 North American Model Boat Association Official Rule Book – Update	Update #	2024-5
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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.

Section

Summary of changes

Table Of Contents

Remove pages: iii - vi (*dated various*) Updates needed for below changes
 Insert pages: iii - vi (*dated 11/17/24*)

1 - General Organization

Remove pages: 3 - 5 (*dated 2/6/22*) Board of Directors passed proposal:
 Insert pages: 3 - 5 (*dated 11/17/24*) - Update official(s) referenced (Rules D.2.f, D.3.a, D.4.a, D.4.e)

6 - Nationals

Remove pages: 1 - 2 (*dated 6/21/24*) Board of Directors passed proposal:
 Insert pages: 1 - 2 (*dated 11/17/24*) - Update official(s) referenced (Rules A.2.a, A.3)

8 - Safety

Remove pages: 1 - 4 (*dated various*) Board of Directors passed proposal:
 Insert pages: 1 - 4 (*dated 11/17/24*) - Update official(s) referenced, spelling correction (Rules B.1, B.8, E.1)


14 - Records

Remove pages: 1 - 4 (*dated various*) Board of Directors passed proposal:
 Insert pages: 1 - 4 (*dated 11/17/24*) - Update official(s) referenced, spelling correction (Rules A.10, C.1.e, C.2.e.i)

15 - Sanctions

Remove pages: 1 - 2 (*dated 5/31/23*) Board of Directors passed proposal:
 Insert pages: 1 - 2 (*dated 11/17/24*) - Update official(s) referenced (Rule C.4)

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16 - Race Organization

Remove pages: 1 - 6 (*dated various*)
 Insert pages: 1 - 6 (*dated 11/17/24*)

Board of Directors passed proposal:
 - Update official(s) referenced, spelling correction (Rules B.2, B.3, E.1, E.1.a,E.1.d, F.1, G.3, H.1, H.8)

17 - Driving Rules & Regulations

Remove pages: 1 - 5 (*dated various*)
 Insert pages: 1 - 5 (*dated 11/17/24*)

Board of Directors passed proposal:
 - Update official(s) referenced (Rules B.2.b, B.2.d, C.2, C.3, D.2.a, D.2.b.ii, D.3.d)
 - Remove redundance (Rule C.6)

18 - Heat Racing

Remove pages: 1 - 4 (*dated various*)
 Insert pages: 1 - 4 (*dated 11/17/24*)

Board of Directors passed proposal:
 - Update official(s) referenced (Rules D.1, D.2.a, E.1.a, G.4, I.1, I.2)

24 - Offshore

Remove pages: 1 - 2 (*dated 3/15/06*)
 Insert pages: 1 - 2 (*dated 11/17/24*)

Board of Directors passed proposal:
 - Update official(s) referenced (Rule D.6.b)

25 - Team Marathon

Remove pages: 1 - 3 (*dated various*)
 Insert pages: 1 - 3 (*dated 11/17/24*)


Board of Directors passed proposal:
 - Update official(s) referenced, wording correction (Rules D.5.d, D.7, E.1, G.1, G.2)

26 - Kids

Remove pages: 1 - 2 (*dated 9/7/23*)
 Insert pages: 1 - 2 (*dated 11/17/24*)

Board of Directors passed proposal:
 - Update official(s) referenced (Rules E.2, E.3, E.4)

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27 - Gas

Remove pages: 1 - 4 (*dated 5/22/22*)
 Insert pages: 1 - 4 (*dated 11/17/24*)

Board of Directors passed proposal:
 - Update official(s) referenced (Rules B.1.b.ii, B.2.b.ii)
 Changes from proposals sent out in October 2024 Propwash:
 - Proposal 1: Allow belt starting pulley/Geezer Wheel (Rules B.1.a.vi, B.3.a.ix)
 - Proposal 2: Allow replacement of wire wrist pin clip (Rule B.1.a.iii.c)

28 - Electric

Remove pages: 1 - 6 (*dated various*)
 Insert pages: 1 - 6 (*dated 11/17/24*)
 Remove pages: 9 - 10 (*dated 6/14/15*)
 Insert pages: 9 - 10 (*dated 11/17/24*)

Board of Directors passed proposal:
 - Update official(s) referenced, spelling correction (Rule E.2.c.ii)
 Changes from proposals sent out in October 2024 Propwash:
 - Proposal 3.a: Change to chemistries allowed (Rules A.3.a, A.3.b, A.3.c)
 - Proposal 3.b: Change in voltage limits (Rule D.1.a)
 - Proposal 4: How to address voltage overage (Rule A.4.e)
 - Proposal 5: Changes to race formats (Rule C)

A - History

Remove pages: 3 - 4 (*dated 3/1/20*)
 Insert pages: 3 - 4 (*dated 11/17/24*)

Addition of latest locations

B - Hall Of Fame

Remove pages: 15 (*dated 9/1/24*)
 Insert pages: 15 (*dated 11/17/24*)

Addition of 2024 Nominee

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- d. Offense: Disqualification from an Event as a result of Unsportsmanlike Conduct.
- e. NAMBA Member in Good Standing: Any person who has fulfilled the requirements for membership in NAMBA, and who has neither voluntarily withdrawn from NAMBA nor has been suspended or placed on Probation.
- f. Letter of Reprimand: A letter sent via Certified Mail with return receipt requested from the District Director, NAMBA President, or NAMBA Vice President to a member outlining the issues(s) of unsatisfactory performance or misconduct and action(s) taken as a result. A copy of which will send to the NAMBA Executive Secretary, who will then forward to the Board of Directors.
- g. Probation: The process or period of testing or observing the character, conduct, or abilities of a member.
- h. Suspension: The temporary removal of a member emphasizing the seriousness of the misconduct.
- i. Calendar Year: The space of 12 calendar months calculated from any point.

3. ZERO TOLERANCE CONDUCT

- a. Verbal threats, physical threats, taunting, causing of bodily harm, or non-competition damage to the property of a NAMBA member or spectator is not acceptable at any NAMBA Event. If such zero-tolerance conduct occurs:
 - i) The member will be disqualified from the remainder of the Event and must leave the Event site immediately and may not return to the Event site until the conclusion of the Event.
 - ii) If the disqualified member does not leave the Event site, the Contest Director, District Director, or organizer of the Event must contact the local authorities to have the member removed.
 - iii) The disqualified member will be placed on Suspension for no less than three months and may exceed 12 months depending on the severity of the infraction.
 - iv) The member will receive a Letter of Reprimand that includes the term of the Suspension with start and end dates, and advisement of their opportunity to be heard as provided in this section.
 - v) The member will receive at least 15 days prior notice of the Suspension.

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- vi) The member will have the opportunity to be heard, orally or in writing, not less than five days before the effective date of Suspension, by a person or body authorized by the NAMBA Board of Directors for additional consideration of the Suspension.
- vii) If a NAMBA member is disqualified for zero tolerance conduct under this Section twice in a 24-month span, he or she will have their NAMBA membership revoked for the remainder of that year and will not be eligible to renew their membership for an additional 12 months.
- viii) Due to the higher standard of conduct expected of an elected NAMBA Officer, Conduct Unbecoming a NAMBA Officer may result in a more punitive application of the disciplinary measures.


4. DISCIPLINARY ACTIONS FOR UNSPORTSMANLIKE CONDUCT

- a. Should Unsportsmanlike Conduct occur at a NAMBA Event, the member will be provided a verbal warning from the Contest Director, District Director, or their assigned delegate to correct the conduct and advised that any further Unsportsmanlike Conduct at the Event will be deemed an Offense.
- b. First Offense within a calendar year
 - i) The member will be disqualified from the remainder of the Event and must leave the Event site immediately and may not return to the Event site until the conclusion of the Event.
 - ii) If the disqualified member does not leave the Event site, the Contest Director, District Director, or organizer of the Event must contact the local authorities to have the member removed.
 - iii) The member will receive a Letter of Reprimand.
- c. Second Offense within a calendar year
 - i) The member will be disqualified from the remainder of the Event and must leave the Event site immediately and may not return to the Event site until the conclusion of the Event.
 - ii) If the disqualified member does not leave the Event site, the Contest Director, District Director, or organizer of the Event must contact the local authorities to have the member removed.
 - iii) The member will be placed on Probation for a term of no less than one month and not to exceed one Calendar Year.

