

Coniston Powerboat Record Week 2022



**50th
Week**



to be held on
CONISTON WATER

31st October - 4th November 2022

Advance Regulations and Entry Forms

Organised by
THE CONISTON RECORD ATTEMPTS COMMITTEE
AND THE WINDERMERE MOTOR BOAT RACING CLUB



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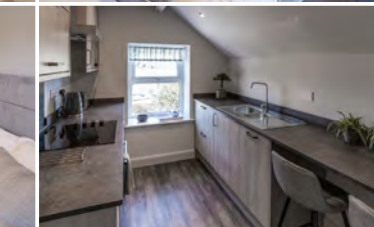
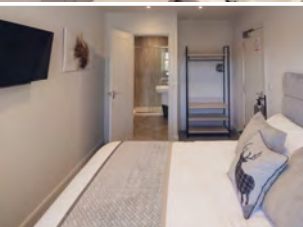
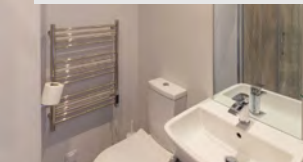
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**For all the latest information, records and news about Record Week
follow us on social media**



**Dont forget to share your pictures, videos and stories with us before
during and after Record Week**

INTRODUCTION

Record Week 2022

Welcome to the Fiftieth Record Week and the 16th on Coniston Water.

Can you believe it?! 50 years of record breaking!

Over the years competitors have broken many World and National records, initially on Windermere until 2004 and since then on Coniston

And some of the original attendees are still coming to the event!

We aim to make this year even more exceptional than usual.
Watch this space for some special ways of celebrating the 50th anniversary!

Coniston Record Week is an International event and is recognised on the UIM calendar.
Because of this we can welcome drivers from all over the world.
I think our furthest visitors have been from the USA.

I would like to thank everyone who has helped us to reach 50 years.
The event cannot take place without drivers, officials, fund raisers and our local supporters including the Lake District National Park Authority, Coniston Boating Centre, the Bluebird Café and Coppermines Cottages.

We are always looking for people to help with the running of the event. If you or your friends fancy giving up some time to join us, please let me know.

I look forward to welcoming you all to Coniston.

So, with the greatest pleasure we again invite all sections of the sport to enter.

The only time of the Powerboat Racing Calendar that all classes of boat will be present at one venue.

The Venue is Coniston, UK - the heart of water speed record breaking.

There is no time like the present – submit your entry and find out if you too are a Record Breaker and your boat is the fastest in its class.

See you all there!

Full details are on the website –

www.conistonpowerboatrecords.co.uk

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SOCIAL EVENTS

There are also Social and Fund Raising Events for Record Week.

The funds these events raise have been instrumental in the Organisers being able to keep down the cost to the competitors to enter Record Week.

Raffles are run through the Week for which prizes will be very much appreciated. Please bring them to Coniston and give them to the fundraisers in the Signing In Office in the pits. The continuing success of the fundraising is essential for the future of Record Week. Other Social Events for the Week will be announced:

Thursday 3rd November

K7 Club AGM and Dinner at WMBRC (members only)

Friday 4th November

Prizegiving at the Coniston Institute.
Further details and arrangements to be announced.
But not to be missed!!!!

Please see notice board during Record Week for any alterations of times of events.

For enquiries prior to Record Week and for suggestions for Social and Fund Raising Events please contact:

Lesley Welton, Tel: 07515 727 767

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INDEX

	SOCIAL
	INDEX
1	AUTHORITY
2	COMMITTEE AND OFFICIALS
3	CLASSES
4	ELIGIBILITY RULES
5	LICENCES
6	ENTRIES
7	MEDIA
8	BOAT PARK
9	DRIVERS BRIEFING
10	MEDICAL
11	TIMEKEEPING
12	BUOYANCY & NOISE ATTENUATION
13	HOMOLOGATION, SCRUTINEERING & MEASUREMENT
14	LAUNCHING AND PIER SPACE
15	THE COURSE
16	SAFETY AREA
17	NEW RECORDS
18	NEW WORLD RECORDS
19	RESULTS & PROTESTS
20	RATIFICATION AND CERTIFICATES
21	CARAVANS & CAMPERS
22	TIMETABLE
23	PRIZEGIVING
24	K7 CLUB

