 North American Model Boat Association Official Rule Book – Update	Update #	2023-4
	Date	11/12/23

Enclosed you will find the latest Rule Book updates. To keep your Rule Book current and up to date, please make the page replacements listed below. If you feel that you have missed any updates, please call the Executive Secretary to get an additional copy and/or for clarification of current revisions.

Section

Summary of changes

16 - Race Organization

Remove pages: 1 - 2 (*dated 6/30/19*)
 Insert pages: 1 - 2 (*dated 11/12/23*)

Changes from proposals sent out in October 2023 Propwash:
 - Proposal 1: Ability to move boats from other heats (B.2)

18 - Heat Racing

Remove pages: 1 - 4 (*dated various*)
 Insert pages: 1 - 4 (*dated 11/12/23*)


Changes from proposals sent out in October 2023 Propwash:
 - Proposal 1: Moved rule to Section 16 (B.5)
 - Proposal 2: Allow launch after start of mill (D.1)
 - Proposal 3: Finishing under power (G.1)

28 - Electric

Remove pages: 7 - 8 (*dated 5/22/22*)
 Insert pages: 7 - 8 (*dated 11/12/23*)

Changes from proposals sent out in October 2023 Propwash:
 - Proposal 4: Removal of hull exception (E.1.b.iii)

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A. RACE OFFICIALS AND DUTIES

1. General

- a. All race officials will have competed in the event/contest they are to manage before being qualified for these positions wherever possible.

2. Contest Director

- a. The Contest Director must be a NAMBA member in good standing.
- b. The Event/Contest Director is the primary official of an event or contest. Their duties and responsibilities include, but are not limited to the following:
 - i) ensuring that all contestants understand the event by conducting a driver's meeting 15 minutes prior to the start of the event/contest;
 - ii) fair and expeditious progress of the event;
 - iii) smooth and efficient pit operations;
 - iv) accurate entry and result tabulations and accounting;
 - v) resolving arbitration arising over the interpretation of rules, starts, retrieval of boats, and assessments of penalties and/or disqualifications;
 - vi) disqualification of a contestant for unsportsmanlike conduct when necessary.

3. Assistant Event/Contest Director

- a. The Assistant Event/Contest Director is the alternate to the Event/Contest Director. Their duties and responsibilities include, but are not limited to the following:
 - i) constant monitoring of the orderly and timely progression of the contestants and/or races in the hot pit area;
 - ii) ruling on the start and finish of each run/race;
 - iii) starting Pit Time and starting clock on signal from the Pit Manager.

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4. Pit Manager


- a. The Pit Manager is responsible for the overall management of the hot pits. His duties and responsibilities include, but are not limited to:
 - i) maintaining a checklist of contestants in the designated pits and informing the contest officials of missing entries;
 - ii) insuring that only drivers and their helpers/pit crews are in the Hot Pit;
 - iii) calling for the Pit Time;
 - iv) constant monitoring of the boat traffic in the Pit Lane and ruling on infractions.

5. Course Judges/Referees

- a. Course Judges/Referees will be responsible for the constant monitoring of their assigned course area/boat and note infractions of the rules and procedures. They will have competed in the event/contest they are to judge/referee before being qualified for this position wherever possible. Their duties and responsibilities include, but are not be limited to:
 - i) noting the infraction, the lap number and boat(s) involved;
 - ii) judging the severity of the infraction and assessing a just penalty, if necessary, under these rules;
 - iii) informing the proper contest official of the infractions immediately;
 - iv) constant monitoring of his assigned part of the course for unnatural obstacles or hazards (i.e., cans, paper, sticks, plastic bags, etc.) and for alerting the proper official.

B. SCHEDULING OF RACES/HEATS

1. Drawing for races will generally be done by random selection of compatible frequencies and with no regard to specific entries, contestants, and/or boats. Some types of racing, however, require special techniques which may be followed at the discretion of the contest officials.
2. At any time during the event, the Contest Director may move contestants in a particular class with no bias to fix unbalanced boats per heats due to scratches and/or no shows. This includes the combining of small heats into one, as long as the combined heat is similar in size to any remaining heats for that class in that same round.

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A. GENERAL

1. An R/C model powerboat heat will consist of the simultaneous scheduling of two or more boats for a race. The number of heats constituting a race is determined by the number of entries and time available, however, a minimum of three rounds is required with ties to be broken by the fastest time.

