

Welcome to the 2011 summer edition of the new CRC Newsletter. Please take the time to carefully read through its contents as there may be some important information relating to your class or changes happening within the sport in general.

The New PB2 Rule Book & 2012 Rule Changes

I am pleased to say that the new PB2 rule book has been published and circulated in plenty of time before our national championships started.

As we expected, there are some mistakes (after all we are all human) but as it is now published in a loose-leaf format these mistakes and any rule changes are easy to rectify for the 2012 season.

CRC have also adopted a new rule change policy which will allow us to keep a better record of any rule changes in the future.

Should you have any suggestions / ideas on policy or rule changes relating to your relevant class please do contact your driver's representative or CRC club delegate and share your views.

Our thanks to John Staveley, Susan Keay & the RYA office for all of their hard work in the complicated task of producing the new PB2.

'Going Green'

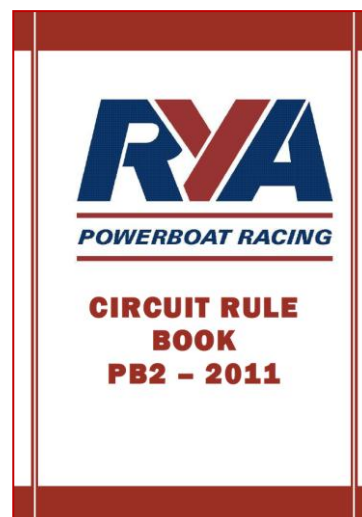
You are all probably fed-up with hearing about the new 'green engines' and how they are the future of our sport etc.. But the reality of the situation is that THEY ARE !!

Whether or not we agree, the sport must move forward and the new generation of green engines must be considered and encouraged to new and existing drivers in order to secure the growth and continuity for the future of our sport.

We are already seeing positive signs that this message is starting to become accepted with the ever growing fleet of GT30's, the introduction and growing interest of GT15 and 2 Mercury Optima's running in the F2 National Series. In addition to this the new generation Selva F1000i Engine (hailed as the replacement from the Yamaha 70) is nearing the final stages of completion and is undergoing its final testing stages at Selva HQ.

While much focus is being placed in the 'green' element of our sport our existing classes will not be forgotten and will continue to have due consideration.

If you are interested in switching to a green class or considering the 'green' options for your existing class - please do not hesitate to contact your class or club reps and the RYA with any questions you may have.



T850 Class



The new 2011 engine rules for this seem to have produced some close and exciting races so far in the National Championships.

The participation in the national championships has been good and positive reports have been received from the Driver's representative.

A particularly good show was seen at the sprints from the T850 class and if you have any thoughts or suggestions for the future of this class, please talk to your driver-rep !

We hope that the recent success of this class continues for the remainder of the season and indeed into the future.

S850 Class

The S850 class continues to have a good number of participants (and even a couple of new faces training).

Internationally this is the last year for the 'F4' class with no further extensions being given on the engine homologation. This has lead to a lot of rumours and questions being asked within the sport if the UK will continue to allow the engine to be used within the national championship.

The answer to the above question is of course – Yes ! There have been no discussions or plans made to follow the UIM path nationally, although engine rule changes are likely to be introduced in the class for the 2012 season.

For those of you who are thinking about the future – we understand that the new generation Selva F1000i (green engine) has entered its final workshop testing stages, and if all goes according to plan, should make its debut at some point during 2012.

If you are considering a change altogether – then perhaps think about the F4s class ? (To be known as F4 from 2012) the international participation has been very good this year and the class is developing well.



There are expected proposals being put forward to the UIM for the existing F4 class to continue to run internationally as a 'historical class'. We hope to have more information on this after the UIM meeting in November and we will try to keep you updated.

Although we have not received a report to date from the Driver's Representative we can see from the continued support and enthusiasm from the drivers that F4 will look forward to a bright future.

S2000 Class

Positive reports have been received from the driver's representative and the class continues to have a good amount of participants at the national races.



We have surprisingly seen 2 boats running in the national championships so far this year with the 'green' Mercury SST200 engine. This is a very positive and welcomed development for the S2000 class and we hope to see more of these engines in the near future.

If you are considering switching your engine to the Mercury SST200, please speak with your driver Representative or contact the RYA for more information.

As the national S2000 engine class rules follow the international UIM rules we have so far no reason to believe that anything will change in relation to the SST120 engine.

However, we are expecting new regulations to be put in place for the Mercury SST200. You will of course be kept up to date on any developments.

The SL250 class will continue to be able to run alongside the S2000 class on a delayed start.

National Clubman Class

Sadly, despite responding to specific requests from drivers eligible for this class there have so far been no national rounds.

Discussions have been taking place with the driver's representative at CRC and a decision will be made shortly as to what we plan to do for the future.

GT30 Class

The GT30 class is growing in numbers and proving to us that new classes can work and attract new and existing drivers within our sport.

Some close and exciting racing has been seen this year with different faces being seen on the podium and a new engine making an appearance.

