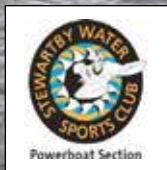
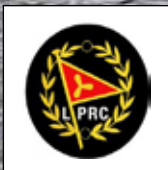


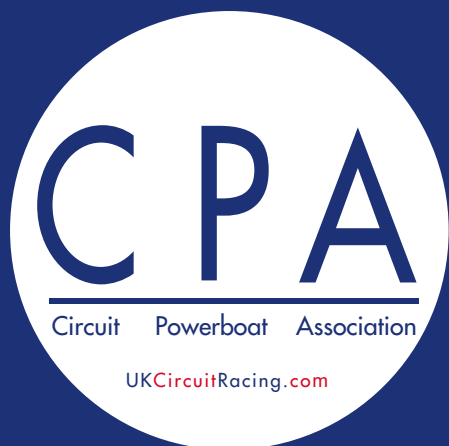


LETTERS NEW



JANUARY 2019





Directors & Officers

Chris Loney
Chair

Sarah Smith
Secretary

Peter Mantripp (LOBMBC)
Technical & Safety Director

Graham Palfreyman (LPRC)
Finance Director

Martin Powell (SWSC)
Commercial Director

Dave James (WMBRC)
Operations Director

Ray Dawes
Medical Panel Head

Martyn Smith & Alan Marshall
BPBA Reps

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... a new season & new challenges ahead

As many already know as of the 1st January 2019, the Royal Yachting Association (RYA) ended its role as the national authority for powerboat racing in the UK.

At the October UIM general assembly the newly formed British Power Boat Association (BPBA) was formally approved as the new National Governing body for powerboat racing in Great Britain. The Circuit Powerboat Association which has been formed by the existing active circuit clubs will head up the circuit racing discipline within GB.

For the first time in many years through the BPBA the majority of our sport within GB is more unified than ever, as OCRDA, P750 along with the Jet Sport Association (JetSkies) have all affiliated to the BPBA.

There has been an awful lot work undertaken already with a great deal to do in getting everything together & arranged for the coming season, at times you will need to remain patient because I'm sure you can appreciate there are many areas to cover in a short period of time. The information that follows within the newsletter will at least go a little way in helping us all to plan in this early pre-season.



Licence Fees

There have been some small adjustments to last year's costs. One thing that will happen though is that the CPA will give you a breakdown of where your licence fees are spent. The idea is to support drivers & pave the way for a better, safer & more successful future rather than to make a huge profit. We personally feel if the distribution of the fee is shown then each one of you can then understand how much administration/associated costs are actually involved.

- Basic senior (Sportsboats/GT30/Monohull/Hydroplane/VP/2 Seater) - £265
- As above with International entitlement - £290
- Basic Junior (GT15/30/OSY 400 under 18 years of age) - £132
- As above with International entitlement - £157
- Co-Driver - £105
- Day Licence - £50 – there is a maximum limit of 2 but all credits paid will go towards a full licence, this is to be done on a medical self-declaration
- Newcomers training & 1st race meeting – Free
- Newcomers full licence for seniors - £132.50
- Newcomers full licence for juniors - £66
- Returning drivers - £132.50 – This is for anyone that's raced in the past but hasn't held a full licence in the last 5 years, training or day licences in this period will not count
- Passenger permit for demonstration experiences – Free

The 2019 licence application form & medical examination will remain the same as last year's but during the season the switch to paperless on-line licensing will start to be rolled out. The application forms will be available from next week.

Log Book & Measurement Certificates

For 2019 the log book and measurement forms will be combined into one form. The cost for these will be £10.00, but unlike with the old system this will be a one off fee rather than an annual charge.

When a change of ownership takes place though a new form will be required at £10.00.

National Championship Racing

As we all know for various reasons the National series in the UK has dwindled away over the last 5 years. Because of this we have sat down and developed a national championship model that will put more boats on the water that will create a fun filled safe season of racing. The mixed class National series will be a mixture of jetty & rolling start handicap format racing with a 4 round series planned with the dates for this in the circuit calendar. The result of the season will be an individual class National Champion as well as a constructors/interclub winner. The following classes have been developed with current boats and drivers in mind, so that we can once again see well entered nationals:

Formula Grand Prix – Catamaran's 2000cc & above. This will be a mix of F1 2ltr & 2.5ltr/F2/S3000/SL250/SST120. The racing will be a 2 day event with a shorter than usual practice on the Saturday to create the start grid positions, followed by the jetty start heats to give handicap times for the heats of rolling clock starts on the Sunday. The overall winner will be the driver with the most combined points which will definitely give the slower boats a very good chance of glory! There will also be points awarded for your club to give an overall 'Interclub' winner, so you are racing for yourself & your club. Obviously once our classes rebuild it is hoped that traditional national racing can return over the coming years.