PROCEDURE FOR COMPETITORS

25	GENERALLY
26	ARRIVAL & PARKING
27	SIGNING-IN & SIGNING-OUT
28	SCRUTINEERING
29	LAUNCHING
30	RECOVERY
31	BOOKING YOUR FIRST ATTEMPT
32	“READY TO GO”
33	THE ATTEMPT
34	AFTER AN ATTEMPT
35	BOOKING ANOTHER ATTEMPT
36	BACK-TO-BACK ATTEMPTS
37	START OF WEEK RUNNING ORDER
38	END OF DAY STACK
39	START OF DAY RUNNING ORDER AFTER MONDAY
40	0800 HRS FLAT CALM, HIGH SPEED WATER
41	ACKNOWLEDGEMENTS

1. AUTHORITY

The Record Week Organising Committee of the Windermere Motor Boat Racing Club (WMBRC) are the Organisers. WMBRC is a Circuit Powerboat Association (CPA) club affiliated to the British Powerboat Association (BPBA). Record Week is held under the Advance Regulations and Procedures, Rules of the BPBA and of the Union Internationale Motonautique (UIM) together with any Supplementary Rules and Regulations the Organisers reserve the right to issue at any time. The event has been sanctioned by the BPBA and UIM.

2. COMMITTEE, OFFICIALS AND ORGANISING TEAM

CHAIRMAN AND RACE SECRETARY: Alison Whalley.

HON SECRETARY: Alastair Nayler

HON TREASURER: Alison Whalley.

COMMITTEE: Adam Brown, Glynn Cunliffe, Ashlea Hughes, Martin Lewis, Bob McCarthy, Ruth Morse, Jim Noone, Anthony Robinson, Paul Scott, Richard Solomon, Ted Walsh.

OFFICERS OF THE DAY (OOD): Ruth Morse (Senior), Richard Solomon, Alastair Nayler, Jim Noone, Ted Walsh.

BPBA OBSERVER: TBA

JURY: Geoff Goodman (Chairman) Minimum 3 members including Chairman

TIMEKEEPERS: **Ashlea Taylor-Hughes (Chief Timekeeper)**, Timing Team: Jacqui Crump, Brenda Goodman, Mike Heaton, Janet Hughes, Martin Lewis, Robert Lewis, Tony Parry.

RESCUE: Rescue Officer Bob Reynolds with Osprey and the Windermere Team.

MEDICAL: Jerry Pocknell (PA04587)

CHILD PROTECTION OFFICER: Glynn Cunliffe.

COURSE MARSHALL: Robert Wood, Mike Heaton, Nikki Gray.

PATROL: Geoff Goodman, Adrian Morse, Kelly Noone, Sheila Sanders and the LPRC Team.

SCRUTINEERS, MEASURERS & ENGINE INSPECTORS: Jim Noone (Chief), John Bunyan, Malcolm Hughes, Barry Turner, Dale Turner, Wayne Turner, Barry Tyrrell.

PIT MARSHAL: Janet Hughes, Malcolm Hughes.

PITS & LAUNCHING: Geoff Goodman, Coniston Boating Centre, Eric Hadwin and Lakeland Land Rover.

PRESS, PUBLICITY: Tony Robinson, Glynn Cunliffe.

ADMINISTRATION: Brenda Goodman, Anya Morris, Sarah Smith, Sue Turner, Alison Whalley, Lesley Welton.

COMPUTER SERVICE: Alison Whalley.

TROPHIES: Martin Lewis

WEBMASTER: Glynn Cunliffe - www.conistonpowerboatrecords.co.uk
(BPBA registered officials in Bold)

3. CLASSES

- a. UIM Classes and Unlimited Categories for World and National Records.
- b. BPBA National Classes for National Records, Unlimited Outboard & Inboard Immersed Propeller, Gas Turbine, Unlimited Water Jet, Unlimited Ladies Outright, Steam, Aquabike and Electric Classes.

4. ELIGIBILITY RULES

- a. Offshore qualifications must be under the class specifications current at the date of the attempt, run, manned and rigged as class rules.
- b. OFFSHORE UIM CLASSES WORLD RECORD ATTEMPTS.
 - (i). Rule 601.04 For offshore records, a boat must have completed the course, taken the chequered flag and finished first, second or third, in a UIM World of Continental Championships race in the class to be attempted and after the date when the class was last frozen. If there has been no World or Continental Championships during the year, boats that have participated in national races and finished in the top three will be qualified to set a World Record
 - (ii). When there have been no World or Continental Championships during the year, boats that have

finished in the first three in a national event qualify for a world record. UIM 601.04.