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- iv) The member will receive a Letter of Reprimand.
 - v) During the member's probationary period he or she will not be considered a NAMBA Member in Good Standing.
 - vi) Once the Probation term has been fulfilled the member's full privileges will be restored.
- d. Third Offense within a calendar year
- i) The member will be disqualified from the remainder of the Event and must leave the Event site immediately and may not return to the Event site until the conclusion of the Event.
 - ii) If the disqualified member does not leave the Event site, the Contest Director, District Director, or organizer of the Event must contact the local authorities to have the member removed.
 - iii) The member will be placed on Suspension for a term of no less than one month and not to exceed one calendar year.
 - iv) The member will receive a Letter of Reprimand.
 - v) The member will receive at least 15 days prior notice of the Suspension.
 - vi) The member will have the opportunity to be heard, orally or in writing, not less than five days before the effective date of Suspension, by a person or body authorized by the NAMBA Board of Directors for additional consideration of the Suspension.
 - vii) During the member's Suspension period he or she will not be considered a NAMBA Member in Good Standing and will NOT be allowed any of the privileges NAMBA offers.
 - viii) Once the suspension term has been fulfilled the member will be placed on Probation for one Calendar Year. During the member's Probation term he or she will not be considered a NAMBA Member in Good Standing.
 - ix) Once the Probation term has been fulfilled the member's full privileges will be restored.
- e. Due to the higher standard of conduct expected of an elected NAMBA Officer, Conduct Unbecoming a NAMBA Official may result in a more punitive application of the disciplinary measures prescribed in this section.

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A. GENERAL

1. There will be a NAMBA Nationals held each calendar year. It will be a minimum of six-day to a maximum of eight-day meet and offer four rounds per class.
2. An additional NAMBA Electric Nationals can also be held each calendar year, where only electric classes are offered. When held it will be a minimum of four-day to maximum of four-day meet and offer four rounds per class.
 - a. This event will be separated from the NAMBA Nationals by 30 calendar days, unless both event Contest Directors and a majority consensus of the Board of Directors decide otherwise.
 - b. When a separate NAMBA Electric Nationals is held, any electric classes offered at the NAMBA Nationals that year will be considered as exhibition only and the winner not be recorded as a National Champion
3. Contest Director and all Race Announcers will meet the minimum requirements for a Contest Director as set forth in Section 16 whenever possible. In addition, the District Director for the club or district holding the annual Nationals will certify that these persons are capable of performing the required duties.
4. To be classified as a Nationals a diversified selection of classes will be presented, which will adequately offer as many nationally approved classes that can be run during the event. Emphasis will be made on the classes which are popular in the area/district in which that Nationals is held.
5. Milling procedures will be advertised on the entry form and will be half mill, full mill, or both. One-quarter mill will not be allowed.
6. In case of any controversy involving the Nationals, the Contest Director or President will have the final authority in its disposition.
7. All events, etc. associated with the Nationals will meet all NAMBA requirements.
8. Vendors are not permitted to sell or advertise without the approval of the hosting club/district and payment of the appropriate fee.
9. There must be a minimum of five prepaid entries to make a class, if there are less the class can still be run at the discretion of the host club as exhibition only. In addition to be considered for a national championship there must be at least five boats that attempt to run in round 1 of the class, if less it will be an exhibition class.

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B. BIDS

1. Bids for the next annual Nationals should be received by the President no later than the start of the current year's Nationals.
2. Clubs/districts bidding for the annual Nationals who have never hosted a Nationals should receive preferential consideration.
3. The next NAMBA Nationals will be announced at the current awards banquet whenever possible.


C. FINANCES

1. General

- a. Any racer who does not provide adequate funds for payment of entries or fees will be held financially liable and not allowed to compete in any future NAMBA event, district or national, until such debt is paid. This includes bank fees, interest, and any applicable late charges.

2. Loan

- a. NAMBA will provide an interest free loan to the hosting club/district of \$3,000 for use in preparing for the NAMBA Nationals.
- b. Every hosting club/district that accepts the Nationals loan will pay one half back to the NAMBA office prior to the start of the event.
- c. Every hosting club/district that accepts the Nationals loan will pay the balance back to the NAMBA office within 30 days of the end of the event.
- d. If the hosting club/district is unable to repay the loan, they must provide a comprehensive expense report to the NAMBA office within 90 days of the end of the Nationals, to show why they are unable to do so.

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A. GENERAL SAFETY REGULATIONS

1. NAMBA members must have their NAMBA numbers on their boats and their backs for easy identification. Minimum number sizes will be 1-1/2" on the back and 1" on the boat, except where noted in specific class rules. R/C Combat ships do not require numbers on boats or members.
2. Every contestant entering NAMBA competition must show proper evidence of current NAMBA membership.
3. Every driver must have a pit person at all times, whether in practice or during a contest, who is also a NAMBA member and who is aware of all course conditions and NAMBA regulations. R/C Combat ships do not require a pit person or separate observer.
4. Only NAMBA members are allowed in the hot pit area. No persons other than those running a boat, those assisting with the running of a boat, or contest officials will be permitted in the pit area. For R/C Combat the pit is defined as the shoreline of the pond/lake. Other specific crowd control requirements are contained in the specific R/C Combat rules listed below.
5. All persons in the hot pit area, those driving a boat, or those launching or retrieving a boat, must at all times wear shoes which cover the entire foot with no voids. Tennis shoes and shoes or boots that rise to cover the ankle or lower leg are preferred. Footwear such as clogs or crocs that have holes allowing the footwear to breathe or have a strap across the back to hold them on which don't cover the entire back of the foot are not acceptable. Water socks, water shoes, or shoes with mesh material are not allowed.
6. At NAMBA events, no smoking will be allowed in the drivers stand area or hot pit area. The hot pit area is defined as the area where boats are started and launched.
7. At NAMBA events, the host club will provide means of fire suppression in the hot pit area based on the needs of the power systems represented including a fire extinguisher for internal combustion classes and a bucket of sand for electric classes. The hot pit area is defined as the area where boats are started and launched. It is the Contest Director's responsibility to ensure that the fire extinguisher is in place, readily available; and, in the case of a fire extinguisher, be at a minimum BC rated and legally operational.
8. Consumption of or being under the influence of alcohol, marijuana or illegal drugs is not permitted while operating or assisting in the operation of a model boat, whether it be in practice or during a contest. The same applies to contest officials while a contest is taking place.

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9. Reasonable and proper provisions will be made for crowd control and for the safety of other members and spectators. Model boats will not be operated when anyone is in the water, except for those members who may be in the launch area in the hot pit area to launch or retrieve a boat. R/C Combat members may be in the water under certain circumstances. See specific rules regarding this in the specific R/C Combat rules listed below.
 - a. Anyone operating a radio controlled model boat in an area designated for swimming (such as a swimming pool, wading pool, and/or public beach) when people and/or pets are in the water (except as noted above) will forfeit NAMBA membership and will be barred from rejoining NAMBA for a period of 60 months.
10. No buoys will be set on the course closer than 50 feet to any shoreline. This may be reduced to 30 feet when the adjacent shoreline is such that a boat cannot travel more than its own length out of the water. This rule does not apply to R/C Combat.
11. Canopies and other sunshine prevention devices must be securely held in place. Depending upon local requirements, the members may use stakes, rope tie downs, weights, or other means to reduce the chance that canopies or other devices are blown loose.
12. All rules, laws, ordinances, and regulations of any federal, state, county, and/or municipality will be observed at all times.

B. BOAT/RADIO OPERATION SAFETY REGULATIONS

1. Any boat which has been run aground will be permitted to re-enter the water until the driver has demonstrated to the Race Announcer or Pit Manager that the boat has not been damaged to the point where it might not operate safely. This rule does not apply to R/C Combat.
2. No boats will be started with prop attached unless it is properly shrouded from the sides and rear to protect from accidental contact. The prop guard must be made of structurally rigid material. No boats will be started outside the hot pits and then carried to the launching area.
3. Method of propulsion will be of the type that functions by propeller contact with the water or air. Air prop driven boats will be limited to "1/2 A" or "A" class engines only, see Section 10 – rule A.1. Boats propelled with air props must have the prop shrouded, and must have an underwater rudder or skeg of at least one inch square. Inertia reaction devices such as rockets or jets/turbines are prohibited.
4. A positive means of engine shut-off and/or positive throttle control is required of all boats.
5. Radio on/off switches will be positioned in such a manner as to prevent accidental shut off if bumped during handling, launching, or running.

