

## RULE CHANGE PROPOSAL BALLOT

Please use this form to register your votes on the proposals outlines in the following pages. Please send in only this form and not the text of the proposals. All members are encourages to exercise their right to vote.

Proposal #1: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #6: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #2: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #7: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #3: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #8: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #4: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #9: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Proposal #5: Yes: \_\_\_\_\_  
No: \_\_\_\_\_

Name: \_\_\_\_\_

NAMBA #: \_\_\_\_\_

Name: \_\_\_\_\_

NAMBA #: \_\_\_\_\_

Name: \_\_\_\_\_

NAMBA #: \_\_\_\_\_

Name: \_\_\_\_\_

NAMBA #: \_\_\_\_\_

Ballots can be returned to the NAMBA office by one of the following methods:

By mail: NAMBA International  
162 Avenida Chapala  
San Marcos, CA 92069

By fax: (760) 539-9009

By email: [namba883@cox.net](mailto:namba883@cox.net)

**Ballots must be postmarked no later than May 15, 2013 to be counted.**



Proposal #1

Modification of rule in **Section 8 – Safety** section relating to fire extinguishers.

Reasoning: To amend the current rule so that all participants at NAMBA events have a working fire extinguisher with them. This will help to promote safety and help preserve our ability to use our boating facilities well into the future.

Rule A.1 (page 1)

Current:

A. General Safety Regulations

1. At NAMBA events, the host club will provide a fire extinguisher in the hot pit area. The hot pit area is defined as the area where boats are started and launched. It is the Contest Director's responsibility to insure that the fire extinguisher is in place, readily available, and meets the following requirements. The fire extinguisher must be at a minimum BC rated and legally operational.

Proposed:

A. General Safety Regulations

1. At NAMBA events, the host club will provide a fire extinguisher in the hot pit area. The hot pit area is defined as the area where boats are started and launched. **Each registered participant at the event will be required to own, and have on hand in their compound area a fire extinguisher.** It is the Contest Director's responsibility to insure that the fire extinguishers are in place, readily available, and meets the following requirements. The fire extinguishers must be at a minimum BC rated and legally operational.

---

Proposal #2

Modification of rule in **Section 27 – Gas** section relating to Classic Thunderboat driver.

Reasoning: Rule Clarification.

Rule D.1.c.ii (page 6)

Current:

- ii) The boat must have a driver in a front or rear cockpit. The driver must be a scale of 1/8 to 1/6 in relationship to the size of the boat.

Proposed:

- ii) The boat must have a **human driver figure** in a front or rear cockpit. The driver must be a scale of 1/8 to 1/6 in relationship to the size of the boat **and wearing a life vest and helmet.**

Proposal #3

Addition of new engine classification to **Section 10 – Engines** for internal combustion glow engines.

Reasoning: The proposed rule change creates an appropriate class for the successful and growing racing classes based on the readily available (both marine specific and convertible car application) 2.1cc (0.129 cu. in.) displacement engines. This displacement class is internationally recognized for world championship level car competition, guaranteeing long term engine supplies for the category. Other advantages include lower initial cost of entry, smaller/less intimidating boats, hull sizes that are appropriate for smaller race sites.

Current:

A. ENGINE CLASSIFICATION

1. Internal combustion glow engines:

<u>Class</u>	<u>Displacement</u>
A	0 - 3.509 cc (0 - 0.21 cu. in.)
B	3.51 - 7.509 cc (0.22 - 0.45 cu. in.)
C	7.51 - 11.009 cc (0.46 - 0.67 cu. in.)
X	11.01 – 35.000 cc (0.68 – 2.14 cu. in.)

Proposed:

A. ENGINE CLASSIFICATION

1. Internal combustion glow engines:

<u>Class</u>	<u>Displacement</u>
<b>1/2 A</b>	<b>0 – 2.115 cc (0 – 0.129 cu. in.)</b>
<b>A</b>	<b>2.116 - 3.509 cc (0.130 - 0.214 cu. in.)</b>
B	3.51 - 7.509 cc (0.215 - 0.458 cu. in.)
C	7.51 - 11.009 cc (0.459 - 0.671 cu. in.)
X	11.01 – 35.000 cc (0.672 – 2.136 cu. in.)

