification available from the kit manufacturer. Any other motors are not permitted for Club 500 racing.
7. A 7.2 volt sub C size Nicad or NiMH battery are the only permissible battery packs. The battery pack may be constructed from single cells or purchased as a ready-made pack. The battery pack must be constructed in a straight line, either side by side or in two sticks of three cells places together. Cells or packs that have been Performance Selected, designated as High Voltage, Matched, Voltage/Capacity Enhanced in any way, are PROHIBITED.
8. A BEC receiver may be powered from the main drive battery. Motor control can be either a servo/micro switch combination, or an electronic speed controller.
9. A self adhesive foam rubber strip of at least 3mm thick must be attached to the bow of the boat.
10. The decoration of the upper hull is entirely at the discretion of the competitor however the total weight of the boat in ready to race trim must not exceed 1.65 kg.

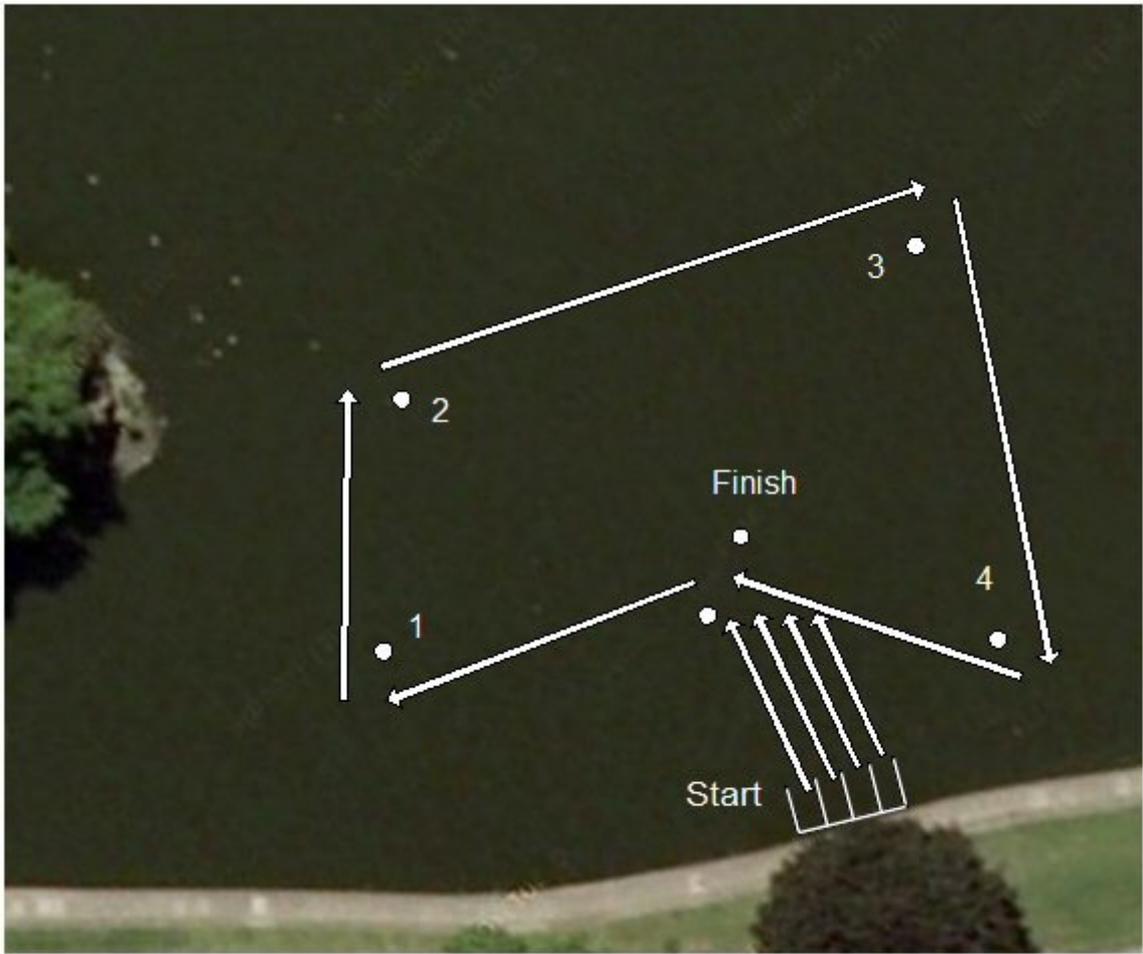
Examples of all kit components are available for inspection. No other components will be allowed in a competing boat and the decision of the scrutineers is final.

