

Official Rule Book – Update

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.

Reminder: Per Section 7 - Rule C.1, the attached rule updates are effective immediately once published on the NAMBA website or in the Propwash.

<u>Section</u>		Summary of changes
Table Of Contents Remove pages: Insert pages:	5 - 6 (dated 9/7/23) 5 - 6 (dated 6/3/24)	Updates needed for below changes
16 - Race Organizatio Remove pages: Insert pages:	n 3 - 6 (dated various) 3 - 6 (dated 6/3/24)	Updates from proposal sent out in March 2024 Propwash: - Proposal 1: Update to various rules regarding protests (Rules G.1-3 & H.5-7) - Proposal 2: Extend time for hull protest (Rule H.8)
25 - Team Marathon Remove pages: Insert pages:	1 - 2 (dated 11/5/13) 1 - 3 (dated 6/3/24)	Updates from proposal sent out in March 2024 Propwash: - Proposal 3: Redo of section
27 - Gas Remove pages: Insert pages:	5 - 10 (dated 5/22/22) 5 - 10 (dated 6/3/24)	Updates from proposal sent out in March 2024 Propwash: - Proposal 4: Remove of maximum hull length/width rule (previous Rule C.1.a) - Proposal 5: Remove duplication regarding propulsion (new Rule C.1.a)

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- 3. The contestant is responsible for notifying the contest officials for their event in case of "back-to-back" races involving his entries and will receive a maximum of five minutes for "get ready" purposes.
- 4. There must be a minimum of three prepaid entries on compatible frequencies to make a class and/or race.

C. ENTRY LIMITATIONS AND QUALIFICATIONS

- 1. Contestants will be limited to one entry per hull/engine class at each sanctioned event, as to not increase their chances of winning an award or trophy in the class.
- 2. There shall be no switching of hulls in a class during a sanctioned event regardless of the circumstance (i.e. hull damage, current water conditions, etc.) after the start of round 1. For outriggers, the sponsons are not considered part of the hull and thus can be changed.
- 3. Two or more entrants may not race the same hull in the same class.
- 4. There will be no proxy entries in R/C competition unless the contestant is physically handicapped or aged. No proxy driver may enter a boat in the competition in which he is proxying. Proxy drivers must be members of NAMBA.

D. FREQUENCY CHANGES

- 1. Contestants will be held responsible for the correct frequency of their entry and the contest official will not be responsible for rescheduling, rearranging, or juggling of scheduled heats due to incorrect frequency on entry forms, unless such rescheduling is done at the discretion of the contest officials.
- 2. Frequency changes due to equipment failure will receive sympathetic treatment provided:
 - a. the proper contest official is notified immediately upon discovery of the necessity of a change and the frequency to which it will be changed;
 - b. that the entry has not been called to a stand-by status.

E. PRACTICE RUNNING

- 1. There will be no "open water" periods during the contest as all practice running will be controlled by a contest official. Procedures for controlled practice and test operations will be left to the discretion of the sponsoring club, but the following procedures are recommended:
 - a. Water or course time will be limited by the contest officials.

- b. Only boats of compatible speed and maneuverability will be allowed on the water at one time.
- c. All practice running will be in a clockwise direction around the course set on the water at that time, boats may utilize the water available provided each "pass" is on the proper side of the course.
- d. Boats that obviously do not need practice may, at the discretion of the contest official, not be allowed to run, (i.e., boats that have finished their event).
- e. During open water, all drivers must have a pit person to call hazards and ensure proper safety during operation of a model boat.

F. DRIVERS' MEETINGS

- 1. Drivers' meetings will be held prior to each event or at any time the contest officials may deem necessary. It is the contestant's responsibility to attend these meetings.
- 2. A primary purpose of the drivers' meeting is for interpretation and clarification of rules and procedures, and any questions regarding said rules should be asked at this time.
- 3. Once an event is underway, the contest officials should not be distracted from their duties by questions that could or should have been asked at the drivers' meeting.

