



# 2017 Canadian Boating Federation Rulebook for ThunderCat Racing

**This Rulebook is to be used hand in hand with the  
CBF General Racing Rules.**

*The Canadian Boating Federation - CBF is the officially recognized sanctioning body for Canada  
by the world recognized sanctioning body, Union Internationale Motonautique - UIM.*

Please see [www.cbfn.ca](http://www.cbfn.ca) for further updates on  
CBF & UIM Rules and Regulations throughout the year

## **ThunderCat Racing Canada Committee**

The CBF governs the ThunderCat Racing Canada category with the guidance of the following people:

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## **TC.01      CLASSES**

### **1.01**

For complete specs and requirements on classes, read full rulebook. This is just a brief description.

<b>Class Name</b>	<b>Description</b>
TC750S	CBF version of the UIM P750S 'Standard' Class. Open to any commercially available stock out of the box motors up to 50 hp. Effective 2014, engines must be models that meet CARB 3 Star ratings.
TC750	Open to motors that do not comply with the above class. Engines shall not exceed 50 hp ratings. This is not meant to exclude the above classes or UIM classes from participating in this class should entry numbers require it. Example; P750, P750S and TC750S are legal entries in this class.
X Class	Open to motors that do not comply with the above class. Engines shall not exceed 950cc. This is not meant to exclude the above classes or UIM classes from participating in this class should entry numbers require it. Example, P750, P750S, TC750S and TC750 are legal entries in this class.

### **1.03 – Classes for juniors**

For complete specs and requirements on classes, read full rulebook. This is just a brief description.

<b>Class Name</b>	<b>Description</b>
MiniCat	Open to MiniCat hulls with any commercially available stock out of the box motors up to 15 hp.

### **1.04**

Please note that UIM "P750" classes maybe be added to any race sanction and follow UIM specs. To compete in a UIM Class or Sanctioned Event, engines and hulls must meet full UIM spec.

## **TC.02      HULL/BOAT**

### **2.01**

#### 2.01.01 – ThunderCat hulls

Hull minimum values:

Length: 3.8 m

Width: 1.7 m

Weight: 75 kg

#### 2.01.02 - MiniCat hulls

Hull minimum values:

Length: 3.1 m

Width: 1.1 m

Weight: 40 kg

The above mentioned weight applies to the dry weight of the boat, without any accessories, and without the engine. To reach the minimum weight ballast may be added. This must be screwed or bolted to the boat, but must not exceed 10% of the weight of the boat without ballast.

### **2.02**

Boats that take part in competitions must be of tunnel hull form and listed in an official catalogue of the manufacturer. All boats are to be fitted with a serial number plate, issued by the manufacturer, on either nose cone or transom with all relevant information on, i.e. Make, Model, date of manufacturer and serial number. To score points hulls must meet UIM spec. [uimpowerboating.com](http://uimpowerboating.com) (in preliminary UIM Rulebook, hull specs are section 561.02)

### **2.03**

Boats must be inflated only with atmospheric air and must have at least 2 (two) independent compartments. The boat must be able to float even if one compartment is out of service.

### **2.04**

No aerodynamic appendages are allowed.

### **2.05**

Modifications above the waterline are allowed, with reference to foot straps, handles, loop patches only and not modifications that interfere with original dimensions of the boat. Drilling of the nose cones to drain water is allowed with two 8mm holes at maximum. A waterline is defined as the line taken when a boat is at rest in the water with no person in the boat, but at full race trim with the motor fitted. The waterline will be deemed to be below the bottom of the transom.

### **2.06**

A splash plate may be fitted to the back of the transom as long as it complies with Rule TC.2.07 and the following dimensions: If this plate runs port to starboard of the transom, i.e. from tube to tube, then the width of this plate is restricted to 100mm. If the width of this plate exceeds 100mm then its length is restricted to 150mm across the back of the transom, but may protrude as far back towards the motor as required.

### **2.07**

No modifications below the water-line are allowed, unless homologated as per the standard homologation procedure, as referred to in Rule TC.2.02.

### **2.08**

All boats must be fitted with two designated righting ropes/webbing. These ropes/webbing may not share common use as the designated bowline. The ropes must be at least 10mm thick or the webbing at least 25mm wide.

### **2.09**

All boats must have a designated fixed towing point situated underneath in the middle of the nose cone area to facilitate safe towing of the boat. The towing point must be able to withstand a pulling power of at least 3 times the fully laden weight of the boat or 300 kg. The towing point must be situated in the middle of the nose cone.

### **2.10**

It is recommended that the ThunderCat Racing Canada web address be on all boats along both sides of the high-jacker (a minimum of 1m long, Ariel font - 'www.ThunderCatRacing.ca')

### **2.11**

All boats are required to display the CBF logo decal (supplied by the head office or reasonable facsimile) on the upright right side of the hull or motor. The logo must be placed in such a way that it is visible from the shore level, when the hull is competing on the water. Any boat competing without the CBF decal will not be scored.

### **2.12**

It is the competitor's responsibility to ensure that the team boat is within the legal requirements with regards to the UIM or CBF specifications. Ignorance of the above will not be accepted as a defence and he/she will therefore be disqualified.

## **TC.03                    MACHINERY - GENERAL**

### **3.01**

An outboard motor is a mechanical propulsion assembly that can be removed from the boat as a single unit, complete with its transmission and which does not transmit its power through the hull at any point. The engine must be naturally aspirated. The mounting supports fixed to the boat, the tiller arm, the tachometer with its connection and the fuel tank and the fuel lines do not form part of the motor unit.

### **3.02**

To be homologated as a standard tourist motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of tourist/pleasure boats.

### **3.03**

The engine must be able to function at reduced speed,

### **3.04**

When the motor is in the water the cooling must be effected by the motor's own circulating pump. External pick-ups

or water pick-ups attached or affixed to the boat or motor are prohibited.

### **3.05**

An efficient control handle giving forward, neutral and astern movements is compulsory. The control lever for reverse gear, ready for use, must be within reach of the driver. Astern manoeuvring of the boat must be possible by selection of reverse gear only.

### **3.06**

The engine must be fitted with a "Kill switch", operated with a lanyard no longer than 1m. The lanyard must be strong and very firmly fixed to the driver, a second "Kill switch" lanyard must be attached to the co-driver at all times. Lanyard failure or kill switch failure will result in disqualification from the relevant heat/discipline.

### **3.07**

A boat, motor or any part thereof that is irreparably damaged due to no fault of the competitor may be replaced during the event after advising the Referee. All replaced items must be made available for inspection if so requested. All relevant racing numbers must be correct on the replaced equipment. The replaced motor must be sealed in accordance with the rules and the old motor must be placed in the compound area for inspection. All costs pertaining to the stripping of additional equipment will be carried by the competitor in question. A fee, as specified in the advance programme will be paid to cover the inspection of any protested engines. Non-homologated boats or engines may not be entered into a championship event.

### **3.08**

All leading edges of the gearbox may not be tampered with, only normal wear and tear is acceptable, if the skeg is damaged it needs to be mended prior to venue as per homologation; the tolerance for this wear and tear is limited to 5mm. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges. At venue scrutinising, skegs may be checked pre and post event.

### **3.09**

Revolution counters may be installed.

### **3.10**

All auto lubes may be removed, together with parts related thereto.

### **3.11**

Steering bar and brackets may be reinforced. Steering bar must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.

### **3.12**

The rubber engine mounting may be replaced with solid or mounts with similar characteristics.

### **3.13**

Springs may be added to the throttle lever of the carburettors.

### **3.14**

The replacement of nuts or the addition of lock nuts, drilling and wiring, split pinning or key ring is allowed provided the screws and pins are similar.

