



**2012**  
**P1 SUPERSTOCK UK CHAMPIONSHIP**

**REGULATIONS**



# **SPORTING REGULATIONS**

# 2012 P1 SuperStock UK Sporting & Technical Regulations

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction:

The 2012 P1 SuperStock UK Championship is organised and administered by the P1 Club in accordance with the General Regulations of the Royal Yachting Association and these Championship Regulations. For the purposes of these rules the Championship Organisers are intended singularly and together as the P1 club and the RYA.

Race Status: National

### 1.2 Officials:

1.2.1 Officials as per Race Instructions

### 1.3 Competitor Eligibility, obligations & general requirements:

1.3.1 In order to enter the SuperStock series, all crew members must be in possession of a valid National Licence issued by their National Authority. See Section C of RYA PB1 2012 for full details.

1.3.2 The necessary documentation (PB2, Training Certificate, One Crew Member VHF, Licence, Log Book) must be presented for mandatory checking at the first round when signing-on. RYA Licences and Log Books must be produced at every event and are withheld by the Race Secretary, log books are used to record any damage sustained to boats.

1.3.3 In both classes the minimum age for a navigator is 16 years old. For the driver, in the 150 Class the minimum age is 16 years old and in the 250 Class the minimum age is 18 years old. In all circumstances if any crew member is under the age of 18, the other crew member must be 18 years or older. All age regulations apply at the date of the race.

1.3.4 All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

1.3.5 Boats are allowed out on the water at the times designated in race instructions ONLY or with prior agreement with the OOD. Non-observance may result in disqualification from the event and/or a fine of £100 or as stipulated in race instructions.

### 1.4 Registration:

1.4.1 All drivers must register as competitors for the championship by returning the Registration Form with the Registration Fee to the Race Secretary prior to the Final Closing date for the first round being entered.

1.4.2 The Championship Registration Fee is: £1500.00 + VAT

Made payable to: Powerboat P1 Management Ltd

1.4.3 Registrations will be accepted from 1st January 2012 until the official Media Day

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.5 Permission to race in the series is at the discretion of the series organiser and the organisers reserve the right to refuse entry into the series.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

1.4.6 Race by Race entries are accepted one week before the event. Entry Fee: £350.00+VAT

### 1.5 Championship Rounds:

The 2012 P1 SuperStock UK will be contested over a minimum of 10 Rounds as follows (unless events are cancelled for force majeure):

Round 1&2&3	19th - 20th May	Plymouth
Round 4&5	16th - 17th June	Hull
Round 6&7	14th - 15th July	Eastbourne
Round 8	25th - 26th Aug	Cowes
Round 9&10	15th - 16th Sept	Southampton

1.5.1 Race length will be declared in minutes in the Race Instructions.

### 1.6 Scoring:

1.6.1 Drivers/Team points will be awarded to Competitors/Entrant listed as classified finishers in the Final Results as follows, only if they have completed 70% of the race and crossed the finish line:

▪ First place	20 points
▪ Second place	17 points
▪ Third place	15 points
▪ Fourth place	14 points
▪ Fifth place	13 points
▪ Sixth place	12 points

Reducing by one point for each subsequent position.

1.6.2 **The totals from all qualifying rounds less two worst rounds will determine final teams and driver championship points and positions.**

1.6.3 If two or more competitors finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded by count back to:

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, the holder of the greatest number of second places,
- c) if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- d) if this procedure fails to produce a result, the P1 SuperStock organisers will nominate the winner according to the fastest lap over the last event will be consider.

1.6.4 If two or more competitors finish the event with the same number of points, the higher place in the event (in either case) shall be awarded by count back to:

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, the holder of the greatest number of second places,
- c) if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- d) if this procedure fails to produce a result, the P1 SuperStock organisers will nominate the winner according to the fastest lap over the last event will be consider.

### 1.7 Awards:

1.7.1 All awards are to be provided by the championship Organiser.

1.7.2 Per Round: Medals  
Per Event/Meeting: Trophies

## 2012 P1 SuperStock UK Sporting & Technical Regulations

1.7.3 Championship: Trophies

1.7.4 Bonuses:

Per Event/Meeting: Event prizes may be available and if so will be announced by the championship organiser.

Per Championship: Championship prizes may be available and if so will be announced by the championship organiser.

1.7.5 Presentations

Champagne and Trophies are to be provided for presentation at the end of each event or at an end of the event/meeting presentation ceremony.

1.7.6 Entertainment Tax Liability

1.7.7 Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Championship Organiser in good condition within 7 days.

## 2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

### 2.1 Entries:

2.1.1 Race by Race Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry deadline dates which shall be 7 days before each **event**.

3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Vessel changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Race Instructions the Competitor concerned must apply for approval of acceptance by the committee of the Meeting before Signing-On.

3.1.4 The Maximum Entry Fee for each **event** shall be: £427,65

### 3.2 Craning:

3.2.1 No persons shall be on board a boat whilst being lifted by a crane, unless **permitted/overridden** by the local harbour rules.  
Anyone in the craning area **MUST** wear a hard hat or protective helmet at ALL TIMES. Penalty for non-compliance is a fine of £100.

3.2.2 Crane and/or launch times will be scheduled in race instructions or by a launch order issued by race control. This must be complied with to guarantee launch, otherwise competitors will be responsible for their own launch arrangements. The crane/tractor may not be available outside posted times.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

3.2.3 A minimum of one crew member must be present at launch or recovery. All boats must be “launch ready” on arrival at the crane (ropes, fenders on, covers off, etc) otherwise the boat will be refused launch or recovery.

### 3.3 Pre Race Declarations:

3.3.1 All crew members who are racing must sign the indemnity form provided by the Championship Organiser who will be responsible for the provision of the insurance. Details of this insurance are available from the Championship Organiser. On signing on all competitors must produce the relevant class specific paperwork, including Class Licence, Measurement Form / Log Book and a copy of Race instructions and class specific rules.

3.3.2 All competitors who are under 18 on the day of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

3.3.3 Each boat must designate a representative (“Team Manager”) that is present at the event and who is responsible for team equipment, trailers, and vessels and is the designated point of contact for the team at that event.

### 3.4 Briefings:

3.4.1 Organisers should notify Competitors of the times and locations for all briefings in the Race Instructions for the meetings. Competitors must attend all briefings with copy of event Race Instructions and rule book.

3.4.2 Race boat drivers and navigators must ‘sign in’ to signify their attendance prior to the start of their briefing. Only crew members and race officials are allowed to attend this briefing, role call may be held.

3.4.3 Non-attendance at this briefing may result in a £100 fine per person, with a re-scheduled briefing being held at the OOD’s convenience.

### 3.5 Practice:

3.5.1 Should any Practice Session be cancelled or disrupted the OOD shall not be obliged to resume the session or re-run sessions and the decision of the OOD shall be final.

3.5.2 The OOD shall have the right to exclude any driver whose performance is considered to be dangerous.

### 3.6 Starting Procedure:

3.6.1 For SuperStock races there must be a minimum of one mile visibility over the whole race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.

3.6.2 FROM WET PITS AREA

- i. Start Boat – Showing pink flag signalling 2 minutes to commence leaving Wet Pits or as alternatively described at Drivers Briefing.
- ii. All race boats to follow start boat to Muster Area in position order as briefed at the driver’s briefing. NO RACE BOAT MAY PROCEED AHEAD OF THE START BOAT.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

- iii. Red flag raised at wet pits signals wet pits closed. Race boats may not leave the wet pits at this time. A late start procedure may be given at drivers briefing.
- iv. A parade lap, where possible, around the course to the muster and/or start area will be described at the briefing, and all boats participating in the race are required to take part in such a parade.

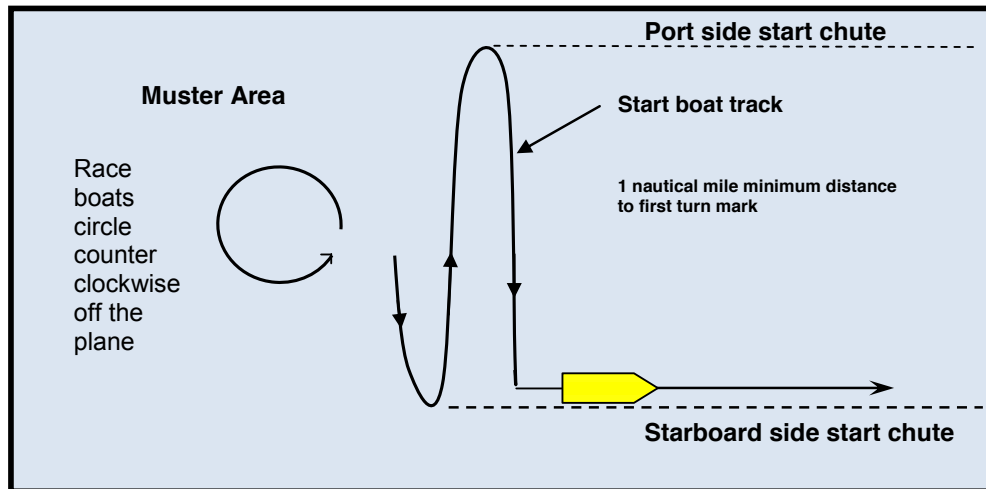
### 3.6.3 FROM MUSTER AREA

- i. The Muster Area will be described in the Race Instructions.
- ii. In the muster area, the Yellow flag will be raised from the start boat meaning that the boats must follow the below alignment procedure.
- iii. Start boat - Yellow flag and flashing amber lights (Lights if applicable) – when the Start Boat leaves the muster area, towards the start line, the boats will line up in the pole position order and 30m ASTERN, of the Start Boat, and must observe a safe spreading distance (minimum 3 metres approx) between boats with absolutely no contact between boats. The time penalty applied for not staying 30m behind the start boat (jump start) will be 1 minute.
- iv. A race official on the Start boat will communicate by radio to control the fleet prior to the start. They will have the authority to impose penalties, as detailed below. Radio channel to be announced at drivers briefing.
- v. When the starter is satisfied that all boats are in a line and at starting speed, he raises the green flag and starts the flashing green lights (lights if applicable), lowering the yellow flag simultaneously. The raising of the green flag indicates the start of the race.
- vi. The start boat speed should be at a speed of approximately 20 - 30 knots when the green flag is raised.
- vii. The official timing of the race starts when the leading boat crosses the start-finish line, unless otherwise designated in racing instructions. Crossing the line constitutes the start of Lap 1 of the race.
- viii. If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.
- ix. Any boat that fails to line up in the muster area will not be allowed to start.
- x. Should a boat fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start provided the boat:
  - a. Gets permission from the OOD to start
  - b. Starts at the start position and
  - c. Follows the start run going to the start/finish line when it is safe to do so.
- xi. A description of the start will be published in Race Instructions.
- xii. During the start run, if a boat passes the start boat before the green flag, it will be disqualified.
- xiii. Safety takes precedence over racing AT ALL TIMES.
- xiv. Video camera evidence may be used by Race Committee for any reason.

