



THE AUSTRALIAN MODEL POWERBOATING ASSOCIATION

Return to AMPBA Secretary P.O Box 343, Wyong, NSW, 2259

POSTAL VOTE FORM 30/04/2011

Post marked 30/05/2011

I(Please Print Name)
Membership No. being a member of the A.M.P.B.A. Inc.
Hereby register my vote for the following resolution.....

2011 AMPBA PROPOSED RULE CHANGE

PROPOSAL ONE

Amend wording to Section 7.3 (Engine Classifications) and Section 17.2 (Electric Competition) to remove ambiguity regarding battery weights from the current electric rules.

To read: 7.3 ENGINE CLASSIFICATIONS The following are the classes and displacement recognised by the AMPBA for:

Oval Competition:

A Class	0.001cc - 3.509cc	I.C
B Class	3.510cc - 7.509cc	I.C
C Class	7.510cc - 11.09cc	I.C
X Class	11.10cc - 33.20cc	I.C
16 - 25cc Petrol	16.00cc - 25.00cc	Spark Ignition
35cc Open Petrol	15.01cc - 35.00cc	Spark Ignition
Outboard A	0.001cc - 3.509 cc	I.C. Outboard
Outboard B	3.510cc - 7.509cc	I.C. Outboard
Outboard B Stock	Stock K&B 7.5cc	I.C. Outboard
Outboard C	7.510cc - 11.09cc	I.C. Outboard
Outboard X	11.10cc - 30.00cc	I.C. Outboard
EA Class	Up to 14.80v	E
EB Class	15.60v - 22.20v	E
EC Class	22.80v - 37.00v	E

Definition - I.C. = Internal Combustion

Definition - E = Electric

17.2 PROPULSION CELL AND BATTERY SPECIFICATIONS

1. PROPULSION CELL AND BATTERY CLASSIFICATION
 - a. Propulsion energy to be provided by nickel-metal hydride (NiMH) cells (must be sub 'C' size; 23mm diameter and 43mm long) or Lithium Polymer (LiPo) cells only. The cells may be assembled into one or more batteries. The total system of cells providing propulsion energy on board the boat shall subsequently be referred to as the "battery".
 - b. The configuration of cells within the battery is open. All cells in the battery shall be the same brand, model, discharge rate and capacity.
 - c. If the original labeling has been removed from the battery, it is up to the competitor to ensure the number of cells can be easily determined for scrutineering.
 - d. Total battery weight includes all parts of the battery and attachments (e.g. wires, balance lead, plugs, shrink wrap, Velcro etc).
 - e. The battery must be easily removed from hulls for scrutineering.
 - f. A model without an externally fitted means of physically disconnecting the battery from the speed control shall not practice or race in competition (including club days). A blue or orange triangle should indicate the location of the "safety loop".
2. PROPULSION BATTERY CLASSIFICATIONS
 - a. EA: The battery shall have:
 - i. up to 12 NiMH cells; or up to 4 LiPo cells (maximum battery weight of 600g)
 - ii. a maximum nominal voltage of 14.8V.
 - b. EB: The battery shall have:
 - i. 13 – 18 NiMH cells; or 5 – 6 LiPo cells (maximum battery weight of 900g)
 - ii. a maximum nominal voltage of 22.2V.
 - c. EC: The battery shall have:
 - i. 19 – 32 NiMH cells; or 7 – 10 LiPo cells (maximum battery weight of 1,500g)
 - ii. a maximum nominal voltage of 37V.

EXPLANATION – The current rules are ambiguous regarding the cell and battery pack weights for LiPos. This proposal has simplified this by only nominating the total battery weight. The current rules do not allow for multi motor boats running separate battery packs for each motor. The proposed rules allow for separate power systems, similar to a twin nitro boat. But the total available power is only the same as running a single system. Section 7.3 has been updated to reflect the proposed changes to Section 17.2

In Favour of Motion

Against Motion

PROPOSAL TWO

Amend wording to Section 7.3 (Engine Classifications) and Section 17.2.2 (Electric Competition) to slightly increase the allowable battery weight for each class.

To read:

7.3 ENGINE CLASSIFICATIONS

The following are the classes and displacement recognised by the AMPBA for:

Oval Competition:

A Class	0.001cc - 3.509cc	I.C
B Class	3.510cc - 7.509cc	I.C
C Class	7.510cc - 11.09cc	I.C
X Class	11.10cc - 33.20cc	I.C
16 - 25cc Petrol	16.00cc - 25.00cc	Spark Ignition
35cc Open Petrol	15.01cc - 35.00cc	Spark Ignition
Outboard A	0.001cc - 3.509 cc	I.C. Outboard
Outboard B	3.510cc - 7.509cc	I.C. Outboard
Outboard B Stock	Stock K&B 7.5cc	I.C. Outboard
Outboard C	7.510cc - 11.09cc	I.C. Outboard
Outboard X	11.10cc - 30.00cc	I.C. Outboard
EA Class	Up to 14.80v	E
EB Class	15.60v - 22.20v	E
EC Class	22.80v - 37.00v	E

