 North American Model Boat Association Official Rule Book – Update	Update #	2025-1
	Date	3/2/25

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

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Remove pages: i - ii (*dated 6/21/24*) Updates needed for below changes
Insert pages: i - ii (*dated 3/2/25*)

4 - Officers *now titled* 4 - Officers and Advisory Positions

Remove pages: 1 - 4 (*dated various*) Board of Directors passed proposal:
Insert pages: 1 - 4 (*dated 3/2/25*) - Reformat section to split out Officers and Advisory Positions

16 - Race Organization

Remove pages: 3 - 4 (*dated 11/17/24*) Board of Directors passed proposal:
Insert pages: 3 - 4 (*dated 3/2/25*) - Removal of duplicate rule regarding pitman requirement (old Rule E.1.e)

17 - Driving Rules and Regulations

Remove pages: 1 - 2 (*dated 11/17/24*) Board of Directors passed proposal:
Insert pages: 1 - 2 (*dated 3/2/25*) - Update wording regarding additional helpers for starting (Rule A.1)


27 - Gas

Remove pages: 7 - 8 (*dated 6/3/24*) Board of Directors passed proposals:
Insert pages: 7 - 8 (*dated 3/2/25*) - Add rule reference (Rule C.7.a)
- Clarify width measurement for Classic Thunderboat (Rule D.1.a.iii)
Remove pages: 11 (*dated 5/10/20*)
Insert pages: 11 (*dated 3/2/25*) - Update measurement format (Rule D.2.a.i)

28 - Electric

Remove pages: 11 - 12 (*dated 6/14/15*) Board of Directors passed proposal:
Insert pages: 11 - 12 (*dated 3/2/25*) - Correct typos (Rules E.3.b.iii, E.3.b.iv)


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A. OFFICERS

1. PRESIDENT AND VICE PRESIDENT

a. Duties

- i) The President will be the presiding member of the Board of Directors. The Vice President will assist the President in his executive duties.
- ii) The President will call Board of Director meetings as required.

b. Reimbursement

- i) The President will be allowed up to \$400 per year, and the Vice President up to \$200 per year, to make telephone calls for official NAMBA business, which will be paid upon presentation of telephone bills to the NAMBA office.
- ii) The President will be allotted \$1000 toward expenses for attending the NAMBA Nationals. The Vice-President and Executive Secretary will be allotted \$750 toward expenses for attending the NAMBA Nationals. In the event that the President is unable to attend and the Vice President attends in his place, the Vice President will be reimbursed the amount dedicated for the President.

2. DISTRICT DIRECTORS

a. Duties

- i) Have a working knowledge of all clubs in the district.
- ii) Act as coordinator of all activities in the district.
- iii) Review all contest date requests and resolve conflicting dates within the district.
- iv) Have the power to suspend or revoke a sanction at a contest for safety violations, and reinstate it when the situation is rectified. Will submit a complete report in writing to the President on all such threatened or actual action taken at a contest.
- v) Develop and institute a continuous recruitment program for members and clubs, and provide advice for new clubs.

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- vi) Call at least one meeting per calendar year of all delegates in the district.

3. ASSISTANT DISTRICT DIRECTORS

a. Duties

- i) Will be appointed by the District Director to assist or to act on his behalf at a contest he cannot attend.
- ii) Any Assistant Director so appointed will have the same powers as the District Director.

4. BOARD OF DIRECTORS

a. Members

- i) Will consist of the President, Vice President, immediate Past President, and all of the District Directors.

b. Duties

- i) Review/vote on NAMBA business topics not voted on by the general membership.
- ii) Withdraw membership from anyone guilty of unsportsmanlike conduct.
- iii) Voting power will be limited to one vote per member. A simple majority vote will constitute a Board of Directors decision unless otherwise set out in the NAMBA Official Rule Book.

c. Board Meetings

- i) The President may call Board of Directors meetings at any time deemed necessary, or 1/3 (one-third) of the Board members may request a special meeting. If necessary, such business may be conducted by mail, email, or telephone call. If conducted by mail or email, all members of the Board must receive exact copies of all correspondence.
- ii) The annual meeting of the Board of Directors will be held during the NAMBA Nationals.
- iii) At a minimum, the President, Vice President, or Executive Secretary will be present during the Nationals meeting. One or two representatives from each district, along with the National Chairmen, are also encouraged to attend.