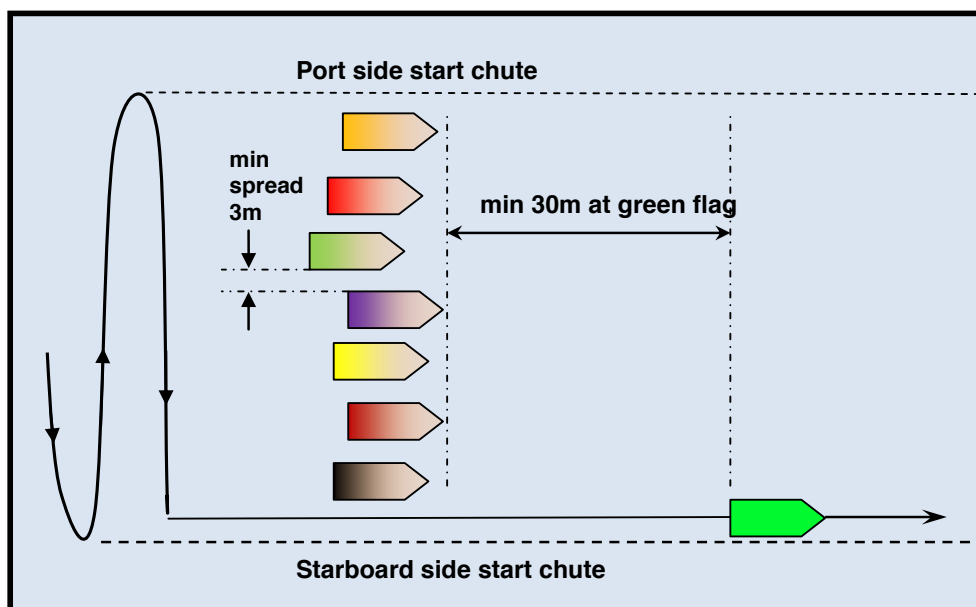
## 2012 P1 SuperStock UK Sporting & Technical Regulations

- xv. Only cameras under the control of the organisers will be considered. Tampering of camera equipment will be reported to the OOD and penalties may be applied.

3.6.4 Diagram 1 – Start procedure under yellow flag



3.6.5 Diagram 2 – Start procedure, green flag





## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 3.7 Pole Position

- 3.7.1 "Match Racing" will be defined by means of a lottery for the first races of the season. Thereafter boats will be allocated grid positions in match racing in accordance with their Championship Points.
- 3.7.2 The series organiser reserves the right to use the lottery method of determining pole position order at any event (notified at briefing).
- 3.7.3 Grid positions for Match Racing will be advised at Drivers Briefing.
- 3.7.4 The grid for Race ONE will be determined by Match Race. The grid for Race TWO (and subsequent races as appropriate) will be according to the finishing result of the **proceeding** race/s.

### 3.8 Valid Starters:

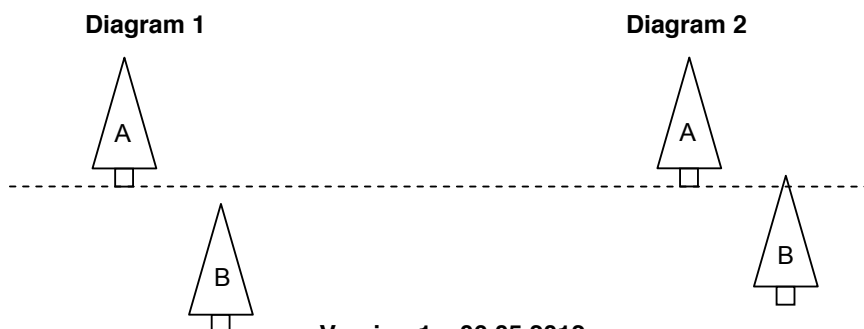
An entry accepted by the organisers and having satisfactorily completed scrutineering, attending all required briefings and having crossed the start line as described in race instructions and drivers briefing considered to be a valid starter.

### 3.9 Outside Assistance:

**Outside assistance is not allowed.** The Race Committee has the right to decide whether there was outside assistance or not, i.e. safety grounds. Penalty for outside assistance outside of safety grounds is disqualification.

### 3.10 Racing Rules:

- 3.10.1 General - It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Powerboat racing is a non-contact sport and crew members **will** be penalised if contact occurs. Whilst not racing or participating in official practice sessions, boats are bound by the International Rules for the Prevention of Collision at Sea.
- 3.10.2 All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft at all times.
- 3.10.3 Responsibility of all crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision; even if they have the right of way failure to do this may result in penalties or disqualification. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- 3.10.4 Flag Signals – Boats must obey all flag signals given by officials during testing, practice and racing. Failure to comply with flag signals may result in a penalty or disqualification.
- 3.10.5 Overlap – An overlap can be attempted and exist on either side. An overlap exists when one boat is not clear ahead of another. See diagrams 1 and 2 below for clarity.



## 2012 P1 SuperStock UK Sporting & Technical Regulations

**No overlap  
A is clear ahead of B**

**Overlap exists  
A is not clear ahead of B**

### 3.10.6 Overtaking

1. Any overtaking boat must give way to the overtaken boat.
2. A Boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat, once an overlap has been established.
3. An overtaking boat that has established an overlap must in all circumstances be prepared to alter its course in order to avoid collision.
4. During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course.
7. If a boat, in consequence of its neglect of any of these rules, fouls another boat it may be penalised.
8. All colliding Race boats will be disqualified
9. Boats of higher horse power must only pass /overtake on the outside of the lower horsepower boats

### 3.11 Stopping the Race:

- 3.11.1 In case of force majeure, an accident or in the event of a driver or Co-driver being thrown into the water or a capsize the race will be stopped using the Red Flag Procedure. Any competitor who sees a force majeure, accident, man over board, capsize or red flag must signal by raising a hand in the air and come safely off the plane.
- 3.11.2 On seeing red flags or seeing the red flag signal all boats will come off the plane, stop racing immediately, turn in to the centre of the course and await further instructions.
- 3.11.3 In the Event of the race being Red Flagged a restart will take place using the standard start procedure as identified in 3.6 of these regulations.
- 3.11.4 When the red flag is shown if the lead boat has completed more than 70% of the total course then the race may be curtailed at the discretion of the OOD.

### 3.12 Incident Procedure

- 3.12.1 In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet. The start boat may also use its yellow lights in conjunction with the yellow flags. There is NO OVERTAKING in the vicinity of the yellow flags / yellow lights.
- 3.12.2 When it is deemed the course is clear, yellow flags will be removed. If the start boat is showing yellow lights these will be switched off or converted to green lights.
- 3.12.3 In the event of a serious incident, the red flag procedure will apply – see 3.11 of these regulations.
- 3.12.4 It is the crew members' responsibility to monitor the all flag signals whilst deployed.

### 3.13 Turn Marks and Missed Marks:

- 3.13.1 All marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

- 3.13.2 Unless otherwise specified in the Event Race Instructions the colour of the course buoys will be as follows:
- i. All Outside Course Marks: YELLOW
  - ii. All Inside Course Marks: ORANGE
  - iii. Should a buoy go missing the driver must pass through the approximate geographical position referred to in race instructions.
  - iv. If a boat hits a turn mark – A Yellow Card penalty may be applied.
  - v. If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied. If a boat damages a buoy a fine of up to £300 will be applied.
  - vi. A competitor must NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missed marks will result in further penalties.
  - vii. The missed mark penalty will be 20 seconds added to race time unless otherwise notified in Race Instructions or Drivers Briefing note
  - viii. At the discretion of the OOD repeated mark missing will result in disqualification

### 3.14 Finishing a Race:

- 3.14.1 When the leading boat in each class completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winner' of the race and the start of the finish procedure of the race.
- 3.14.2 The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.
- 3.14.3 Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.
- 3.14.4 A boat shall be timed for completing a race when her bow crosses the finishing line.
- 3.14.5 All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race provided they have covered the minimum number of laps.
- 3.14.6 Upon completion of a race, a boat shall;
- i. turn in to the centre of the course,
  - ii. conform with the International Regulations for Preventing Collisions at Sea,
  - iii. not hinder other boats that are still racing and
  - iv. await escort back to the Wet Pits.
- 3.14.7 To be eligible for points unless stated otherwise in Race Instructions, a boat does need to cross the finish line after the winning boat and must have completed a minimum of 70% of the laps completed by the winning boat, rounded up to the nearest full lap.
- 3.14.8 The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race – see Rule 3.11.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 3.15 Curtailment of a Race:

- 3.15.1 A curtailment decision can be made at any time during a race provided the curtailment is signalled on the Start/Finish line to the leading boat. The leading boat shall then stop racing immediately and turn safely into the centre of the course. All other boats shall stop racing when they next cross the Start/Finish line. See Rule 3.11 for curtailment flags.

### 3.16 Retirement Procedure:

- 3.16.1 On retiring from a race, all boats must hoist and display an orange flag when practical to do so until the boat has been recovered from the water. Where possible retiring boats should exit the race course as quickly as possible. The crew should attempt to contact Race/Safety Control immediately by radio and inform them of the boat's retirement. If radio communication is not possible, the nearest Safety/Patrol boat should be informed.

### 3.17 Scrutineering:

- 3.17.1 Scrutineers shall work with the current scrutineering list as a guide and equipment listing (Appendix1, PB1, Page 26-28, refers).
- 3.17.2 Scrutineering does not constitute a condition survey of the boat.
- 3.17.3 The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A scrutineer shall reject a boat if it does not comply with all of the requirements of the championship organiser. The scrutineer shall refer any non-compliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.
- 3.17.4 Any incomplete entry may, at the scrutineers' discretion, be put back to be re-examined later if time permits.
- 3.17.5 Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Competitors must make their boats available when requested – failure to do so may result in disqualification. The first three boats in each class in any race may not leave parc ferme or crane area without prior permission of the chief scrutineer.
- 3.17.6 Re-Scrutiny: All vessels reported involved in incidents during races or practice must be re-presented to the Chief Scrutineer before continuing in the races or practice.

### 3.18 Wet Pits & Dry Pit:

- 3.18.1 Harbour & Marina rules must be complied with at all times.
- 3.18.2 Refuelling: May only be carried out in accordance with the specific Instructions issued for each Venue/Event.

### 3.19 Designated times:

- 3.19.1 Boats are allowed out on the water at the times designated in race instructions ONLY or with prior agreement with the OOD. Non-conformance may result in disqualification from the event and/or a fine of £100 or as stipulated in race instructions

## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 3.20 Posting of Results:

#### 3.20.1 SS 70 :

The provisional results will be posted within an hour of the end of the races, **where possible**.  
 The OOD must sign the results and state the time of posting on the provisional results. The OOD will be present for one hour from the time of posting the results to receive any protests.  
 Provisional results will become official one hour after posting provided no protests have been received.  
 It is the teams' responsibility to monitor the posting of the provisional results.

### 3.21 Operation of Safety Vessel

A Safety Boat will be identified with a Black Flag with a Yellow 'X' and/or an RYA official / marshall blue and yellow flag.

### 3.23 Flag Signals

#### 3.23.1 Flag

#### Where flown

#### Meaning

Flag	Where flown	Meaning
Yellow Flag	From Start Boat	Start procedure underway
	From Safety/Patrol Boat	Incident in vicinity, proceed with care, no overtaking
Green Flag	From Start Boat	Race Start
Red Flag	From Start Boat (during start)	Start Aborted
	From official boats	Race stopped
Chequered Flag	At Finish line	Race finished
Chequered & Red Flag together	At finish line	Race curtailed
Black Flag & race Boat number	From Start boat	Boat disqualified from race – boat stop
White Flag	At Finish line	Last lap indicator
Orange Flag	From competing boat	Retirement
Black Flag with Yellow 'X' / RYA	From Official Boat	Identification as official boat
Pink Flag	From Start Boat	Leaving at Pit in 2 mins

3.23.2 YELLOW FLAG – on seeing the yellow flag signal from an official boat, competitors MUST ACKNOWLEDGE THE SIGNAL proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas.

Any competitor who ignores or abuses the yellow flag signal may be penalised. The Start boat yellow lights may be used in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag.