(iii). A copy of the results when the boat qualified must accompany the Entry Form, so we can comply with UIM Rule 615.05.

- c. OFFSHORE UIM CLASSES (except OCR) NATIONAL RECORD ATTEMPTS. The boat must comply with the racing rules for the class entered. Any boat thought by the Scrutineers to have been stripped specially for an attempt may be rejected.
- d. NATIONAL OFFSHORE TOURING CLASSES (OPC). The boat must comply with the racing rules for the class entered. Any boat thought by the Scrutineers to have been stripped specially for an attempt may be rejected.
- e. NATIONAL CLASSES - GENERALLY. In accordance with class rules.
- f. NATIONAL UNLIMITED IMMERSERD PROPELLER CLASSES. Inboard: inboard engines only, hull and engine free, National Safety Rules apply. Outboard: as above but outboard powered.
- g. GAS TURBINE CLASS. Boats must comply with the BPBA National Experimental Gas Turbine rules for Offshore boats but no need to have been placed in any event.
- h. UNLIMITED WATER-JET CLASS. Propelled solely by 'water jet'. Hull form and water jet propulsion unit are free. National Safety Rules must be complied with.
- i. PUMP FUEL HYDROPLANE CLASSES. For hydroplanes complying with UIM outboard classes up to 700cc using pump fuel up to 101.3 octane. Fuel to be checked if a record is broken.
- j. SPORTSBOAT NATIONAL CLASSES. For weight restricted classes, no qualifications. For non weight restricted classes, a boat and driver having finished 1st, 2nd or 3rd in a 2022 Championship Points event may in the same year and class and as raced, attempt a record.
- k. JETBIKES AND AQUABIKES. Licences as required for racing.
- l. CLUBMAN. Basic licence. This is a class for drivers regularly competing at Club level, but whose boats do not necessarily conform to a National Class. Entrants must prove they have satisfactorily completed at least 12 heats. It is NOT a class for 'one off specials' and entrants attention is drawn to 6d.

5. LICENCES

- a. World Records: International licences.
- b. National Records: CPA, OCRDA or BPBA. For holders and those eligible to hold British passports; for Circuit classes, BPBA national or international licences; for Offshore classes, the same BPBA licence requirements as for the qualifying events; for aquabikes and jetbikes, the same BPBA licence as required for same level events as the attempt.

6. ENTRIES

- a. On the Record Week Entry Form to the Race Secretary as detailed on the Entry Form.
- b. Fees. (i) Signed-in, briefed and boat scrutineered before closedown on Tuesday - Seniors £250 and under 16 £200.
(ii) Signed-in, briefed and boat scrutineered after Tuesday to close of entries at 1600 hours on Thursday - Seniors £300 and under 16 £200.
(iii) For entries in category (i) above ONLY, any additional driver(s) or additional class(es) signed-in, briefed and boat scrutineered before 1600 hours on Thursday - Seniors £250 and under 16 £200.
(iv) No entries will be accepted after 1600 on Thursday (close of entries)
- c. Additional runs, £10 per attempt must be paid for in advance, if by open cheque then the Entry Fee must be paid separately.
- d. Entrants must present documentary proof of experience from the BPBA (licence or letter of acceptance) or, if from abroad from their governing body.
- e. The Organisers reserve the right without giving any reasons to not accept entries and to permit, or disallow, any runs during the Week.
- f. Entry fees will not be returned to non-starters except at the Organisers discretion when a £10 administration fee will be charged.

7. MEDIA

The media rights are held by Coniston Powerboat Record Week. All media representatives brought to Record Week by entrants must report to the Media Officer Glynn Cunliffe.

8. BOAT PARK - NO SMOKING AREA

- a. The boat and vehicle parking arrangements are very specific and under the control of the Pit Marshall. One vehicle is permitted for each driver.
- b. No access for competitors' vehicles and boats until 1200 hours on Sunday 30th October.
- c. When the launch vehicle is working, other vehicle movements may be restricted.
- d. The pits and boat park are park ferme.
- e. The pits will not be available for vehicle entry or exit 30 mins after evening stand down.
- f. To provide space for boats it might be necessary for the pit marshal to require you to remove your vehicle from the pits.

9. DRIVERS' BRIEFINGS

Mandatory before launching. At the Ruskin Institute, Yewdale Road (the main street) at 1930 hrs on Sunday 30th October and daily at 1000 hrs on site with additional briefings if necessary. Last briefing at 0800 hrs on Friday.