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6. Boats will have some means of positive buoyancy when open compartments are filled with water. R/C Combat boats are designed to sink and must not have positive buoyancy.
7. The maximum hull length will be 60", which does not include hardware (i.e. strut, rudder/bracket, trim plates, turn fin, tuned pipe, stub shaft and propeller). R/C Combat ships are not restricted in length.
8. The maximum allowable weight for any boat shall not exceed 35 pounds. Any class may have its own maximum or minimum weight requirements as long as the maximum weight does not exceed 35 pounds. The 35 pound weight limit is "ready to run" before fuel or gas is added. This weight limit applies to all boats except legal R/C Combat classes. A boat can be weighed at the discretion of the Contest Director or through the protest process already defined by NAMBA rules in Section 16 - rule H.
9. During practice running and non-sanctioned events, members are responsible for the safe operation of their radio equipment, including checking for conflicting frequencies before turning on transmitters.

C. BOAT RETRIEVAL

1. Boats should only be retrieved by means of a retrieve boat (manned or RC) or use of a retrieve ball or pole.
2. Under no circumstances should a person swim or dive to retrieve a boat; if a member does, they will forfeit their NAMBA membership and will be barred from rejoining NAMBA for a period of 12 months. The only exception to this would be for a certified diver that would be attempting to retrieve a sunken boat.
3. Manned retrieve boats must be hard sided, NO inflatable boat/raft can ever be used.
4. A retrieve boat must be secured along the shoreline and unoccupied when a model boat is running in the water.
5. For R/C Combat, all other combat ships must stop and/or clear the area while another ship is being retrieved. They do not need to be removed from the water.

D. R/C COMBAT SPECIFIC SAFETY REGULATIONS


1. Safety shields and/or safety glasses are required for all combatants and guests.
2. Gun safety devices (such as barrel pins or shut-off valves/switches) are required to render the guns inoperative when they are in the working pit area or otherwise not engaged in combat or combat preparation.

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3. The primary (unregulated) CO₂, HPA or Nitrogen supply vessel, whether refillable bottle or disposable cartridge, and any components between the CO₂, HPA or Nitrogen supply and the regulator, as well as the regulator that controls the pressure from the primary CO₂, HPA or Nitrogen supply vessel, must be commercially manufactured. In addition, if any part of the gas system after the regulator exceeds 200 psi, then those components must be commercially manufactured also.
4. The combat area (pond) and some area (dependant upon terrain features) around it should be sectioned off so that spectators can be controlled and kept within safe areas.
5. The by-laws and constitution of the specific club involved in the event may apply additional safety requirements as required.

E. DISREGARD OF SAFETY REGULATIONS

1. Disregard of these safety regulations will cause the loss of insurance eligibility for the member should an accident occur. Disregard of these safety regulations can also result in the member being ejected from an event by the Contest Director, or can cause the member to lose use of a particular racing site.

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A. GENERAL

1. Records will be established for each hull type and engine class in each approved event.
2. Will be open to all legal NAMBA classes.
3. NAMBA will recognize only records made at sanctioned record trials and sanctioned racing events.
4. To be eligible for record recognition, the contestant must be a member in good standing. This includes single event members.
5. NAMBA reserves the right to withhold or withdraw recognition for any record at any time, upon proof of falsification or error.
6. Speed conversion of record times to equivalent statute miles per hour will be the responsibility of the contest officials.
7. Records must be applied for using the official NAMBA record forms. It the responsibility of the contest director to have these forms available at the event.
8. Individual record forms are available for both electric and nitro/gas. Forms are available on the NAMBA web page or from the NAMBA office.
9. Application for recognition of records must be accompanied by the signature of three judges, one of whom may be the Contest Director, and one of whom must be from a club other than the sponsoring club. All judges must be NAMBA members in good standing.
10. Any member applying for a record will notify the Race Announcer immediately following the boat's record-breaking run. The Race Announcer or his designate will seal the engine in question, At the end of the race day, the engine will be subject to an engine displacement inspection. If the seal has been broken or removed prior to the inspection, the record will be disallowed. If the engine, or engines, is found to be out of the limits set forth in the rule book for that class, or if the record-breaking driver will not submit his engine for inspection, the new record will be disallowed.
11. When applying for records, the District Director or his/her appointed alternate from the district in which the contest is held must:
 - a. certify the course is in compliance with regulation course requirements;
 - b. provide the course specifications - radius and straight-away;
 - c. have a device(s) which meet timing equipment requirements.

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B. TIMING EQUIPMENT REQUIREMENTS

1. The device or devices used to time record runs will be, in all cases, capable of measuring the run to the nearest 1/100th second. Devices capable of measuring runs to a small fraction of a second may also be accepted. But no device of any kind will be accepted for record purposes unless it is listed by NAMBA as an approved timing device. All timing equipment must meet specifications set up by the Record Chairman, copies of which will be furnished upon request.
2. Special timing equipment considerations may apply to specific record types as specified in individual sections.
3. Timing equipment specifications must accompany the first sanction application for record trials and/or racing competition.

C. RECORD TYPES

1. Heat Racing
 - a. Set during regular heat racing events on the six lap - one mile course.
 - b. Must comply with regulation courses, as described in Section 13.
 - c. The course must be "legal" as defined in Section 13 - rule C.2.
 - d. The Start Time will commence at the expiration of course or Mill Time and such time will end when the lead boat in the heat completes the required number of laps.
 - e. All Race Announcers should time the lead boat and the time recorded, as the potential for a record to be set is available during every heat race.
 - f. Time may be determined using hand held stopwatches.
 - g. All records set in this category will expire three years from the date the record was set, due to the inherent inaccuracies in hand held equipment.
2. 1/16th Mile Straight-line
 - a. A 1/16th mile straight-line speed will be for a measured distance of 1/16th mile (330 feet) and will consist of an average of two consecutive passes through the course. These two passes must be made on a continuous run, with no physical intervention by the operator or any other persons between such passes. It is thus required that the craft execute at least a 180 degree turn between passes.

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b. Timing Equipment Specifications

- i) The device or devices used to time and record 1/16th mile straightaway record runs will be automatic infrared equipment, and will be capable of timing to the nearest 1/100th second
- ii) The equipment used to trigger the timing equipment must have the differences between the trigger points, when tracking from opposite directions, of no more than four feet when checked at a distance of 300 feet. In addition, the measured difference for each piece of tracking equipment will be within plus or minus six inches of each other. Example: at 100 MPH, the boat will cover 1.47 feet in 0.01 seconds, thus the plus or minus six inches will still give accurate results even at this speed.

c. Any 1/16th mile straight-line record which has been set on a NAMBA legal course using fixed infrared sights coupled to digital automatically actuated timing devices will not be removed from the books after a three year time period.

d. For record purposes, a lake must have a minimum of 300 feet clear for shut off and for acceleration and must be certified.

e. Pit Time

- i) Starting and launching time, otherwise known as Pit Time, will be determined by the host club with a two-minute minimum. Pit Time will commence upon a signal from the Race Announcer.

f. Engine Starting

- i) If the engine of the contestant's boat is running at the expiration of Pit Time and the boat is up off the starting stand, the boat will be permitted to be launched. If a contestant has failed to start the engine in the allotted Pit Time, failure to start will be considered as a run and will be recorded as scratched on the time sheet.

g. Running Time

- i) Speed running time will commence when a boat is released from the pit and will not exceed five minutes.

3. Two Lap Oval Time Trials


- a. At the Contest Director's discretion, Pit Time and Run Time will be a minimum of five minutes.

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- b. Two-lap 1/3 mile oval record attempts will consist of two consecutive laps around a standard six lap – one mile course, as described in Section 13 – rule C.2. These two laps must be made on a continuous run with no physical intervention by the operator or any other person between laps. A cut buoy(s) during a lap will disqualify the lap. Contestants may make as many laps as possible in their allotted time.
- c. To be recognized as an official record, all two lap 1/3 mile records must be measured by use of infrared equipment. No records will be set if timed by the use of manually operated scanning devices or stopwatches.
- d. Any record which has been set using fixed infrared sights coupled to digital automatically actuated timing devices will not be removed from the books after a three year time period.

D. AWARDS AND RECOGNITION

- 1. Any person whose boat sets a NAMBA record will be given his signed record application and is responsible for sending it to the Records Chairman within two working days after the meet. It is the responsibility of the contestant to verify that the record application is correctly completed in ink or indelible pencil. Record applications sent anywhere other than to the Records Chairman may be delayed.
- 2. Record applications which are not submitted on the appropriate form or are missing the necessary signatures will be denied.
- 3. Upon receipt of the completed record application, the Records Chairman will update the appropriate record listing. Periodic updates of all records will be posted on the web page.
- 4. Any record applicant who so desires may, with the payment of the applicable fee, request an engraved record shield to commemorate the record by contacting the NAMBA Secretary's office.