3.23.3 RED FLAG – on seeing the red flag signal, all boats shall **COME OFF THE PLANE** stop racing immediately, turn in to the centre of the course and await further instructions.  
 Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

3.23.4 BLACK FLAG - any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous, will be shown the black flag along with its race boat number the next time it passes the start boat and will be disqualified from the race and is not eligible for appeal. Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats.

Disqualified boats will not be awarded points for that race and may be fined.

### 4. CHAMPIONSHIP RACE PENALTIES:

#### 4.1 Infringements of Technical Regulations:

Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Competitors must take their boats available on request. Failure to do so may result in disqualification.

##### 4.1.1 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: Disqualification

For infringements deemed to be of a more serious nature the OOD and/or Race Committee are to impose Disqualification plus a deduction of 40 Championship points (even if this results in a minus score).

#### 4.2 Infringements of non-technical RYA Regulations and the Sporting Regulations issued for the Championship:

As per 2012 RYA Judicial Procedure Regulations.

##### 4.2.1 Championship Specific Penalties

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with any of the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

- (a) Smoking in the defined wet or dry pits: £200 fine.
- (b) Fuel transfer outside the designated fuelling areas: £200 fine.
- (c) Launching: persons on boats whilst being lifted or craned: £200 fine to the driver of the boat.
- (d) Failure in launch/ramp discipline;
  - i. first offence: warning and/or £100 fine,
  - ii. second offence: £200 fine.
- (e) Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: £150 fine
- (f) Not wearing race overalls at podium presentation: £150 fine.
- (g) Failure to present engine or craft for technical examination: disqualification.
- (h) Misrepresentation or providing untrue statements: £100 fine
- (i) Failure to raise and fly retirement flag when able: £100 fine.
- (j) Failure to report Retirement to Race / Safety Control: disqualification
- (k) Contravention of Flag Signals (3.21): disqualification
- (l) Penalties imposed by the OOD or the RYA/UIM Commissioner for reason of failing to **follow Rule 3.11** in an accident or dangerous driving must be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this must be before the next heat.

4.2.2 These penalties are not exclusive and do not protect the offender from further action by the organisers / UIM. Penalties will be applied by the OOD.

4.2.3 Failure to pay any fine

## **2012 P1 SuperStock UK Sporting & Technical Regulations**

Teams will not be allowed to participate in the next event of the SuperStock series until all outstanding fines are paid. This will be carried over between seasons if applicable.

### **4.3 Protests must be submitted in accordance with PB1**

- 4.3.1 Before submitting any formal protest in writing **in accordance with PB1** it is mandatory that the driver will direct a query to the OOD, or person appointed by the OOD for the race day. This must be done immediately after the heat or final.
- 4.3.2 Written Protests must be lodged within one hour of the penalty being issued, as outlined in section H in PB1.
- 4.3.3 Appeals must be submitted in accordance with PB1

### **4.4 Banned Substances and Banned Methods (in accordance with PB1 section I)**

### **4.5 Gross Misconduct and Unacceptable behaviour (in accordance with PB1 section I)**

### **4.6 Injured Drivers**

(a) If during an event a crew member is injured their licence may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor.

### **4.7 Identity Tags**

- (a) All crew members will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing or testing.
- (b) These identification tags may be collected at the boat retrieving ramp/crane area after the final race to validate the driver/crew/boat combination.

### **4.8 Yellow Cards, Red Cards and Associated Additional Penalties**

- 4.8.1 Yellow and red cards can be given to any crew member by the OOD or the RYA/U.I.M. Commissioner.
- 4.8.2 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.
- 4.8.3 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 Stock event. Thereafter the red card expires.
- 4.8.4 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 expire
- 4.8.5 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 sixty minutes from the time of posting the results in which to lodge a protest.
- 4.8.6 The championship organiser shall inform the National Authority of the crew member / U.I.M. within three days if any cards are issued.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

- 4.8.7 Each yellow card is valid for 12 months from the date of issue unless removed following suspension from an event – see (d) above.
- 4.8.8 Yellow and red cards will be recorded in the Commissioners report.
- 4.8.9 Yellow and red cards may be issued on the evidence of any media/TV footage.
- 4.8.10 In addition to the above, the associated additional penalties listed in the table below will be applied. If the resulting associated additional penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on water offence

<b>Penalty Card</b>	<b>Number of offence</b>	<b>Associated Additional Penalty</b>
Yellow Card	First yellow card	£100 fine
	Second yellow card	£200 fine plus 1 minute penalty
	Third yellow card	£300 fine plus 2 minute penalty
Double Yellow Card	First double yellow card	£250 fine plus 2 minute penalty
	Second double yellow card	£400 fine plus 3 minute penalty
Red Card	First offence in calendar year	£500 fine and disqualification from that event.
	Second offence in calendar year	£500 fine and disqualification from the rest of the series for the crew member and the team.



# **TECHNICAL REGULATIONS**

## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 5. TECHNICAL REGULATIONS

#### 5.1. INTRODUCTION:

5.1.1 The following Technical Regulations are set out in accordance with the RYA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.1.2 It is the responsibility of the teams to maintain the boat in safe condition to race. It is the responsibility of the teams to check all items of the boat are in safe/proper condition to race.

#### 5.2. GENERAL DESCRIPTION:

The 2012 P1 SuperStock UK Championship is for Competitors participating in the:

P1 Panther 250 class	with the P1 – 28SS vessel
P1 150 class	with the Cougar 150 vessel

Organisers retain the right to exclude vessels not confirming to these regulations.

#### 5.3. SAFETY REQUIREMENTS:

Scrutineering List

#### 5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The boats are constructed in glass reinforced plastic or Kevlar and carbon composite. The boats must carry a minimum of two crew members; a driver and a navigator.

### 6. HULL

6.1 No physical modifications may be made to the hull from the original one-design drawings

6.2 Original hull drawings are available from the series organiser on request and templates will be used at events to ensure compliance with the original design.

### 7. DECK

7.1 Lifting Eyes: Those fitted to the boat during construction should not be altered.

### 8. ENGINE

8.1 No modifications are allowed to engines.

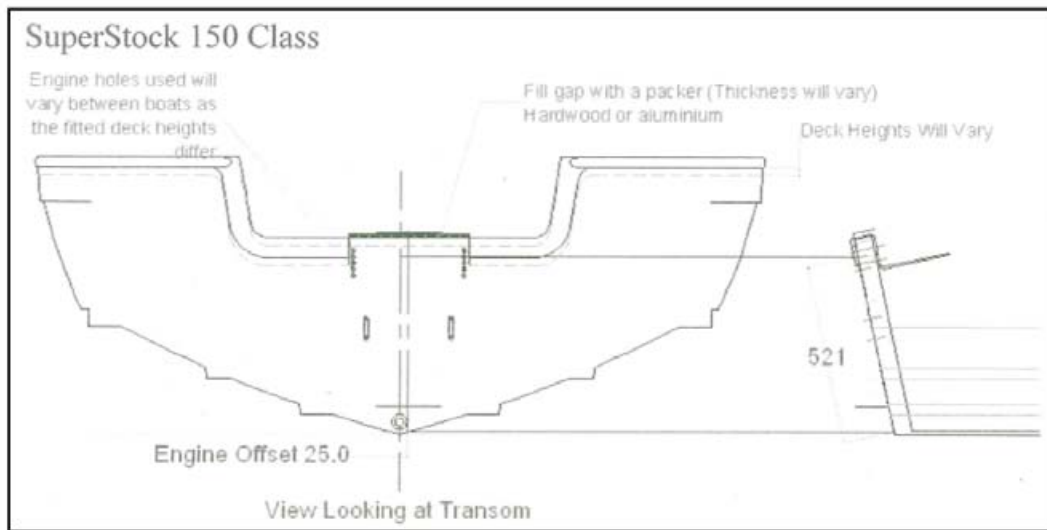
8.2 No engine cowling modifications are permitted and cowlings must be in place throughout the entire period of a race.

8.3 All engines must be inspected, performance tested and sealed prior to first race by the series organisers representative. This pre-season inspection, performance test and sealing will be charged £250 per engine to all competitors. This charge will include the issue of the boat's measurement certificate which must be presented at every race event.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

8.4 The minimum engine height of the P1 Panther 250 class is TBC.

8.5 The minimum engine height of the P1 150 Class is measured as shown in the diagram:



8.5.1 Dimensions:  
Engine Offset: 25mm  
Engine height = 90mm + or - 7mm  
Heights Above bottom of boat:  
o Cavitation Plate: 72mm  
o Top Bolt Holes used: 521mm

8.5.2 Top bolt hole dimension is measured up the transom (at the 12/13° angle) not perpendicular to the bottom. The cavitation plate dimension is measured from the projection to the running surface of the boat, and is to the bottom of the plate.

### 9. SEALING:

Only an engine sealed by the championship organisers are eligible to take part in the championship (please see Vessel Certificate). Engine Sealing can be replaced only by the championship scrutineer or:

- P1 Panther 250 Class  
Powertech Marine
- P1 150  
C-Power

- 9.1 A sealing log of all the seals applied to each boat will be recorded and updated by the Championship Scrutineer with the help of both championship technical representatives.
- 9.2 Competitors found without seals must have their engine resealed for future races. If a further Inspection shows irregularity, the competitor will lose all championship points from the date of the new seal installation.
- 9.3 Engine technical checks will be randomly carried out. The Championship Organiser will be responsible for Expenses incurred in carrying out these checks unless the engines are found illegal.
- 9.4 In the case of maintenance, sealing's can be removed only under the supervision of the appointed championship representative or the Championship Scrutineer.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

9.5 Seals installed on engines not matching the seal log will result in the offending boat/team facing a disqualification

9.6 Sealed engines not matching the manufacturer specifications will face disqualification

9.7 P1 Panther 250 Class engine sealing position:

### 1. CRANK CASE



### 2. PORT HEAD



### 3. STARBOARD HEAD



## 2012 P1 SuperStock UK Sporting & Technical Regulations

9.8 P1 150 Class engine sealing position:

1. ROCKER COVER



4. ELEC FUEL PUM



2. ECM



5. CRANKCASE



3. ENGINE TO TRAY



6 & 7. INLET MANIFOLD



## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 10 WEIGHTS:

10.1 All boats shall have the following minimum post race weight:

P1 150 class      1,100kg

#### P1 PANTHER 250 class – TBC

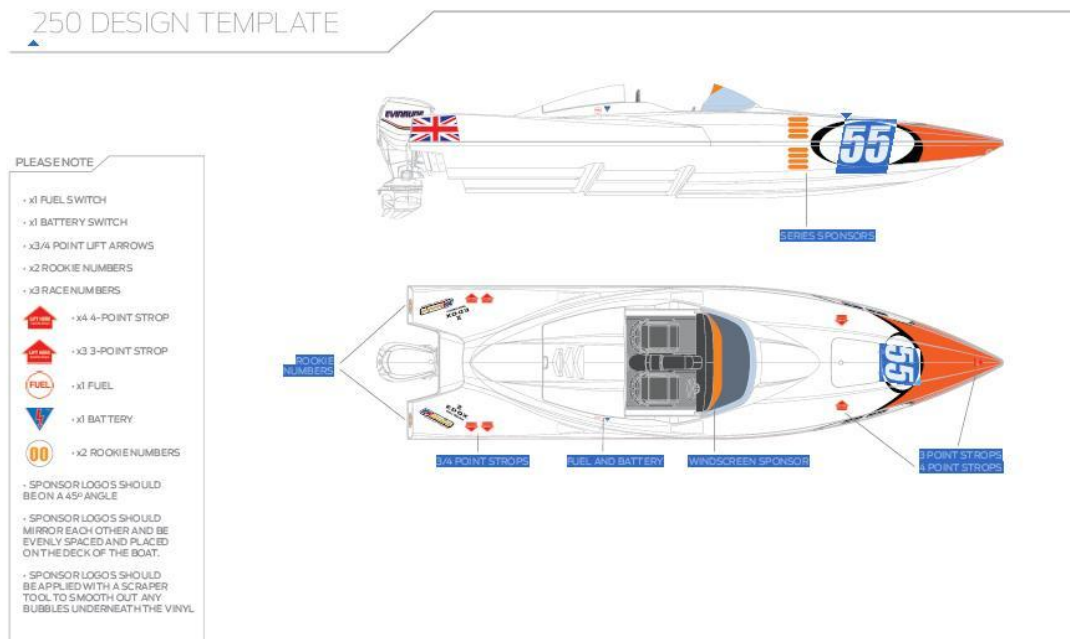
10.2 The minimum weight shall be calculated post race with all safety equipment on board AS RACED. All or any boats may be subject to post race weighing and must be made available at the request of the scrutineer and directly after racing finishes. No water **is permitted** in the bow tank of the 250 class boat.