10. MEDICAL

The Medical Officer's instructions are mandatory. All officials, competitors and crews are liable for drink and drug testing. There will be random testing.

11. TIMEKEEPING

By highly accurate 'Crocker' system using tracking telescopes. One at each end of the measured kilometre.

12. BUOYANCY & NOISE ATTENUATION

- a. BUOYANCY. All boats MUST HAVE BUOYANCY to float both boat and driver in the event of a capsize. Must be proved by the competitor to the Scrutineer's satisfaction. You are reminded the lake is, in places, over 200 ft deep.
- b. NOISE ATTENUATION. You are advised to pay particular attention to this when preparing your boat. Your decibel level will be recorded. Attempts will be void when the permitted level is exceeded.

13. HOMOLOGATION PAPERS, SCRUTINEERING & MEASUREMENT

- a. A copy of the homologation sheets MUST accompany any motor, hull or accessory for the classes in which homologation has been provided for (UIM 505.08) and TOGETHER WITH THE MEASUREMENT CERTIFICATE FOR ALL RACING CLASSES MUST be presented to the Scrutineers. A COPY OF THE MEASUREMENT CERTIFICATE MUST BE INCLUDED WITH THE ENTRY.
- b. All boats shall be scrutineered prior to launching.
- c. All boats must arrive measured and registered. The Organisers reserve the right to have front cowls and other panels removed to fully inspect steering, breakaway panels, buoyancy, fuel lines, structure etc. and to have deformable pickles unbolted for inspection.
- d. When a boat has set or broken a record it will be impounded until the necessary hull and engine measurements are taken unless the same boat and engine is entered for another class or the competitor wishes to make further runs for the same record in which case the Measurers will clear the boat and engine for further attempts.
- e. Other than to officially compete or use the safety course, all speeds achieved by a boat will be rendered null and void by the boat or engine leaving the Boat Park or Pits before post attempt checks by the Measurers except with prior Consent of a Measurer whose Consent must be notified in writing to the Duty OOD. This is the Competitors responsibility.

- f. Competitors must be aware that all engines must be checked and verified as part of claiming a World or National record. Facilities are limited. All competitors or their mechanics must be prepared to strip their outfits and engines at the time, place and as directed by the Measurers and with all the necessary tools, equipment and expertise. If this is required off site it must first be sealed by the Measurer before leaving the pits then carried out by a Record Week approved measurer no later than fourteen days from the end of the event. All costs to be borne by the competitor. Certified engines (with adequate proof of sealing/inspection by a UIM/BPBA inspector) may be accepted. Please contact the organisers for details of evidence required. Do not remove your boat from the pits unless signed off and measured/sealed by an official scrutineer/measurer.
- g. All competitors shall bear all the costs of stripping and rebuilding.
- h. In your interest we STRONGLY RECOMMEND you drill appropriate bolts, studs and other parts so your engine can be properly and easily sealed.
- i. Drivers of boats to be weighed shall attend weighing at a time and place as directed by the Measurers, provide their own slings and be responsible for the hoisting. Scales will be provided, will be available for pre-attempt use and shall not be protested.
- j. Scrutineering does not include a condition survey of the craft and equipment and it is the sole responsibility of the driver whether or not to start or to continue in an attempt.
- k. National authority stickers are required on all entered boats.

14. LAUNCHING, PIER SPACE AND LAUNCH FEE

- a. Launching of entered and scrutineered only boats is by the Organisers. Drivers with boats requiring crane launching must make their own arrangements.
- b. The safety jetty to be free from competitors' boats at all times.
- c. Trailers must be accompanied by a crew member to and from the pit space for launching and recovery.
- d. The National Trust Pier. Drivers and crew only are permitted on this pier and all must wear lifejackets.

15. THE COURSE

A measured 1 kilometre course is established. This course is registered with the BPBA and UIM.

16. SAFETY AREA

- a. A two buoy area will be laid opposite the slipway.
- b. On each occasion drivers must obtain permission for use of the area from the OOD and boats must pass the Scrutineers before requesting permission from the OOD.
- c. Use is confined to anti-clockwise circuits of the two buoy area unless boat size or type renders this impracticable when alternative arrangements must be made by the OOD.
- d. Drivers must not leave the pits for the safety area until a rescue boat is on station at the safety area, for the duration of the use.
- e. Drivers with restraints must contact the OOD in good time so that suitable rescue can be arranged.