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- iv) The Board of Directors will vote on NAMBA business, Nationals rules, Nationals bids, and all NAMBA organization business issues above and beyond the NAMBA general racing rules.
- v) Parliamentary Law will be in accordance with Roberts Rules of Order. The NAMBA Official Rule Book will supersede any such parliamentary law.

5. EXECUTIVE SECRETARY

a. General and Eligibility

- i) Must be a NAMBA member.
- ii) Can not be related to the NAMBA President, Vice President, or any of the District Directors.
- iii) Reports to the NAMBA President.
- iv) The Executive Secretary will server a twelve month term from November 1st through October 31st.
- v) Must give 30 days notification of intention to resign.

b. Appointment

- i) If the President requests to make a change to the position, the President will submit a candidate's name along with the current Executive Secretary's name to the Board of Directors. The Board of Directors will then vote on who will hold the position.
- ii) If no change is requested in a given term the Executive Secretary position will be automatically approved for the following 12 month term.
- iii) If at any time the Executive Secretary position is open, the President can assign the Executive Secretary's duties to himself or another Board of Director for up to three months.

c. Salary

- i) Will be paid on a per membership basis as approved by the Board of Directors.

d. Duties

- i) Responsible for running the NAMBA office, including but not limited to membership communications, banking, and day to day communications with insurance carriers.

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- ii) Receive all correspondence directed to NAMBA and route to the proper officials.
- iii) Issue memberships, sanctions, insurance, accept dues, keep records, issue certificates of recognition.
- iv) Give a quarterly financial report reflecting the distribution of all dues and monies received.
- v) Provide a copy of the "Declaration" (summary) page(s) of the NAMBA insurance policy signed by the insurance company to the President and the District Directors each year.
- vi) Oversee the development and maintenance of the NAMBA Official Rule Book and web page.
- vii) Oversee the production and dissemination of the official NAMBA newsletter, the Propwash.

B. ADVISORY POSITIONS

1. NATIONAL AND DISTRICT CHAIRMEN

a. Appointments

- i) The President will appoint all national chairmen to serve during his/her term.
- ii) District Directors will appoint district chairmen from within the district to link the national chairmen to the various districts.

b. Duties

- i) The national chairmen have no vote on the Board of Directors, but will provide facts, attitudes, and advice to the President and Board in order to inform the elected officials of "grass roots" desires from the members who actually take part in the area of question.
- ii) The national chairmen are encouraged to attend the annual board meeting to offer specific input prior to voting. The President will consider the chairmen as the link between the elected officials and those members interested in the subject.

2. COMMITTEES

- a. The President may establish any committee and appoint the members thereon to serve during his term of office as may be required. All persons so appointed must be members of NAMBA in good standing.

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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).

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.

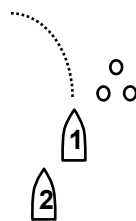
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A. GENERAL

1. Each contestant must have a helper to assist in pit handling of a boat. Additional helpers may be used in order to assist in starting or launching. Once the boat is launched, any additional helpers 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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- g. Two drivers of ¼ scale size and appearance, wearing helmets and life preservers must be used. A steering wheel, instrument panel, and other detailing is encouraged.
- h. No parts (rudder, prop, plates, etc.) may be more than four inches behind the transom.
- i. The exhaust system must be enclosed by the hull. No part of the exhaust system may extend beyond the transom with the exception of a small pipe muffler or transom exhaust flange.
- j. No servo adjusted trim tabs are permitted.

7. Classic Crackerbox

- a. All general Crackerbox rules apply (see Rule C.6 in this section) with the following exceptions:
- b. The hull must be made completely of wood. It is permissible to cover the hull with fiberglass and resin. The minimum running weight will be 15 pounds.
- c. Classic Crackerboxes may run in the general Crackerbox class but not on the same day.

D. SPECIALITY CLASSES

1. CLASSIC THUNDERBOAT

a. Hull Specifications

- i) The boat may be of wood or fiberglass construction.
- ii) The hull length will be between 48" - 56".
- iii) The hull width measured at its widest point will be a minimum of 24".
- iv) The transom will be a minimum of 10" in width.
- v) The hull design will only be one of the following types: round nose, step deck, or chisel nose.
- vi) Nothing on the boat may be further than 5 1/4" behind the transom.

b. Motor Specifications

- i) Engines must conform to NAMBA Class G-Limited specifications, see rule B.3.a in this section.