More precise class rules will be discussed and put into place for the 2012 season, and we look forward to the growing numbers and interest. The positive reports from the driver's representative also indicate that GT30 can look forward to a bright future.



DON'T FORGET !! National Championship end of year prize fund of £600 available to GT30, to be divided as follows:

1st Place = £300

2nd Place = £200

3rd Place = £100

As with all prize funds, there are conditions which must be adhered to in order to eligible to receive any prize money:

You must compete in every round of the GT30 National Championship. Dispensations may be given in certain circumstances such as non attendance due to participation in GT30 International races.

Failure to comply with the above condition will result in you not receiving any prize money.

OSY400 Class

It's proving to be another great year for the OSY400 class, with the new generation of drivers really starting to shine through and get some good results.

To date, there are no suggested rule changes for OSY400, but we do expect some clarifications / changes after the UIM meeting in November – we will of course keep you informed.



In addition to the RYA prize fund (as previously announced) we would like to sincerely thank Mike Ward who has offered Yamato Vouchers to the following values for 4th, 5th & 6th places in the OSY400 National Championship.

4th : £50.00, 5th : £25.00, 6th £10.00

DON'T FORGET ! National Championship end of year prize fund of £600 available this year to OSY400, to be divided as follows:

1st Place = £300

2nd Place = £200

3rd Place = £100

As with all prize funds, there are conditions which must be adhered to in order to eligible to receive any prize money:

You must compete in every round of the OSY400 National Championship. Dispensations may be given in certain circumstances such as non attendance due to participation in OSY400 International races.

Failure to comply with the above condition will result in you not receiving any prize money.

Hydroplane Classes

Sadly, due to international commitments, weather conditions etc. We have only seen 2 hydroplane nationals taking place so far this year.



The races have been good and we expect at least one new driver will have a full national licence by the end of the year.

There will be discussions within CRC on

hydro handicaps and class rules etc taking place over the winter and your ideas and suggestions will be needed. Please take the time to speak with your driver & club representatives.

Please be advised that Outboard National races will be run under current PB2 rules as published.

Hopefully the weather and international circumstances will be more favourable in 2012 !

Junior Classes

Despite some concerns at the start of the season over the introduction of new rules for the Junior classes the season is well underway with the new rules having created a positive step towards the future and participation within the class.

All of the junior drivers are a credit to our sport with their behaviour on and off the water. There is a good flow of information and positive reports from the Driver Representative.

With the UK hosting the GT15 World Championships this year : we now have 2 GT15 drivers within the UK and discussions currently circulating amongst Junior Parents suggest that this number is set to grow for the 2012 season along with some positive and exciting news from the UIM that will be announced over the winter.



If you are interested in switching to GT15 or are considering entering your child as a new driver into the sport and considering the GT15 class, please contact the drivers representative or the RYA for more information.

REMEMBER : Junior training – New drivers in JT250 & GT15 classes will be permitted to train for an RYA licence a maximum of up to 6 months before their 9th birthday. This training will be on an individual one to one basis and under the supervision of the OOD.

General Information

Prize Giving

This year – we are planning to have a national championship prize giving ceremony at the Final National race in September at Stewartby.

We currently have end of year prize money in place for the GT30 & OSY400 classes and we are currently looking for sponsors for the remaining classes :

JT250, T850, S850, S2000 & Outboard Hydro

If you are interested or able to donate prizes for the above mentioned classes (1st, 2nd & 3rd places etc.) –please could you contact Jeni Jelf as soon as possible. (07958 133880 jenijelf@aol.com) Sponsorship can be in any form – Prize Money, product support or gifts - all will be welcomed.

This is hopefully a first step towards improving the prestige of the British National



Championship and a chance for our champions to be celebrated with their fellow peers in attendance.

We look forward to seeing as many of you as possible at the presentation !

Prop Guards

Prop Guards remain mandatory - only prop guards composed of rigid materials are acceptable. **Prop 'bags' or 'rags' are not acceptable.**

Cholmondeley Pageant of Power

Once again the CPOP event was a huge success and CRC would like to thank all of the drivers and officials that attended the event to represent UK Circuit Racing.

The new format seemed to work well this year and plans are already being discussed to see how we can improve the event for 2012.

Particular thanks must go to Robin Hurst, Ruth Morse, John Staveley, Fiona Pascoe and the RYA for all of their hard work and effort.



UIM GT15, GT30 and Round of the F4 World Championships

In June, the UK played host to the UIM GT15, GT30 & a round of the F4 World Championships. (despite the weathers very best efforts in trying to cancel the racing)

The event proved to be huge success for the UK in terms of international competition and the event itself was given a glowing report from the UIM Commissioner.



We had good participating numbers from visiting nations and the event gave a huge boost to the interest of our national drivers.

CRC would like to thank the Stewartby Powerboat section for their huge effort in arranging and hosting this event and extend our thanks to the sponsors and other UK clubs for their support.