17. NEW RECORDS

- a. Records standing prior to the event shall remain until exceeded by 0.3%.
- b. A driver achieving a new Record during the Week may make further attempts (see section 13) and providing no other driver intervenes with another new Record, the first driver's new Record shall be the highest speed attained provided this speed is at least 0.3% faster than the old Record.
- c. After a Record has been achieved during the Week any other driver must exceed the Record by at least 0.3% to achieve a new Record.
- d. New Records standing at the end of the Week shall be claimed. Records gained and lost during the Week may be claimed at the driver's discretion.
- e. Drivers having gained and lost a Record during the Week must as soon as possible after losing the Record advise Record Week Office whether or not the lost Record is being claimed so that the Office, Timekeepers and Measurers can assemble and complete the application papers without delay.

- f. OCR Classes. Records shall not be determined until the end of the Week. The fastest run in each class during the Week, provided this is 0.3% faster than the existing record, shall claim a new Record.

18. NEW WORLD RECORDS

- a. ALL NEW WORLD RECORD HOLDERS SHALL PROVIDE, NO LATER THAN THE EARLIER OF 24 HOURS AFTER THE SUCCESSFUL ATTEMPT OR BY 1400 hrs ON THE FRIDAY:
- (i) for offshore boats, a copy of the qualifying race results (UIM 601.04 and 615.05),
 - (ii) for those wanting full UIM certificates with painting, a photograph of the boat under way and a note of colours, signwriting, etc (UIM Rule 615.05), a large colour photograph of the boat on trailer plus an action photograph is acceptable. All drivers attempting World Records are MOST STRONGLY RECOMMENDED to bring the necessary photographs with them to the Week and NOT to rely on obtaining the photographs during the Week.
- b. As World Records are continually being set up and broken; a list of current Records will not be published until the attempts. Prospective entrants wishing to know existing World Records should contact the BPBA direct or www.uim.sport
- c. UIM 615.04. The BPBA must transmit all necessary papers to the UIM no later than four weeks after the end of Record Week. All necessary paperwork must be provided to Record Week and the BPBA in time (for world records sent to the BPBA within 3 days from the end of the Week) to meet the UIM deadline. Failure will result in the application being struck out and fees retained.

19. RESULTS & PROTESTS

- a. Results are announced by Control as soon as possible after each attempt.
- b. Drivers can obtain individual results from the Record Week Office.
- c. Protest fee £150. Time limit one hour after the announcement of the speed achieved, whether or not that speed has broken or set a record. NOTE: this also applies to OCR classes.

20. RATIFICATION AND CERTIFICATES

- a. To enable the Regulations to be produced in advance and in consideration of the currency exchange rate all ratification fees are subject to confirmation, the following are therefore subject to change. All fees for national records are paid to Record Week on behalf of the BPBA. Fees for world records are paid to the BPBA. BPBA National Record, £120.00. All UIM fees are subject to the exchange rate. Due to currency uncertainty the final amounts will be available at Coniston.
- b. National Record Certificates will be presented at the respective discipline presentation dinners.
- c. At no extra cost the Organiser's certificate of speed attained will be sent to every driver.

21. CARAVANS & CAMPERS

Please remember to arrange accommodation for yourself on a caravan site. Space at the pits area will not be available with the exception of Pit Marshals.

22. TIMETABLE

From 0800 hrs with stand down for 2 hours at approximately 1200 hrs with the last attempts starting as determined by the Duty OOD except for the last attempt on Friday which must start by 1400 hrs. On Friday there will be no lunch stand-down.

23. PRIZEGIVING

The place and time on the Friday night Record Week Prizegiving will be announced during the Week.

24. K7 CLUB

The K7 Club will, at their discretion, present Stars to British competitors not already in possession of the award. In a UIM recognised class or a World or British National record in an outright class: Platinum for 150 mph and over and Gold for 100 mph and over. 100+ Silver for a World or British

National record of 100 mph and over in a non UIM class. Silver for a World and British National record under 100 mph. An International Star, at the K7 Clubs discretion be presented to International drivers not already in possession of the award. For a World or Home National record in a UIM recognised class.