10.3 Non-conforming boats will be disqualified.

### 11 NUMBERS and CHAMPIONSHIP DECALS:

11.1 All boats must display mandatory series and event logos, as directed by the Championship Organisers and as per the Team Agreement. Failure to do so will result in a fine of £150 per sticker, per race.

All decals including non-mandatory must be intact and in good order at the start of each race.



The organisers will supply ONE set free of charge at the first race entered. Replacements thereafter must be in the identical style/font and are the responsibility of the competitor.

11.2 Boat numbers MUST be on both sides of the trailer **hitch**.



## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 12 SAFETY ITEMS:

#### 12.1 Painter/Towing Line:

Painters and mooring lines shall be of sufficient length and strength for the purpose of towing or mooring. All ends shall be whipped or welded and chafed or worn ropes should be renewed. At least 2 lines shall be carried. Painter length shall be less than the length of the boat to avoid fouling the propeller.

#### 12.2 Engine Cut Off:

12.2.1 Engine cut-off devices ("kill switches") for connection to all crew are mandatory (first person out shuts off engine). An emergency override system or additional connection cord and clip to allow the engine to be restarted is mandatory.

12.2.2 Any kill switch connection cord must not exceed 120cm between the crew member and the boat.

12.2.3 KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO ALL CREW MEMBERS AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING OR UNDER THE DIRECTION OF THE START BOAT.

#### 12.3 Seats:

12.3.1 Seats for the driver and navigator shall be firmly secured.

12.3.2 P1 150 Class: All seats, cushions and side panels must be in place whilst racing (including rear seat cushions) and be of the manufactures specification or equivalent.

12.3.3 Optional Restraints & On Board Air Systems in P1 Panther 250

The decision to use seat restraints is optional but both driver and co-driver must be either restrained or both are unrestrained.

Teams using Seat Restraints must take an immersion test and must race with a personal air system for each crew member.

#### 12.4 Fuel:

12.4.1 Fuels are limited to petroleum-based fuels. Any additives deemed to be performance enhancing by the series organiser or Race Officials are not permitted. The Penalty for the use of performance enhancing additives will be disqualification and/or a £200.00 fine.

12.4.2 No fuel tank other than the standard one is allowed.

12.4.3 Refuelling is not permitted whilst racing.

12.4.4 Fuel transfer outside any designated fuelling areas will result in a £200.00 fine.

12.4.5 The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (2004), BSEN 7070 or other comparable national or regional standards.

12.4.6 In the event of a fuel sponsor agreement, all boats must use the fuel specified in race instructions. In these circumstances boats must arrive capable of taking fuel for a full race distance.

12.4.7 Fuel sampling may take place during race events.

12.4.8 150 Class Fuel Tanks must be positioned within the following dimensions: Measured from the boat's transom internally the front edge of the tank must be  $960 \pm 100$ mm from the transom.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

12.4.8 The P1 Panther 250 designated oil is the Evinrude XD100 or the designed control oil specified by the Championship Organiser, no other oil can be used.

### 12.5 Bilge Pumps and Bailing:

12.5.1 There shall be at least one manual bilge pump and one electrical bilge pump fitted to the boat.

12.5.2 All bilge pumps shall be in proper working order and secured to the boat.

### 12.6 Buoyancy:

12.6.1 It is mandatory for all boats to have sufficient buoyancy to keep afloat when waterlogged.

12.6.2 It is the competitor's own responsibility to ensure sufficient buoyancy is fitted at all times whilst on the water during the event.

### 12.7 Whistle, First Aid Compress & Knife:

All crew members shall carry a whistle, first aid compress, and a sharp knife in a protective sheath all of which must be attached to them whilst racing.

### 12.8 Flares:

Each riding crew member shall carry one mini flare pack (8 flares) about their person. Boats may carry further flares. If carried these flares shall be stowed in a conveniently accessible place, shall bear either the date of manufacture or the expiry date, shall be in date and have a minimum burn time of 40 seconds. Any flares where the printed instructions and/or date are illegible, or the condition poor, shall not be accepted.

### 12.9 Retirement Flag:

All boats shall carry an orange rectangular flag of a minimum size of 0.60m x 0.40m as a means of announcing retirement from a race.

Once a boat has retired (indicated by displaying the orange flag) it cannot re start or re join the race.

### 12.10 Protective Clothing:

12.10.1 If detailed in Event Race Instructions All crew must wear the official Superstock UK overall.

12.10.2 Protective helmets must be worn by all persons on board at any time when the boat is on the plane during the journey to and from the race and during racing and practice or testing.

12.10.3 Helmets may be removed during the race if the boat is adrift or at anchor with engines stopped or idling. It is mandatory to wear a helmet made to a minimum standard to include UN ECE22-05 or Snell M2000, or M2005 or Snell SA2000 or SA2005. Helmets must have temple protection and must be coloured "orange". Please note Helmets BS6658 are not allowed. Helmets older than 2 years will not be allowed.

12.10.4 Helmets must have correct race boat number clearly marked on the crown of helmet in alignment with the deck number. The efficiency of a helmet is the sole responsibility of the wearer.



## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 12.11 Fire Extinguisher:

All boats shall carry a minimum of one (1) fully charged dry powder 2kg fire extinguisher sited conveniently and readily accessible to each crew member.

### 12.12 Anchor/Anchor Line:

Anchors shall be of a weight and type adequate to hold the boat and shall be securely stowed in an accessible place. The anchor line shall:

- Be of a size and strength appropriate to the boat.
- Be in good condition.
- Be at least 50m in length.

### 13 Propellers:

#### P1 150 OFFICIAL PROPELLER SCRUTINEER

Propeller Solution has been appointed as the official propeller scrutineer for the 150 class. P1 appointed 150 propeller scrutineer is Thomas BOLTON.

#### P1 PANTHER 250 OFFICIAL PROPELLER SCRUTINEER

Steel Development has been appointed as the official propeller scrutineer for the 250 class. P1 appointed 250 propeller scrutineer is Dave HOWARD.

13.1 Race teams competing in the P1 Panther 250 class are only permitted to use the designated propellers for competition purposes. Each race team will be required to purchase a testing propeller available from the Championship Organisers at a discounted rate. The race propellers are allocated at the start of each EVENT randomly by the championship organiser. These are retained by the championship organiser and securely stored on the race support truck. They are only made available for the races. The allocated propeller remains exclusively available to that Team For the duration of that event.

13.2 A race propeller will be issued immediately prior to the race and checked by the scrutineer when the boat is launched and recovered. Any competitor found using an unauthorised propeller will be disqualified from that race. On completion of the race the propeller must be removed by the competitor and handed back to the appointed scrutineer/technical representative who will place it in the secure P1 race truck.

13.3 Racers own and keep their testing/training propellers and use and repair them at their own expense.

13.4 During a race event if a team damages its race allocated race propeller, can rent another race prop from the championship organiser at £250.00 + VAT. Teams may not use their testing or training propellers in a race.

13.5 If a competitor damages a propeller during a race will need to return it to the appointed class propeller scrutineer. No repairs to the propeller may be made by the competitors or any non authorized persons. Repairs are at competitors cost.

13.6 Teams competing in P1 150 class will adhere to the following:

13.7.1 A maximum of 3 propellers can be used for racing. These must be registered with Powerboat P1 prior to use for racing. Each propeller to be used will be issued with a serial number by Powerboat P1 or the appointed propeller scrutineer and stamped Competitors to bear the cost of this operation.

13.7.2 They must meet the propeller specifications as given below and will be subject to testing.

13.7.3 Failure to comply with either registration or conformity will result in a fine and/or disqualification.

13.7.4 Propellers may be checked at random. Competitors must make them available immediately when requested - failure may result in disqualification.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

### WHAT YOU CAN DO TO YOUR PROPELLER – P1 150 CLASS ONLY

1. From the leading edge, the suction side/back face of a propeller may be developed over the whole of the blade, but minimum thickness requirement must be maintained.
2. The blades can be polished to a mirror finish
3. The blades can be re-balanced to the propeller specification
4. The blade shape must not be changed

If any teams are concerned about the legality of their propellers, please contact the designated SuperStock appointed propeller Scrutineer.

(Tolerances allowed are shown in brackets)

The pitch of the blades will vary.

Diameter of each blade is 14.25" (+/- 2%)

Rake of each blade is 18.5° (+/- 1.5%)

Blade thickness:

Position 1 = 5.50 mm minimum

Position 2 = 4.50 mm minimum

Position 3 = 3.25 mm minimum

Thickness is determined at each position by the average measurements of the 3 blades.

Measurement/settings from the Pitch and Rake Indicator at settings F & G are taken at:

Leading edge

Middle

Rear (before cupping)

Setting H:

At leading edge

Rear (before cupping)

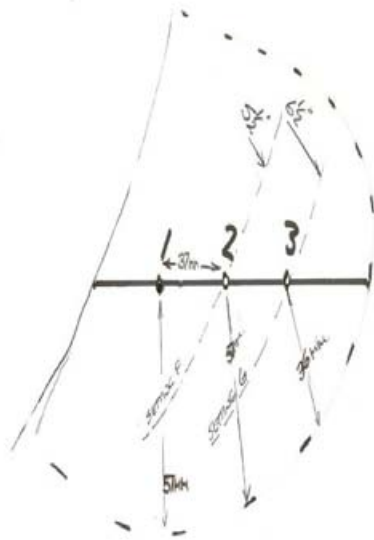
Propellers pitch (average of each measurement taken on each setting):

Setting F Must be within 1.5% +/- of 23.75 at the leading edge

Note : Over all 3 blade settings (F) an average 22.50 must be maintained +/- 1.5%

Setting G	Setting H
21.75	21.50
+/- 1.5%	+/- 4%

## 2012 P1 SuperStock UK Sporting & Technical Regulations



13.8 The P1 appointed Propeller Scrutineers decision on propeller class measurement and compliance will be final and is not open to appeal

### 13.9 Propeller Security

It shall be the responsibility of the competitor to ensure that the propeller is Sound, particularly at the blade roots and that it is secured by the Propeller locking nut(s).

## 14 Strops

All teams to provide their own strops for launching and retrieval. Teams to have the strops safely fixed/stored to the scrutineers's satisfaction on board while racing. All teams to provide when requested by Championship Organiser/Local Authority/Contractor strops certificate/licensing.

## 15 VHF Radio

15.1 EVERY race boat must have on board an operational, multi-channel 25 Watt VHF radio which has channel M2.

15.2 This VHF radio shall be capable of transmitting on the international distress frequency.

15.3 The appropriate ships licences for VHF Radios must be obtained from the local governing body and displayed on board as required by their regulations.