### **3.15**

The gear interlock device on the starter may be removed.

### **3.16**

Motor locking brackets may be removed.

### **3.17**

Baffle plates in carburettor fuel bowls to prevent fuel surge are permitted.

### **3.18**

The motor cowling may be secured by means other than, or in addition to the standard means. Fastening of the engine cover must be adequate to satisfy the Scrutineer but must not obscure the race numbers. Motor cowlings may not be altered to increase airflow.

### **3.19**

Telltale cooling pipe may be replaced with another pipe of other characteristics.

### **3.20**

A splash plate may be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitation plate.

### **3.21**

Steering dampers may be fitted.

### **3.22**

Note, you are allowed to custom paint engine unit but for International/UIM racing you must keep to the original colour as supplied by manufacturer.

## **TC.04 MACHINERY - SPECIFIC TO THUNDERCAT 750S**

### **4.01**

Permitted engines: Any factory stock out of the box commercially available outboard up to 50 hp.  
Effective 2014, engines must be models that meet CARB 3 Star ratings.

### **4.02**

All TC.03 Machinery - General Rules must be followed.

### **MODIFICATIONS ALLOWED**

#### **4.03**

1 (one) 6mm hole may be drilled in the lowest part of the air box to allow water to drain from it.

#### **4.04**

The carburetion and ignition advance controls may be tuned differently, but without altering the original parts.

#### **4.05**

Carburettor jets (air and fuel) tubes may be inter-changed, provided that the parts fitted are the same genuine dealer parts and quoted in their official catalogue for the specific model. No modifications are allowed to these parts.

#### **4.06**

Spark plugs, spark plug caps and HT leads, may be replaced by others having other characteristics.

#### **4.07**

It is allowed to change bearings provided those with similar characteristics are used.

#### **4.08**

No part of the motor can be changed with another manufacturer's or pirate part except for the tiller arm, tiller arm bracket, gear change lever, and propeller.

#### **4.09**

The crank may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions and width for the crank.

#### **4.10**

The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. Modifications are allowed to the blades only, as long as it has the same number of blades as when it was manufactured, retaining it's through the hub configuration. No hub machining is allowed. The propeller must sit a minimum of 1mm inside the rear of the gearbox. The propeller must be a one piece casting ie: the hub and blades. The locking nut, spacer, adaptor, split pin and thrush washer / washers are free for the securing of the propeller. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification.

#### **4.11**

It is the competitor's responsibility to ensure that their motor is within the legal requirements of the class.

#### **4.12**

Re-boring is allowed up to the limits provided for by the manufacturer provided parts are listed in manufacturer parts list. After market pistons and rings are not permitted.

### **MODIFICATIONS NOT ALLOWED**

#### **4.13**

No skimming, grinding, sanding, polishing or machining (no metal removed) except for rule TC.04.09

#### **4.14**

Thermostats of the cooling circuit may not be removed.

#### **4.15**

Rev limiters, heat sensors and lighting coils may not be removed. Rev limiter wire connections must be continuous. Anything that might restrict the rev limiter in its proper function will be classed as an infringement of this rule.

## **TC.05                      MACHINERY - SPECIFIC TO THUNDERCAT 750**

### **5.01**

Permitted Engines: Open to commercially built outboard motors with powerheads that as built at the factory do not exceed a 50hp rating.

### **5.02**

All TC.03 Machinery - General Rules must be followed.

### **5.03**

Custom exhaust systems are not permitted. Exhaust must be routed through the original factory mid housing.

### **5.04**

Engines must retain the factory foot, mid, and engine cowls. This is not meant to hinder custom painting of engines.

### **5.05**

The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. Modifications are allowed to the blades only, as long as it has the same number of blades as when it was manufactured, retaining it's through the hub configuration. No hub machining is allowed. The propeller must sit a minimum of 1mm inside the rear of the gearbox. The propeller must be a one piece casting ie: the hub and blades. The locking nut, spacer, adaptor, split pin and thrush washer / washers are free for the securing of the propeller. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification.

## **TC.06                      MACHINERY - SPECIFIC TO THUNDERCAT X Class**

### **6.01**

Permitted Engines: Open to commercially built outboard motors with powerheads that as built at the factory do not exceed 950 cc rating.

### **6.02**

All TC.03 Machinery - General Rules must be followed.

### **6.03**

Exhaust must be routed through the mid housing.

### **6.04**

Motor cowlings may be altered to increase airflow.

### **6.05**

The original propeller maybe replaced by any other three blade propeller.

## **TC.07                      MACHINERY - SPECIFIC TO MINICAT**

### **7.01**

Permitted engines:            Any factory stock out of the box commercially available outboard up to 15 hp.  
Effective 2014, engines must be models that meet CARB 3 Star ratings.

### **7.02**

All TC.03 Machinery - General Rules must be followed.

### **MODIFICATIONS ALLOWED**

### **7.03**

1 (one) 6mm hole may be drilled in the lowest part of the air box to allow water to drain from it.

### **7.04**

The carburetion and ignition advance controls may be tuned differently, but without altering the original parts.

### **7.05**

Carburettor jets (air and fuel) tubes may be inter-changed, provided that the parts fitted are the same genuine dealer parts and quoted in their official catalogue for the specific model. No modifications are allowed to these parts.

### **7.06**

Spark plugs, spark plug caps and HT leads, may be replaced by others having other characteristics.

### **7.07**

It is allowed to change bearings provided those with similar characteristics are used.

### **7.08**

No part of the motor can be changed with another manufacturer's or pirate part except for the tiller arm, tiller arm bracket, gear change lever, and propeller.

### **7.09**

The crank may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions and width for the crank.

### **7.10**

The original propeller maybe replaced by any other cast aluminium three blade propeller; provided that it has a through the hub exhaust. No modifications are allowed to the propeller. No hub machining is allowed. The propeller must sit a minimum of 1mm (not 1cm) inside the rear of the gearbox. The propeller must be a one piece casting ie: the hub and blades. The locking nut, spacer, adaptor, split pin and thrush washer / washers are free for the securing of the propeller. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification.

### **7.11**

It is the competitor's responsibility to ensure that their motor is within the legal requirements of the class.

### **7.12**

Re-boring is allowed up to the limits provided for by the manufacturer provided parts are listed in manufacturer parts list. After market pistons and rings are not permitted.

## **MODIFICATIONS NOT ALLOWED**

### **7.13**

No skimming, grinding, sanding, polishing or machining (no metal removed) except for rule TC.07.09

### **7.14**

Thermostats of the cooling circuit may not be removed.

### **7.15**

Rev limiters, heat sensors and lighting coils may not be removed. Rev limiter wire connections must be continuous. Anything that might restrict the rev limiter in its proper function will be classed as an infringement of this rule.

## **TC.08                      FUEL**

### **8.01**

Fuel must be of a commercially available grade of unleaded automobile or marine fuel. Street racing spec fuel from a race supply outlet is permitted.

### **8.02**

Fuels like methanol, nitro-methane, avgas, Hydrazine and the likes thereof are expressly forbidden. The use of additives aimed at increasing the power of the engine is prohibited to either the fuel or the air intake. In addition the use of nitrous oxide injection units is also totally prohibited.

### **8.03**

Fuel may be tested with a Digitron DT-47FTD meter or equivalent to ensure compliance.

### **8.04**

Only the original fuel tanks as supplied with the engine, collapsible fuel cells or approved marine manufacturer's tanks are permissible.

### **8.05**

The driver may not withhold the type of fuel/oil used and the mixing ratio of fuel/oil if requested by racing officials.