PROCEDURE FOR COMPETITORS

25. GENERALLY

- a. The arrangements for Record Week have been proved over many years and while no one, least of all the Organisers, wish to impose undue restrictions we have found the ones contained in the Advance Regulations and Procedures for Competitors have enabled Record Week to continue successfully for so many years. This year is the Fiftieth Record Week.
- b. It is necessary to co-operate with local residents as much as possible and cause the very minimum of upset and disturbance. The public address system will not always announce speeds except when a record is broken.
- c. It is not our fault if your boat will not start, the weather is bad or there is a queue of competitors ahead of you. It's very easy for a driver to vent his disappointment on Officials and ruin the atmosphere of this major event. Please remember that all the Officials are volunteers and trying their best to get runs for all competitors.
- d. The close co-operation of you and your crew with our Officials really does make all the difference to everyone's enjoyment.

26. ARRIVAL & PARKING

- a. Discover from the Pit Marshal a space for your boat and proceed there immediately, then as soon as possible report to Record Week Office.
- b. Space is limited and we cannot know the composition of the entry until Thursday morning.

27. SIGNING-IN & SIGNING-OUT

At the Record Week Office by the pits. Take your licence, measurement certificate and copy of your measurement certificate (if not previously sent with an entry), engine and hull homologation papers, for your boat, completed entry form and fee. Drivers using reinforced cockpits must sign the BPBA Restraint Disclaimer Form. All drivers, co-drivers and riding crew must sign the BPBA Event Indemnity Sheet. When Record Week Office is satisfied you will be given a Control Card. You will also be required to sign out at the end of the event and reclaim your Licence and paperwork.

28. SCRUTINEERING

Take your Control Card and where appropriate your homologation papers and measurement certificate to your Scrutineer who when satisfied will sign the Card and fix a sticker on your boat, you may then request launching. Scrutineers will be available in the pits from 1500 hours on Sunday 30th October. All competitors must display either BPBA stickers if attempting a National Record or UIM stickers if attempting a World Record.

29. LAUNCHING

- a. Contact the Pit Marshal, your boat will be launched when it is clear so to do at the Pit Marshal's direction. Immediately return your trailer to your parking space unless the Pit Marshal specifically directs otherwise.
- b. Co-operate with all directions from the Pit Marshals, the orderly parking of boats and trailers is essential to the smooth running of the event.

30. RECOVERY

After an attempt your boat must be returned immediately to its parking place unless required elsewhere by the Scrutineers.

31. BOOKING YOUR FIRST ATTEMPT

Report to Control with your Control Card signed by your Scrutineer and advise Control of your state of readiness to make an attempt. Control can either add your name to those "Ready To Go" or place your card on one side to wait for you to return to advise Control that you are "Ready To Go" and make an attempt

32. "READY TO GO"

Means you are launched or in the case of an outboard hydroplane on a stand in the lake and ready to proceed to the Course Marshal boat as soon as called by Control.

33. THE ATTEMPT

- a. As your turn rises to the top of Control's running order you will be put on "Stand By" and may be asked to indicate by a wave from your boat that you are indeed ready. In due course Control will dispatch you to the Course Marshal's boat where you must wait for his instructions. Normally there will be a boat making an attempt when you arrive and the Course Marshal's boat will be showing a red flag and red light which you must not pass, the course is closed to you. On dispatch by Control you may be instructed to go and speak to the Course Marshal to receive information. Hydroplanes will be dispatched directly from the beach.
- b. Mill or rest in the area to the north of the Course Marshal to permit the driver on the course to return to the pits round the Course Marshal. Return to the pits if the Course Marshal's red flag is waved at you.
- c. When the course is clear the Course Marshal will alter his signals to green when you must either make an attempt or immediately return to the pits. When you receive the green signal you are on your own, you will receive no further signals unless there is a sudden problem on the course in which case you will be red flagged from the rescue boats on the course, if this happens you must immediately slow down, return to and speak to the Course Marshal. Do not circle or pass too close to the marshal boat before your attempt.
- d. If, after passing the course marshal boat, you abort your attempt before the start of the kilometre and recommence your attempt you may so do but, to avoid two drivers attempting a run at the same time, you must not pass the course marshal boat before restarting. You are allowed 2 restarts, if you still fail to enter the kilometre you must return to the pits.
- e. The driver accepts full responsibility for his boat and all equipment and any safety measures and water state deemed necessary for making attempts.
- f. Rescue boats are stationed along the course, they are in radio contact with Course Marshal but will not approach unless help is needed.
- g. It is important to enter and leave the measured kilometre through the 'gate' buoys at each end of the kilometre. The Timekeepers will record the time taken for you to pass along the kilometre and calculate your speed.
- h. Having completed your southerly run along the kilometre you must judge the distance required for a run up for the return run. Again, no instruction will be given by Officials providing the course remains clear.
- i. Although the UIM rules state the return run must be completed within 20 minutes it is appreciated by all concerned (especially the next competitor waiting at the Course Marshal's boat) if you make your return run as quickly as possible - if everyone took the statutory 20 minutes Record Week would soon grind nearly to a halt.
- j. **ON FINISHING YOUR RETURN RUN YOU MUST FIRST PASS ROUND THE COURSE MARSHAL'S BOAT BEFORE RETURNING TO THE PITS** so that we know the course is clear for the next run and to ensure that all boats return to the pits from the same direction. **YOUR APPROACH TO THE PITS MUST BE AT SLOW SPEED.**