15.4 It is mandatory for one riding crew member to hold a VHF Operators licence.

15.5 It is MANDATORY that the radio be integrated with the intercom in the helmet to enable monitoring of race boat radio channel whilst racing, so as one team member must be able to listen for any instruction at least by use of ear piece connection to radio. Penalty for non-conformance is £100.

## 2012 P1 SuperStock UK Sporting & Technical Regulations

### 6 CONTACT DETAILS

**Mick PRITCHARD – OOD / Race Director**

**Mob:** 07753 626636 / 07868716073

**Mail:** [mick.pritchard@vpplc.com](mailto:mick.pritchard@vpplc.com)

**Robbie MOULD – Scrutineer**

**Mob:** 07805 555234

**Mail:** [Scrutuk@powerboatp1.com](mailto:Scrutuk@powerboatp1.com)

**Paolo CALLEA – Championship Manager**

**Mob:** +44 (0)78 2694 7092

**Mail:** [paolo.callea@powerboatp1.com](mailto:paolo.callea@powerboatp1.com)

**Karen CABLE – Race Secretary**

**Mob:** +44 (0)77 1479 2572

**Mail:** [sport@powerboatp1.com](mailto:sport@powerboatp1.com)

**Thomas BOLTON - P1 150 official appointed propeller scrutineer**

**Tel:** +44 (0)12 5885 8784

**Mail:** [propellersolutions@btconnect.com](mailto:propellersolutions@btconnect.com)

**Address:** Propeller Solutions  
Unit 18 Bridge Street  
Bailie Gate Industrial Estate, Sturminster Marshall  
Dorset, BH21 4DB

**Dave HALL – P1 250 official appointed propeller scrutineer**

**Tel:** 020 8874 7059

**Mail:** [david@steeldevelopments.co.uk](mailto:david@steeldevelopments.co.uk)

**Address:** Steel Developments Propellers  
240 Merton Road, London, SW18 5JQ, England

# APPENDICES

- Scrutineering Form
- Match Racing Procedure
- Official Layout 150
- Official Layout 250
- Team Agreement
- Entry Form
- Media Form

### 2012 P1 SSTK UK - Scrutineers Check List

Item	Yes	No	Notes
All teams have read the Advanced Race Instructions for the event they are attending and			
Lifting Strops and lifting eyes Inc Certification, secured			
Battery installation and isolator switch			
All cables and controls			
Foot Throttle ONLY hand throttle disconnected			
Steering system			
Seats, Mouldings, Rails			
Engine Kill Switch Operational			
Engine Mounting and Bolts Secure			
Engine Sealed seal No`s			
Skeg Standard			
Reverse Gear operational			
Anchor and 50 m line			
Towing Eye, Painter /Towing Line x 2			
MIN 1 x 2 kg power Fire Extinguisher not 2 x keg			
Propeller Serial Numbers and secured by locking nut			
VHF with P4 /M2 and crew Intercom Operational			
Bilge Pump and Bailer			
Fuel tanks, lines, earth wire, shut off valve			
Helmets x 2			
Life Jackets x 2 with minimum buoyancy			
Kill Cord x 2 plus Spare Kill Cord max length 120 cm			
Whistle, Compress, sheaved Knife (both crew)			
Race Suits x 2, suitable footwear			
Race Numbers & Branding ROOKIES ORANGE IDENTIFICATION			
Boat Number on trailer?			
Flares mini carried by both crew			
Retirement flag			
Buoyancy			
Weight Check			
Engine HEIGHT check			
Fuel Tested ,Oil type			
Hull for Modifications ,sharp edges, protrusions			

Scrutineer's Signature \_\_\_\_\_

Drivers Signature \_\_\_\_\_

Date \_\_\_\_\_

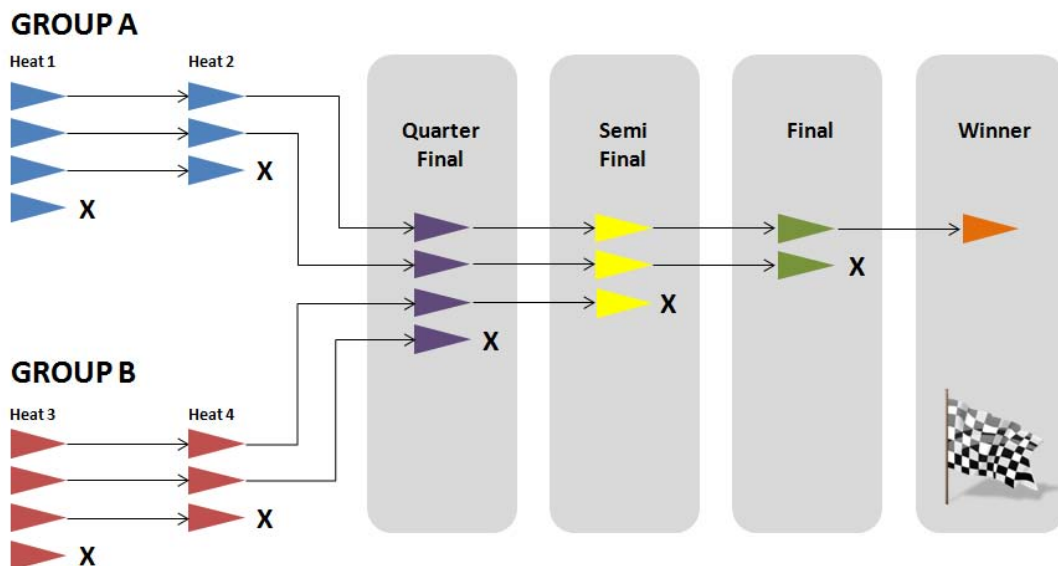


## 2012 MATCH RACING PROCEDURE

1. The Match Racing Competition (MRC) for 2012 has been changed from the method used in 2011. Instead of being based on head-to-head challenge between two boats over a set parallel course, it is now based on an **elimination format**, with the slowest boat being knocked out from a series of heats, a Quarter Final, Semi Final and Final.
2. The knockout run will take place on a **demarcated straight-line course over a distance of approximately 500m**. The course will be published as part of the Race Instructions document issued before the event. An official timekeeping / jury boat will be positioned at the finish line.
3. Competing boats will be divided into **two Groups (A and B) of four boats** for the purposes of conducting the heats. Rookies may be included in either group.
4. All competing boats (Group A and B) will be led out from the wet pits to a **pre-agreed muster area** for the MRC. Boats will be required to wait in the muster area off the plane circulating in an anti-clockwise direction.
5. Boats should be **sufficiently fuelled** to participate for the full duration of the MRC. Returning to the pits for refuelling during the MRC is not permitted.
6. **Group A will proceed first**, with 4 boats running the course from a standing start under the direction of the start boat. Group A should proceed from the muster area towards the start line under a yellow flag and Green Flag. The start boat will communicate by VHF radio to all participating boats. The starting order is decided by boat number with the lowest number closest to the start boat.
7. If the sea conditions are such that a standing start is difficult to achieve, then a off plane start will be adopted and detailed at drivers briefing. Boats are to line up alongside the start boat in the direction of the course at least 3m apart. It is the responsibility of the competing teams to ensure they are **in line with and not ahead of or behind the transom of the start boat**.
8. If any boat is deemed to be out of line, the start procedure will be aborted and restarted. This can only happen once per heat and any subsequent false starts in the same heat will result in immediate disqualification of the offending boat.
9. When all boats are deemed to be in line the **Yellow flag (On your Marks)** will be Dropped. Boats will then be held on the **Green Flag (Get Set)**. Dropping of the **Green Flag (Go)** and the MRC is underway.
10. The **last boat over the finish line is automatically eliminated** from the MRC with the remaining boats advancing to the next heat. This is defined as the last **bow** to cross the line.
11. The remaining boats in Group A run again with the slowest boat again being eliminated, leaving **two boats to advance to the quarter final** competition.
12. At this point **Group B moves from the muster area to the start line** to complete steps 6 – 11 as outlined above, again resulting in the elimination of two boats and

leaving two boats to advance. Group A's remaining boats remain in the muster area while Group B completes its heats.

13. With the Group Heats completed, the **Quarter Final brings together the top two boats from Group A and the top two boats from Group B.**
14. The slowest boat is eliminated from the Quarter Final and the **top three boats progress to the Semi Final.**
15. The slowest boat is eliminated from the Semi Final and the **top two boats progress to the Final.**
16. The first boat over the finish line in the final is declared the **MRC Winner and secures pole position** for the racing on Saturday and/or Sunday with the remaining boats following in current championship order (rookies will always start the race on the outside until qualified irrespective of championship position).
17. Boats no longer in the competition can **return to the wet pits** or view the rest of the competition from the muster area. Any boat competing in the MRC which experiences technical difficulties will be provided the necessary assistance to return to the wet pits and is no longer eligible to compete in the MRC.

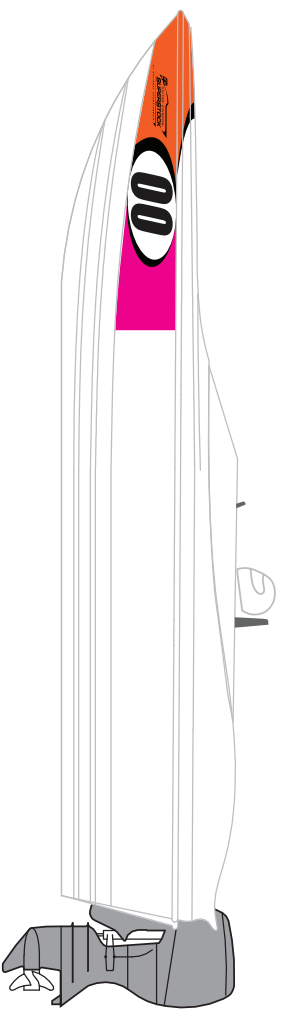
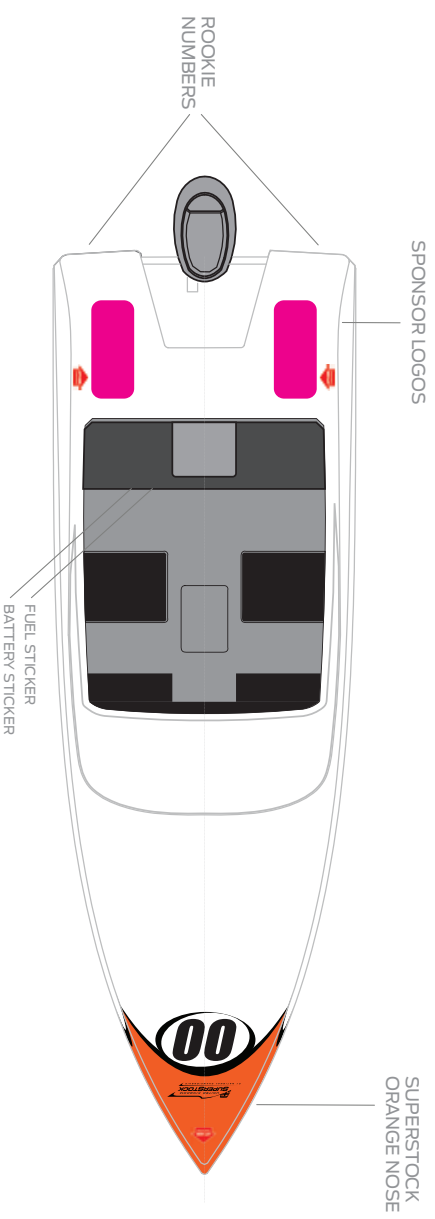
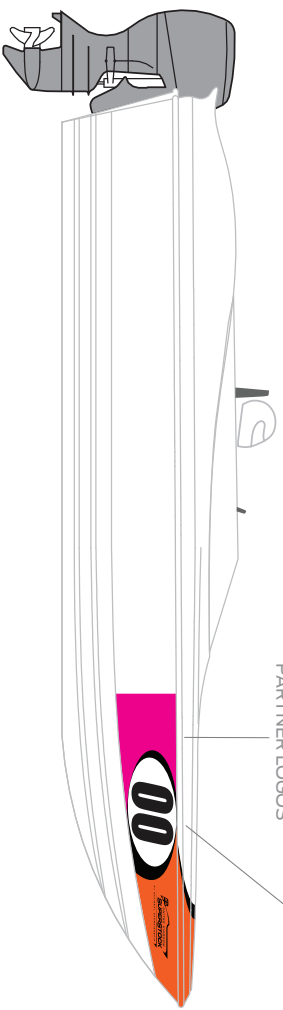