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A. GENERAL

1. A sanction is a protection to the contestants and an assurance that the rules and regulations of NAMBA will be impartially enforced.
2. A sanction is an authorization or approval of a certain event which binds the holders of the event to comply with NAMBA rules and regulations, and guarantees that the result of said event will be recognized as official.
3. Sanctions must be accompanied by the appropriate fee, and be on proper forms.

B. NATIONALS

1. No other sanction is to be issued during a Nationals or the week after. Exceptions may be granted with the approval of the Board of Directors. In an effort to facilitate scheduling, the dates for a Nationals should be determined as soon as possible.


C. DISTRICT

1. District sanctions will be granted only for holidays or weekends so that all members may have a chance to attend.
2. In general, sanctions will be limited to one per year, per club for races for district points, with dates spaced to ensure optimum attendance. Exceptions to this limit may be granted by the District Director.
3. It will be customary to protect a club's race dates in subsequent years if said club has fulfilled all sanction obligations.
4. Sanctions will not be granted on the same dates for events within such distance of each other that the Contest Director and District Director have reason to believe that the success of either contest or race might be jeopardized. Sanctioned district point contests will take precedence over all others.
5. Sanctions will be granted when submitted and approved by the District Director within the NAMBA portal not less than 30 days prior to a contest, insofar as possible. Exceptions to this may be granted at the discretion of the District Director.

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D. OTHER

1. Sanctions for record trials only will be granted by the Executive Secretary not less than 30 days prior to event.
2. Sanctioned club contests or other special events will be defined as a race or series of races where prizes or awards are given to competitors for participation in a race in accordance with the general racing rules of NAMBA.

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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 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, and disqualifications from the event;
 - vi) disqualification of a contestant for unsportsmanlike conduct when necessary.

3. Race Announcer

- a. The Race Announcer is the alternate to the 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;
 - ii) ruling on the start and finish of each run/race;
 - iii) starting Pit Time and starting clock when signaled by the Pit Manager if there is one for the event.
 - iv) Resolving arbitration arising over starts, retrieval of boats, assessments of penalties and/or disqualifications from a heat.

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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 Race Announcer of missing entries;
- ii) insuring that only drivers and their helpers/pit crews are in the hot pits;
- iii) let the Race Announcer know contestants are ready in the hot pits;
- iv) constant monitoring of the boat traffic in the Pit Lane and ruling on infractions.

5. Course Judges

a. Course Judges 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 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 Race Announcer 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 Race Announcer.

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 Race Announcer 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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3. The contestant is responsible for notifying the Race Announcer or Pit Manager 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 the Contest Director. Procedures for controlled practice and test operations will be left to the discretion of the Contest Director, but the following procedures are recommended:
 - a. Water or course time will be limited.

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- 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 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 Director 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 spot 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.

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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 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 or cells 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 Contest Director 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.

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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.

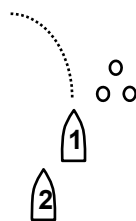
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A. GENERAL

1. Each contestant must have one helper to assist in pit handling of a boat. A second helper may be used in order to assist in starting. Once the boat is launched, the second helper must promptly leave the hot pits.
2. Contestants must remain within the specified area when competing.

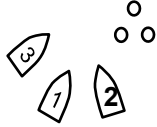
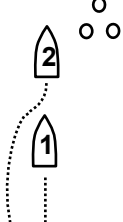
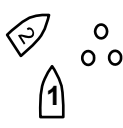
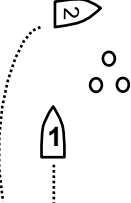
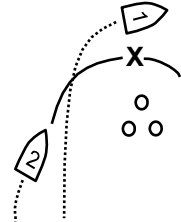
B. DRIVING ETIQUETTE

1. Driver safety will be defined as the necessary techniques for running a race so that all boats may compete fairly with maximum assurance of finishing safely and without damage. Mastery and application of these techniques, even though the driver is separated from the boat, are the very essence of competitive skill (as in real racing) and will go far in increasing the pleasure and challenge of model racing competition. Driving a model boat should require the same care, precaution, and consideration for safety as is necessary in driving a life size boat, where lack of these factors could result in physical injury as well as boat damage.
2. The following techniques are illustrated and are either suggested or mandatory techniques in racing as noted:
 - a. In using a lane of travel around the course, do not follow the wake of the boat ahead. If its engine quits, the boat following could ram due to lack of coasting of a boat without power. This is a suggested rule and not grounds for a driver infraction.
 - b. Never go left on the course unless on obvious grounds of acute emergency or directed by a Race Announcer. Left corrections are necessary and may be required for as much as 30-45 degrees from the path of the course. A left turn into the course of more than 45 degrees is grounds for an infraction and any left turn endangering another boat will automatically draw an infraction.



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- c. Right-of-way is maintained by the driver closest to the course outline as in Section 17 - rule B.4. Passing is permitted anywhere on the course with this in mind.

	<p>Driver #1 has chute. Driver #2 and #3 are attempting to over- take improperly. Infraction.</p> <p>Driver #2 is in trouble because, being within the course he will have to block #1 to keep from touching a buoy.</p>
	<p>Driver #2 is overtaking properly.</p> <p>If a driver passes and stays in his lane and does not attempt to take over the next inner lane, he is acting properly.</p>
	<p>These same procedures pertain to the turns: #2 is asking to be penalized. Note that #1 is being forced into the buoy to avoid possible collision.</p>
	<p>#2 is clear. #1 is not being forced into the buoy</p>
	<p>In this instance, the driver in the chute (or any lane) abandons it by turning too wide allowing another driver to take over the lane on a pass with a shorter turn.</p> <p>#2 at point X has the right of way.</p>

- d. Launching or releasing a boat requires it to be released as much in the direction of the course as possible, unless otherwise directed by the Race Announcer or Pit Manager.
3. A boat operating in a lane of travel around the course has the right to maintain that lane of travel without undue interference. Any boat desiring to pass in order to choose an occupied lane of travel must establish a reasonable safe interval before gaining that right.

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4. In racing, the natural lane of choice is the lane nearest the course outline. This lane will have the right-of-way over other lanes of travel and will take precedence over Section 17 - rule B.2.c.
5. The above right-of-ways also apply in the turns.
6. Good driving techniques and sportsmanship decree that a relatively straight course be driven. Fishtailing, "s" turns, or other such tactics to prevent or hinder an overtaking boat are prohibited.
7. Violations of right-of-way will draw a driver's infraction.
8. A driving infraction that results in another boat to not finish that heat, will result in the offending driver being disqualified from that heat and receive zero points.

C. BOAT OPERATION GUIDELINES

1. Normally drivers enter into a race with all systems operable and with firm control of their boats. Frequently, however, a driver after launching or during a heat will discover that he is having difficulties in steering due to a fault with radio, servo, linkage, or other gear. This could cause other boats to be destroyed, run ashore, and otherwise damaged. Such practices will not be tolerated in any NAMBA sanctioned event.
2. It will be the driver's responsibility upon experiencing any sign of inability to control his boat while on course to immediately notify the Race Announcer and at the first opportunity bring the boat to shore while any vestige of control exists. His first action will be to attempt to steer the boat away from the active part of the course, or if possible, to another part of the water. The Race Announcer will then warn other drivers when possible.
3. Should a boat show erratic, random, or other behavior indicating possible control problems, a Race Announcer will warn the driver. Should the behavior continue, the boat will be ordered off the course and given points for a "Did Not Finish."
4. Should a driver, after showing marked signs of control inability, and after being warned and given opportunity to leave the course, not comply with the order to cease operation, he will be banned from participation in any further heats and be given zero points for the heat in question.
5. A driver experiencing control problems will not be allowed to enter another heat unless he can demonstrate that the problem has been corrected.

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D. PENALTIES

1. General Penalties

- a. A driver who accumulates three "driver infractions" or "buoy infractions" will be automatically ordered off the course and awarded a "Did Not Finish."

