	North American Model Boat Association	Update #	**2025-2**
	Official Rule Book – Update	Date	**3/21/25**

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**
Table Of Contents		
Remove pages:	v - vi *(dated 11/17/24)*	Updates needed for below changes
Insert pages:	v - vi *(dated 3/21/25)*	
6 - Nationals		
Remove pages:	3 - 4 *(dated 6/21/24)*	Board of Directors passed proposal:
Insert pages:	3 - 4 *(dated 3/21/25)*	- Corrected reference from OPC to Stock (Rule D.3)
12 - Radios		
Remove pages:	1 - 2 *(dated 3/16/22)*	Board of Directors passed proposal:
Insert pages:	1 - 2 *(dated 3/21/25)*	- Update wording regarding DSM frequencies at sanctioned events (Rule B.3)
16 - Race Organization		
Remove pages:	1 - 4 *(dated various)*	Board of Directors passed proposal:
Insert pages:	1 - 4 *(dated 3/21/25)*	- Removal of compatible frequency reference (B.1, B.4) - Removal of frequency changes rules (Rules D.1, D.2)
18 - Heat Racing		
Remove pages:	1 - 2 *(dated 11/17/24)*	Board of Directors passed proposal:
Insert pages:	1 - 2 *(dated 3/21/25)*	- Removal of compatible frequency reference (B.3)
19 - Outboard		
Remove pages:	3 - 4 *(dated 6/30/19)*	Board of Directors passed proposal:
Insert pages:	3 - 4 *(dated 3/21/25)*	- Update wording regarding tunnel class (Rules D.2, D.3.a, D.3.d) - Fix typos (Rules D.3.a, D.3.d)

(continued on next page)

	North American Model Boat Association	Update #	**2025-2**
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Section		**Summary of changes**
26 - Kids		
Remove pages:	1 - 2 *(dated 11/17/24)*	Board of Directors passed proposal:
Insert pages:	1 - 2 *(dated 3/21/25)*	- Updated class name (Rule B.1.a, B.1.c)
27 - Gas		
Remove pages:	5 - 11 *(dated various)*	Board of Directors passed proposals:
Insert pages:	5 - 12 *(dated 3/21/25)*	- Clarified and reorganized rules for Jersey Skiff: added diagrams to help define measurements (Rules under D.2) - Updating wording of rules for Crackerbox to match format of similar rules for other classes; added diagrams to help define measurements (Rules C.6.b-C.6.f) - Clarified rule for Classic Crackerbox (Rule C.7.b)
28 - Electric		
Remove pages:	11 - 12 *(dated 3/2/25)*	Board of Directors passed proposal:
Insert pages:	11 - 12 *(dated 3/21/25)*	- Updated class name (Rule E.4.b.i) - Fixed typo (Rule E.4.b.i)

D. SPECIAL CLASS CONSIDERATIONS

1. Scale Unlimited Hydroplane

    a. All unlimited boats entered will have a photograph showing the general configuration and paint scheme of the boat being modeled when it ran.

    b. Any exception to the above must be approved in writing by the National Scale Chairman prior to the event being run.

    c. Any unlimited boat that does not comply with a. or b. above will not be allowed to race and will forfeit the entry fee.

2. Kids "R" Boaters, Too

    a. Because the Kids "R" Boaters, Too class is designed for the beginner with little or no previous model boating experience, entrants in this class will not be permitted to enter any other class at the Nationals.

3. Stock nitro classes and gas classes using G-Limited engines

    a. Engines may be torn down and inspected following the conclusion of racing on that day.

        i) The top 5 finishers are impounded.

        ii) The top three finishers may be torn down for inspection.

        iii) If any of the top three finishers are found to be in violation of rules, 4th and 5th will be moved up accordingly and may also be torn down, if any of those are found to be in violation of rules, those finishing below them will be moved up accordingly without being torn down.

E. AWARDS

1. General

    a. One award will be given per each five entries, always rounding up to the next multiple of five, with a minimum of three awards given in each class. (see chart below for examples)

Number of Entries	Number of Awards
up to 15	3
16 – 20	4
21 – 25	5
26 – 30	6
31 – 35	7
36 – up	etc.

    b. The hosting club/district will provide a list of the top three finishers in each class to the NAMBA office within 30 days of the end of the Nationals.

2. Kids "R" Boaters, Too

    a. All entrants will receive a trophy that is equally representative in size and quality of the other class awards.

3. Scale Unlimited Hydroplane

    a. Trophies will be awarded to all entrants who qualify and compete in the Unlimited Finals heat (main).

4. High Points Champion

    a. The High Point Champion award, if presented, will be given to the contestant who has accumulated the most points based on all the classes he entered.

        i) For those classes that run a 'Love Plan' (where a concluding round which consist of a Consolation and Main is run) only the points earned in the previous four rounds will be added to the points.

        ii) No points will be added for participation and/or finishing order for any Team Marathon class.

    b. No contestant may use any points accumulated from any class which he entered after the start of the first heat of the Nationals.

    c. No contestant may use any points accumulated from any class that he has switched names with a fellow contestant in order to increase the number of classes entered.