G. INSPECTIONS

- 1. The Contest Director has the authority to implement pre-race and/or spot inspections as they see fit on hulls and engines.
 - a. Engine inspections can only include visual inspections and/or inspections performed by removing the spark/glow plug and using an instrument to check stroke.
 - b. Electric motors can be dimensionally checked.
 - c. Hull Inspections may use various measuring tools as required.
- 2. If a racer is to be found to be in violation of rules during a pre-race inspection or before the boat has run in the event, the racer will have the opportunity to correct the issue prior to the start of their heat after clearing a follow-up inspection.
- 3. If a racer is found to be in violation of rules during a apot inspection after the boat has already run, they will be disqualified for the remainder of the race in the class where the violation occurred. All points earned in that class will be null and void. If a disqualification occurs, no other racer will move up in heat race position to receive additional points. For example: If a racer took 1st place in a heat and was disqualified, the 2nd place racer would not move up to 1st place.

H. PROTESTS

- 1. In all sporting events, situations develop that require judgment calls or decisions on the part of contest officials and all such decisions made herein will be final and may not be protested.
- 2. Continued verbal protests, harangues and/or other abuse, either direct or indirect of any contest officials will be considered unsportsmanlike conduct and will be just cause to bar that contestant or crew person from any further participation in that contest.
- 3. All protests for engines and hulls must be made in writing to the Contest Director and accompanied by a \$25 protest fee. If the protest is found to be invalid, the fee will go to the owner of the protested boat. If the protest is found to be valid, the fee is to be returned to the protester.
- 4. A protested hull or engine will be measured by a committee made up of the Contest Director, the District Director or his authorized representative present at the event, and one other NAMBA member other than the protester or owner of the protested engine or hull. Measurements will be made in the presence of the owner and results thereof will be made known in writing and signed by each member of the three person committee and be forwarded with their decision to the Executive Secretary, the Board of Directors, and the President of NAMBA.
- 5. A protested hull will be allowed to continue running in the event(s) entered until the protest is rule upon. However, any points, records, places, etc. won will be held pending the resolution of the protest.
- 6. Protests of a nitro or gas boat's engine will be reviewed after the last round of the class. A boater that has an engine under protest will be allowed to complete the racing for the day.
- 7. Protests of an electric motor will be reviewed and ruled on prior to the racer's next heat in that class.
- 8. Protests on the legality of a boat itself, will be done prior to the start of the 2nd round for the class that the boat is entered in. When the 2nd round of racing begins, the opportunity to examine every boat in that class will have occurred, thus allowing the CD the opportunity to determine if it meets the minimum requirements to continue.
- 9. A protest of any kind must be made at the contest so all factors can be available.

I. AWARDS

- 1. The members of NAMBA will be allowed to accept merchandise, merchandise gift certificates, and trophies as competitive awards. Any NAMBA member can receive earned racing awards. However, the awarding of district points will be left to the discretion of the district in which the race is held. Cash and cash equivalent awards are not permitted.
 - a. Examples of cash equivalent awards would be but are not limited to: pre-paid debit cards, money orders, cashier's checks, and other items that are directly redeemed in cash.



A. GENERAL RULES

- 1. Team Marathon racing rules are intended as a supplement to the general racing rules of NAMBA. In the case of a conflict, the Team Marathon racing rules will prevail.
- 2. Team Marathon competition will consist of a minimum of two teams simultaneously running a prescribed course for a specified distance or number of laps.
- 3. Teams will consist of two boats and four team members, 2 drivers and 2 pit people.
- 4. Maximum 6 teams per heat.

B. HULL SPECIFICATIONS

- 1. For Nitro Team Marathon there will be no restrictions on hull type except that both boats must be of the same type (i.e. two monos, two tunnel hulls, or two catamarans, etc.). The length of each boat must be within 10 percent of each other.
- 2. For Gas Team Marathon the hulls must be monos.

C. ENGINE SPECIFICATIONS

- 1. For Nitro Team Marathon engines must conform to NAMBA Class B specifications, see Section 10 rule A.1.
- 2. For Gas Team Marathon engines must conform to NAMBA Class G-1 specifications, see Section 27 rule B.1.a.
- 3. All boats must use positive radio control to shut down the engine. A demonstration of each boat's ability to shut down the engine may be requested prior to the start of the race. Teams with a boat(s) not able to shutdown will not be allowed to compete unless repaired.
- 4. Boats losing shutdown capability during the race will be required to demonstrate that the shutdown capability has been repaired before being allowed to resume competition.