# 150 MANDATORY BOAT BRANDING

## DESIGN NOTES

- X1 FUEL SWITCH
- X1 BATTERY SWITCH
- X3 POINT LIFT ARROWS
- X2 ROOKIE NUMBERS
- X2 PETERS AND MAY
- X3 RACE NUMBERS
- X3 3-POINT STROP
- X1 FUEL (SEAT BULKHEAD)
- X1 BATTERY (SEAT BULKHEAD)
- X2 ROOKIE NUMBERS
- X2 PETERS & MAY LOGOS
- X3 SUPERSTOCK UK LOGOS
- P1 PARTNER LOGO SPACE
- SPONSOR LOGOS SHOULD BE ON A 45° ANGLE
- SPONSOR LOGOS SHOULD MIRROR EACH OTHER AND BE EVENLY SPACED AND PLACED ON THE DECK OF THE BOAT.
- SPONSOR LOGOS SHOULD BE APPLIED WITH A SCRAPER TOOL TO SMOOTH OUT ANY BUBBLES UNDERNEATH THE VINYL



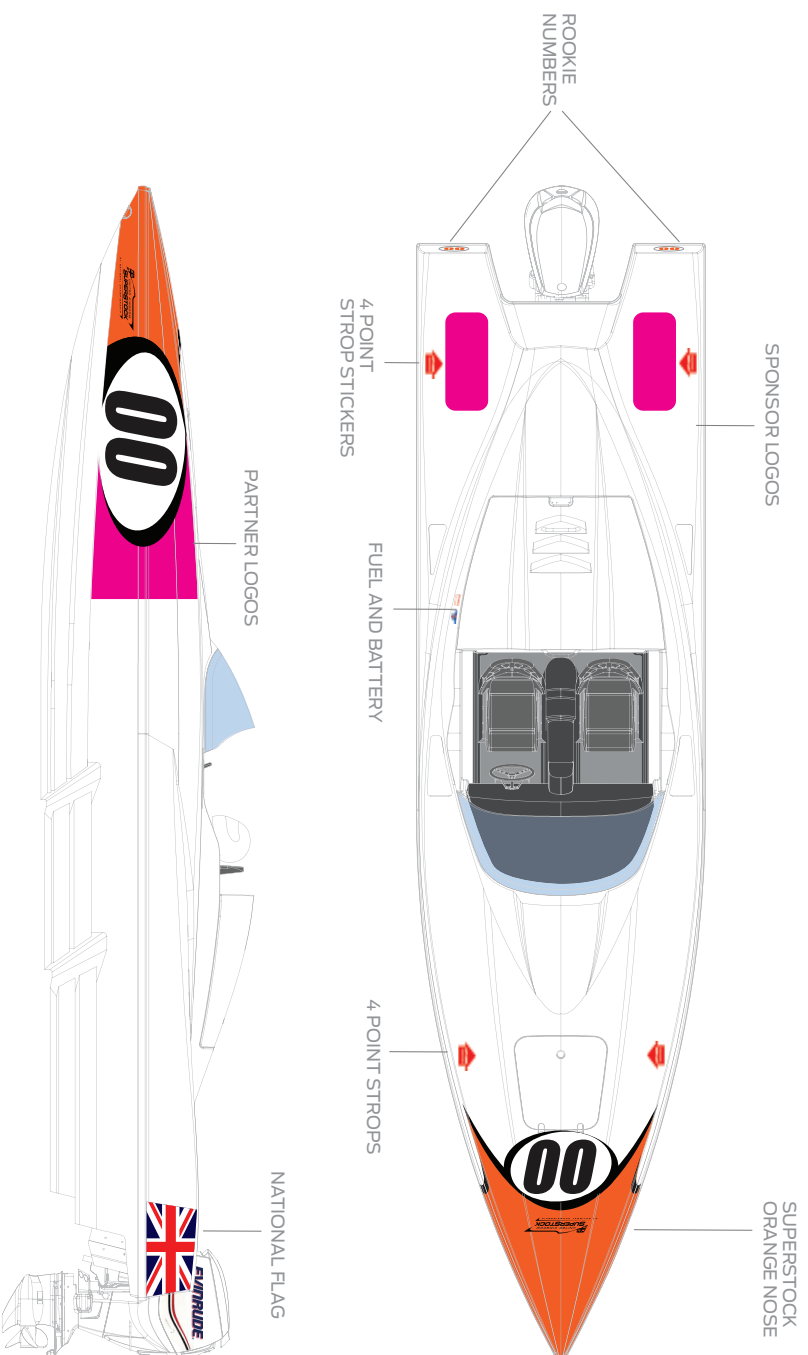
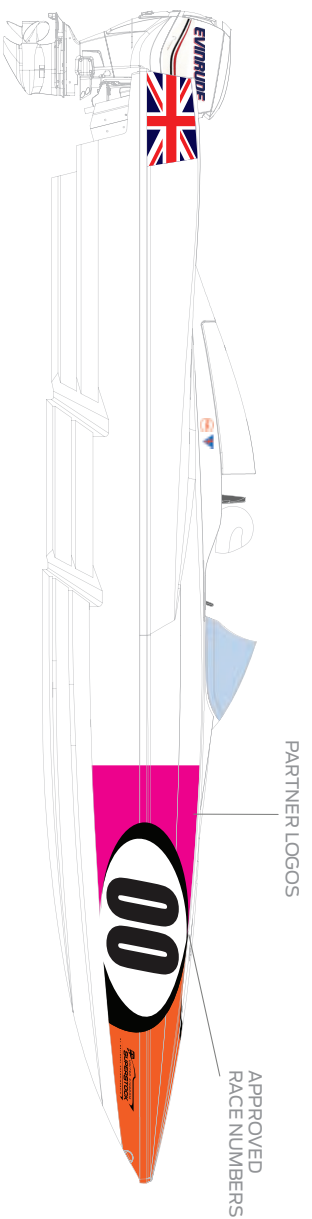
2012 APRIL



# MANDATORY BOAT BRANDING 2012

## DESIGN NOTES

- X1 FUEL SWITCH
- X1 BATTERY SWITCH
- X4 POINT LIFT ARROWS
- X2 ROOKIE NUMBERS
- X3 RACE NUMBERS
- X4 4-POINT STROP
- X1 FUEL
- X1 BATTERY
- X2 ROOKIE NUMBERS
- SUPERSTOCK ORANGE NOSE PM5716
- P1 PARTNER LOGO SPACE
- X2 PETERS & MAY
- X2 NATIONAL FLAGS
- X3 SUPERSTOCK UK LOGOS



2012 APRIL





## 2012 P1 SUPERSTOCK UK CHAMPIONSHIP

### TEAM AGREEMENT

This document sets out the terms and conditions agreed between the parties – an entrant in the 2012 P1 SuperStock UK Championship and Powerboat P1 Management Limited. The terms and conditions are binding on both sides and by signing this document the entrant agrees to fulfil its obligations and Powerboat P1 Management Limited agrees to provide the services set out in this Agreement.

#### PARTIES

(1) **POWERBOAT P1 MANAGEMENT LIMITED** whose registered office is at Winchester House, 258-269 Old Marylebone Road, London NW1 5RA (“**Powerboat P1**”)

(2) \_\_\_\_\_ [Team entering Championship]  
whose principal place of business is at

\_\_\_\_\_  
(the “**Team**”); and

(3) \_\_\_\_\_ [Team owner – individual or  
company] whose principal place of business is at

\_\_\_\_\_  
(the “**Team Owner**”).

#### BACKGROUND

- (a) Powerboat P1 holds the exclusive commercial and promotional rights to organise and stage the 2012 P1 SuperStock UK Championship (the “**Championship**”).
- (b) The Team wishes to enter the Championship and Powerboat P1 wishes to accept the Team’s entry, on and subject to the terms and conditions set out below in this Team Entry Agreement (the “**Agreement**”).
- (c) The Team Owner agrees to guarantee all of the Team’s obligations under this Agreement.

**OPERATIVE PROVISIONS**

**1. Team Application & Entry**

- 1.1 The Team shall apply to participate in the Championship by completing and providing to Powerboat P1 each of: the entry form, the media/form Agreement signed by both the Team and the Team Owner and any other documentation requested by Powerboat P1 (collectively the "**Entry Forms**". The Team's participation in the Championship shall be subject to acceptance by Powerboat P1 of the Entry Forms, Powerboat P1 entering into this Agreement and the Team paying to Powerboat P1 the non-refundable entry fee detailed below for each boat and boat crew (the "**Crew**") it intends to enter in the Championship.
- 1.2 The entry fee for each Team (the "**Entry Fee**") is £1500.00 + VAT
- 1.3 The number of entries in the Championship shall not be restricted.
- 1.4 All the Entry Forms must be completed and returned to Powerboat P1 at the following address: Winchester House, 259-269, Old Marylebone Road, NW1 5RA, London. The Entry Fees must be paid in full to Powerboat P1 by the entry deadline (the "**Entry Due Date**").
- 1.5 Entry Fees shall be paid without any deductions at all, including (without limitation) bank transfer charges, withholding tax or offset.
- 1.6 Entry Fees should be paid in Pounds Sterling into the bank account set out below or by cheque (payable to Powerboat P1 Management Limited) or by cash.

**Bank Details:-**

The Royal Bank of Scotland  
62/63 Threadneedle Street  
London  
EC2R 8LA

**Sterling (GBP) account**

Account Name:	Powerboat P1 Management Ltd
Account Number:	23199826
Sort Code:	160015
IBAN:	GB38RBOS16001523199826
SWIFTBIC:	RBOSGB2L

- 1.7 Powerboat P1 shall, if requested by the Team, provide a receipted invoice valid for tax purposes upon receipt of the Entry Fee from the Team.
- 1.8 Powerboat P1 reserves the right to refuse, at its absolute discretion, to accept any Team's entry in the Championship or to allow the participation of any individual Team member.

## **2. Team's Undertaking to Compete**

The Team shall compete at all race events that form the Championship (each race event comprising at least two separate races) as advised and organised by Powerboat P1 in accordance with this Agreement (the "**Race Events**"). In the event that an event of "force majeure" (as defined in Clause 14) prevents a Team from attending any particular Race Event during the Championship, the Team shall inform Powerboat P1 of its non-attendance as soon as possible and no later than 7 days prior to the relevant Race Event.

## **3. Race Licensing and Medical Declaration**

- 3.1 The Team shall ensure that it and the Crew shall have the required licences, permits and authorities to compete in the Championship from the U.I.M. approved national authority of their country of residence (the "**National Authority Licences**").

