

World

Hoverpod Federation

Rules & Guidelines

The information and content provided within this Brochure is designed as a guide only. The World Hoverpod Federation accepts no liability or responsibility for the race meetings in any way and without exception.

The rules and guidelines are owned by the World Hoverpod Federation (WHPF) and are protected under copyright. They are meant as a guide and are designed to encourage the sport of Hoverpod Racing.

It is the responsibility of the Master License Holder for each country to hold annual meetings with the club officials and race meeting organisers. The intent is to share the views and opinions of the clubs and develop open debate in order to further the sport and ensure at all times Health & Safety as well as Environmental Sensitivity at the forefront of Development.

A copy of all the Rules & Guidelines will be available at each and every club for inspection, and should be recognised that they are constantly being amended and updated in order to recognise and take account of a changing environment.

Suggestions and amendments to the rules are actively encouraged from members, and should always be submitted in writing and presented through your local club representative, who in turn's responsibility is to provide feedback to the club members with developments and actions taken.

Each Country Representative or Master License Holder will be allowed a seat of representation on the board at the WHPF annual meeting. His/Her power of vote will be dependent upon the number of club or sub license's he ultimately represent's, and in general will be allowed on the basis of each club having it's single vote presented by the Representative or the Master License Holder for the country in question.

In general the rules of Hoverpod racing are offered as a guideline and open for interpretation on the day of the meeting by Marshals and race event organisers. It should be acknowledged and accepted that in the spirit of good behaviour and conduct, the final word on the day should ultimately lie with the Race Director in order to settle any debate of interpretation of any WHPF rules or guidelines.

Representative Meeting and General Amendments to Applicable Rules

- The Number of Officials will vary according to location or type of race organised. Ultimately it will be dependent upon the legal minimum requirement as laid down by Health & Safety for the country in question, and the final decision will be made by the Race Director and Race Coordinator or Marshals.
- The Race Director has overall control over the meeting, although it should be generally accepted that his opinion should be based upon feedback from circuit officials and organisers and at all times placing Health & Safety as the primary concern.
- Prior to any pending race event, the Race organisers should have a meeting in order to cover the subject of safety and appoint Marshals for the event.
- The Race Director may through his own judgement prohibit a Pilot from entering a race on the basis of Safety or Consideration to Others. He will ultimately have to file a report for his reasoning after the race meeting, and his judgement is allowed to be questioned in writing by the Pilot who was refused entry, and submitted through his local club official.
- All Club Organisers or Officials should provide good evidence of Identity and of their Authority to any person requesting such information.
- All staff, employees, associates or officials of the clubs must provide within a reasonable period of time (maximum 90 days) a valid Police or equivalent report or file supporting their previous history etc. The document must provide sufficient information to allow or satisfy the minimum requirement expected by the legal requirement for the country in question in order to work with the General Public under the circumstances permitted.
- At all times during race meetings a recognised or registered medical Doctor should be available on site. In addition an Emergency or Paramedic Team and or Recognised Ambulance Team should be available on site at all race meetings and without exception.
- Marshal's, Officials and all or any Race Organisers must never at any point be under the influence of alcohol or illegal substance at any time during the race meeting.

- Pilots entering the race event must declare any medication or treatment being administered through medical services to the race event organisers. A written statement must also be provided to the Race Start Marshal prior to the race starting, and His/Her acceptance or approval of the non impairment or hindrance of him/herself or to other pilots. The ability to enter the race event needs addressing or clarification and fully supported by the Race Start Marshal and a signature of approval prior to the race starting or taking place.
- Pilots entering race events should be fully prepared for the testing for illegal substance's or alcohol on a random basis. Refusal to cooperate or provide the necessary requirements shall be deemed to be under the influence and removed from that day's race events. Continuous refusal to provide the necessary information upon request, or a series of failed results may influence the Club in taking disciplinary action and ultimately resulting in being suspended or banned from taking place in future race events.
- A copy of all the present rules and regulations should at all times be on display within the club and a copy of the relevant information can be applied for through the club for there own purpose. A small fee to cover the cost of administration etc will be charged for the above.
- Good behaviour is expected at all times within the confines of the club or race events. As a club member or official, you are constantly under scrutiny and expected to represent the club to its best possible standard and at all times with the clubs interest and future at the forefront. Any exception to this rule may create a negative effect toward the club or race meetings and as such and under extreme circumstance the club may deem you to be unfit to represent the club and request that dismissal or removal from the club be recommended.