### **8.06**

The organisers of the events reserve the right to use a nominated fuel supplier if stated in the sanction. Failure by competitors to use the nominated supplier will result in disqualification from the event.

## **TC.09                      SAFETY EQUIPMENT**

### **9.01 HELMETS**

For all racing, helmets must be full coverage motorbike type helmets, which protect the base of the skull and cover the ears. It is mandatory to wear a helmet made to a minimum of DOT Standards as described below:

*Helmets must meet the specifications set forth by any of the following: Department of Transportation, American National Standards Institute ,Inc., Snell, or military specification helmet designed for military aircraft — Mil-Spec helmets (CGF LA100, LH050, LH150, LH250;Gentex HGU84P) and Peltor helmets (Rally Pro Helmet EN ECU 04 or 05) are acceptable.*

It is recommended that helmets are replaced each year or if damaged. A CBF Inspector can reject any defective, damaged or worn helmets found during Scrutineering. Your helmet must fit properly and be in good working order or you will not be allowed to race. Helmets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing.

### **9.02 LIFE JACKETS**

Life Jackets must be designed for racing and have leg straps. They must be certified to type “A” or type “A-100” for racing and be bright yellow, red or orange in colour, orange being preferred. Jackets with impact material or a secondary jacket/vest with impact material are mandatory. Lifejackets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing. Please note that these race jackets are not DOT or Coast Guard approved and you may require a secondary government approved PDF on board. Check local laws.

### **9.03**

It is the responsibility of the team to ensure their boat is equipped with the markings and safety equipment required by local laws and the government.

### **9.04**

Eye protection is compulsory for both the driver and the co-driver. This protection may take the form of goggles or a helmet visor. Your limbs must be covered from wrist to ankle. We strongly recommend the use of body protection and armour. Gloves and boots are strongly advised at all times.

### **9.05 CUT PROTECTION**

At an event, all entries must use the same form of cut protection. Mixing of some of one form and some of the other is not permitted for safety reasons. It is the option of the host club what method is used. If other than cut protection clothing, it must be stated on the Event Sanction.

The two options are:

#### **9.05.1 Cut Protection Clothing**

The standard form of cut protection will be to use cut protection clothing made by Lifeline Jackets Inc, or Security Race Products. Must be full length pants and full length sleeves.

#### **9.05.1 Propeller Guards**

As an alternative, an event may chose to enforce every boat use a metal guard/cage that encases the leading edges and tips of the propeller.

### **9.06**

We strongly recommend that the number of the boat is on all boating equipment but you must have your boat number on your trailer and fuel tanks.

## **TC.10 RACE IN PROGRESS RULES**

### **10.01**

No team will be allowed to compete in an event, unless the team’s licences are in good standing with the CBF. Both driver and co-pilots must be members of the CBF and a recognized CBF Member Club (this is not meant to exclude the APBA-CBF racing agreement).

### **10.02**

Grid positions for the first heat will be determined by a draw prior to racing. Thereafter the positions will be as the competitors finish in previous heats, except for the final where grid positions will be determined by the highest number of points scored in previous heats.

### **10.03**

When competitors are tied for points going into a day’s final, the organiser will count back their results from that day, awarding grid positions to those with the most successful results. In the event of a tie at a National Championship event, the organisers will count back the results from that event, awarding finishing positions to those with the most successful heat results. In the event of a tie in the National Championship the organisers will count back the results from the season awarding the finishing positions to those with the most successful results.

### **10.04**



If you miss a buoy you can retake the mark as long as it is safe to do so being mindful of other boats on the racing line and re-joining in the correct direction. You will be disqualified if you cause an infringement to another boat whilst making this manoeuvre.

#### **10.05**

Hitting a buoy: If a competitor hits a buoy and is at fault they will receive a 100 point penalty that shall be deducted from that heat, on the final heat a 200 point penalty will occur per incident.

Damaging Buoys: If a competitor destroys/damages a buoy and is at fault they will be disqualified from that heat and any restart of that heat. The competitor that caused the destruction of the buoy will have to reimburse the host club before the next CBF event at the cost of \$40 unless stated otherwise in the race circular. At option of the host club, allowing the repairing of the buoy to their satisfaction is also a choice.

#### **10.06**

Deliberate bumping of another competitor will result in disqualification from the heat and rule TC.16 will be applied.

#### **10.07**

If one boat lands on another, the offending party or parties will be disqualified from the race.

#### **10.08**

An overlap can only be established when the two boats are on the same course and the overtaking boat has pulled up level with the boat he is overtaking. The overtaking boat may not create the overlap outside of the set course. While overtaking, the overtaking boat must leave water for the overtaken boat. Over taking: An overtaking boat MUST not cut in front of an overtaken boat until a minimum distance of 1 boat lengths is established. If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat/s must give water and hold racing lines. Dangerous driving e.g. not holding race lines, intentional throttling back in front of overtaken boat, snaking and tailgating will result in disqualification at the discretion of the Referee. Remember! The drivers of boats must be prepared to take appropriate action to avoid a collision. It is joint responsibility for the driver and co-pilot to navigate, being aware of the boats around, water conditions and potential hazards!! Rule TC.16 will apply. Remember that due care and attention whilst over taking and being over taken is the Drivers responsibility.

#### **10.09**

The shape of the course, starts, discipline and race procedures may vary due to 'force majeure' this will be at the Referee / race committees' discretion.

#### **10.10**

If any boat collides mid-ships with another (T-bone) this will result in immediate disqualification of the offending boat from that heat and Rule TC.16 will be applied.

#### **10.11**

There must be either approximately 10 (ten) metres between the shore buoy and the shore, or enough water depth for the boat to operate in.

#### **10.12**

All heats will be 9 laps and 9 for each final, unless otherwise stated at Driver's briefing.

#### **10.13**

After finishing a heat, all boats must proceed to the designated muster area as described in Driver's briefing and wait for a black flag before returning to shore. If any competitor fails to comply with this rule, he will be reprimanded at the discretion of the Referee.

#### **10.14**

There will be a minimum of 3 (three) and a maximum of 12 (twelve) boats allowed in surf and circuit courses. For Longhaul there will be a minimum of 3 (three) boats but no maximum.

#### **10.15**

In the event of there being more than 12 (twelve) boats, elimination heats will be run.

#### **10.16**

The total points for the qualifying heats plus the double points for the final heat will be added together to determine the competitor's final placing.

#### **10.17 – STARTS**

##### **10.17.01 Surf:**

The start will be as follows: Both driver and co-driver will be out of the boat, the kill switch may be plugged in and on the drop of a single green flag the race will start. Both hands of the driver must be on the anti-hogging rope. Both feet of the driver and co-driver must remain on the ground at all times before the flag drops. The

driver must have both feet on the floorboard of his boat before he is allowed to start the motor. A co-driver may not start the boat at the start of the race. Failure to abide by this rule will result in being moved to the end of the grid. Due to surf conditions, the start may be changed after consultation between the Referee / Race committee. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat.

#### **10.17.02 Beach 'Le Mans':**

At the discretion of the Referee, Le Mans starts maybe used whilst racing from the beach. This will depend on weather conditions and will be notified at Driver's briefing.