Definition - I.C. = Internal Combustion

Definition - E = Electric

17.2 PROPULSION CELL AND BATTERY SPECIFICATIONS

2. PROPULSION BATTERY CLASSIFICATIONS

a. EA: The battery shall have:

- i. up to 12 NiMH cells; or up to 4 LiPo cells (maximum battery weight of 650g)
- ii. a maximum nominal voltage of 14.8V.

b. EB: The battery shall have:

- i. 13 – 18 NiMH cells; or 5 – 6 LiPo cells (maximum battery weight of 975g)
- ii. a maximum nominal voltage of 22.2V.

c. EC: The battery shall have:

- i. 19 – 32 NiMH cells; or 7 – 10 LiPo cells (maximum battery weight of 1,625g)
- ii. a maximum nominal voltage of 37V.

EXPLANATION – The total battery weights have been increased slightly. This is to account for separate packs making up the total battery, which will have more wiring and Velcro (e.g. running two 3S packs in series for in EB). The proposed weights are not intended to allow a jump to a larger capacity cell.

Section 7.3 has been updated to reflect the proposed changes to Section 17.2

In Favour of Motion

Against Motion

PROPOSAL THREE

Amend wording to Section 17.2.2 (Electric Competition) to increase the EC class to a maximum of 36 NiMH cells or 12 LiPo cells.

To read:

7.3 ENGINE CLASSIFICATIONS

The following are the classes and displacement recognised by the AMPBA for:

Oval Competition:

A Class	0.001cc - 3.509cc	I.C
B Class	3.510cc - 7.509cc	I.C
C Class	7.510cc -11.09cc	I.C
X Class	11.10cc - 33.20cc	I.C
16 - 25cc Petrol	16.00cc - 25.00cc	Spark Ignition
35cc Open Petrol	15.01cc - 35.00cc	Spark Ignition
Outboard A	0.001cc - 3.509 cc	I.C. Outboard
Outboard B	3.510cc - 7.509cc	I.C. Outboard
Outboard B Stock	Stock K&B 7.5cc	I.C. Outboard
Outboard C	7.510cc - 11.09cc	I.C. Outboard
Outboard X	11.10cc - 30.00cc	I.C. Outboard
EA Class	Up to 14.80v	E
EB Class	15.60v - 22.20v	E
EC Class	22.80v – 44.40v	E

Definition - I.C. = Internal Combustion
Definition - E = Electric

17.2 PROPULSION CELL AND BATTERY SPECIFICATIONS

2. PROPULSION BATTERY CLASSIFICATIONS

a. EA: The battery shall have:

- i. up to 12 NiMH cells; or up to 4 LiPo cells (maximum battery weight of 650g)
- ii. a maximum nominal voltage of 14.8V.

b. EB: The battery shall have:

- i. 13 – 18 NiMH cells; or 5 – 6 LiPo cells (maximum battery weight of 975g)
- ii. a maximum nominal voltage of 22.2V.

c. EC: The battery shall have:

- i. 19 – 36 NiMH cells, or 7 – 12 LiPo cells (maximum battery weight of 1,950g)
- ii. a maximum nominal voltage of 44.4V.

EXPLANATION – EC has been increased to 36 Nickel cells and 12 Lipo cells. This allows for a racer to have a stock of 6S packs and run in EB and EC using that stock. It also brings the voltage up a bit to make it easier to power gas and large nitro sized hulls, without requiring a very large current draw. Section 7.3 has been updated to reflect the proposed changes to Section 17.2

In Favour of Motion

Against Motion

PROPOSAL FOUR

Add a new subsection to Section 17 (Electric Competition) to put a timeline on the removal of outdated technology from the rules.

To read:

17.6 SUPERCEDED TECHNOLOGY

1. The use of NiMH cells will be phased by June 2015.
2. The 700 motor class will be phased out by June 2015.
3. Limited Sport Hydro will be phased out by June 2015.

EXPLANATION –

NiMH cells are outdated technology. Most (if not all) competitors currently use LiPO for their propulsion cells, which are becoming more economical to run every year. Phasing out of NiMH has no effect on the cells used to power the radio system.

700 motors are outdated technology. Brushless systems are now more economical and being used by most (if not all) competitors. Clubs that do run less powerful EA classes (normally in addition to regular EA classes) tend to run specified brushless systems.

The phasing out of 700 motors will also mean the phasing out of Limited Sport Hydro. This will have no effect on the running of EA, EB and EC Sport Hydro classes.

In Favour of Motion

Against Motion

Alastair Ansell
AMPBA Secretary