A. GENERAL

1. Radio control, commonly known as R/C, will be defined as a method by which a model boat is operated.

2. All radio equipment will be in accordance with and operated in compliance with rules and regulations of the communications governing body (FCC).

3. There will be no discrimination between types of radio control; single, multi, and proportional will run in the same class.

B. FREQUENCIES

1. It is the responsibility of the individual member to insure that the frequency requirements are met.

2. The following are legal for R/C boat operation:

   a. 27 MHz:

Frequency	Color	Channel
26.995	Brown	1
27.045	Red	2
27.095	Orange	3
27.145	Yellow	4
27.195	Green	5
27.255	Blue	6

   b. 50 MHz – The following require an FCC amateur license:

Frequency	Channel
50.800	RC00
50.820	RC01
50.840	RC02
50.860	RC03
50.880	RC04
50.900	RC05
50.920	RC06
50.940	RC07
50.960	RC08
50.980	RC09

c. 53 MHz - The following require an FCC amateur license:

Frequency	Color	Channel
53.100	Black / Brown	B1
53.200	Black / Red	B2
53.300	Black / Orange	B3
53.400	Black / Yellow	B4
53.500	Black / Green	B5
53.600	Black / Blue	B6
53.700	Black / Purple	B7
53.800	Black / Gray	B8

d. 75 MHz – The following must be narrow band:

Frequency	Color	Channel
75.410	Blue / Brown	61
75.430	Blue / Red	62
75.450	Blue / Orange	63
75.470	Blue / Yellow	64
75.490	Blue / Green	65
75.510	Blue / Blue	66
75.530	Blue / Purple	67
75.550	Blue / Gray	68
75.570	Blue / White	69
75.590	Purple / Black	70
75.610	Purple / Brown	71
75.630	Purple / Red	72
75.650	Purple / Orange	73
75.670	Purple / Yellow	74
75.690	Purple / Green	75
75.710	Purple / Blue	76
75.730	Purple / Purple	77
75.750	Purple / Gray	78
75.770	Purple / White	79
75.790	Gray / Black	80
75.810	Gray / Brown	81
75.830	Gray / Red	82
75.850	Gray / Orange	83
75.870	Gray / Yellow	84
75.890	Gray / Green	85
75.910	Gray / Blue	86
75.930	Gray / Purple	87
75.950	Gray / Gray	88
75.970	Gray / White	89
75.990	White / Black	90

e. 2.4 GHz DSM (80 channels)

3. For NAMBA Sanctioned events, only the DSM frequency (as specified in rule B.2.e in this section) will be allowed. All other listed FCC approved surface frequencies are valid for sport boating and non-sanctioned events.

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.

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 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.

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 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

(Rules removed as no longer needed due to 2.4 GHz DSM frequency being the only type now allowed for sanctioned events, see Section 12 - rule B.3. Sub-section removal and renumbering of following rules to be done during a future update).

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.

    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.

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 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.

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

xiii) Glow plugs and propellers by any manufacturer may be used.

xiv) Any fuel brand or mixture is permissible.

xv) The use of radio controlled remote needle valves is permissible in addition to the stock needle valve.

h. Any other changes and/or modifications, including the use of external after market parts or accessories to include, but not be limited to, on board glow plug igniters (glow drivers), not specifically permitted herein, are considered illegal and will result in disqualification from that class for that event with all points taken away in that class.

i. Effective in January 1993, the AMPS engine was no longer allowed to compete in any of the stock classes. However, these engines are still considered legal for the modified outboard classes.

3. Modified

a. Modified class engines must meet general outboard engine specifications and the engine classifications as defined in Section 10 - rule A.1.

D. HULL SPECIFICATIONS

1. Any hull currently recognized by the existing NAMBA Official Rule Book will be eligible for outboard racing. At the discretion of the Contest Director, all hull classes may be run together. At the Contest Director's discretion, such classes may be run under either stock or modified engine rules.

2. The outboard tunnel class was established to race model outboard tunnel boats that resemble those participating in Outboard Performance Craft Tunnel races as sanctioned by the American Power Boat Association.

3. Tunnel hulls will be of a tunnel configuration with no restriction as to size, weight, or type of construction. A hull will be classified as a tunnel if it meets the following requirements:

a. The general design of the tunnel hull should follow as closely as possible to the design of the full-sized tunnel hulls.

b. The hulls will be stand-off scale, with no restrictions as to canted sponsons, tunnel dihedral, air traps, strakes, stern stabilizing fins, etc.

c. Imaginative painting, striping, company logos, and lettering schemes may be added and are encouraged.