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

c. Appearance

- i) The boat must have a sponsored paint scheme with sponsored IDs and U numbers on the boat.
- ii) The boat must have a human driver figure in a front or rear cockpit. The driver must be a scale of 1/8 to 1/6 in relationship to the size of the boat and wearing a life vest and helmet.
- iii) The boat must run with an engine cowling or dummy engine to cover as much of the boat's engine as possible.

d. Race Format

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

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4. GAS OUTBOARD TUNNEL

a. Hull Specifications

- i) The tunnel must connect two outer hulls or sponsons which are unbroken and must also run the full length of the hull. Picklefork designs are acceptable. Outrigger configurations are not acceptable.
- ii) The length must be between 40" - 55", which does not include the motor or hardware.
- iii) No hull will be allowed to have a recessed or picklefork bow which exceeds 30 percent of the overall boat length. Airslots in the center hull must be subtracted from the overall hull length.

b. Engine Specification

- i) Engines must conform to NAMBA Class GX-2 specifications (see rule B.2 in this section) except those noted below.
- ii) The engine must be two-stroke and naturally aspirated.
- iii) Any method of starting the engine is allowed, i.e. pull-start, electric starters, or belt start.
- iv) All engines must have a canister muffler, tuned pipe, or custom exhaust that meets the current NAMBA Db levels, as defined in Section 10 – Rule B.
- v) Engine, drive shaft, propeller, and single skeg/rudder will be defined as a complete unit that can be attached to and removed from the hull as one unit and must pivot together as the only means of steering the boat. No secondary rudder allowed.
- vi) Engine must be mounted to transom which must be 90 degrees to the tunnel.

c. Appearance:

- i) A close to scale driver with at least the head and shoulders must be provided unless proof of a reclining driver is offered as in OPC hulls. Boats without drivers must be painted to include a darkened windshield to resemble a closed-in cowl appearance.
- ii) Real or fictitious sponsor name on each side of deck or cowling is required

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iii) Awards

- (a) Awards will be presented in each class based on the total number of laps accumulated.
- (b) Offshore points may be used for team points and high points awards at the discretion of the host club.
- (c) At the hosting club's discretion, Offshore Team Points may be awarded as follows:
 - (i) Boats will be awarded points based on where the boat is positioned on the course when the official time expires. Points schedule will be as described in the Section 18 - rule J.1. The lead boat will receive 400 points, 2nd 300, 3rd 225, etc.
 - (d) Also at the hosting club's discretion, an "Offshore Champion" award may be awarded to the individual racer with the most accumulated laps over all Offshore classes run. In the event there is a tie then it will be awarded based on point system for team points (rule E.2.e.iii.c in this section – right above).

3. 1/10 SCALE CRACKERBOX

- a. Purpose - To duplicate in 1/10 scale the American Power Boat Association Crackerbox One Design Runabout.
- b. Hull Specifications
 - i) Hulls must be within 1/8 inch of the appropriate hull.
 - ii) The deck/hatch must resemble that of the full scale hull.
 - iii) The boat must be painted in the spirit of a racing scale model. Each boat will have the driver's NAMBA number preceded by the letter "P".
 - iv) Two drivers of scale-like appearance must be used in the driver/rider compartment. The driver must have orange colored helmets and life jackets.
 - v) The dead rise of the transom will be 3/8 of an inch in total (3/16 of an inch per side), with a transom width of 6 3/8 inches.

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vi) Drive Train

- (a) A single motor will be coupled directly to a straight drive shaft. A flex shaft may be used in a straight tube.
- (b) The propeller may not extend beyond the back edge of the transom.
- (c) Steering will be by a rudder mounted under the hull or attached to the transom.

c. Motor Specifications

- i) Power parameters for this class will comply with class “N-1” specifications, as noted in rule D.1.a in this section.

d. Race Format

- i) Heat racing format will be used.
- ii) The Contest Director will determine the scoring format, i.e. total points or a “winner take all” final heat format.

4. OPC TUNNEL

a. General Rules

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

b. Hull Specifications

- i) Hull specification are the same as those for standard Outboard tunnels, as defined in Section 19 - Rules D.2 and D.3, except for a limit on length.
- ii) Hull length must conform to those listed in Rule D.2.a in this section for each Power Specification.

c. Motor Specifications

- i) An “outboard” is defined as a complete motor and propulsion unit that can be attached to and removed from the outside of the hull as one unit.
- ii) The outboard will be the single means of controlling the direction of the boat.