D. RACE FORMAT

- 1. The competition will consist of 100 laps run in a clockwise direction over a standard NAMBA oval course.
- 2. The competition will follow a standard heat race start as described in Section 16 Rule B.

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- 3. Each team boat will run 10 laps alternately until 100 laps have been completed plus any penalty laps. The first team completing 100 laps and any lap penalties will be declared the winner. In the case of multiple heats, the team with the fastest time of all heats will be the winner.
- 4. When the launch area is too small to allow all teams to safely pit at the same time the following change will be made to the first 2 lap segments:
 - a) Teams will be randomly put into groups of 2, where the first group will pit for the first time on lap 9, the second group on lap 10, and the third group on lap 11.
 - b) The second team boat in each group will run the needed number of laps to bring their team up to 20 laps, i.e. the first group will run 11 laps, the second group will run 10 laps, and the third group will run 9 laps.
 - c) Then all teams will return to running 10 laps per segment.
- 5. Pitting procedure:
 - a) Boats coming into the pits must use positive radio control to shut down. If the running boat is stopped by other means (i.e. the shore or pit person), a one lap penalty will be accessed.
 - b) If the boat coming into the pits cannot properly shut down it must continue around the course and make another attempt, there is no credit for that extra lap. There will be no circling the launch area or back tracking allowed and will result in a penalty.
 - c) Once the current boat comes in after completing its lap segment, stops running and is retrieved from the water, the pit person retrieving that boat will high five the other pit person who can then start the next boat.
 - d) If in the eyes of the race announcer and/or judges there are excessive safety concerns during the process, the team can be disqualified from the class.
- 6. Drivers may not leave the drivers' stand or driving area at any time, leaving will result in the team being disqualified. Pit people may leave the hot pit area and return.
- 7. There will be a pit manager for the entirety of the race, who will monitor activities around boat retrieving, boat launching, and overall safety procedures in the pits. The pit manager will be able to assess penalties as deemed necessary

E. LAP COUNTING

- 1. Laps will be counted by race officials.
- 2. The Start/Finish line will only be used to determine the start and finish of the race. The "Lap Line" will be considered the launch area, so that a boat coming into the launch area will complete its full lap, and the next boat leaving the launch area will be starting its first lap.
- 3. Each boat must run exactly 10 laps each time it is in the water. Additional laps per boat over 10 will not be counted. If less than 10 laps are run, the boat in question must return to the course and complete the deficit. The only exception to this would be when the alternate format for the first 2 segments is used (as noted above in Rule D.4), or during the last lap segment when penalty laps are being completed (as noted in Rule E.4 below).
- 4. All lap penalties assessed to a team must be made up after the initial 100 laps are completed. These laps may be picked up and completed by the current boat running the last lap segment without a pit stop or by the next boat

F. EQUIPMENT REPAIR AND PARTS REPLACEMENT

1. There is no restriction on the repairs allowed or the parts replaced as long as the original hulls are used, as discussed in Section 16 - rule C.2.

G. BOAT RETRIEVAL

- 1. If each team still participating has a dead boat on the course, the retrieve boat will be sent out to gather all dead boats. Each boat will be returned to the team's starting table and the contest director shall signal the re-start of the race, at which time all eligible teams (i.e. that have not been disqualified) may begin working on the current boat and continue racing.
- 2. At the CD's discretion, a pole or ball may be used to retrieve a dead boat.

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- xvii) If any updates are made to the standard G260 PUM motor by Zenoah, the Board of Directors can vote to allow or disallow the additional parts to the above rules by a simple majority vote.
- b. Fuel Specifications
 - i) Gasoline or white gas (i.e. Coleman or Crown camp fuel) having an octane rating no higher than 100 must be used in this class. It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured.