Pit Area Guidelines & Rules

- All pit areas or access on race day is permitted only to those who provide a valid pass which must be shown and clearly visible at all times.
- The pit area must be clearly fenced off and marked as out of bounds to persons not having a pit area pass. The pit area needs to be securely maintained in order to avoid incident and the above instruction monitored on a regular basis.
- The Pit Marshall has full authority to act upon anyone who abuses the pit area rules. His/her word is final and without exception and must be respected at all times.
- The Pit area is restricted to teams and pass holders only. As such, it is the teams responsibility to accept liability for persons they invite to the pit area. All persons invited into the pit area must respect the club rules and behave accordingly.
- It may be necessary on occasions to park static or moveable trailers etc outside of the perimeter of the pit area. In this instance the teams are responsible for there own individual trailer and its safe keeping. The Pit Marshal is their to offer advice and support, but ultimately has no responsibility or liability for each or any vehicles, trailers, parts or ancillary products left in those areas. It's the sole responsibility of each team to ensure the safe keeping of any products belonging to them.
- Craft stored, parked or being maintained upon within the confine of the pit area must never at any point be tested or revved to full power within this area.
- Craft that are in the process of being moved into the race circuit area, must be supported and guided into position by the team to which they represent. A member of the said team must be positioned on each side and to the rear of the craft in question so as to insure the safe manoeuvre of the craft into the race area, keeping a watchful eye at all times for obstacles and people who may be within close proximity and the direction that the craft may be travelling.

Inspection and Scrutinising

- All craft must be deemed to be of the same or equal type. They may be of different brand make etc, but the mechanical areas, size & weight of hull, cubic capacity of engine and BHP etc must not exceed those as deemed to be acceptable within the said race event. The modification to fans, muffler, engine rpm is acceptable as an improvement to the craft, but it must remain as a standard and not a customised part or component and be announced to the Race Marshal & Pit Marshal prior to the race taking place.
- Any damage or malfunction to the craft must be brought to the attention of the Pit Marshal as well as the Race Start Marshal for inspection. They will confer and ultimately decide if the craft is suitable to enter the race and not be deemed unsafe or a danger to other Pilots or Spectators to the event.
- All craft must be registered with the Pit Lane Marshal and its race number clearly displayed. The craft race number must be displayed front, rear and on both sides in order to be distinguished from other vehicles on the circuit.
- All craft should be independently inspected and scrutinised so as to confirm without prejudice that the vehicle conforms to the rigorous standards laid down by the WHPF.
- Mechanics and design teams are entitled to dispute the findings of the scrutinising authority through written objection and submitted through their club representative. A written reply or response to the objection must be available and produced within 20 days. The report or reply needs to clearly show the findings of the report official and action if any taken toward the team in question.

Pilot Eligibility and Qualification

- All Pilots must be a member of a recognised club who is registered as members of the WHPF and implement the rules and guidelines as laid down by the said Governing Authority in Geneva Switzerland.
- The Pilot must produce his/her license documentation and certificate of membership to any said club as proof of eligibility to enter the race event.
- Unless otherwise confirmed prior to race day and such said events. All Pilots must be a minimum age of 16 years old as confirmed by their last birthday. Juvenile race meetings will occasionally be arranged, but this will be by prior agreement with Insurers and must be with the full consent of the child's Parents or Legal Guardian, and supported by a full disclaimer form and acknowledged to be so by the Legal Guardian or Parent.
- Prior to any race event, a meeting with to include the Circuit Marshal, Race Start Marshal, Pit Marshal, Race Team and Pilot will be held to brief and share any relevant information. The general briefing should be designed to emphasise Health & Safety at all times, and actively encourage debate from teams wishing to draw attention to any aspects relating to the pending race event.
- Pilots should be able upon request to demonstrate a good knowledge of the regulations and rulings as laid down by the WHPF and its club members. All Pilots and without exception, should acknowledge the fact that at any point in time, they may be requested and or expected to provide good evidence to the fact that they are well aware of and have a good sound knowledge of any club rules as well as WHPF regulations etc.
- If any Pilots are found or deemed to be under the influence of either Alcohol or Illegal Substance, they will be suspended from the race meeting or event forthwith. Any prescribed medication taken by the Pilot should be reported to the Pit Marshal and subsequently the Race Start Marshal. Their decision as to enter or decline inclusion in the pending race will be deemed to be final.

Pilots License & Race Numbers

- All Pilots must show their club membership and Pilot license prior to acceptance to any race meetings.
- Pilots must be able to demonstrate a good degree of knowledge toward the rules and regulations governing each event.
- Pilots will be issued with Race or Craft numbers. These should be provided by the host club or race organiser and should be displayed on the front, rear and both sides of the craft.
- No Pilot shall race or enter the event without a race number or he/she will be automatically disqualified from the event and any points deducted from their team accordingly.
- It is the duty and responsibility of each Pilot to ensure that he/she has a valid Personal and or Public Liability Insurance Certificate.
- It is the duty and responsibility of the Pilot to ensure that his/her own craft is fully insured to cover accident, injury, loss or damage at all times.
- The Clubs should always endeavour to provide or cooperate with the provision of such said Insurance, sufficient to satisfy the minimum standard requirement to satisfy Health & Safety or legal Requirements. However, it should not be presumed to be obligatory and it is the duty of the Pilot to ensure he/she is covered at all times and satisfied with his or her own research and findings.
- All Hoverpod Racing Clubs should provide a Valid Public Liability Insurance Certificate which should be available for viewing within the Club Confines. In addition it should always provide any additional Insurance cover in order to satisfy the legal requirements within the country in question.