#### **10.17.03 Le Mans:**

Boats must be held in a line in the water by the Driver; the boats must be at least 2 metres apart. All co-pilots should be lined up in such a way that they run an equal distance to their boats. Kill cords must be held at full arms length in the air by the pilots. Motors can be started in or out of gear. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat. One extra boat handler is permitted to assist with the holding of the boats in difficult conditions at the Referee's discretion but in the event of a boat not starting immediately must withdraw from the water before the starting boats complete a full lap. The team can be disqualified if the assistant is still in the water when the first of the leading boats rounds the start/finish buoy for the first time

#### **10.17.04 Circuit:**

Starts will utilise two flags, both Driver and Co-pilot have to be in the boat. Both flags will be raised and on dropping the first flag, the motor must be started in neutral. On dropping the second, forward gear can be selected and the race may commence. All competitors must do the "long lap" as a first lap (i.e. first lap to include equaliser lap). This does not count as one of the compulsory equaliser laps. They must then do a short lap. If a boat jumps the start for the first time it will be moved to the end of the grid. If the same boat jumps the start again it will be disqualified from the heat. If another boat jumps the start after a previous jumped start, that boat will then be moved to the end of the grid next to the first offender. All drivers must keep their line to the first turn buoy. Competitors may not change lanes in front of or behind other competitors until they have passed and rounded the first buoy, or they will be disqualified from the heat.

#### **10.17.05 Deep Water:**

Boats must form a line out from the starter boat with each boat side by side and reasonably in line with the starter's boat. The starter should wait until the boats settle into a reasonable line before asking that all kill switches be raised in the air by the pilots prior to starting the race with the drop of the green flag. If the sea-state is rough a 'Rolling – start will need to be used, the boats are to keep 20m behind the start boat until the flag drops. This start will be explained at Drivers briefing and at the Referee's discretion.

### **10.18 - START LINE**

Any competitor not on the start line when the green flag is raised may not start that heat. Any boat that fails to start when the green flag is dropped may only then enter the course when it is safe to do so. This is only allowed if the first lap was not completed and the start is from the beach. One back-up crew per team is allowed to assist in the start. He must be positioned opposite the driver in the start. Any competitor that was not on the starting line the first time the heat was run will be allowed to start if there is a re-run or restart of that heat only if he is on the starting line when the green flag is raised for the re-start.

### **10.19 – RESTARTS**

#### **10.19.01 Surf**

Re-start of a heat/final will be done with a pace boat leading the boats in a staggered formation. The race will be started from either the pace boat in the back straight seaward side or buoy 2 during adverse conditions or from the beach during good conditions. In both cases of starting, the boats must muster at the area of Buoy 2 (the second turn-buoy) and a green flag will be used. The boats must keep their positions as per the previous lap and follow each other closely. Boats are not allowed to overtake or change positions up to the drop of the green flag. A dedicated official will monitor grid positions prior to the drop of the green flag. Any competitor changing positions during the run up to the starter or when under starter's orders with the re-start of the heat, will be disqualified from that heat. Laps for the re-start will be reduced from 9 to 6 to 4 respectively.

#### **10.19.02 Circuit**

Return to the Start line and resume the original grid positions for a restart procedure.

### **10.19.03 Longhaul**

Dependent on the discipline (Inland, Offshore or Ultra) the start procedure can go either surf, circuit or deepwater; this needs to be clarified by the Referee at Drivers Briefing.

### **10.19.04 Deep Water**

Muster area will be defined in race instructions and explained at the drivers briefing, two minutes before the start of the race the start boat will raise and continue to display a 'Yellow flag', the boats must proceed to line up side by side. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet; when the start boat has crossed the fleet for the second time it will turn to face the racing line, the yellow flag will go down and the green raised: Starts

- a) Boats must form a line out from the official starter boat with each boat side by side and in line with the starter's boat. The starter should wait until the boats settle into a line formation before asking that all kill switches be raised in the air by the pilots prior to starting the race with the drop of the green flag.
- b) If the sea-state is rough a 'Rolling – start will need to be used, the boats are to keep 20m behind the start boat until the green flag drops.
- c) The start will be explained by the Referee at Drivers briefing, this start can be used for Longhaul and Surf events when required.

### **10.20 – WET WATER RULE**

If any competitor lands in the water or a boat should get stuck on the beach during a race, the race will be stopped immediately, with a red flag being raised. In the case of surf racing, all competitors are compelled to stop racing and adhere to the course evacuation procedure as explained at Drivers briefing. Crews may not refuel or make any changes to their equipment and must be ready for an immediate restart of the heat. Any competitor refuelling or making changes will be disqualified from that heat. Only 2 (two) re-starts per heat are permitted. The offending team will not be permitted to take part in any restart of that heat.

### **10.21**

If a boat should burst or deflate rapidly during a heat for any reason, that boat will immediately cease racing and clear the course. This also applies to a competitor who loses a helmet during a race. The offending team will not be permitted to take part in any re-start or re-run of that heat.

### **10.22**

If more than 2/3 (two thirds) of the race have been completed by all the boats, there will be no re-start of that heat and the results will be taken in the order that the boats last passed the finishing buoy. The offending team will not be awarded any points for that heat.

### **10.23**

Rules TC.10.20, TC.10.21, and TC.10.22 do not apply to Long haul racing, but if a competitor falls out of his boat, all competitors following must exercise extreme caution and render assistance to fellow competitors if they are in immediate danger.

### **10.24 - FLAGS**

Green: Start Flag

Checker: End of race/winner

White: Last lap/one lap to go

Yellow or

Blue & White: Caution or danger nearby; slow down. DO NOT speed up or pass competitors until you are past the next clear buoy on the course after the flag.

Red: Race stopped – incident occurred.

Black: Course closed/return to pit with caution.

### **10.25**

All competitors must acknowledge by raising their hand at all flag signals to the official giving the signal. Failure to comply with this rule will render the competitor liable for penalisation of points per flag missed for that heat.

### **10.26**

The heat is live when the first boat crosses the start/finish line for the first time. If the last boat has not passed the start/finish line, then the re-start is for the full amount of laps.

## **TC.11** RACE IN PROGRESS RULES LONGHAUL

### **11.01**

The rules and regulations for Ultra long hauls will be given in Advance race instructions.

*Co-Pilots being injured see rule 12.04*

### **11.02**

All long haul events must be run on timing.

Time Allowance: A boat must complete each race/leg on the water under its own power or by paddle within the cut-off time to qualify for that race/leg. The cut-off time for the last competitor to cross the line will be defined in the Race Instructions. All safety procedures will be kept in place until all boats are accounted for.

### **11.03**

Deviation from the set course will result in disqualification from the race (missing marks, buoys etc)

### **11.04**

No person shall provide or receive assistance from the air or by radio during a race. Assistance from the air is only permitted in the case of injury. Failure to observe this rule will result in disqualification from this race.

### **11.05**

Safety Equipment: In a longhaul event the following safety equipment is the minimum requirement and must be carried at all times. All equipment should be clearly marked with the boat number. The advance race instructions must state what equipment is required dependent on the type of longhaul.

Circuit Longhauls: Tool kit- flip kit with a minimum of: Easy start spray, number 7 flexible socket, 3 dry spark plugs, spark plug spanner, Phillips screw driver – all to be kept in a dry sealed container. First Aid Kit, paddles x 2 (two) attached to the boat, orange flag min 0.6 x 0.4m and means of hoisting to indicate retirement, VHF radio or mobile phone in waterproof case – fully charged, emergency water 2 x 1lt and 2 x energy bars (glucose or similar)

Ultra Longhauls: The organisers may require competitors to carry the above plus any of the following: Pencil flares x 6 (in date), 1m x 3m ID sheet for those pontoons are not red, yellow or orange in colour, Anchor 1.5kg with chain 2m (min 4mm thick), anchor rope 30m, a drogue anchor, space blankets x 2, emergency water 2lt, 100ft flares x 2.

### **11.06**

Race Finish: A boat must cross the finish line under power or by paddle. Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Re-entering will result in disqualification.