### **RYA contact details:**

Telephone: 023 8060 4100

Fax: 023 8060 4299

Address: RYA House, Ensign Way, Hamble, Hants, SO31 4YA

- 3.2. The Team shall disclose its National Authority Licences to Championship Officials when it registers for each Race Event and to Powerboat P1 on demand.
- 3.3 The Team also acknowledges and / or accepts that the Crew may be required to undergo random drugs/alcohol checks at Race Events. Failure to comply with a request to undergo a random medical examination may result in disqualification from that Race Event for the member of the Crew concerned.

## **4 Rules and Technical Control**

- 4.1 The Team undertakes to comply fully and completely with the Series Specific Rules, RYA rules (PB1), rules of the applicable UIM approved national authority and any technical regulations and/or decisions promulgated by the Powerboat P1 Organising and/or Race Committees as shall apply to the Championship and/or the Team from time to time (the "**Rules**").
- 4.2 Powerboat P1 shall ensure that officials are present at each Race Event and each race during each Race Event and shall perform their functions in accordance with the Rules.

## **5 Team Representative**

Each Team shall appoint a Team Representative to liaise with Powerboat P1 on behalf of the Team. The Team Representative shall not be a member of the Crew and must be available to be contacted during the Term as defined in Clause 21.1 (including, without limitation, at all times during the racing timetable at each Race Event). The Team Representative must be detailed to Race Control on the appropriate form at registration at each Race Event.

## **6 Use of Dry Pit Area**

- 6.1 Subject to there being sufficient available space, Powerboat P1 shall allow the Team to position one vehicle and boat trailer in the dry pits area at the applicable Race Event (the "**Dry Pit Area**"). Powerboat P1 reserves the right to design each Dry Pit Area according to the needs of each venue (to optimise the space available).
- 6.2 The Team undertakes to ensure that its allocated area in the Dry Pit Area remains clean and free from rubbish, litter or fluid spills throughout each Race Event. The Team shall refrain from causing damage or inconvenience (including, without limitation, excess smoke or excessive noise) to any third parties and shall dispose of waste and unwanted fluids safely and in accordance with all instructions of Powerboat P1. In the event that the Team does not comply with this Clause 7.2, the Team shall immediately be liable to pay all costs incurred by Powerboat P1 arising from the Team's non-compliance and the Team may also be disqualified from the Championship in Powerboat P1's absolute discretion.
- 6.3 The Team undertakes to ensure that its allocated area in the Dry Pit Area is left in a clean, tidy and safe condition to the satisfaction of Powerboat P1 and free from pollution, waste and oil or fluid spills before it departs from the venue. Any cleaning costs incurred by Powerboat P1 in relation to the Team's allocated area in the Dry Pit Area will be charged to and will be immediately payable by the Team.

## **7 TEAM PRESENTATION**

- 7.1 The Team shall ensure that its Team members act in a professional and sensible manner whilst attending any Race Event and/or at social or entertainment events associated with a Race Event and organised by Powerboat P1, its partners or sponsors. The Team Representative or Team Owner (if not the same person) will be regarded by Powerboat P1 as being responsible for the actions of all Team members, which shall include paying any and all costs of making good any damage caused by any Team member.
- 7.2 The Team shall ensure that each member of the Crew acts in a sportsmanlike manner and as a good ambassador for the sport of powerboating, each Race Event and the Championship.
- 7.3 The Team shall procure that all Team members and the Crew do not subject other teams, members of the public, members of the media, Championship Officials, Race Event staff or any Powerboat P1 employee to abuse of any kind (including, without limitation physical or verbal abuse) at any time including, without limitation, at Race Events and/or social functions organised by Powerboat P1, its partners or its sponsors in connection with any Race Event. For the avoidance of doubt, any breach of this Clause 8.3 may result in a financial penalty and/or loss of up to fifty (50) Championship points for the Team and/or disqualification from a race, an entire Race Event or from the Championship, to be determined at Powerboat P1's sole discretion. Powerboat P1 reserves the right to publish details of any penalties incurred in relation to behaviour which is in breach of this Clause 8.3.
- 7.4 Powerboat P1 undertakes that all P1 staff and officials will apply the standards of behaviour and respect referred to in Clause 8.3 towards the Team.

## **8 Powerboat P1's Intellectual Property**

- 8.1 In this Clause 9, "Intellectual Property" shall mean any trademarks, service marks, registered designs, utility models, design rights, copyright (including copyright in computer software, film, sound and photographs), database rights (including in relation to technical data and results), trade secrets and other confidential information, know-how, business or trade names (including internet domain names and e-mail address names) and all other intellectual and industrial property rights of a similar or corresponding nature, whether registered or not or capable of registration or not and including the right to apply for and all applications for any of the foregoing rights and the right to sue for infringements of any of the foregoing rights.

- 8.2 All Intellectual Property arising from and in relation to the Championship and/or any Race Event including its name, logotype, format and films and photographs of the Championship and/or any Race Event shall be exclusively vested in Powerboat P1.
- 8.3 The Team agrees that it shall not obtain any right in the Intellectual Property arising from or in relation to Powerboat P1, the Championship or any Race Event by virtue of its entry or otherwise, and it shall do nothing, and it shall ensure that the Crew, other Team members, its sponsors and its guests do nothing to damage Powerboat P1's rights in and to the same.

## **9 Media Rights**

- 9.1 The Team undertakes on behalf of itself, the Crew and its Team Members that it and they hereby consent in perpetuity and throughout the World to the use of their names, initials, nicknames, signatures, photographs, likenesses, voices, quotations, biographical details, fame and reputation, the name and photograph of the Team's boats, the names and logotypes of the sponsors and suppliers who appear on the boat and on the Team's racing overalls and shirts, in all contexts (whether racing or lifestyle), in all media now known or hereafter devised, including, without limitation, theatrical exhibition in cinemas, all forms of television and radio broadcasts, all print media (including, without limitation, all consumer and trade magazines and catalogues, newspapers and other periodicals), computer games, posters, banners, blimps, ad-balloons, street vision monitors, airliners and ships, in-store ads and all other point of purchase advertising and promotional materials, train and bus wraps, mobile phones, direct mail, billboards and Internet sites and for all reasonable advertising, promotion, endorsement, broadcast, merchandising and/or gaming purposes of Powerboat P1, its licensees, sponsors and suppliers at the sole discretion of Powerboat P1.

## **10 Branding Rights and Reserved Spaces**

The Team shall ensure that the spaces shown in Official Legal Layout 1 on each of its boats on the overalls of each member of the Crew (the "**Reserved Spaces**") are available to be branded by Powerboat P1 with either the Championship logo, or a symbol or brand of Powerboat P1's choice, including the brand of any sponsor(s) or supplier(s) (the "**Championship Branding**"). In the event that there is any conflict between the Championship Branding and the advertising and/or branding of the Team's sponsors which the Team wishes to include on the boat(s) and/or the Crew's overalls, Powerboat P1 and the Team shall each use its reasonable endeavours to find a mutually acceptable solution.

## **11 Team Marketing Benefits**



The Team may on a royalty-free basis use the Championship logo, marks and trade names as they appear in Appendix 3 for its own promotional but non-commercial use for the period of time that it is an entrant in the Championship. The Team shall ensure that no third party including, but not limited to, any Team sponsor or supplier will use the Championship logo, marks and trade names without prior written approval from Powerboat P1 and payment of the applicable license fee (to be determined by Powerboat P1 in its sole discretion).

## **12 Risk, Waiver and Indemnity**

- 12.1 The Team itself and on behalf of its assigns, Crew and Team members acknowledges and agrees that powerboat racing is dangerous and involves a significant degree of risk of personal injury or death.
- 12.2 The Team hereby waives and relinquishes any and all claims that the Team may have against Powerboat P1 and/or the RYA, their officers, employees, consultants, shareholders and agents (or persons acting on their behalf) or Race Event officials (collectively "**Releasees**"), arising out of the death of or personal injury to a Crew member or a Team member or for loss and damage to property at a Race Event venue.
- 12.3 The Team shall indemnify and hold the Releasees harmless from and against any claims as detailed in Clause 13.2 or claims by any member(s) of the Crew or any Team member(s) or guest(s), including all associated damages (including those paid in settlement on a without prejudice basis), losses, costs and expenses.
- 12.4 The Team shall indemnify and hold the Releasees harmless from and against any claims, damages (including those paid in settlement on a without prejudice basis), losses, costs and expenses which the Releasees may suffer as a result of a breach by the Team and/or Team Owner of this Agreement.
- 12.5 The Team shall procure that each member of the Crew, Team members and (if requested) guests shall execute separate waivers of claims in favour of the Releasees if, and in the form requested by Powerboat P1.

## **13 Force Majeure**

- 13.1 In this Clause, "**force majeure**" shall mean any cause preventing either party from performing any or all of its obligations which arises from or is attributable to acts, events, omissions or accidents beyond the reasonable control of the party so prevented including (without limitation), strikes, lock-outs or other industrial disputes (but not involving the workforce of the party so prevented), act of God, war, riot, hostilities (whether war be declared or not), armed conflict or terrorist attack, nuclear, chemical or biological contamination or sonic boom, civil commotion, invasion, revolution, malicious damage, compliance with any law or governmental order, rule, regulation or direction, accident, power failure, fire, flood, disease, epidemic, storm, default of suppliers or sub-contractors, difficulties in obtaining raw materials, labour, fuel, parts or machinery or import or export regulations or embargoes.

13.2 If either party is prevented or delayed in the performance of any of its obligations under this Agreement by force majeure, that party shall immediately serve notice in writing on the other party specifying the nature and extent of the circumstances giving rise to force majeure, and the obligations of the parties under this Agreement shall (but only so far as is necessary to take account of the event of force majeure), be suspended until such circumstances cease to apply or the parties have agreed after reasonable negotiations in good faith to effect performance of a modified nature which is not restricted or precluded by prevailing circumstances.

#### **14 Reputation**

Neither party shall do anything to injure or bring into disrepute, ridicule or lessen the public reputation, goodwill or favourable image of the other and/or the officers and employees, sponsors of or suppliers to the other, or the Championship.

#### **15 Confidentiality**

The Team will (and shall procure that each member of the Crew, Team members and other employees will) treat all information it receives or encounters in any media in relation to the business or financial affairs of Powerboat P1, or the strategies or plans of Powerboat P1 in relation to the Championship and the contents of this Agreement and any meetings between the Team and Powerboat P1 as strictly confidential and the Team agrees not to disclose such information to any third person at any time.

#### **16 Variation of Terms**

Powerboat P1 may, acting reasonably and in the best interests of the Championship, unilaterally vary any term of this Agreement hereafter by serving written notice of the variation upon the Team with not less than thirty (30) days notice.

#### **17 Notices**

17.1 Any notices under this Agreement shall be served upon (in the case of notices from the Team or Team Owner) Powerboat P1 at its office address, (in the case of notices from Powerboat P1 to the Team) on the Team Owner or Team Representative at their address(es) stated on the Entry Forms.

17.2 All notices shall be delivered in person or sent by pre-paid registered post and shall be deemed served within forty eight (48) hours of posting.

#### **18 Term and Termination**

18.1 This Agreement shall commence on the date of its signature by all the parties and shall continue (save where rights or obligations continue beyond termination) until 31 December 2012 at which date it shall automatically terminate (the "**Term**").