B. HEAT RACING PROCEDURES

1. Each heat race will consist of three distinct phases:
 - a. Pit Time
 - b. Clock Time or Mill Time
 - c. Course Time or Race Time
2. The heat starts with the first phase: a two-minute period or Pit Time for starting engines, launching and releasing boats. A starting clock, placed in full view of all drivers (or and adequate audio system) and requiring no less than 30 seconds to complete one sweep, will be started. If all boats are on the water you can go onto the 30-second clock with drivers approval. Contestants will mill on the course in a designated milling pattern until the end of Clock Time. Drivers should pace their boats during Clock Time so as to arrive at the starting line at full throttle simultaneously with the expiration of the Clock Time which constitutes the start of Course Time.
3. There must be a minimum of three prepaid entries on compatible frequencies to make a class and/or race. There will be no more than eight boats in one heat.
4. Heat racing records can only be set at and during NAMBA sanctioned heat races.

C. PIT TIME

1. A Pit Time of two minutes is allowed for the starting of all engines and to allow all boats to be launched.
2. If no entrants have started engines and are under way at the expiration of Pit Time, the heat will be declared “No Contest”. All drivers will be awarded zero points, a DNS.

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3. Boaters who are in the hot pits will not be permitted to pre-start their motors prior to the start of Pit Time. Once the heat is in progress, boaters that did not get started and boaters not participating in that heat will not be permitted to start their motors in the hot pit area.

D. CLOCK TIME (MILL TIME)

1. Clock Time will be initiated at the expiration of Pit Time and no boats may be launched or released after commencement of Clock Time. At the Contest Director's and/or Pit Boss's discretion for safety reasons a boat may be launched after the commencement of Clock Time but before the commencement of Course Time as long as the boat is started, off the stand, and ready to launch by the end of Clock Time.
2. Milling procedures during Pit Time and Clock Time:
 - a. Boats on the course awaiting the expiration of Clock Time will follow the mill pattern in a clockwise direction and around the course buoys in the specified milling pattern, to be set at the discretion of the contest officials (see Rule 13.B.2). Not following the mill pattern will draw a driver infraction with a one lap penalty being assessed.
 - b. During the last five seconds of Clock Time (aka "committed"), all boats must adhere to the lane they are currently established in. They must maintain a straight course or established lane if in a turn. Zigzagging, "S" turns, or fishtailing to delay crossing the start line will draw a driver infraction with a one lap penalty being assessed. Boats will not cut thru the course (continue milling course) during the last 5 seconds to delay in jumping the start or a 1 lap penalty will be assessed. During mill time boats can be assessed a lane infraction for blatant lane violations as described in Rule 17.B.3, regardless of boat speed.

E. COURSE TIME (RACE TIME)

1. Course Time will commence with the expiration of Clock Time and will not exceed five minutes. Any boat not completing the required number of laps in this time will receive a DNF and be ordered off the course.
 - a. The exception to this is where there is active racing between two or more boats, and adverse course and/or weather conditions exist that would prevent normal racing speeds for most boats in that class. In such cases at the sole discretion of the CD, "Course Time" may be extended to eight minutes

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F. START

1. The expiration of Clock Time signifies the start of the heat regardless of the position of entrants and also starts timing of the heat.
2. Boats crossing the start line prior to the expiration of Clock Time will be ruled as jumping the gun and will be required to complete an extra lap, (i.e.. complete a circuit of the course and re-cross the start line for a legal start).
3. A heat may be considered officially started when one boat legally crosses the start line at the termination of Clock Time. If no boat legally crosses the start line, all drivers will be awarded zero points, a DNS.

G. THE RACE

1. Laps are counted with the first crossing of the start line counted as zero and with each consecutive crossing of this line counted as an additional lap until the required number of consecutive laps are completed. This constitutes the finish of the race. The first boat to legitimately complete the final lap is declared the winner. A boat's forward momentum must carry it across the finish line.
2. In the event that no boat finishes the required number of laps, the heat will be considered complete and will not be re-run. All boats that have legally started the race will get 25 points, a DNF.
3. Following an official start, the course will be run clockwise (right-hand turns) for the required number of laps to designate a heat. In order to be counted as legitimate, a clean lap must be run without penalty. Laps may be counted legitimate after penalty has been assessed and cleared.
4. The Course Time will not be considered a "right" to remain on the course. The contest officials may order a boat(s) off the course any time after completion of the race by the winning boat. Boats travelling at reduced speed, but obviously capable of finishing the required laps, will be awarded points according to their position at the time they are ordered off the course. If, in the judgement of the contest official, boats remaining on the course are incapable of finishing the race, they will be ordered off the course and scored "Did Not Finish."