Proposal #4

Addition of class in **Section 20 – Sport Hydroplane** for Sport 12.

Reasoning:

The proposed rule change creates an appropriate Sport Hydro racing class to incorporate the readily available (both marine specific and convertible car application) 2.1cc (0.129 cu. in.) displacement engines. There are many good sport hydro hulls available that suit the class size and power output of the small engines. This displacement class is internationally recognized for world championship level car competition, guaranteeing long term engine supplies for the category. Other advantages include lower initial cost of entry. Smaller, less intimidating boats. Hull sizes that are appropriate for smaller race sites.

Current:

Table 1 at the end of rule B.

Class	Tub Width (D)
Sport 21	4”
Sport 40-I, II	5 1/2”
Sport 60	7”
Sport X	7 1/2”

Proposed:

Table 1 at the end of rule B.

Class	Tub Width (D)
<b>Sport 12</b>	<b>4”</b>
Sport 21	4”
Sport 40-I, II	5 1/2”
Sport 60	7”
Sport X	7 1/2”

Proposed addition:

**C. CLASS SPECIFICATIONS**

**1. Sport 12 Hydroplane**

- a) **The class will be named Sport 12.**
- b) **Minimum hull length will be 24”.**
- c) **Engine displacement will be 0 – 2.115 cc (0 – 0.129 cu. in.)** *[Note: would replace with: “The engine must conform to Class 1/2 A specifications, see Section 10 – rule A.1.” if 1/2 A engine proposal passes]*

Proposal #5

Addition of approved motors in **Section 28 – Electric** for P-Limited

Reasoning:

This proposal addresses recent part number changes for the Pro Boat RTR motor offerings, and asks to have the table of “approved motors” updated to reflect the new part numbers for current Pro Boat RTR offerings. Pro Boat has recently changed the branding of their power systems, resulting in the brand names changing from “Pro Boat” to “Dynamite”, and new part numbers for their current lineup of RTR power systems. The electric motors have retained their physical specifications, performance, etc., but their coloring, branding, and part numbers are now different.

Current:

D. CLASS SPECIFICATIONS

1. POWER SPECIFICATIONS

d) P-Limited Approved Motors

i) Currently approved motors

Brand	Model	Description
AquaCraft	AQUG7000	L36/56 7.2-18V – 6 pole brushless
	AQUG7001	36-56-2030 – 6 pole brushless
	AQUG7002	36-56-1800 – 6 pole brushless
Himax	HB3630	1500 brushless – 6 pole brushless
ProBoat	PRB3310	A3630-1500 – 6 pole brushless
	PRB4017	A3630-1800 – 6 pole brushless

Proposed:

D. CLASS SPECIFICATIONS

1. POWER SPECIFICATIONS

d) P-Limited Approved Motors

ii) Currently approved motors

Brand	Model	Description
AquaCraft	AQUG7000	L36/56 7.2-18V – 6 pole brushless
	AQUG7001	36-56-2030 – 6 pole brushless
	AQUG7002	36-56-1800 – 6 pole brushless
Himax	HB3630	1500 brushless – 6 pole brushless
ProBoat	PRB3310	A3630-1500 – 6 pole brushless
	PRB4017	A3630-1800 – 6 pole brushless
	<b>DYNM3835</b>	<b>A3630-1500kv – 6 pole brushless, water cooled, marine motor</b>
	<b>DYNM3830</b>	<b>A3630-1800kv – 6 pole brushless, water cooled, marine motor</b>

Proposal #6

Addition of approved motors in **Section 28 – Electric** for 1/10 Scale Unlimited Hydroplane

Reasoning:

This proposal addresses recent part number changes for the Pro Boat RTR motor offerings, and asks to have the table of “approved motors” updated to reflect the new part numbers for current Pro Boat RTR offerings.