2. Driving Infractions


- a. A driver's fault or infraction will be called by the designated Race Announcer or Judge(s) should any driver operate a boat in violation of the general racing rules of NAMBA or in an unsafe manner as outlined above.
- b. Driver infractions will be penalized as follows:
 - i) Normally, an infraction will draw a penalty of one extra lap over those required to complete the heat.
 - ii) Should the infraction be of a serious enough nature as to endanger others (boats, contestants, spectators) or a flagrant violation of these rules (in the opinion of a Race Announcer) the offender may be ordered off the course and disqualified from that event. This disqualification would result in all the points for the offending driver being taken away for the event and them not being able to continue racing in the event.
 - iii) All infractions must be called within one lap of their occurrence to have a penalty assessed against the driver.
 - iv) If a driver hits a called dead boat, that driver will be disqualified for that heat and will receive zero points.
 - v) If a driver finishes a race and then hits a dead boat. that driver will be disqualified from that heat and will lose the points which he has earned for that heat. The remaining drivers, if any, will not advance a position when they finish the heat. The points that the offending driver lost due to the disqualification will not be awarded to the next driver who finishes.

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3. Buoy Infractions

- a. A one lap penalty will be assessed when a boat cuts inside a course marker or when the boat jumps over or makes an obvious hit on a buoy. No penalty will be assessed for a boat that touches a buoy on the outside causing no damage or displacement.
- b. A one lap penalty occurs when one or more buoys are cut on a turn or when a straight-away marker is cut. Offending boats must yield right-of-way to others on the course when re-entering.
- c. Lap penalties will be assessed during Pit Time, Mill Time, and Race Time. If a buoy is cut after the boat has finished its part of the race, then the boat will receive a 100 point reduction in earned points in the heat. If the driver has completed the heat in 5th, 6th, 7th or 8th place, he will be awarded 50 points for that heat.
- d. Buoy infractions will be called by the Race Announcer or Judges and any decision made will be final.

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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 Race Announcer's and/or Pit Manager'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 Director (see Rule 13.B.5). Not following the mill pattern will draw a driver infraction with a one lap penalty being assessed by the Race Announcer or Judge.
 - 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 Race Announcer, "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 Race Announcer 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 Race Announcer, 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 Race Announcer 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 Race Announcer 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 Race Announcer, 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 Race Announcer.

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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A. GENERAL RULES

1. Offshore racing rules are intended as a supplement to the general racing rules of NAMBA. In case of a conflict, Offshore racing rules will prevail.

B. HULL SPECIFICATIONS

1. Boat hull may resemble an authentic Offshore APBA/UIM hull from a distance of 10 feet or must be a Deep-Vee or Catamaran (Tunnel) type hull.
2. Paint scheme may be authentic or reflect an attempt to make the hull appear like a typical full-size Offshore race boat.
3. If the model hull bottom has an angle less than 16 degrees the bottom must be within + or – five degrees of the actual hull copies. Proof of authenticity must be documented by actual hull photos or drawings.
4. Hatch covers with cockpit area for driver (two minimum) are required. Boats will enter competition complete with drivers, cowlings, and hatches. Hatches must cover a minimum of 75% of the deck opening. Hatches which are not part of the original hull must be in the spirit of the Offshore class. Hatch with an open cockpit configuration must have drivers painted to represent scale-like drivers. Hatches with an enclosed cockpit configuration must be darkened (painted black) in order to represent a canopy and will not need drivers.
5. Variations from rule B.4 in this section must be documented by race photos, magazine art, or other pictures.
6. Rudders, turnfins, struts, and ride plates may be configured and located as desired.
7. Tuned pipes will be concealed under the deck, cowl, or hatch as completely as possible.

C. ENGINE SPECIFICATIONS

1. Engine size to comply with NAMBA A, B, C, and X displacement limits, see Section 10 – rule A.1.
2. Mode of propulsion: Inboard or Outboard hulls do not need to be propelled by the same mode as the real boat, (Multi-engined hulls may use single engines: i.e. number of engines in model does not have to comply with original.)
3. No restriction on engine modification to either inboard or outboards.
4. Outboard powered Offshore racers are permitted no external steering rudders mounted on boat hull. The engine must steer boat.


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D. RACE FORMAT

1. All Offshore races are to be run as Enduro type using an irregular course.
2. Length of each heat will be in five-minute increments (i.e., 5, 10, 15, etc.).
3. One-minute pre-start countdown will be used. Shorter pre-start countdown based on five-second intervals (i.e., 15 seconds, 20 seconds, etc.) are optional.
 - a. Engines cannot be started or attempted to be started during the pre-start countdown. Boats "jumping the starting gun" will be assessed a one-lap penalty.
 - b. Boats may be launched at any time (per NAMBA course entrance procedure) after the pre-start countdown and throughout the heat.
4. Offshore classes may be combined at the Contest Director's discretion.
5. All boats must start each heat meeting minimum requirements regarding hatches and drivers.
 - a. If any part of the boat (i.e., hatch, drivers) falls off during the heat, except for collision, the boat will receive the number of laps up to that point and will be called off the course.
 - b. If a boat is not able to meet minimum Offshore requirements due to a collision, that boat will be allowed to finish the event.
6. Buoy cuts will be determined by NAMBA rules.
 - a. There will be no disqualification for three or more buoy cuts. Negative scores will not be allowed.
 - b. The cause of excessive cuts during a heat will be reviewed by the Race Announcer during the heat and the boat may be called off the course.

E. RACE COURSES

1. Clubs may use any irregular shaped course for Offshore racing.
2. Record courses:
 - a. Must be a NAMBA record legal oval course.
 - b. Two left turns are required.
 - c. "Left turn" entrance buoy is to be located 80 feet from each turn exit buoy.
 - d. "Left turn" exit buoy is to be located 80 feet from left turn entrance buoy.

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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 18 - 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 assessed.
 - 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 judgement 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.

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E. LAP COUNTING

1. Laps will be counted by Race Announcer or Judges.
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 Race Announcer 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 Race Announcer's discretion, a pole or ball may be used to retrieve a dead boat.

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A. ENTRY SPECIFICATIONS

1. Entries will be limited to junior NAMBA members, ages 12 years and younger. This class is designed for the beginner with little or no previous model boat racing experience.

B. QUALIFYING BOATS

1. Boats will be limited to the following classes:
 - a) Nitro - A Mono, A Outboard Mono, or A OPC Tunnel
 - b) Gas - G-Ltd Mono
 - c) Electric - P-Ltd Mono, P-Ltd Tunnel or P-Ltd Catamaran
2. Two or more entrants may race the same boat in the event providing they are members of the same family.

C. ENTRY FEES

1. Entry fees will be waived for this class.

D. RACE SPECIFICATIONS

1. Heats will be of either a three- or five-minute enduro type with distance counted in quarter-lap increments.
2. Number of rounds offered will be consistent with other classes offered at the contest.
3. The driver must have a pit person at all times. A second pit person will launch the boat.

E. DRIVER ASSISTANCE

1. The pit person may assist the driver with the handling of boat should the driver need assistance avoiding another boat, the shoreline, or waterfowl.
2. The Race Announcer will assign special judge(s) to monitor those pit persons assisting with driving.
3. In the interest of sportsmanlike conduct and in fairness to each child entered, it is the responsibility of each pit person to report to the Race Announcer immediately following the heat, the approximate number of laps that the driver required assistance.

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4. Decisions regarding loss of laps due to the pit person's assisting will be decided between the Contest Director and/or judge and the pit person. The driver will not be involved.
5. Adjustment of trim by the pit person is permitted.

F. SCORING

1. A 1/2 lap penalty will be assessed for infractions such as cut buoys.
2. The Race Announcer will announce all cuts or infractions on the P/A system.
3. Disqualification from a heat for any reasons other than unsportsmanlike conduct is not advised.
4. Lane infractions and other driving violation penalties are discouraged, but left to the discretion of the Contest Director, dependent upon circumstances and the severity of the infraction.

G. AWARDS

1. Consistent with other classes offered at the contest, ribbons will be awarded to all places in all heats with first place awarded to the driver of the boat with the highest number of laps completed, etc.
2. Trophies should be awarded to all positions. Trophies need not be of a quality consistent with others presented at the contest.

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A. GENERAL RULES

1. Gas racing rules are intended as a supplement to the general racing rules of NAMBA. In the case of a conflict, the Gas racing rules will prevail.