C. HULL SPECIFICATIONS

- 1. General
 - a. In addition to the propulsion limitations noted in Section 8 Rule C.1.b, no waterjet drives are permitted.
- 2. Monoplane
 - a. Mono hulls must have a single riding surface at planing speeds. This planing surface may be flat or a V configuration.
 - b. No lateral side to side breaks are permitted.
 - c. Lap strakes may be used. If used, they must be parallel to the keel for a minimum of 60 percent of the hull length, measuring from the transom forward. The strakes may merge to the keel after the 60 percent minimum has been exceeded.
 - d. Lap strakes on hulls 46" long and under and with a beam width of 15" and under may have a maximum lap strake width of ³/₄ inch and depth of ¹/₄ inch.
 - e. Lap strakes on hulls over 46" long and with a beam width over 15" may have a maximum lap strake width of $\frac{3}{4}$ inch and a depth of $\frac{1}{2}$ inch.
 - f. The depth of the lap strakes is measured from the bottom (primary running surface) to the lowest point on the lap strake.

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- 3. Outrigger Hydroplane
 - a. Outriggers may have more than two planing surfaces.
 - b. General design will consist of two forward sponsons connected to the tub by booms.
 - c. This class is an open design class.
- 4. Sport Hydroplane
 - a. Sport hydroplanes may have more than two riding surfaces touching the water at planing speeds.
 - b. This class will include both three-point hydros and canards.
 - c. All sport hydros must resemble full scale racing boats and may be of current or historical design.
 - d. The sponsons may have pads or breaks that contact the water at planing speeds.
 - e. Exposed exhaust systems are allowed.
- 5. Catamaran
 - a. Catamarans have two sponsons that normally run the full length of the hull.
 - b. Sponsons are separated and connected together by a tunnel.
 - c. Sponsons may have lateral breaks.
- 6. Crackerbox
 - a. All boats will be models of full sized crackerboxes.
 - b. The letter "P" must precede or follow the NAMBA number on each side of the hull.
 - c. The minimum length will be 43.5 inches and maximum length will be 49 inches.
 - d. Minimum beam width will be 16.5 inches.
 - e. The bottom must be generally flat with a maximum of a three-degree V across the full width of the transom and refer to rule C.6.a. There may not be any pads or lap strakes.
 - f. The deck and hatch must resemble that of a full sized crackerbox.

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- g. Two drivers of ¹/₄ scale size and appearance, wearing helmets and life preservers must be used. A steering wheel, instrument panel, and other detailing is encouraged.
- h. No parts (rudder, prop, plates, etc.) may be more than four inches behind the transom.
- i. The exhaust system must be enclosed by the hull. No part of the exhaust system may extend beyond the transom with the exception of a small pipe muffler or transom exhaust flange.
- j. No servo adjusted trim tabs are permitted.
- 7. Classic Crackerbox
 - a. All general Crackerbox rules apply with the following exceptions:
 - b. The hull must be made completely of wood. It is permissible to cover the hull with fiberglass and resin. The minimum running weight will be 15 pounds.
 - c. Classic Crackerboxes may run in the general Crackerbox class but not on the same day.

D. SPECIALITY CLASSES

1. CLASSIC THUNDERBOAT

- a. Hull Specifications
 - i) The boat may be of wood or fiberglass construction.
 - ii) The hull length will be between 48" 56".
 - iii) The hull width will be a minimum of 24".
 - iv) The transom will be a minimum of 10" in width.
 - v) The hull design will only be one of the following types: round nose, step deck, or chisel nose.
 - vi) Nothing on the boat may be further than 5 1/4" behind the transom.
- b. Motor Specifications
 - i) Engines must confirm to NAMBA Class G-Limited specifications, see rule B.3.a in this section.