H. RE-STARTS AND RE-RUNS

1. Since each boat must cope equally with the same probabilities for all circumstances (course obstacles, radio interference, shoring or collisions etc.) in any given heat, no re-runs or re-starts will be allowed, unless the safety of the drivers, contestants, or spectators are in jeopardy.

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I. HEAT DELAYS

1. It will be the policy of the contest officials to maintain a sympathetic and helpful attitude toward contestants and their problems in the conduct of a race, and will do their utmost to help drivers with their problems. The contest official should be notified immediately of any major equipment problems discovered by the contestant before reaching the hot pits. Re-scheduling may be done if, in the discretion of the contest official, it is advisable and fair to all other contestants.
2. Delay or cancellation of Pit Time will not be allowed under any circumstances other than course problems and will be called by the proper contest official.

J. POINTS AND AWARDS

1. Boats will score and accumulate points in order of their finish positions according to the following table:

1 st Place	-	400 points	6 th Place	-	96 points
2 nd Place	-	300 points	7 th Place	-	72 points
3 rd Place	-	225 points	8 th Place	-	54 points
4 th Place	-	169 points	Did Not Finish (DNF)	-	25 points
5 th Place	-	127 points	Did Not Start (DNS)	-	0 points

2. At the discretion of the individual district, contestants will carry over points toward the year end champion either as determined by their overall class finishing position (for example, the first place finisher for the day carries over 400 point for the year end totals) or by the total points earned in the class for that day.
3. Points will be awarded in order of finish and the entries then placed in order of total accumulated points for the ultimate class and race results.
4. In case of point ties, the boat with the fastest heat time will take precedence.
5. A boat that fails to complete the heat due to the actions of another boat, that results in the disqualification of the offending boat, will receive 4th place points (169 points). This rule will be in effect from the beginning of Pit time until the end of Course time (Race Time). This does not affect the place of finish or points awarded to other boats finishing the heat.

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2. HULL LENGTH MEASUREMENTS

- a. Hulls in each class will not exceed the length given in the following table:

Class	Maximum
M-2	27"
N-1	N/A
N-2	27"
P-Limited	34"
P	34"
Q	40"
S	60"
T	60"

- b. See Rule A.4 in this section for measurement guidelines.

E. SPECIALITY CLASSES

1. SPORT HYDRO CLASSES

a. GENERAL RULES

- i) This SPORT HYDROPLANE section as it pertains to the fast electric rules takes precedence over any other reference to sport or scale hydroplane specifications in any other areas of the NAMBA rulebook.
- ii) Boats will be checked for rule compliance prior to racing.
- iii) Any boat not passing the technical inspection or violating the spirit of the rule will be disqualified.

b. APPEARANCE AND INTENT

- i) The intent of this class is to simulate or resemble the appearance of Unlimited and/or Limited three-point, full-bodied hydroplanes as raced full scale.
- ii) Boats which do not resemble real full-scale designs (i.e. outriggers, modified outriggers, canards, tunnels or catamarans) will not be allowed to race as Sport Hydroplanes.

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- iii) The deck, cockpit, tail and/or fin configuration may be changed to keep the boats interesting. Fictitious teams may be created within the spirit of the past and present Limited and Unlimited Hydroplanes.
- iv) The boat shall have a painted driver figure in open cockpits, or a real or simulated windshield for enclosed cockpits.
- v) The boat must be painted in the spirit of Limited/Unlimited racing. Each boat must have a sponsor's name or logo affixed to the hull. This sponsor will be of the builder's choice and can be a fictitious entity. Each boat will also display race numbers of the driver's choice affixed to each side of the hull or deck.
- vi) The boat must have the driver's NAMBA membership number displayed above the at-rest waterline on the hull in numbers a minimum of 1/4" tall in a manner so as to be visible to an onlooker.
- vii) The boat may be purchased ready built, modified from an existing hull, or scratch built from any suitable material generally used in model boat construction.

c. HULL SPECIFICATIONS

- i) Hulls shall conform to the hull length measurements in rule D.2.a in this section.
- ii) All riding surfaces (drive train and prop not included) must be in the front 50% of the total hull length.
- iii) A single triangular (from side profile) stuffing box for the driveline will be allowed as long as its primary purpose is to house the driveline and dimensions don't unreasonably exceed that purpose.
- iv) Ride pads and/or steps are allowed but must be an integral part of the sponson design.
- v) Picklefork hulls shall not have open areas ahead of the aft edge of the sponson riding surface totaling more than 25% of the total hull length.
- vi) No boat shall have an afterplane* greater than 60% of the total length of the boat. The afterplane will be measured from the back of the front sponson planing surface to the transom. Note: The afterplane is the entire main hull aft of the sponsons; i.e. the "fuselage".