34. AFTER AN ATTEMPT

- a. If you have broken a Record your boat and engine must immediately be either sealed or measured. You are most strongly advised not to let anyone else board your boat, and you must not remove or

add anything to the boat until a Measurer has come to meet you when you must make arrangements with the Measurer for sealing or inspection and weighing. If you are in a weight restricted class the boat must be taken off the lake, dripped off and immediately weighed.

- b. If not subject to a. above, recover boat to its parking place in the pits. There will be no jetty space for moored boats.
- c. For boats in excess of 1800kgs, entrants must either provide a suitable crane and scales or transport to a local weighbridge to have the boat and trailer weighed separately.
- d. For classes to be measured by horsepower/torque, engines will be sealed for independent verification within the specified time limits.
- e. An entry, having achieved a record and leaving the pits before being checked by the measurers, will have the record deleted and the driver will be referred to the jury for sanction.

35. BOOKING ANOTHER ATTEMPT

- a. Control will only accept one attempt request from you at any one time.
- b. For additional attempts you must, for each additional attempt, go to Control and advise Control you are “Ready To Go” and pay your additional run fee. Control will then place your sheet with those already waiting and “Ready To Go”.

36. BACK-TO-BACK ATTEMPTS

- a. Occasionally it is possible to arrange for a driver to make back-to-back attempts, but note this would not be permitted if there are other drivers “Ready To Go” except in very exceptional circumstances.
- b. The decision whether or not to permit back-to-back attempts is taken by the duty OOD whose decision is final.
- c. In this circumstance the driver’s fastest average speed can be calculated from any two consecutive runs through the kilometre.

37. START OF WEEK RUNNING ORDER

- a. Drivers (not crew) “Ready To Go” for 0800 hrs on Monday may hand in their Control Cards to Control by 0745 hrs with a request to be placed in the Start of Week Running Order, the cards will be drawn at random after which the duty OOD will announce the Order.
- b. Control Cards submitted after 0745 hrs will be added to the end of the Start of Week Running Order.

38. END OF DAY STACK

The duty OOD may permit some of the previous days End of Day Stack to be carried forward.

39. START OF DAY RUNNING ORDER AFTER MONDAY

- a. After Monday any driver (not crew) “Ready To Go” for 0800 hrs may ask to be included in the Start of Day Running Order, his request will be put with any others in a draw. Closing time for inclusion in the draw is 0745 hrs, as on Monday.
- b. When the duty OOD permits the previous days End of Day Stack to be carried forward all drivers who have not reported “Ready To Go” before 0745 hrs will be withdrawn from the Stack. Additional drivers will be added to the previous End of Day Stack to form a new Start of Day Running Order.

40. 0800 HRS FLAT CALM WATER

The duty OOD will hold back boats which might interfere with those needing flat water. The decisions of the duty OOD on this matter are final and shall not be challenged.

41. THE ORGANISERS GRATEFULLY ACKNOWLEDGE THE INVALUABLE ASSISTANCE OF THE FOLLOWING:

- IAN CORRY
- K7 CLUB
- LAKE DISTRICT NATIONAL PARK AUTHORITY
- ERIC HADWIN AND LAKELAND LAND ROVER
- OSPREY POWERBOAT RESCUE TEAM
- NATIONAL TRUST
- CONISTON PARISH COUNCIL
- CONISTON COPPERMINES
- CONISTON BOATING CENTRE
- CONISTON LAUNCH COMPANY
- PRIESTLEY CENTRE
- RAWDEN SMITH TRUST

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