### **11.07**

A boat must complete each leg on the water under its own power or by paddle within the cut-off time to qualify for that leg. Boats not completing the leg will receive the last boats time, plus a penalty of 10 (ten) minutes. The cut-off time for the last competitor to cross the line is 1.5 X the first boat's time in that specific class. All safety procedures will be kept in place until all boats are accounted for.

### **11.08**

Not doing the required number of beach stops will result in disqualification from that race. Boats are to beach in order of arrival in the opposite direction of departure. High-speed drops are not allowed on to the beach, a ten-minute penalty will be given to offenders. At all beach stops the motor must be killed and the boat must remain in the water line until such time as the co-driver returns to the boat. Not killing the motor at beach stops will result in a ten-minute time penalty. The co-pilot must not leave the boat until the engine is killed. Back-up crews may assist at the discretion of the Referee. The pilot must not leave the boat until the engine is killed

### **11.09**

No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.

## **TC.12** GENERAL RULES

### **12.01**

No abuse of officials will be tolerated. Any team or members of their family, abusing any officials verbally or physically will be disqualified from the race or event. The Referee or the race committee reserves the right to take appropriate action against that team.

## **12.02**

Only the Driver or Co-Pilot can direct queries to the Referee when racing is not in progress. They may not address queries to any other official to do with racing incidents. No competitor is permitted in the control tower during and immediately after an event, until such time as the Referee permits.

## **12.03**

Only a driver may direct a protest to the Referee. For a race infringement this must be done immediately after the heat and must be directed to the Referee or assistant Referee. The protest fee will be \$300. \$50 going to the CBF Outboard Equipment Fund and \$250 to the winner of the protest.

## **12.04**

In the event of a co-driver being injured a replacement of the co-driver only is permitted if:

A doctor/paramedic's certificate is produced or stated directly the injury of the co-driver

The Referee is satisfied with the doctors/paramedic's report

The replacement Co-Driver has the complete current paperwork including a current CBF licence

No Co-Driver can be changed during a heat or leg.

## **12.05**

The Referee has the right to penalise by deducting 50, 100 or 200 points per heat, if they feel disqualification is not required at the event of a misdemeanour.

## **12.06**

Dangerous or reckless driving will lead to disqualification from that heat or discipline. Intentionally causing damage to another boat or bodily harm to a competitor will result in disqualification from that discipline or the whole event.

Further penalties may be applied.

## **12.07 – AGE LIMITS**

12.07.01 – ThunderCat classes:

Drivers: Sixteen (16) years minimum

Co-Driver: Fourteen (14) years minimum

12.07.02 - MiniCat classes:

Driver: Nine (9) years minimum, Fifteen (15) years maximum

Co-Driver: Nine (9) years minimum

## **12.08**

Race Number: Must be on both sides of the hull, at the bow, 24 cm tall x 4 cm stroke and/or on the engine cover 18 cm tall x 3 cm stroke minimum. The colour must be high contrasting with the background (hull) colour. Number are to be 3 digits or less, and from #2 and up. Zero's may not be used in front of numbers; example 007. (This is for computer scoring purposes). The previous High Point Champion is permitted to use the #1 for the class they won.

## **12.09**

After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship the Referee and/or race committee may exclude a competitor and a boat when appropriate from a race or meeting.

## **12.10**

The organisers of a national championship may inspect and measure any boat and engine to ensure legality.

## **12.11**

Any competitor failing to comply with any of the rules specified will have their licence suspended at the discretion of the CBF.

## **12.12**

Any driver who is warned by a Referee for dangerous driving will receive disciplinary action using Rule TC.15.

## **12.13**

Late attendance to, or mobile phones ringing in briefing will result in disciplinary action and a \$20 fine that will go to the CBF Equipment Fund. Unless previously agreed with the Referee or Race Committee.

## **12.14**

All drivers and co-pilots are strongly advised to obtain additional medical, life coverage and boat insurance that will include testing, leisure, racing and towing. The CBF offers plans for some of this, or they can be purchased from an outside source.

## **12.15**

In the event of a main investor entering the series ThunderCat Racing Canada/CBF might need the cooperation of all teams to assist with further branding on all boats in a corporate position, this would be paid for by ThunderCat Racing

Canada and not by the teams. We ask for your assistance for the better of the sport and forwarding our aim to make racing cheaper for competitors.

#### **12.16**

Prize giving's, must be attended by all participating competitors. Failure to do so may result in teams being fined \$100, loss of their trophy and prize money for that event. Special permission must be obtained from the Referee or Race Committee if teams are not attending. All teams to receive trophies must be in smart team attire.

#### **12.17**

Three boats registered at an event will constitute a scoring class. It is the option of the event to run with less than 3 boats in a given class, however CBF points or position will not be scored.

#### **12.18**

The Referee and Risk Manager can call upon changes to the rules under the act of 'Force majeure'.

#### **12.19**

Each team can designate an additional Driver as long as they are named on the event (venue) entry form, been present at driver's briefing and have a CBF licence and adhered to all the CBF requirements. The additional driver can only be used for one venue during the National championship series. For severe medical reasons only 'force Majeure' may be used by the race committee if the driver submits in writing, requesting dispensation as he/she is unable to race thus the substitute driver can compete.

#### **12.20**

Clubs are encouraged to require entry forms for events 14 days prior to venue with fee; a late payment charge of \$20 is encouraged if teams wish to pay after the deadline.

#### **12.21**

In case of unforeseen circumstances the race committee and / or event committee has the right to call upon 'Force Majeure'.

### **TC.13 LICENCE REQUIREMENTS**

A driver applies for a CBF license, which will be valid for one season.

#### **13.01**

For consideration of seasonal membership, the following documents and items are required to be sent to CBF Head Office:

- (a) Current and completed CBF Racing Membership Form
- (b) Current and completed CBF Racing Waiver Form
- (c) Copy of Canadian (or equivalent) Pleasure Craft Operator Card
- (d) Current and completed CBF Medical Questionnaire (completed by you, no Doctor required)
- (e) Current and completed ThunderCat Canada Team Bio Form
- (f) Photo of driver suitable for website and programs
- (g) Photo of co-pilot suitable for website and programs
- (h) Photo or rendering of Team boat suitable for website and programs

(a), (b), and (d) forms are available from CBF Head Office.

(e) form is Appendix Figure 6

#### **13.02**

Licences will be issued per person as per CBF ruling.

#### **13.03**

To maintain up to date coverage and knowledge of teams, events and news, Teams are asked to send in any articles (word doc) and photos (jpeg) to assist with the promotion and continuity of the website. Teams and Officials have a separate page for their profiles and are expected to up-date them during the season.

#### **13.04**

ThunderCat Racing Canada will assist with the development of future sponsors and teams. A strict code of practice will be adhered to by teams including their ground crew, to forward the image and maintain a high level of professionalism within the community and sport yet keeping our family environment. Competitors and ground crew are expected to wear team clothing during race days and at ceremonies and functions where stated. We ask for your cooperation in making the dry and wet pit area as professional and colourful as possible. If you wish to promote your

sponsors further please contact the ThunderCat Racing Canada Executive.

### 13.05

Competitors with less than 10 days of racing must place a white "X" on their helmet. The "X" must be approximately 4 cm wide stroke and go from back lower centre of helmet over the top to front centre of helmet and from ear side edge of helmet to the other ear side edge of helmet at approximately a 45 degree angle from horizontal so it can easily be viewed from the back and side by other competitors. The use of tape to accomplish this is permitted.

### 13.06

Competitors with less than 4 days of racing must notify the Referee at the Drivers Meeting that they are a racer with little experience and outline their experience and events attended to that point.