This proposal also corrects ambiguous power system references to more accurately reflect the actual power system being allowed. For example, there is no such motor as a “BLACKJACK A3630-1500”. The motor was actually a “Pro Boat PB3310 A3630-1500”, offered in several of their RTR models. Also, the “AQUACRAFT 36/56” from the SV27 is more accurately referred to as “AquaCraft AQUG7000 L36/56 7.2 – 18V”. With the recent introduction of the new Pro Boat Blackjack 29, as well as the AquaCraft SV27R, both which are powered by 1800KV power systems, specifying the actual part numbers allowed provides for a less ambiguous rule.

This proposal also changes the rule to include an “approved motors” table, to be consistent with the format of the P-Limited Approved Motors rule, making updates cleaner in the future.

Pro Boat has recently changed the branding of their power systems, resulting in the brand names changing from “Pro Boat” to “Dynamite”, and new part numbers for their current lineup of RTR power systems. The electric motors have retained their physical specifications, performance, etc., but their coloring, branding, and part numbers are now different.

Current:

E. SPECIALITY CLASSES

7. ELECTRIC 1/10 SCALE UNLIMITED HYDROPLANE

d) Motor Specifications

- i) Power in this class shall be limited to a single HIMAX HB3630-1500, BLACKJACK A3630-1500 or AQUACRAFT 36/56 (commonly referred to as SV27).

Proposed:

E. SPECIALITY CLASSES

7. ELECTRIC 1/10 SCALE UNLIMITED HYDROPLANE

d) Motor Specifications

- i) Currently approved motors

Brand	Model	Description
AquaCraft	AQUG7000	L36/56 7.2-18V – 6 pole brushless
Himax	HB3630	1500 brushless – 6 pole brushless
ProBoat	PRB3310	A3630-1500 – 6 pole brushless
	DYNM3835	A3630-1500kv – 6 pole brushless, water-cooled, marine motor

Proposal #7

Addition of new rules to **Section 28 – Electric** section for catamaran.

Reasoning: With the increased interest in sprint racing catamarans and the solid support we are receiving from the manufacturers of RTRs, this proposal is to add a specific sprint Catamaran class to the FE rulebook. Also update to be made to existing Offshore Classes rule to be consistent with this new class rules.

Proposed New:

E. Specialty Classes

8. Catamaran

a) General Rules

- i) Catamaran rules are intended as a supplement to the General Racing rules of NAMBA. In the case of conflict, the Electric Catamaran rules will prevail.

b) Hull Specifications

- i) Catamarans shall be a stand-off scale version of an Offshore Catamaran style of hull, with two sponsons that normally run the full length of the hull.
- ii) Sponsons are separated and connected together by a tunnel.
- iii) Sponsons may have lateral breaks.
- iv) Inboard or outboard mounting of the motor(s) is permissible
- v) Hull length must conform to those listed in Rule D.2.a in this section for each Power Specification.

Rule E.2.b.i (Page 9)

Current:

E. Specialty Classes

2. Offshore Classes

b) Hull Specifications

- i) Offshore hulls must be a Deep-Vee (16 to 28 degree “V” angle or Offshore Catamaran type hull. **The windshield or cockpit will be located no further forward than 65% of the hull’s length when measured from the transom.**

Proposed:

E. Specialty Classes

2. Offshore Classes

b) Hull Specifications

- i) Offshore hulls must be a Deep-Vee (16 to 28 degree “V” angle or Offshore Catamaran type hull.

## Proposal #8

Modification of rules in **Section 28 – Electric** section relating to Offshore Records.