B. CLASS SPECIFICATIONS

1. G Class Rules

a. General Engine Specifications

- i) Engines in this class shall be highly mass-produced as evidenced by the process used to manufacture the major components. The cylinders and crankcases shall be die-castings, with cylinder and head as a one-piece unit. Examples of such engines are Zenoah, Chung Yang, Kawasaki, Homelite, and U.S. Engines.
- ii) Secondary parts such as water jackets, nose cones, drive components, shim plates, intake manifolds, carburetors, headers, pipes, etc. do not come under the “highly mass produced” rule. Major components such as cranks, rods, pistons, cases, ignition systems, cylinders, and cylinder heads do fall under the rule and must be parts of the original motor manufacturer. Interchanging of major parts from one engine series to another is legal as long as the parts used were available on another engine from the same manufacturer
- iii) Modifications are allowed to major and minor components. However, major components may only be modified by removing material. Adding material or parts to modify an engine's major components will be illegal, the only exceptions to this rule are:
 - (a) a cylinder may be modified to accept (add-on) a water jacket
 - (b) a wire thread repair insert (i.e., HeliCoil) may be used to repair stripped thread, but must retain factory thread diameter, pitch, and length.
 - (c) Alternative means may be used to retain the wrist pin in the piston instead of original wrist pin clips
- iv) Induction systems must be piston-ported. Modifications incorporating induction systems other than piston-ported systems are illegal. Engines must be naturally aspirated.
- v) Engines in this class must employ spark-induced combustion. Glow plug or compression-induced combustion is illegal.

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- vi) A belt starting pulley (i.e., Geezer Wheel) is allowed on the collet end of the crankshaft, weight of pulley & shaft collet nut assembly, not to exceed 3.0oz. Pull start or EZ start must be retained and operable.
- vii) Displacement is the swept volume of the engine, which is the cross sectional area of the cylinder multiplied by the stroke of the engine and two displacement ranges will be offered within this class:
 - (a) G-1 will include engines from 15 to 25.99 cubic centimeters.
 - (b) G-2 will include engines from 26 to 35.99 cubic centimeters.

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.
- ii) To enforce this rule, a protest may be made to the Contest Director any time during the contest. Protests must be accompanied by a \$10.00 protest fee that will be awarded to the sponsoring club. The offending racer will be made to use the protesting racer's fuel for the duration of the contest. If the fuel is unacceptable to the offending racer, fuel from a neutral party must then be used by both the offending racer and the protesting racer. In this situation, the neutral party would be awarded the protest fee in payment for the fuel.

2. GX Class Rules

a. General Engine Specifications

- i) Engines running in this class will not be required to fall under the "industrial" rule. Displacement is the swept volume of the engine, which is the cross sectional area of the cylinder multiplied by the stroke of the engine and three displacement ranges will be offered within this class:
 - (a) GX-1 will include engines from 15 to 25.99 cubic centimeters.
 - (b) GX-2 will include engines from 15 to 35.99 cubic centimeters.
 - (c) GX-Twin will include two engines or an engine with two cylinders with a maximum displacement of 64.00 cubic centimeters.

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- ii) Engines in this class must employ spark-induced combustion. Glow plug or compression-induced combustion is illegal.
- iii) Induction systems may include piston port induction, reed valve induction, rotor-valve induction and drum valve induction

b. Fuel Specifications

- i) Gasoline or white gas (i.e. Coleman or Crown camp fuel) having an octane rating no higher than 117 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.
- ii) To enforce this rule, a protest may be made to the Contest Director any time during the contest. Protests must be accompanied by a \$10.00 protest fee that will be awarded to the sponsoring club. At this point the offending racer will be made to use the protesting racer's fuel for the duration of the contest. If the fuel is unacceptable to the offending racer, fuel from a neutral party must then be used by both the offending racer and the protesting racer. In this situation, the neutral party would be awarded the protest fee in payment for the fuel.


3. G-Limited Class Rules

a. General Engine Specifications

- i) Engines will be a Zenoah G260 PUM with no modifications allowed except those noted below.
- ii) All replacement parts must be from the original manufacturer and the same type engine (Zenoah G260 PUM to Zenoah G260 PUM). No part swapping from other manufacturers or engine types is permitted.
- iii) The carburetor must be one of the following: Walbro WT-257, Walbro WT-644 or Zenoah WT-1027.
- iv) All carburetors will be stock with no modifications other than those noted below:
 - (a) The velocity stack/Air Funnel (part #848ES08300) may or may not be used.
 - (b) Any type of bolts may be used to mount the carburetor.
 - (c) The idle stop screw may be removed.

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- (d) A needle stop device may be used, to keep needle from turning/vibrating lose (i.e. fuel tubing, an aluminum clamp, etc.).
- (e) The exterior length of the needle may be shortened to fit under cowlings when necessary.
- (f) Any fuel pump diaphragm may be used.
- (g) Any metering diaphragm may be used
- v) Any exhaust manifold, header, and pipe may be used.
- vi) The spark plug must be one of the following: Champion RZ7C spark plug or a NGK CMR7H spark plug. Both must retain the factory seal washer.
- vii) Zenoah EZ Starter Kit (part #GR26099) will be allowed. The pulley assembly (part #848-ESZ-7520) of the pull starter may be modified by facing the standoff length for the purpose of not using the spacers (part #848-8Y4-6100) or the space plate (part #580-44-79-01)
- viii) The Mount Plate (part #1155-74110) may or may not be used.
- ix) Any standard type of shaft collet nut may be used. A belt starting pulley (i.e., Geezer Wheel) is allowed on the collet end of the crankshaft, weight of pulley & shaft collet nut assembly, not to exceed 3.0oz.
- x) The Zenoah water jacket (part #T2076-12210) may be modified on the outside by changing the color, and/or machining in a design. Stock M5 x.8 water fitting thread must be retained.
- xi) Any type of water jacket cooling nipples are allowed (i.e. 90 degree, drilled out, etc.).
- xii) Any type of replacement engine bolts may be used (i.e. stainless, chrome, etc.).
- xiii) Thread sealant or thread locker may be used on any engine bolts.
- xiv) The ignition coil (gray, part # 2629-71311) may be relocated using any type of bracket, but no shortening of the plug wire and no ground straps allowed.
- xv) The primary coil (red, part# 1160-71211) may have the black wire removed.
- xvi) Engraving on the outside of the cylinder is allowed for identification purposes only.

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A. GENERAL RULES

1. Electric racing rules are intended as a supplement to the general racing rules of NAMBA. In the case of a conflict, the Electric racing rules will prevail.
2. A positive method of speed control must be used. On/Off micro or variable speed controls are allowed.
3. Battery Guidelines
 - a. The following battery chemistry will be considered official for electric racing in NAMBA:
 - i) Li-polymer chemistry: nominal 3.7 volts per cell, charged max voltage 4.20 volts per cell with a +.03 tolerance.
 - b. For the purposes of determining maximum voltage limits, a “pack” will be considered any number of cells in series whose charged voltage is under or equal to the allowed maximum voltage for the designated class (as noted in rule D.1.a in this section).
 - c. It is recognized that the high energy potential of modern cells can poses a potential for danger to racers, fellow members, spectators, as well as to racers pit equipment. It is therefore required that each racer keep in their charging area appropriate safety equipment. This may include fire extinguishers, safe charging enclosures, sand buckets, etc. Additionally, the hosting clubs may provide additional equipment, charging procedures, and/or charging areas as they see fit.
 - d. Chargers must be used that are specifically designed for the chemistry of cell being charged, with strict adherence on charger settings that are within manufacturers specifications (charger and cells) for charge voltage, amperage and capacity. If voltage is found to be over during a pre-race check, the contestant will be allowed a short period of time to run off the excess voltage. If the racer refuses to run off the excess voltage or if its a repeat offence, the racer may be withdrawn from the class and may be banned from competition for the remainder of the event by the Contest Director.
4. Hull Measurement Guidelines
 - a. When a hull minimum or maximum length measurement is specified for any class, that hull will be measured by placing two vertical straight edges at the furthest points fore and aft of the bow and transom of the hull. The distance between those two vertical straight edges will be measured. Hardware will not be included in the measurement.

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- b. The hull will be placed between those two vertical edges and situated in the same horizontal position in which the hull would ride on the water. Any flanges, “shoebox” overhangs or other parts of the hull that are part of the original manufacturing process will be included in the measurement.
 - c. A hull may be lengthened to comply, but material additions must become an integral part of the hull structure. If for instance, material is added to the transom, the entire transom must be lengthened and the addition must be blended in to the rest of the hull.
5. Boats that are capable of self-righting are not eligible for competition, unless specifically noted in the rules for a specific class. If the boats self-righting design can be disabled or otherwise rendered useless, then the Contest Director may allow it to compete.