Construction Tips, Guidelines and Recommendations

1. It is strongly recommended that the access hatch in the deck moulding, is cut out in such a way that it is made as a removable cover. This can then be taped down during a race to render the entire hull watertight. The water drain hole shown on the instructions is not required and is best left closed.
2. Internal reinforcement of the hull is recommended, particularly around the rudder tube and bow seams. This can be either by the addition of gusset plates made from scrap hull material or simply a buildup of glue.
3. The addition of silicon and plain washers to the rudderpost will make the tube/post assembly watertight and reduce the risk of water ingress.
4. The addition of metal thrust washers to the propeller shaft is permitted.
5. The propeller tube may have an oiling tube attached which will enable oiling of the shaft without having to remove the shaft and propeller assembly from the boat.
6. Some clubs recommend gluing or pinning the brass inserts into the universal coupling, this would make dismantling the coupling very difficult and, if the splines are in good condition is simply not necessary. Glue defeats the object of an easy to dismantle coupling and pinning significantly increases the risk of an out of balance drive.
7. The part of the motor mount in contact with the motor should be covered with strips of self-adhesive thin foam tape, such as wing seating tape used for model aircraft. This prevents motor slip. Thin cable ties are best used to secure the motor. They have adequate strength and are easy to remove.
8. Buoyancy should be added to the hull internals in the form of either airbags or foam to ensure the boat cannot sink in the event of damage or inverting.

Racing Rules

1. All competitors must pass scrutineering before being allowed to race and present the boat to the scrutineer with an open hull and with all racing parts fitted and ready to race. The boats will be checked internally and externally to ensure that all the construction rules are met and that no parts are fitted that are not of the original manufacturers supply. Parts must be supplied by either Model Slipway , 77 Arundel Drive, Barnsley, S71 5LE or the current supplier, Club 500 Slipway.
2. When the boat has passed scrutineering the boat must be closed up and remain closed until after the race. The boat will be weighed before and after the race.
3. The competition is between paired competitors and their boats so boats may not be changed during the competition. Repairs will be allowed to a boat between heats however the repaired boat will then have to pass through scrutineering again and will be reweighed.
4. The race will be started by whistle and ended by whistle and can be stopped at any time by a prolonged blow of the whistle. The races will be over ten laps with the winning boat the first boat to complete the ten laps. Subsequent placings will be determined by the order in which the boats complete the ten laps.
5. The course shall be laid out as per the diagram at the end of these instructions. On hearing the start whistle the boats are to pass first through the finish gate and then proceed around the course in a clockwise fashion going around the outside of all the buoys and through the finish gate.
6. A maximum of 4 boats will compete per heat.
7. Each competitor will be allocated their own marshal. The marshal will count the laps and the number of missed buoys and will record the time taken to complete the ten laps.
8. A time penalty is to be imposed in each race for missed buoys, 5 seconds for each of the first two offences, then 1 lap deducted for each offence thereafter. The circling of missed buoys is banned to minimise hazardous situations and potential damage to any of the other boats.
9. The final result of the race will only be determined when all marshals have declared the times and penalties for each boat.
10. The Rescue Boat may be used during a race if boats are in danger of sinking. Colliding with the Rescue Boat means immediate disqualification from that race.
11. Drivers of 'dead' boats must inform fellow competitors immediately of the position on the course where their boat has stopped, using the words 'Dead boat, top left' etc. Hitting a dead boat, once it has been called, also means immediate disqualification from that race.
12. Competitors can expect to have their boats scrutinised by the Race Officer at any time during race meetings. The Race Officers decision is final.





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Club 500 Race Record

The following should be completed by the relevant marshal for each of the races competed in during a competition.

Meeting : _____ Boat : _____

Owner : _____ Scrutineer : _____

Weight : _____ Frequency : _____

Race 1

Laps	1	2	3	4	5	6	7	8	9	10
Buoys										

Time: _____ Penalties: _____ Corrected Time: _____

Race 2

Laps	1	2	3	4	5	6	7	8	9	10
Buoys										

Time: _____ Penalties: _____ Corrected Time: _____

Race 3

Laps	1	2	3	4	5	6	7	8	9	10
Buoys										

Time: _____ Penalties: _____ Corrected Time: _____

Race 4

Laps	1	2	3	4	5	6	7	8	9	10
Buoys										

Time: _____ Penalties: _____ Corrected Time: _____