### 13.07

CBF reserves the right to deny or suspend a membership and request further qualification or medical review of any member at any time.

## TC.14 POINTS & AWARDS

### 14.01 – POINT SYSTEM – STANDARD RACE

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1 <sup>st</sup>	400	7 <sup>th</sup>	71	13 <sup>th</sup>	13
2 <sup>nd</sup>	300	8 <sup>th</sup>	53	14 <sup>th</sup> +	10
3 <sup>rd</sup>	225	9 <sup>th</sup>	40	DNF	02
4 <sup>th</sup>	169	10 <sup>th</sup>	30	DNS	01
5 <sup>th</sup>	127	11 <sup>th</sup>	23	DQ	01
6 <sup>th</sup>	95	12 <sup>th</sup>	17		

### 14.02 - POINT SYSTEM - NATIONAL CHAMPIONSHIP

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1 <sup>st</sup>	800	7 <sup>th</sup>	142	13 <sup>th</sup>	26
2 <sup>nd</sup>	600	8 <sup>th</sup>	106	14 <sup>th</sup> +	20
3 <sup>rd</sup>	450	9 <sup>th</sup>	80	DNF	04
4 <sup>th</sup>	338	10 <sup>th</sup>	60	DNS	02
5 <sup>th</sup>	254	11 <sup>th</sup>	46	DQ	02
6 <sup>th</sup>	190	12 <sup>th</sup>	34		

### 14.03

To host a CBF National Championship for a given class, at least 4 entries must be registered to participate. Only one National Championship Event per class per year is permitted.

### 14.04

For CBF High Point Champion points to be awarded, there must be at least 3 entries crossing the start line. For a class to be awarded a year end CBF High Point Champion award, 4 teams must be registered with CBF head office.

### 14.05

There may also be other annual special recognition awards.

## TC.15 TECHNICAL INSPECTIONS

The Referee or official delegate will be in charge. Only the following may attend the post-race motor inspections regardless of a protest being lodged or not:

- Referee or the official delegate.
- Inspection/Measuring officer.
- Driver and his/her mechanic (or representative).
- Protestor or his/her representative.
- Any other person the Referee requires.

Note that in the case of a protest, the protestor's duty is to ensure that the inspection complies with his/her protest requirements. He/she may not however physically inspect the parts himself/herself and should not be allowed within a 4m radius of the motor.

### 15.01 - STANDARD PART

In the case where original parts are not available, permission must be obtained from the Outboard Racing Commission

to use substitute components. Such a request must be in writing. Any outboard motors that have superseded engine parts listed by the manufacture, supplied from the factory and confirmed in writing by the UIM Powertrain committee may be used. It is not allowed to interchange parts from one homologated model to another. If in doubt, speak to ThunderCat Racing Canada.

#### **15.02 - FUEL**

See Rule TC.08 for fuel regulations. OIL: Oil to be supplied by competitor unless otherwise specified.

#### **15.03 - THE POST RACE STRIP / INSPECTION**

The post race inspection is to be a complete inspection if required by the Inspector and is not to be limited to any specific geographical area, unless otherwise specified by the Outboard Racing Commission. All required engines must be sealed in a tamper-proof manner directly after the final heat, at Drivers briefing the Inspector will explain the procedure for inspection, and no boats can leave the wet pit area without their engine sealed or permission granted.

#### **15.06**

Any competitor refusing to have his racing equipment inspected for legality will be disqualified from the race/event.

#### **15.07**

After an event if the Inspector feels it necessary he has the right to seal and cease a competitors motor unit for inspection at a later date, offering the driver and mechanic the opportunity to be present whilst the engine is being stripped.

## **TC.16 DISCIPLINARY ACTIONS**

**PROTESTS, DISCIPLINARY BOARDS AND APPEALS WILL BE CONDUCTED AS PER CBF RULING.**

### **TC.16.1 Medical Examination:**

The Race Committee may instruct the medical officer (Paramedic) who is present at any powerboat racing event, to submit any crew member entered (any person at the event with a pit pass) to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended from the event and reported to the CBF for possible suspension. The maximum blood alcohol level for crew members, mechanics and officials is the same as that as defined by the legislation, in the province in which the racing is taking place, relating to driving a motor vehicle on the public highway. The maximum blood alcohol level for driver or co-driver is 0.03 BAC as specified in the CBF Breathalyzer document and rules. The results of such examinations shall be communicated to the Referee/Race Committee who, based on the report of the Medical Officer, may exclude the person from the competition.

Tests may be administered on race day from 7:30 AM until the ban to consume is raised.

### **Banned Substances and Banned Methods:**

Any crew member, mechanic or race official suspected of being under the influence of alcohol should be reported to the Referee who has the authority to ask for a breath test. A driver/co-pilot refusing a test shall be suspended from the event by the jury and reported to the CBF.

1. A competitor shall neither take a banned substance nor use a method banned by the current addition of the World Anti Doping Agency (WADA) list of Doping Classes and methods. This is available from the CBF by written request. All infringements of this rule will be reported to the CBF.

### **Control of Banned Substances and Doping Control Procedures:**

1. Competitors selected for testing must not refuse to be tested and shall appear at the control centre at the time appointed by the Sampling Officer.
2. Any infringement of this rule will be reported immediately to the race jury and subsequently to the CBF Board.
3. No competitor shall protest another competitor for an infringement of this rule.

### **Gross Misconduct and Unacceptable behaviour**

In order to protect the interests all those involved in the sport, the following actions can be penalised by the Referee/CBF/UIM Commissioner.

1. Any deliberate act to gain unfair advantage
2. Any false act made or statement given
3. Any attempt to bribe or taking of a bribe
4. Any abusive or unsportsmanlike behaviour
5. Any instances of verbal or physical abuse against any race or event official

Penalties may include Yellow and Red cards, suspension or disqualification from any event, exclusion from the championship and the imposition of a points or financial penalty.

### **TC.16.2 Yellow & Red Cards and Associated Additional Penalties:**



Yellow and red cards can be given to any crew member by the Referee.

Up to two yellow cards can be given for each incident of dangerous driving and a red card can be given for any incident of extreme blatant dangerous driving.

A crew member given a red card is immediately prevented from taking any further part in the event will lose the right to take part in the next event and their team will also lose the right to take part in the next event. The red card then becomes invalid.

A crew member with three or more yellow cards will lose the right to take part in the next event, after which all yellow cards become invalid.

All yellow and red cards will be confirmed in writing and will be posted with the results any crew member issued with a yellow or red card has 1 hour from the time of posting the results in which to lodge a protest.

The Referee shall inform the CBF of the crew member within three days if any cards are issued.

Each yellow card is valid for 12 months from the date of issue unless removed following suspension from an event.

Yellow and red cards will be recorded in the commissioner's report

Yellow and red cards may be issued on the evidence of any media/TV footage

### **16.03 REPRIMANDED**

A reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the Referee and forwarded to CBF Head Office. A reprimand must be witnessed. A reprimand automatically constitutes a warning that if the offence recurs, a heavier penalty will be given, example penalisation by point deduction.

### **16.04 DISQUALIFICATION**

Disqualification deletes a competitor from the results of the heat or race where the offence occurred. Disqualification is done by the Referee, Race Committee, or the jury following a protest, or by the appeals board.

### **16.05 PROLONGED SUSPENSION**

Prolonged suspension can be imposed on a competitor or an official for deliberate fraud, repeat of very serious indiscipline or very serious misconduct or bringing the sport into disrepute, this would be given by the race /event committee after liaising with the CBF. A prolonged suspension is always international. The CBF must immediately inform the APBA and UIM of a prolonged suspension.