Our international success has been excellent this year and we will focus more on our international

achievements in the next newsletter when the season is finished.

New Circuit Racing Website

The new Circuit Racing website will be developed over the coming winter months. For various reasons its development has had to be delayed this season but will be ready in plenty of time for 2012.

The website is the first step towards creating a more commercial and public friendly sport that people can identify with. In return it will also be an excellent point of reference for race teams when seeking sponsorship or wishing to promote themselves.

General Conduct

The CRC has this year had a number of issues brought to their attention on the general conduct of some of our competitors and persons associated.

Alcohol - Under 18's & Adults

In response to one of the most important problems of underage competitors consuming alcohol CRC implemented an immediate rule change of a zero tolerance policy. Subsequent alcohol testing has given us confirmation that this decision has so far proven successful.

However, the situation will continue to be closely monitored and we ask that the parents or person's responsible play their part in ensuring that those under the age of 18 are closely monitored during the social hours of a racing event.

All drivers of all ages should remember that not only should you be responsible for your own actions, you should also consider your responsibility towards your fellow competitors. The social element plays a huge part in our sport and we would like to you to think carefully before consuming excessive alcohol during the social hours of a race event.

As well as the associated health risks (especially in young adults) even a small amount of alcohol left in your system from 'the night before' can have adverse effects on judgement and co-ordination.

Please take the time to visit www.drinkaware.co.uk for further information and facts.

UNACCEPTABLE CONDUCT

The CRC would like to make it absolutely clear that we will NOT tolerate any abusive language or threats of violence towards RYA Officials for any reason. This applies to not only to drivers, but crews, families, friends etc.

In addition we are seeing an increasing problem between teams –arguing, swearing, fighting, and generally causing bad feeling. On more than one occasion this behaviour is being displayed in full view of the public and our Junior drivers.

This is not the kind of behaviour that we need within the sport and not an acceptable example to be setting our impressionable youth. This subject will be closely monitored and action will be taken if any further unacceptable behaviour witnessed or reported.

That's about all for now – if you have any questions or concerns about any of the contents of this newsletter please feel free to contact your Club or Class Representative.

Please see the attached for class results to date.

We wish the best of luck & safe racing for the remainder of the season.

Best Regards

The Circuit Racing Committee

RYA Circuit British Championship Points to Date

Outboards		
1st	Codling Julian	20
2nd	Turner Wayne	15
3rd	Turner Kevin	17
4th	Edwards Nigel	13
5th	Lockwood Matt	0
6th	Jillings Paul	5
OSY400 Class		
1st	Luke Hugman	37
2nd	James Bowman	34
3rd	Ben Viney	26
4th	Craig Speller	21
5th	Tony Knights	15
6th	Jason Mantripp	11
JT250 Class		
1st	Teague Stroud	56
2nd	Ben Jelf	54
3rd	Lauren Gilderdale	41
4th	Thomas Yallop	32
5th	Tiegen Goodfellow	26
6th	Charlotte Newton	21
GT30 Class		
1st	Natalie Craddock	69
2nd	Jordan Muckles	65
3rd	Ben Morse	63
4th	Charlotte Gilbert	57
5th	Sam Whittle	35
6th	Kevin Hill	25
7th	Nick Walsh	17
8th	Malcolm Goodman	11
T850 Class		
1st	Mark Williams	71
2nd	Mick Pillow	67
3rd	Bill Owen	52
4th	Peter Mantripp	41
5th	Steff Gilderdale	36
6th	Dave James	22
7th	Matthew Wood	22
8th	Matthew Procter	15

S850 Class		
1 st	Scott Curtis	69
2 nd	Matthew Palfreyman	61
3 rd	Stephen Batch	54
4 th	Stephen Hoult	44
5 th	Stuart King	41
6 th	John Masters	41
7 th	Paul Veares	35
8 th	Brian Shulver	10
9 th	Brian Block	5
NS200 Class		
1 st	Malcolm Goodman	74
2 nd	Paul Balfour	54
3 rd	Ian Wright	53
4 th	Alan Marshall	50
5 th	Sven Hamer	46
6 th	Graham Palfreyman	36
7 th	Ian Andrews	27
8 th	Andy Griffiths	15
9 th	Owen Jelf	9
10 th	Ian Smith	8

2011 RYA British Sprint Champions

(Subject to Ratification)

Class	Champion
2011 RYA British O350 Sprint Champion	Nigel Edwards
2011 RYA British O250 Sprint Champion	Kevin Turner
2011 RYA British OSY400 Sprint Champion	Luke Hugman
2011 RYA British JT250 Sprint Champion	Ben Jelf
2011 RYA British GT30 Sprint Champion	Nick Walsh
2011 RYA British T850 Sprint Champion	William Owen
2011 RYA British S850 Sprint Champion	Mark Williams
2011 RYA British NS2000 Sprint Champion	Paul Balfour
2011 RYA British SL250 Sprint Champion	Keith Whittle