B. OFFICIAL COURSES

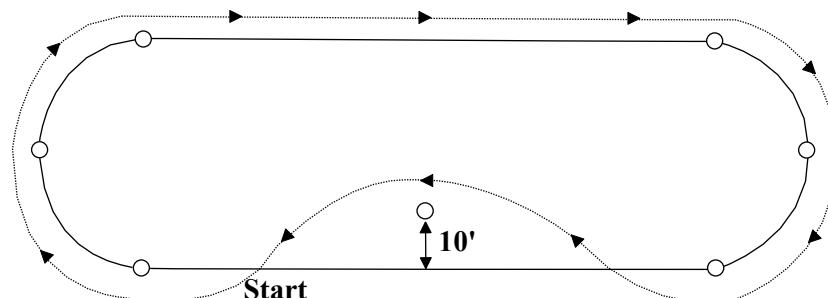
1. Oval

- a. Fast Electric will follow the Official Course outlined in Section 13 - Rule C.2.
- b. NAMBA Fast Electric Heat Racing records will be maintained for the N-1 Power Parameter and 1/10th 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.

2. M Offshore

- a. Course will be a standard oval with a left turn buoy which will be placed halfway down the middle of either the front or back straightaway and 10 feet inside the course (see diagram).

“M” Offshore Course

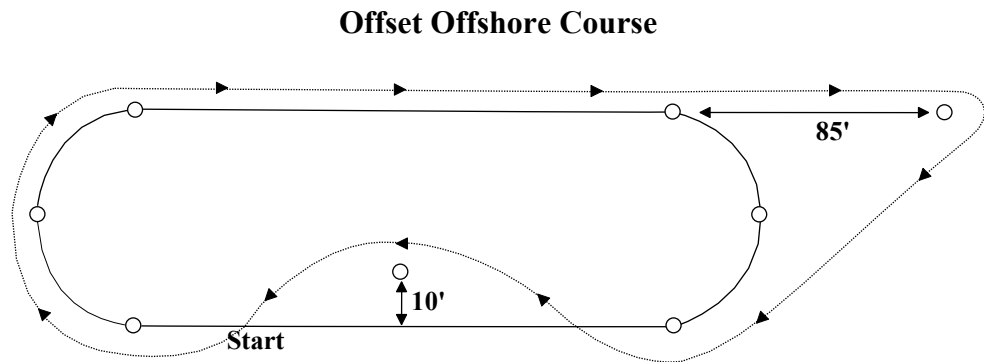


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3. Offset Offshore

- a. Same as the “M” course with the addition of an “Offset Buoy”. The Offset Buoy will be positioned in line with either the front or back straightaway, and 85 ft. from any of the course's 4 outside turn buoys.

This diagram is provided as example and illustrates the right rear offset with the left turn buoy in the front straightaway.

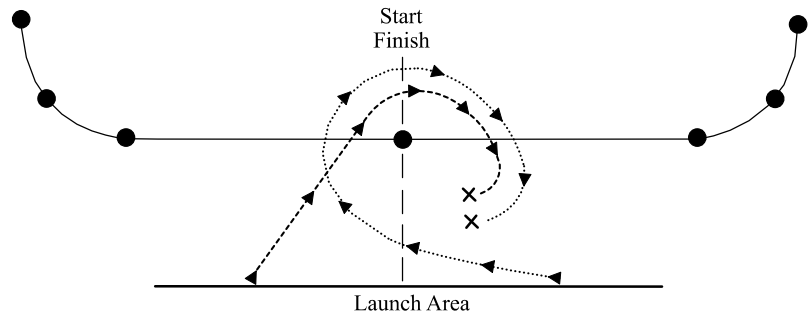


C. RACE FORMAT

1. Two types of starts are permissible for heat racing – a Float Style or Launch Style. The choice of start format used is up to the individual district or Contest Director:
 - a. Float Style Start
 - i) Launch Time (i.e. “The Launch Window”)
 - (a) This time is for boats that want to start from a floating position to get themselves onto the course and positioned behind the Start/Finish line.
 - (b) Launch Time will be between 30 seconds and 2 minutes as determined by the Contest Director.
 - (i) Once boats are lined up properly behind the Start/Finish line, the Race Announcer may advance to the 30 second Mill Time.
 - (ii) The Race Announcer may extend Launch Time to allow all pit people to be in position behind their drivers as needed before proceeding to Mill Time.

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- (c) Boats must leave the launch area and circle around the left side of the Start/Finish buoy, and line up behind the Start/Finish line (as shown in diagram below).



- (d) Boats must be launched and lined up on the course before this launch time expires and the 30 second Mill Time begins.
- (e) For any boats that float across the Start/Finish line prior to the start of Mill Time, the Race Announcer has the discretion to have them circle back around the Start/Finish buoy to line up again behind the Start/Finish line.

ii) Mill Time

- (a) Boats not choosing to start from a floating position during Launch Time can be held and launched from the pit area at the start of Mill Time.
- (i) They must yield lanes to the boats that started from a floating position until passing the exit buoy of turn 1.
 - (ii) Pit people for these boats must be at the water's edge at the start of Mill Time and boats must be launched as soon as possible given the conditions of the pit area.
- (b) Mill Time will be 30 seconds.
- (c) When either the audio countdown clock or displayed clock indicates 30 seconds all boats must move towards turn 1 and commence a full course mill, following all heat racing rules to the start of the race.
- (d) Once a boat starts to mill it must maintain forward momentum for the entire mill time, if not they will be called dead or receive a one lap penalty.
- (e) All boats/drivers will observe all heat racing rules throughout Mill Time and Race Time.

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b. Launch Style Start

i) Pit Time

- (a) Pit Time will be between 30 seconds and 2 minutes as determined by the CD.

ii) Mill Time

- (a) All boats will be held by the pit people at the shore in the launch area.
- (b) At the start of the 30 second Mill Time clock, all boats will be launched towards turn 1 and follow a full course mill until the start of the race.
- (c) Boats must maintain forward momentum for the entire Mill Time, if not they will be called dead or receive a one lap penalty.
- (d) All boats/drivers will observe all heat racing rules throughout Mill Time and Race Time.

D. CLASS SPECIFICATIONS

1. POWER SPECIFICATIONS

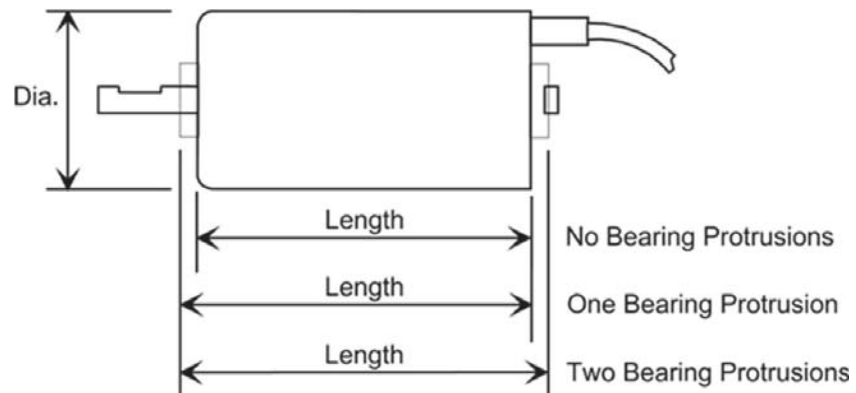
- a. The following motor and cell configurations will be considered official for electric racing in NAMBA:

Class	Motor Type	Cells	Max Voltage	Capacity (mAh)
M-2*	Any single motor.	1	4.23 V	10,000 max
N-1	Any current ROAR approved stock .05 motor.	2	8.46 V	
N-2	Any single motor.	2		
P-Limited	Any single motor that meets the P-Limited requirements, see rule D.1.d below.	3-4	16.92 V	12,000 max
P	Any amount and/or size of motors.	3-4	25.38 V	
Q		5-6		
S*		7-8	33.84 V	
T		9-10: for records 5-10: for heat racing	42.30 V	

* Note: Classes M-2 and S will be allowed for SAW and 2-Lap Competition only.