Formula Grand Prix Light – Catamaran's under 2000cc – exactly as above with F4/HR-S850/F3

GT Monohull Unlimited – Monohull's over 1300cc – as above for Yamaha/Mercury/Evinrude powered craft. The racing format will be as above.

GT Monohull Light – Monohull's under 1300cc – T850/T750/GT60/VP 1.3, same criteria as above.

GT30 – As above or traditional style racing

GT15 – As above or traditional style racing

OSY400 & O/B Hydro – Same style racing as 2018

The entry fees for all senior classes will now be better value for all competitors, we have often heard people talking & also discouraged from participating because of the previous National entry, with the addition of a 4th heat you will get additional water time too. What must be remembered is there are always supplementary costs with 2 day events with a double payment for the rescue cover & ambulances.

The 2019 race entry will be £95 for seniors & £80 for juniors with the abolishment of any reductions or added point for pre-entry.

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Racing Rules

We are sure a lot of you would have questioned what rules we will now run to. To avoid any future liability problems it has been decided the initial rule book will be a copy & paste of the RYA's PB2. What everyone must be aware of is that we haven't suddenly become overnight mavericks, the BPBA is affiliated to the UIM & we must adhere to their racing requirements, there will be no sudden influx of non-cell cats or the removal of the use of FHR but certain discrepancies, essential & accommodating changes will be made. It is hoped the new CPA rule book will be available on-line very soon.

CPA Committees

One of the main concepts of the BPBA/CPA structure is to allow ALL competitors & officials to be part of the running of the sport, this was something often mentioned with the previous RYA/PBRC/CRC set up. The CPA are looking for competitors to serve as class representative's, officials to serve as a board member/director & also on working groups, there's opportunities for rescue crews, OOD's & scrutineers to all be involved in various committees & groups to add their input. If anyone has any interest in becoming part of this then please make yourselves known.

CPA Structure

The below individuals have been elected to the board:

Chris Loney – Chairman

Sarah Smith – Secretary

Peter Mantripp (LOBMBC) Technical & Safety Director

Graham Palfreyman (LPRC) Finance Director

Martin Powell (SWSC) Commercial Director

Dave James (WMBRC) Operations Director

LOBMBC, Jonny Peak, Brian Shulver (One person attends the board meeting)

LPRC, Ruth Morse, Bill Owen, Ben Morse, Matthew Palfreyman (One person attends the board meeting)

SWSC, Nigel Edwards, Jenny Powell, Sue Tassell (One person attends the board meeting)

WMBRC, Will Wood, Paul Scott (One person attends the board meeting)

MPRC, 2 board attendees no vote until new affiliation period is completed

Medical Panel – Ray Dawes (Osprey)

BPBA Reps – Martyn Smith & Alan Marshall (Deputy Bill Owen)

As mentioned above there are still positions vacant for others to get involved.



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Rescue Cover

The UK has the World's finest rescue crews & personnel with most clubs having a group of volunteers along with the Rapid & Osprey teams. Moving forwards it is strongly hoped that everyone will work together with the introduction of a UK/CPA rescue team, this will mean a better level of training for the rescue members which will ultimately give a higher level of cover for the competitors, plans for this are already in place & hopefully a final decision will be made in early February.

Website & Social Media

The new CPA website is underway along with social media pages, but as always the most important task is content, so if anyone would like to get involved to help please step forward.

email: office@UKCircuitRacing.com

Osprey Dunk Tests

Osprey Dunk Test dates for 2019 are as follows:

Sunday 17th March (Chase Terrace College, Burntwood)

Sunday 7th April (Chase Terrace College, Burntwood)

Moving Forward....

That's about all we can tell you for now but any other updates will be passed on as & when. We hope you will all support your own clubs along with traveling to what will be a fabulous fun National/Interclub series

MPRC/Bodymoon club has also been reintroduced and will be putting on a 2 day event in June for all non cell classes, as we know this is a great venue & circuit.

In the meantime if you have any further concerns or questions please do not hesitate to speak directly to one of the CPA directors or board members or email the association directly at:

office@UKCircuitRacing.com



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UIM - Comment

ADOPTED RULE CHANGE PROPOSALS FOR THE 2019 RACING SEASON

Further to the changes at the UIM general assembly this is a quick guide regarding the changes that may affect classes & drivers in the UK these points are worth considering when preparing your equipment for the forthcoming season.