Pre Race Preparation and Briefing

- Prior to any race event, a reasonable time allocation should be allowed in order to conduct a meeting to discuss the race circuit with all team members. The meeting should draw attention to any hazardous situations or known areas to which Pilots or Spectators should be made aware of. If any areas of the circuit appear to show a degree of hazard toward the viewing spectators, this should be made known to the Circuit Marshal, and every effort should be made to keep the visiting public away from such known areas.
- Any Pilots who short circuit or don't follow the clearly marked area or circuit boundaries will be disqualified via a Black Flag clearly waved at the offending Pilot by the Circuit Marshal or Race Start Marshal.
- Wherever possible, all materials used for either marker or positioning guides should be made from a bright and soft material. The emphasis should be upon visual appearance and minimum risk of injury in the event of collision with such said implements.
- Spectators should be kept at a safe distance from the competitive race event at all times. For guidance and as a matter of minimum safety, it is suggested that this be at least 10 meters from the circuit, and may require further discussion and investigation resulting in greater distance from spectator and race event.
- Spectators are allowed onto the race circuit for viewing etc, but will be expected to depart to a safe distance in accordance with the Circuit Marshal's guidelines no later than one (1) hour prior to the race commencing.
- One (1) hour prior to the race commencing, an appointed Circuit Marshal shall patrol the whole race area in order to inspect the surface for obstacles, and additionally to disperse and members of the public or spectators. This shall be re-examined by a different Circuit Marshal no later than Twenty (20) minutes prior to the race commencement.
- Starting position on the grid shall be determined by the timed trials and qualifying times submitted no later than Two (2) hours prior to the race starting. Those Pilots who set the faster times will be placed at the front (Pole Position) and the slower times Pilots toward the rear.

- The spaces between each craft when lined up on the race circuit prior to the start of the race, shall be at least the length and width of one (1) craft to all sides.
- Pilots who arrive late onto the circuit will be automatically placed toward the rear of the craft already lined up and positioned on the circuit. The maximum time allowed for this is Three (3) minutes prior to the race start.
- If a Pilot has arrived onto the circuit without his full safety equipment or with parts of his/her craft not fully intact. The Pilot shall be held back and started Ten (10) seconds after the last craft has passed start finish line.
- If a Pilot has completed a race and has been awarded points for his final position when crossing the start finish line, but when scrutinised has been deemed to have incorrect equipment, the points to which would have been awarded to his/her pit team will be deducted, but the Pilots remain good. Likewise if the Pilot is deemed to have contravened or infringed any regulation to which his/her pit team were not responsible for, in turn their points will be deducted and the pit teams remain in place or good.

Procedures and Race Rulings

- All races shall be based upon the principal of first past the post is the winner.
- Points will be allocated to the following Pilots and on the principal of the following basis:

a) 1 st	Place awarded	10 Points
b) 2 nd	„ „	8 Points
c) 3 rd	„ „	6 Points
d) 4 th	„ „	4 Points
e) 5 th	„ „	2 Points

- Pit Crews & Teams shall be awarded points and based upon the following principal:

a) 1 st	Place awarded	5 Points
b) 2 nd	„ „	4 Points
c) 3 rd	„ „	3 Points
d) 4 th	„ „	2 Points
e) 5 th	„ „	1 Point

- Whilst the Points system are in place to act as a reward for hard work and fair play, there is also a system in place to remove such said points if the team have been deemed to have infringed such rules & regulations (see above).
- There are grounds to appeal any or all judgements, and these should be submitted in writing via the club to which they are a member. In turn they will be presented through to the Marshal who made such a decision for his/her response. In the spirit of good sportsmanship their word would normally be accepted as final. Every effort should be made to arbitrate and settle any disputes through negotiation in order to find an agreeable settlement to which all are satisfied. If an agreement or solution is not forthcoming or and if further action needs to be investigated, then a formal appeal can be made through the country Master License Holder, who will represent the complaint on a non prejudice basis. The Master Licensee will be required to submit the written appeal to the WHPF who will investigate the case and act totally neutral in concluding any findings or decisions they find. Their word and findings will be final and must be presented within 28 days from receipt of appeal.

Instruction & Directive for Race Event.

- No race shall ever start until all the Circuit Marshal's are in place and have signalled their approval and it's safe to start.

- All Pilots must signal to the Circuit Marshal that they are ready, willing and fully prepared to start the race, which in turn needs to be relayed and confirmed with the Race Start Marshal.

- The Race Start Marshal is the only person empowered to start any race and his word is final. The Race Start Marshal has the authority to halt a race or abandon a race due to weather conditions,

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