- 19.2 In the event that Powerboat P1 shall materially breach the Agreement, the Team and/or Team Owner may terminate this Agreement by serving written notice provided that they have given Powerboat P1 at least thirty (30) days to remedy the breach if it is capable of remedy and the breach has not been remedied.
- 19.3 In the event that the Team and/or Team Owner shall breach the Agreement, Powerboat P1 may terminate this Agreement by serving written notice provided that it has given the Team and/or Team Owner at least thirty (30) days to remedy the breach if it is capable of remedy, and the breach has not been remedied. Where a Race Event falls within the thirty (30) day cure period, the Team may not compete in that Race Event until the breach has been remedied.
- 19.4 Termination shall be without prejudice to rights and remedies arising prior to termination.
- 19.5 The following clauses shall survive termination:- 9, 10, 13,15 and 16.

## **20 Insurance**

The RYA shall take out insurance cover against third party public liability risks on-land and on-water at all races approved by the RYA. All competitors and RYA officials who are licensed to participate at the Championship shall be covered in accordance with the RYA's terms for third party public liability risks only and therefore all teams are strongly advised to take out personal accident insurance and insurance for their boats and equipment whilst racing as RYA insurance policies do not cover these risks.

## **21 Assignment**

No Team shall assign or sub contract its rights or obligations under this Agreement without the prior written consent of Powerboat P1.

## **22 Entire Agreement and Waiver**

This Agreement (together with the Rules, the Entry Forms, the Advance Program, any Race Instruction, any Race Instruction Addendum and any Race Bulletins) contains the entire agreement between the parties and supersedes all previous arrangements or agreements. Any waiver of the provisions of this Agreement shall be in writing and signed by the party so waiving.

## **23. Governing Law and Arbitration**

- 23.1 This Agreement shall be governed by and construed in accordance with English law.
- 23.2 Any dispute, difference or controversy under this Agreement shall be referred exclusively to a sole arbitrator experienced in sports related dispute resolution agreed by the parties or (in default of agreement) nominated by the President for the time being of the Law Society of England and Wales, who shall finally

determine the matter and have discretion to order who should pay the costs of the hearing and to what extent.

By signing below you agree to the terms and conditions set out in this Agreement.

<b>SuperStock Race Class</b>	<b>Please Tick the class you are entering</b>
P1 Panther 250	√
P1 150	

Name: ..... Date: .....

Signature: .....

***For and on behalf of the Team***

Name: ..... Date: .....

Signature: .....

***By the Team Owner***

Name: ..... Date: .....

Signature: .....

## 2012 POWERBOAT P1 UK CHAMPIONSHIP ENTRY FORM

**DEADLINE: 28<sup>th</sup> Feb 2012 (See Series Draw\*)**

**DATE RECEIVED**   /   /

### Racing Class Entered:

<b>P1 Panther 250 UK:</b>	<b>P1 150 UK:</b>
---------------------------	-------------------

### Navigator Details:

<b>First Name:</b>	<b>Address:</b>
<b>Surname:</b>	
<b>D.O.B:</b>	
<b>Mobile:</b>	
<b>Email:</b>	
<b>Blood Type:</b>	
<b>Licence No.:</b>	<b>Post Code:</b>
<b>Signature:</b>	<b>Date:</b> <input type="text"/> <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/>

### Entrant:

<b>Team Name:</b>	
<b>Team Managers First Name:</b>	<b>Address:</b>
<b>Team Managers Surname Name:</b>	
<b>D.O.B:</b>	
<b>Mobile:</b>	
<b>Email:</b>	
<b>Team Licence:</b>	
<b>Licence No.:</b>	<b>Post Code:</b>
<b>Signature:</b>	<b>Date:</b> <input type="text"/> <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/>

### Entry Prize Draw:\*

<p>The <u>first 5</u> entries registered will be entered into the official series draw. The winners of the draw (one per class) will win back their full entry fee (£1500). Winners to be announced at the Media Day.</p>	<b>(Draw N°)</b>
---	------------------

### Entry Fee:

<b>Cheque</b>	Made Payable to Powerboat P1 Management LTD ( <i>send to: Address below</i> )		
<b>Bank Transfer</b>	P1 Management LTD   RBS	<b>Sort Code:</b> 16-00-15	<b>Account No.:</b> 23199826

#### P1 Sponsored Boat Offer

The P1 250 Sponsored Boat Offer works on a first come first serve basis. Teams participating in the offer will be required to place a £5000 bond to secure the boat and to pay the entry fee of £1500 + VAT before being considered final and valid. Reserves will be nominated.

The bond will be returned to the Teams at the end of the race season if the boat is returned in good condition and the Team have completed all the required races on the P1 Calendar and PR obligations.

**Please complete both sides of the form and send it back by email or post to  
By Post 1 Ltd, Winchester House, 259-269 Old Marylebone Rd London, UK**

If you require any help filling in this form or have any questions referring to the prize draw please contact:

**Karen Cable at [sport@powerboatp1.com](mailto:sport@powerboatp1.com), or call on 07714 792572**

**DECLARATION** (The Navigator, the Entrant and the Team Responsible)

I declare that I understand the risk involved in Motorsport activities and that P1 is not liable for injuries, damages to objects and individuals. I also declare that I will not do anything detrimental to the image, logo, brand of P1 and related sponsors and suppliers.

I declare that I have been given the opportunity to read the General Regulations of the RYA and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motorsport and agree to accept this risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.

To the best of my knowledge the drivers possess the standard of competence necessary for an event of the type the entry relates to and that the vessel entered is suitable eligible for the championship. The use of the vessel hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on waterway as defined by law.

I understand that should I at the time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vessel, I may not take part unless I have declared such a disability to the ASN which have, following such declaration, issued a licence which permits me to do so.

The full registration fee as laid down in the regulations is payable to Powerboat P1 Management Ltd and must be included with this registration. This fee is non refundable.

This entry refers to the team and boat specified and cannot be re-assigned. In exceptional circumstances teams may be able to move this registration to another vessel but only with the express, written permission of the organisers of the championship. Any prize money will be made payable to the team unless otherwise requested in writing and signed by both the team and drivers.

Entries are considered final and valid only when the Series Overall amount (£300) has been transferred as well.

<b>Full Name</b>		<b>Date:</b>	<input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/>
<b>Signature:</b>		<b>Position:</b>	

**Send Form**

**Clear Form**



## 2012 POWERBOAT P1 UK CHAMPIONSHIP ENTRY FORM

**DEADLINE: 28<sup>th</sup> Feb 2012 (See Series Draw\*)**

**DATE RECEIVED**   /   /

### Racing Class Entered:

<b>P1 Panther 250 UK:</b>	<b>P1 150 UK:</b>
---------------------------	-------------------

### Driver Details:

<b>First Name:</b>	<b>Address:</b>
<b>Surname:</b>	
<b>D.O.B:</b>	
<b>Mobile:</b>	
<b>Email:</b>	
<b>Blood Type:</b>	
<b>Licence No.:</b>	<b>Post Code:</b>
<b>Signature:</b>	<b>Date:</b> <input type="text"/> <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/>

### Entrant:

<b>Team Name:</b>	
<b>Team Managers First Name:</b>	<b>Address:</b>
<b>Team Managers Surname:</b>	
<b>D.O.B:</b>	
<b>Mobile:</b>	
<b>Email:</b>	
<b>Team Licence:</b>	
<b>Licence No.:</b>	<b>Post Code:</b>
<b>Signature:</b>	<b>Date:</b> <input type="text"/> <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/>

### Entry Prize Draw:\*

<p>The <u>first 5</u> entries registered will be entered into the official series draw. The winners of the draw (one per class) will win back their full entry fee (£1500). Winners to be announced at the Media Day.</p>	<b>(Draw N°)</b>
---	------------------

### Entry Fee:

<b>Cheque</b>	Made Payable to Powerboat P1 Management LTD ( <i>send to: Address below</i> )		
<b>Bank Transfer</b>	P1 Management LTD   RBS	<b>Sort Code:</b> 16-00-15	<b>Account No.:</b> 23199826

#### P1 Sponsored Boat Offer

The P1 250 Sponsored Boat Offer works on a first come first serve basis. Teams participating in the offer will be required to place a £5000 bond to secure the boat and to pay the entry fee of £1500 + VAT before being considered final and valid. Reserves will be nominated.

The bond will be returned to the Teams at the end of the race season if the boat is returned in good condition and the Team have completed all the required races on the P1 Calendar and PR obligations.

**Please complete both sides of the form and send it back by email or post to  
By Post 1 Ltd, Winchester House, 259-269 Old Marylebone Rd London, UK**

If you require any help filling in this form or have any questions referring to the prize draw please contact:  
**Karen Cable at [sport@powerboatp1.com](mailto:sport@powerboatp1.com), or call on 07714 792572**



**DECLARATION** (The Driver, the Entrant and the Team Responsible)

I declare that I understand the risk involved in Motorsport activities and that P1 is not liable for injuries, damages to objects and individuals. I also declare that I will not do anything detrimental to the image, logo, brand of P1 and related sponsors and suppliers.

I declare that I have been given the opportunity to read the General Regulations of the RYA and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motorsport and agree to accept this risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.

To the best of my knowledge the drivers possess the standard of competence necessary for an event of the type the entry relates to and that the vessel entered is suitable eligible for the championship. The use of the vessel hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on waterway as defined by law.

I understand that should I at the time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vessel, I may not take part unless I have declared such a disability to the ASN which have, following such declaration, issued a licence which permits me to do so.

The full registration fee as laid down in the regulations is payable to Powerboat P1 Management Ltd and must be included with this registration. This fee is non refundable.

This entry refers to the team and boat specified and cannot be re-assigned. In exceptional circumstances teams may be able to move this registration to another vessel but only with the express, written permission of the organisers of the championship. Any prize money will be made payable to the team unless otherwise requested in writing and signed by both the team and drivers.

Entries are considered final and valid only when the Series Overall amount (£300) has been transferred as well.

<b>Full Name</b>		<b>Date:</b>	<input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/>
<b>Signature:</b>		<b>Position:</b>	

<b>Send Form</b>
<b>Clear Form</b>







## P1 SUPERSTOCK UK CHAMPIONSHIP 2012 MEDIA FORM

Please complete and return it to: Karen Cable, [sport@powerboatp1.com](mailto:sport@powerboatp1.com)

<b>Team Name:</b>	
<b>Boat Name:</b>	
<b>Nationality:</b>	
<b>Class:</b>	P1 250 or P1 150?
<b>Team Media &amp; PR Contact:</b>	
<b>Address:</b>	
<b>E-mail:</b>	
<b>Tel. Office:</b>	
<b>Mobile:</b>	

Please tick as appropriate: <input checked="" type="checkbox"/>	Yes	No
<b>Do you require Post-Race Releases by E-Mail?</b>		
<b>Will you be resending to your media?</b>		
<b>Would you like us to develop a relationship with your media?</b>		



**TEAMS CREW BIOGRAPHIES FOR WEBSITE:**

*Please fill complete with as much info as possible*

<b>Team info</b>	
<b>Based:</b>	
<b>Established:</b>	
<b>Team Principle:</b>	
<b>Titles:</b>	
<b>Crew:</b>	
<b>Website:</b>	
<b>Sponsors:</b>	
<b>Summary:</b>	
<b>web links:</b>	
<b>Pilot info</b>	
<b>Nationality/Hometown:</b>	
<b>Date of Birth:</b>	
<b>Race debut:</b>	In powerboats and/or motorsport:
<b>Website:</b>	
<b>Web links:</b>	
<b>50 words bio</b>	
<b>Navigator info</b>	
<b>Nationality/hometown:</b>	
<b>Date of Birth:</b>	
<b>Race debut:</b>	In powerboats and/or motorsport:
<b>Website:</b>	
<b>Web links:</b>	
<b>50 words bio</b>	

**Send Form**      **Clear Form**