## **TC.17 OFFICIALS**

### **17.01**

Officials used on sanctions are to come from the list of Approved Officials. This list is to be reviewed on an annual basis. Officials who have not been active for 10 years or more are to be removed or retrained. In the event that none of the Approved Officials are available for a sanction, the ThunderCat Technical Representative may temporarily approve a CBF or APBA member that in their view has satisfactory knowledge to perform the function.

### **17.02**

Persons wishing to be trained as an Official are to notify the CBF or CBF Club so they can be added to the list as an Official in Training. Training takes place at sanctioned races where they work under the supervision of an Approved Official. Once the Officials they have worked under feel the trainee is qualified to be an Approved Official, they are to submit the name of the trainee to the SORC to be listed as an Approved Official.

## **TC.18 RULEBOOK REVISIONS**

This rulebook was updated: Dec 13,2016

Last time this rulebook was altered: Nov 2015

Below are rules affected in the 2016 Rulebook to create this 2017 Rulebook. For prior changes, see prior rulebooks.

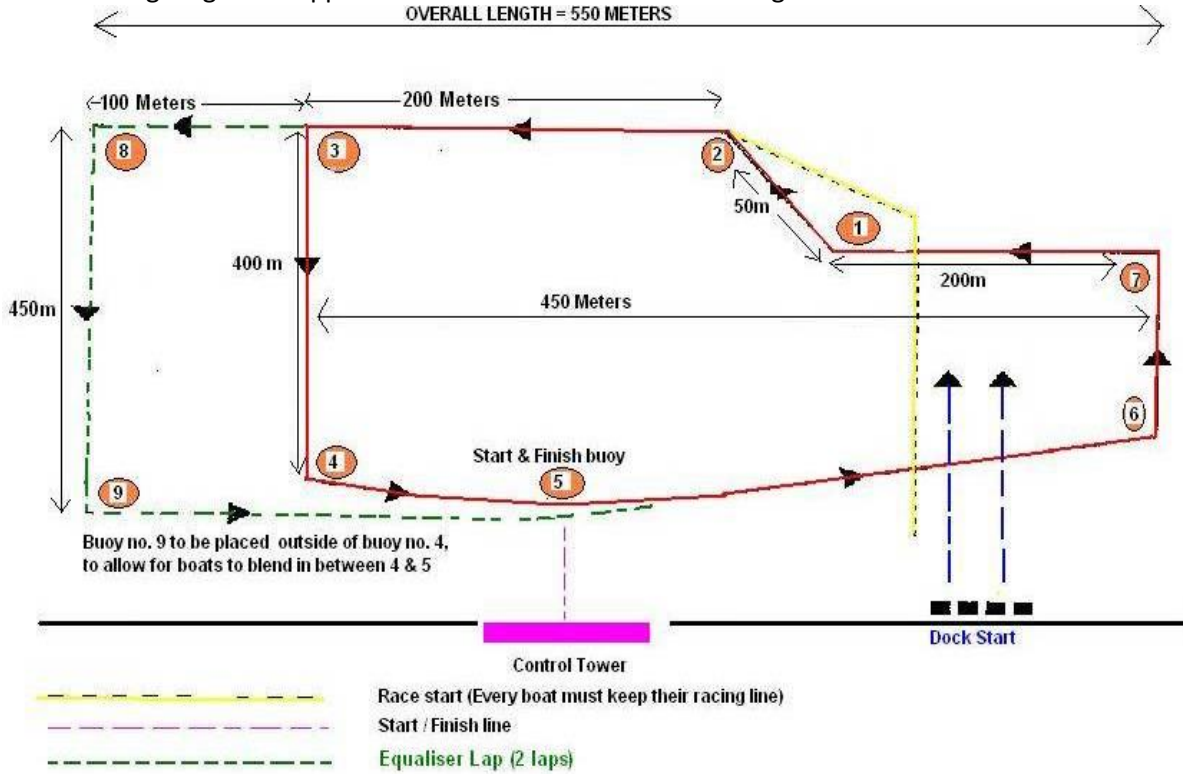
Rules deleted: None

Rules altered: 12.08

Rules added: 13.07, TC.17, TC.18

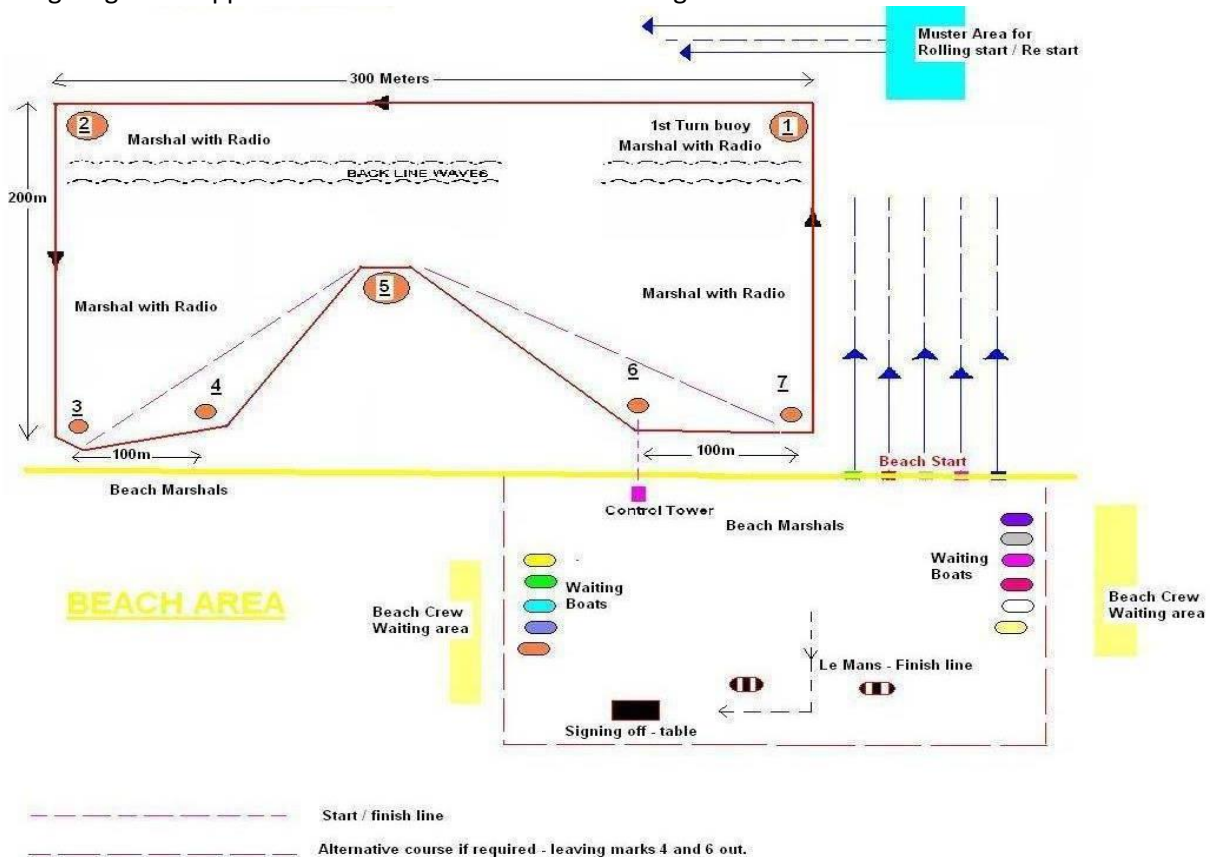
**Figure 1 – Circuit Race Course**

The following diagram is approx measurements - to be used as a guideline.