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ii) The pipe and muffler must be inside the boat and exit through the transom.

c. Appearance

- i) The boat must have a sponsored paint scheme with sponsored IDs and U numbers on the boat.
- 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.
- iii) The boat must run with an engine cowling or dummy engine to cover as much of the boat's engine as possible.

d. Race Format

- i) At the discretion of the Contest Director, races will be run either under the NAMBA Heat Racing Format or the "Love Plan" which is run as follows:
 - (a) The event must consist of four preliminary rounds of heats and one final round of concluding heats. The concluding round of heats must consist of one final heat and a consolation heat.
 - (b) The maximum number of boats in the final heat is six. The top five boats with the highest points after the four preliminary rounds will be eligible for the final heat. If a frequency conflict exists between two or more boats eligible for the final heat, preference goes to the boat that has accumulated the most points in the preliminary rounds, or to the boat with the fastest time should a tie in points occur. The other boat will have the option to change to any other available frequency.
 - (c) After the final heat field has been set, boats accumulating points in the four preliminary rounds after the fifth position will be used to fill the consolation heat. The winner of this heat will be used to fill the six boat final heat.
 - (d) The outcome of the consolation heat will not affect the overall standings or points for the day.
 - (e) Final race standings will be determined by order of finish in the final.

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2. JERSEY SKIFF

- a. General Specifications
 - i) Prop shaft and tube must pass thru the bottom of the boat.
 - ii) No fairing on top of prop shaft tube.
 - iii) No hardware will extend beyond 4" from transom.
 - iv) No skegs or turn fins.
 - v) Strut must be rounded on bottom.
 - vi) Tuned pipes are allowed. Exhaust must exit thru transom and not extend more than 1 ¹/₂" past transom.
 - vii) Motor will be covered; hood scoops and air vents are allowed.
 - viii) Trim tabs allowed. No trim tabs with fins or skegs on bottom. Trim tabs can be angled up to prevent hooking.
 - ix) Engines must confirm to NAMBA Class G-1 specifications, see rule B.1.a in this section.
 - x) Boat must have numbers on both sides of hull in the following format- JS followed by NAMBA number. Minimum height of 3 inches.
 - xi) Strakes or riding pads are NOT LEGAL. No keels or chines on bottom, bottom of hull is flat and smooth.
 - Must have two scale like drivers located at or near transom. Minimum height 3 ¹/₂" and maximum of 4". Drivers must have life jacket and helmet.
 - xiii) Wood/scratch builds are permitted, must simulate the lap strake construction.
- b. Hull Specifications
 - i) The hull length will be between 49"-51".
 - ii) Minimum width at center of hull 17".
 - iii) Maximum width of bottom at transom 11".
 - iv) Hull bottom maximum degree of at center of hull 1 degree.
 - v) Hull bottom maximum degree of V at transom 1 degree.

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- vi) Minimum transom height 5 ¹/₂" from bottom of hull to top of deck.
- vii) Minimum height of freeboard (bottom of hull to top of deck) at center of hull 5 ½".
- viii) Minimum height of freeboard (bottom of hull to top of deck) at 10" from bow 5 $\frac{1}{2}$ ".

3. GAS SCALE UNLIMITED HYDROPLANE

- a. General
 - i) Gas Scale Unlimited Hydroplane racing will follow Scale Unlimited Hydroplane rules in Section 21 with the exception of items listed below.
- b. Hull Specifications
 - All boats will be models of past or present Unlimited Hydroplanes that are listed on the Gas Scale Unlimited Hydroplane Master Hull Roster. The true scale dimensions of any Gas Scale Unlimited Hydroplane will be derived from the unlimited dimensions listed on the Gas Scale Unlimited Hydroplane Master Hull Roster.
 - ii) Boats are to be built on a scale of 1.80 inches equals 1 foot of the actual boat (1/6.667 scale).
 - iii) Boats will measure within the following tolerances of the true scale size, excluding appendages.
 - (a) Overall Length..... ± 1 1/4 inches
 - (b) Beam.....± 12%
 - (c) Maximum Depth..... $\pm 10\%$
 - (d) Afterplane Length (three point design)..... $\pm 10\%$
 - (e) Tunnel Width.....± 10%
 - iv) Motor belly pan for motor and flywheel only. If applicable, the dimensions will not exceed five inches in width, nine inches in length, and one inch in depth. The belly pan can not exceed the depth of any riding surface or recovery surface. If the real boat had a full length belly pan, the model must conform.
- c. Engine Specifications
 - i) G or GX Class engines from 15 to 31 cubic centimeters.