- Cut resistant clothing.

This has been in the rules for a long time but this rule may be strictly implemented in UIM events, it may well become a UK rule in the fullness of time.

So please read the rule understand the requirement and purchase wisely.

- Dead engine starts.

There is now a rule in place that categorically states that boats with electric start should not be lifted or pushed forward by mechanics whilst this has been the un written rule used by organizers for many years it is now written in the book, so be careful!!

- Yellow / red / blue cards.

There is now clarification in the rule book regarding the issuing of discipline cards.

- Measurement certificates.

It is now mandatory that GT 15 & GT30 boats should have a measurement certificate that clearly describes the hull in greater detail & make the checking of rule compliance of the hull at race sites easier.

This certificate is available on the UIM web site under documents/ official forms & procedures

- Digital log book (DLB)

Digital log books are being developed & rolled out & are now mandatory from 1/1/2019 for F1, F2, F4, F-500, (including 0-700)

- Pre race inspection

The pre race inspection rule 503.02 will include a full check in breathing air supply

In accordance with rule 509.20 introduced, so inspectors may well focus more on this at technical inspection so be fully prepared & compliant.

The rule on breathing air now states that the driver should be able to stand up in the cockpit with out the air supply pipe snagging, pulling tight or disconnecting.

Please fully consider the correct installation of your breathing air system it is so important.

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UIM - Comment CONT

- Reinforced cockpits

Further to the cockpit inspections in 2018 there have been some changes to the original criteria.

The internal width at hip level has been reduced from 48cm to 43cm

The vertical height at knee level has been reduced from 45cm to 42 cm

The minimum opening in cockpits on boats built after 2006 has been reduced from 65cm in length & minimum width of 46cm to: -

Minimum length of 54cm & minimum width of 43cm

There has been a revised diagram produced showing the required head clearance this now allows the provision of padding at the side of the drivers head for side impacts.

It is now stated as mandatory for seats in all cockpit classes

It is now mandatory that flat panels are beside the legs to prevent injury with no exposed hardware inside the cockpit.

There is a change to the maximum width of the shoulder belt anchors in the bulkhead this has been increased from 150mm to 220mm to allow for the provision of the FHR device.

Any repairs, modifications or installation of crash boxes must now be done by a UIM registered Cell or crash box manufacturer.

- Racing inboard –Historic (H.R)- Formula R 1000

These classes must have a fully compliant cockpit after January 1st 2020

- Racing outboards & OSY 400

There are suggestions of many changes to hydro classes to slow the boats & increase stability & drive ability.

There is no clear direction on these changes & the sport must wait for a final solution to be proposed.

- Minimum dimensions

There has been a change regarding the minimum weight of F4 this now goes from 350 kg to 360 kg this change has been basically allowed to facilitate the install of breathing air systems & larger cockpits

- Formula 2

It is now allowable to modify the block only on an SST 200 engine to reflect the dimensions stated on the homologation sheet.

This is to allow inspectors clarity to be able to carry out engine inspections.

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UIM - Comment CONT

- F4 World Championships

In the event of an interrupted race & pace boat situation the lead boat radio man should stand with the OOD or commissioner & transmit the instructions to his driver to control the situation as directed.

The radioman should be clearly identified with the boat number he represents failure to do so can result in a blue card being issued.

- Circuit lengths

Circuit lengths have changed for GT30, OSY 400 F4 O & F classes from 125 to 350 from maximum of 1000m to 1500m & the maximum start straight is now reduced from 600m to 500m so prepare yourself accordingly.

- Mirrors

Any boat with a reinforced cockpit of fully enclosed cockpit must have LH & RH mirrors.

- Licenses

It is now stated that an International license may be granted by the NA of a driver in their professional opinion has the capability to participate in an International event. This may prevent drivers racing in an international with little or no experience that has previously been the case.

The above is intended to highlight some of the recent changes to UIM rules that may affect UK drivers you area advised to read the rule changes fully to understand them.

It may be that the CPA will adopt some of these rules if the board members consider them to be introduced into UK circuit racing.

Importantly for our Hydro drivers is to understand the changes that are being proposed that will have a major affect on racing in these classes you need to communicate with each other regarding this and consider the correct path as there is a clear desire to make these safer but this has to be acceptable to the sport & the competitors.

All UIM information rule changes & official forms go to www.uimpowerboating.com and follow the drop down menu's at the top of the home page.

Lastly have a great seasons racing what ever or where ever you race but at all costs stay safe enjoy your racing.

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