### Reasoning:

This is a Rule Proposal for eliminating all records for FE Offshore classes. Currently, there are SAW/2-Lap records, as well as timed records when an offshore boat reaches the 10 lap mark during a race. The elimination of all “Offshore” records is being proposed for two reasons. First off, there are currently 3 legal FE course distances, and the Offshore Rules have 2 legal variants of each course, as well as 2 legal starting procedures. This “waters down” the records and also brings in a level of complexity and confusion when trying to apply for and manage these records for NAMBA. Secondly, “Offshore” classes have been used to set SAW/2-Lap records and the main justification for it is because it’s the only class where Catamaran’s can compete without going head-to-head with riggers. However, it adds redundancy as monos can also run for “Offshore” records. It has been widely criticized for many years now that having SAW/2-Lap “Offshore” records makes no sense because FE “Offshore” classes run for 4 minutes. Now that FE has a specific Catamaran class being proposed, it is also being proposed to eliminate all records for “Offshore”. There is also some “clean up” wording regarding the number of heats to be run for Offshore

### Rule E.2.e (page 10)

#### Current:

##### e) Race Courses

##### ii) Record Courses

- (a) Records will be maintained for performances on both courses.
- (b) Records are awarded to the person with the lowest elapsed time after the completion of the first 10 laps in a single four minute heat. The record setting boat must finish the full four minute heat for the record to be recognized.

##### iii) Awards

- (a) Awards will be presented in each class based on the total number of laps accumulated in three heats.

#### Proposed:

##### e) Race Courses

##### ii) Records

- (a) No records are allowed for Offshore Classes

##### iii) Awards

- (a) Awards will be presented in each class based on the total number of laps accumulated.

Proposal #9

Modification of rules in **Section 28 – Electric** section relating to Official Courses.

Reasoning: This proposal pertains to the legal sprint courses for FE. Currently, there are 3 FE courses that are legal for competition and records. As FE was growing during the last decade, we kept making our course size bigger, but also kept our small courses on the books. This proposal focuses on getting FE to use the same legal course as used for nitro and gas. There is also wording that will allow clubs that can't fit a 1/6<sup>th</sup> course to use an alternate course, but no records are allowed.

Rule B (page 2)

Current:

B. OFFICIAL COURSES

1. Oval

- a) A minimum of three to a maximum of five buoys will be used to define the turns on both ends of each course.
- b) Turn radius (R) will be measured to the outside of the buoys (Figure 1).
- c) Straightaways (s) will be measured from the exit buoy at one end of the course to the entrance buoy at the other end of the course (Figure 1).
- d) Standard oval course lengths are 1/10<sup>th</sup> mile, 1/8<sup>th</sup> mile and 1/6<sup>th</sup> mile, with specific straightaway and turn radius for each as shown in Table 1 below  
(Table showing dimensions for all 3 courses)
- e) Separate NAMBA Fast Electric Heat Racing records on each course will be maintained for the following distances:
  - i) For N1 and Crackerbox, the race distance will be 1/2 mile which is 5 laps on the 1/10<sup>th</sup> mile oval, 4 laps on the 1/8<sup>th</sup> mile oval and 3 laps on the 1/6<sup>th</sup> mile oval.
  - ii) For all other Hydro and Mono classes (if run on an oval), the race distance will be 1 mile which is 10 laps on the 1/10<sup>th</sup> mile oval, 8 laps on the 1/8<sup>th</sup> mile oval and 6 laps on the 1/6<sup>th</sup> mile oval.

...

4. Straight-Line

- a) Racing will utilize the standard NAMBA 1/16 mile straight-line course.

5. Nationals Course Format

- a) The host club for the annual Fast Electric Nationals may choose any oval course for the Nationals. That choice of course must be specified on all entry information which is disseminated prior to the event.
- b) Race distances for the Nationals will be the same as the respective record distances indicated in rule B.1.c in this section. N1 and Crackerbox race lengths will be at the host clubs discretion.

Proposed:

B. OFFICIAL COURSES

1. Oval

- a) FE will follow the Official Course outlined in Section 13.
- b) NAMBA Fast Electric Heat Racing records will be maintained for the N-1 Power Parameter and 1/10<sup>th</sup> Scale Crackerbox for 3 laps on an Official Course.
- c) If a host club of a sanctioned NAMBA event has a pond that cannot fit an official course, they are allowed to use a course dimension of their choice. This information shall be listed on the race flyer and heat racing shall remain 1 mile in length, unless otherwise specified in the rulebook. No records are allowed.
- d) & e) (delete entirely)

...

4. (delete - will revert back to Section 14)

5. (delete - now addressed in B.1.c above)