**Figure 2 – Surf Race Course**

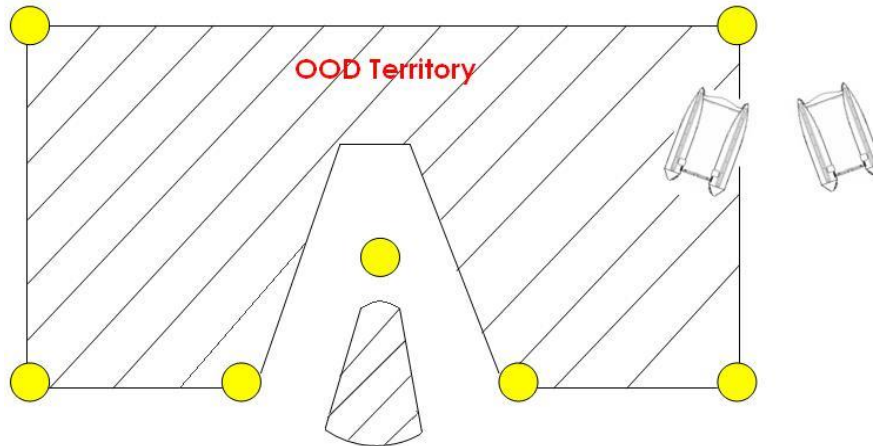
The following diagram is approx measurements - to be used as a guideline.



**Figure 3**

**RACING LINES: Designated areas**

Race boats are allowed to enter into the OOD territory, however when racing, the boat entering the OOD area does not have any right of way - what so ever.

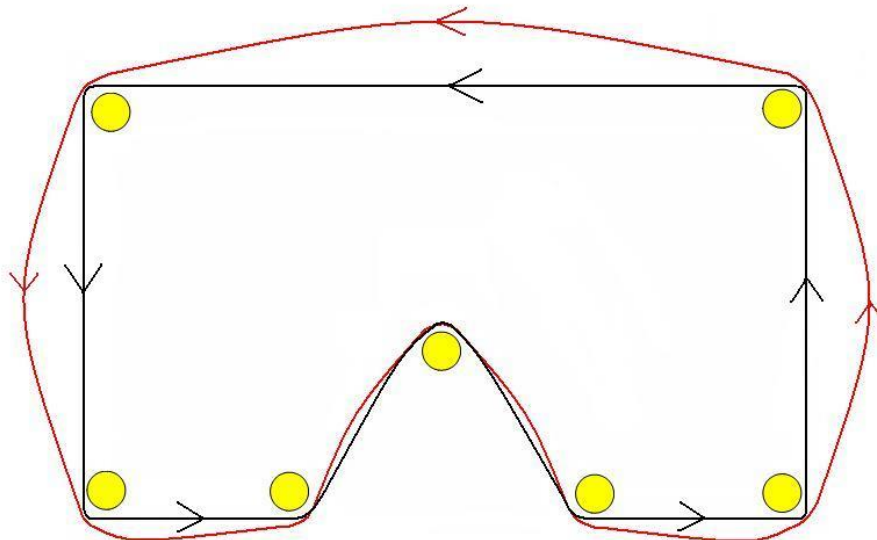


**Figure 4**

**RACING LINES - Cornering**

**Red Line:** Indicates 'Apex race line' to keep top speed (must observe boats coming in on the racing line, you must give room and not cut across in front of a boat causing a T bone or drive competitors into a buoy).

**Black Line:** Indicates the 'Racing line', the most direct route around the course (be aware that boats maybe entering from outside the racing line)



**Figure 5**

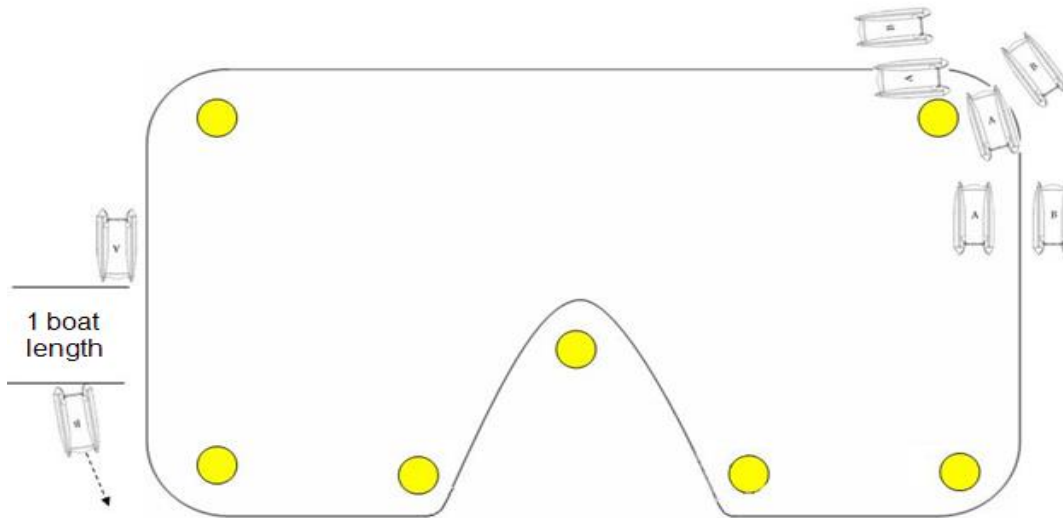
## **RACING LINES - Overtaking**

Overtaking: An overtaking boat MUST not cut in front of an overtaken boat until a minimum distance of 1 boat length is established.

If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat(s) must give water and hold racing lines.

Dangerous driving e.g.: not holding race lines, intentional throttling back in front of overtaken boat, snaking and tailgating will result in disqualification at the discretion of the Referee.

**Remember!** The drivers of boats must be prepared to take appropriate action to avoid a collision. It is joint responsibility for the driver and co-pilot to navigate, being aware of the boats around, sea conditions and potential hazards!!



*All above diagrams will be fully explained at training sessions. At race events, if you don't understand please discuss with the Referee at the Driver's Meeting.*

*Host Clubs have the right to alter the above layouts/distances due to 'Force Majeure' and will notify competitors at a Driver's Meeting.*

**Figure 6**

ThunderCat Racing Canada Bio Form



Class: \_\_\_\_\_ Boat #: \_\_\_\_\_

Team Name: \_\_\_\_\_

Driver's Name: \_\_\_\_\_

Age: \_\_\_\_\_

Hometown & Province/State: \_\_\_\_\_

Current job: \_\_\_\_\_

Year Started Racing: \_\_\_\_\_

Co-Pilot Name: \_\_\_\_\_

Age: \_\_\_\_\_

Hometown & Province/State: \_\_\_\_\_

Current job: \_\_\_\_\_

Year Started Racing: \_\_\_\_\_

Sponsors:

\_\_\_\_\_  
\_\_\_\_\_

Boat manufacturer: \_\_\_\_\_

Motor manufacturer: \_\_\_\_\_

Year of boat: \_\_\_\_\_

Year of motor: \_\_\_\_\_

Propeller make: \_\_\_\_\_

Previous classes competed in: \_\_\_\_\_

Championships: \_\_\_\_\_

CBF Championships you've won: \_\_\_\_\_

What got you interested in boat racing? \_\_\_\_\_

\_\_\_\_\_

Is your family involved? \_\_\_\_\_

Does your family have a history of racing? \_\_\_\_\_

\_\_\_\_\_

What's the most fun you have had in a race? \_\_\_\_\_

\_\_\_\_\_

Other Comments: \_\_\_\_\_

\_\_\_\_\_