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- i) The Actual Voltage limits are pre-run/race limits.
 - ii) For all sanctioned events, the Contest Director shall designate digital voltage meter equipment for technical inspections.
 - iii) For SAW/2-Lap record events, The Contest Director shall establish protocol for a voltage check technical inspection before a boat makes a record attempt.
 - iv) For Heat Racing, the Contest Director has the authority to implement pre-race inspections and/or spot inspections as they see fit.
 - v) NAMBA Protest Rules shall apply (Section 16 - Rules H.1-3), with “cells” being an included item under #3. If the cells are found to be non-compliant by the Contest Director, the racer will be withdrawn from the class. The Contest Director also has the authority to ban the member for the remainder of the event.
- b. All of the above Power Specification may be further divided into various hull types. For specifications on these hull types see Section 11, as well as rule E in this section.
- c. There are two acceptable multi-motor configurations for the Power Specifications that allow multiple motors:
- i) Each motor must see a nominal voltage within the Power Specification. The mAh capacity maximum within the same Power Specification is for all motors combined.
 - ii) The sum of the nominal voltages powering each motor must be within the Power Specification. The mAh capacity maximum within the same Power Specification is for each motor.
- d. P-Limited Approved Motors
- i) Motors shall be of an inrunner design and shall not exceed the following dimensions:
 - (a) Length: 60mm (2.362 in.), this includes any bearing protrusion
 - (b) Diameter: 37 mm (1.457 in.)



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- vii) The width of the transom bottom shall be no less than 65% of the width between the inside edges of the front sponson planing surfaces. An exception to this will apply to scratch build scale designs of full sized boats that are full bodied 3 points hydroplanes but have an afterplane that tapers sharply at the transom. Example: Lauterbach shovel-noses.

d. DRIVE TRAIN

- i) The drive train is entirely at the modeler's discretion, including location of the drive dog and strut, if used.

2. OFFSHORE CLASSES

a. General Rules

- i) Electric Offshore racing rules are intended as a supplement to the general racing rules of NAMBA. In case of a conflict the Electric Offshore racing rules will prevail.

b. Hull Specifications

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

If a hull is not a Deep Vee or a Catamaran, then there must be proof that the hull type it resembles actually did race as a full scale offshore boat. The boat must look like an authentic Offshore APBA / SBI / UIM hull from a distance of 10 ft. (See rule E.2.b.iii in this section below for guidelines.) Photographic proof will be the required as evidence that the hull complies with guidelines set forth in this paragraph.

- ii) Stepped hulls and flat keel ride pads will be allowed on both Deep Vee and Catamaran type hulls.
- iii) Closed cockpits must have windshields. Windshields can either be clear, tinted or colored. Open cockpits must have drivers. Boats are to be decorated with paint and or by graphic applications (decals) which must include at least two real or fictitious sponsors.
- iv) All boats must have numbers printed or painted on the hulls above the waterline. They can be either fictitious race numbers or NAMBA membership numbers. They should be as clearly visible in relation to the size of the hull as they would be on a full-size race boat.

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c. Race Format

- i) The length of each heat will be in two minute increments. For NAMBA record purposes the standard length will be four minutes.
- ii) A flying clock start as described in rule C.2.a in this section or Le Mans start as described in rule C.2.b in this section.

If a Le Mans start is the chosen method, all boats in the heat are to be lined up in the water, at the shore, pointed at the first buoy. The Race Announcer will ensure that all boats are equally spaced parallel to each other so that no boat has an advantage over another.

Each driver's pit person will keep a minimum of one hand on the boat until the Contest Director starts the heat with a short verbal or recorded countdown. (3, 2, 1, Start!, for example.) The pit person will keep the boat stationary and is not allowed to generate ANY forward motion either before or after the official start.

- iii) Driving will be in accordance with all NAMBA Rules of Racing.

d. Penalties

- i) Jump starts will incur a one lap penalty. One lap will be deducted from the total lap count of the offending racer.
- ii) If a Le Mans start is used, any boat that is in forward motion and not manually restrained and kept stationary before the start will be assessed a one lap deduction from that boat's total lap count.
- iii) If a boat passes another boat after the official time has expired, the pass will not count. This includes passes caused by any movement including drifting and/or coasting

e. Race Courses

- i) Clubs and events may choose between two offshore courses:
 - (a) Offset Offshore Course - see rule B.3 in this section
 - (b) M Offshore Course - see rule B.2 in this section
- ii) Record Courses
 - (a) No records are allowed for Offshore Classes.

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B. NATIONALS LOCATIONS

Year	Nitro/Gas	Electric
1972	Los Angeles, CA	
1973	Seattle, WA	
1974	San Diego, CA	
1975	Tulsa, OK	
1976	Baltimore, MD	
1977	Reno, NV	
1978	Naples, FL	
1979	Seaside, CA	
1980	Tacoma, WA	
1981	Amarillo, TX	
1982	Los Angeles, CA	
1983	Vancouver, British Columbia, CAN	
1984	Newark, NJ	
1985	Reno, NV	
1986	Fort Worth, TX	
1987	San Diego, CA	
1988	Wichita, KS	
1989	Camarillo, CA	
1990	Springfield, VA	
1991	Los Angeles, CA	
1992	Sacramento, CA	
1993	Bristol, PA	Bristol, PA
1994	San Diego, CA	
1995	Camarillo, CA	
1996	Los Angeles, CA	Randolph, NJ
1997	Manteca, CA	Tacoma, WA
1998	Springfield, OR	Los Angeles, CA
1999	Sayerville, NJ	Kissimee, FL
2000	Greeley, CO	Randolph, NJ
2001	Manteca, CA	Anchorage, AK
2002	Springfield, OR	Seattle, WA
2003	Carlsbad, NM	Fremont, CA
2004	Los Angeles, CA	Sanford, FL
2005	Rollingsford, NH	Milford, MI
2006	Fort Lauderdale, FL	Randolph, NJ
2007	San Jose, CA	Munroe, WA
2008	Greeley, CO	Nicolaus, CA
2009	Marysville, WA	Brighton, MI
2010	Reserve, LA	Greeley, CO
2011	Los Angeles, CA	Fort Pierce, FL

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Year	Nitro/Gas	Electric
2012	Rollingsford, NH	Los Angeles, CA
2013	Salt Lake City, UT	Nicolaus, CA
2014	Marysville, WA	Leonard, MI
2015	Nicolaus, CA	Greeley, CO
2016	Wichita, KS	Marysville, WA
2017	Las Vegas, NV	<i>*combined with Nitro/Gas</i>
2018	Carrollton, TX	<i>*combined with Nitro/Gas</i>
2019	Salt Lake City, UT	<i>*combined with Nitro/Gas</i>
2020	Huntsville, AL - COVID	<i>*combined with Nitro/Gas</i>
2021	Los Angeles, CA	<i>*combined with Nitro/Gas</i>
2022	Seaside, CA	<i>*combined with Nitro/Gas</i>
2023	Huntsville, AL	<i>*combined with Nitro/Gas</i>
2024	Las Vegas, NV	<i>*combined with Nitro/Gas</i>

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Tracy Osborne - Inducted 2018



Tracy started racing in 1982 in the Kids-R-Boaters series, and continued racing regularly at district and national through the 90s. Tracy’s work for NAMBA started with helping her mom (former NAMBA Secretary and fellow HOF member Cathie Galbraith) and has continued ever since. She helped reformat our Rulebook in 2006 and continues to maintain it today. She has helped put on races at a district and national level, serving on several Nationals committees. She has maintained District 19s website and tracking their points since 2012 and currently serves as their secretary/treasurer.

Richard “Rags” Grenier – Inducted 2019



Richard has been a NAMBA member since 1995. He saw the need for a separate New England district in NAMBA and successfully petitioned for the creation of what is now District 11 and has served as its Director since. He has hosted many district races, making sure to communicate with his district via newsletters after each race, and provided several articles for NAMBA’s national newsletter. He served as the contest director for the two NAMBA Nationals that District 11 has hosted.

Eric Bourlet – Inducted 2023



Eric has been racing for over 25 years and has significantly contributed to the growth of model boating in the Northwest, always willing to share his knowledge regarding performance improvements with fellow model boaters. Over the years he has served as president of his local club, contest director for various events including two NAMBA Nationals, District Director, and the NAMBA Sport Hydroplane Chairman. Over the years he has won several classes at the district and national level, but is best known as a top contender in Sport 40.

Kim Grim – Inducted 2024



Kim started racing in the early 1980’s when she first meet her husband Mark. and continued until her passing in 2024. Over the years she served as secretary and treasurer for several clubs, as well as serving at the national level as the NAMBA Records and Awards Chair. She helped put on several local and national events working on all aspects of them including designing logos, event programs, entries, scoring, and planning after hours events – always making sure that everybody attending had the best possible experience. She was also a fierce competitor, winning multiple district and national championships along with holding several records.

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