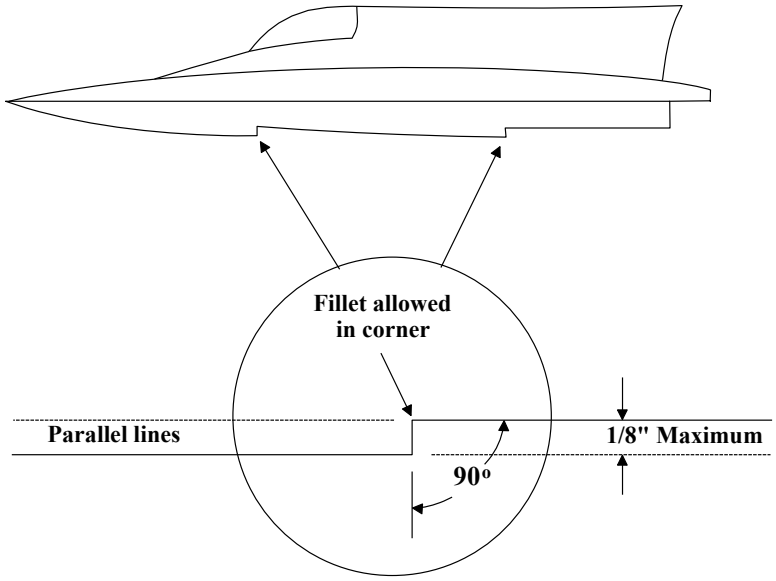
/

d. 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 full-size outboard tunnel hulls. Boats without drivers must be painted to include a darkened windshield to resemble a closed-in cowl appearance.

e. The tunnel may be of any design, width, or depth, but must run the full length of the hull.

f. 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.

g. Sponsons may be of any design and may include stepped surfaces on the wetted running sponson bottom of not more than 1/8" in depth. The 1/8" steps may not be less than 5" apart if used across the sponson. Only one step may be used if used lengthwise on the sponson.



h. 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.

E. SPECIALTY CLASSES

1. Quarter Scale Tunnel

a. General Rules

i) The class will utilize all existing outboard tunnel rules unless otherwise specified.

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 Stock 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.

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.

xvii) If any updates are made to the standard G260 PUM motor by Zenoah, the Board of Directors can vote to allow or disallow the additional parts to the above rules by a simple majority vote.

b. Fuel Specifications

i) Gasoline or white gas (i.e. Coleman or Crown camp fuel) having an octane rating no higher than 100 must be used in this class. It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured.

C. HULL SPECIFICATIONS

1. General

a. In addition to the propulsion limitations noted in Section 8 - Rule B.3, no waterjet drives are permitted.

2. Monoplane

a. Mono hulls must have a single riding surface at planing speeds. This planing surface may be flat or a V configuration.

b. No lateral side to side breaks are permitted.

c. Lap strakes may be used. If used, they must be parallel to the keel for a minimum of 60 percent of the hull length, measuring from the transom forward. The strakes may merge to the keel after the 60 percent minimum has been exceeded.

d. Lap strakes on hulls 46” long and under and with a beam width of 15” and under may have a maximum lap strake width of ¾ inch and depth of ¼ inch.

e. Lap strakes on hulls over 46” long and with a beam width over 15” may have a maximum lap strake width of ¾ inch and a depth of ½ inch.

f. The depth of the lap strakes is measured from the bottom (primary running surface) to the lowest point on the lap strake.

3. Outrigger Hydroplane

    a. Outriggers may have more than two planing surfaces.

    b. General design will consist of two forward sponsons connected to the tub by booms.

    c. This class is an open design class.

4. Sport Hydroplane

    a. Sport hydroplanes may have more than two riding surfaces touching the water at planing speeds.

    b. This class will include both three-point hydros and canards.

    c. All sport hydros must resemble full scale racing boats and may be of current or historical design.

    d. The sponsons may have pads or breaks that contact the water at planing speeds.

    e. Exposed exhaust systems are allowed.

5. Catamaran

    a. Catamarans have two sponsons that normally run the full length of the hull.

    b. Sponsons are separated and connected together by a tunnel.

    c. Sponsons may have lateral breaks.

6. Crackerbox

    a. All boats will be models of full sized crackerboxes.

    b. Boat must have numbers on both sides of the hull in the following format - P followed by or preceded by the driver's NAMBA number.

    c. The hull length will be between 43.5" - 49" (HL in Diagram 1).

    d. The hull width at the widest point must be a minimum of 16.5" (HW in Diagram 1).

    e. The No lap strakes or pads are allowed on the bottom. The hull bottom must be flat and smooth except for possible manufacturing imperfections.

    f. A maximum of a 3-degree V across the full width measured at the transom (Diagram 2)..

g. The deck and hatch must resemble that of a full sized crackerbox.

h. Two drivers of ¼ scale size and appearance, wearing helmets and life jackets must be used. A steering wheel, instrument panel, and other detailing is encouraged.

i. No parts (rudder, prop, plates, etc.) may be more than four inches behind the transom.

j. 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.

k. No servo adjusted trim tabs are permitted.

Diagram 1

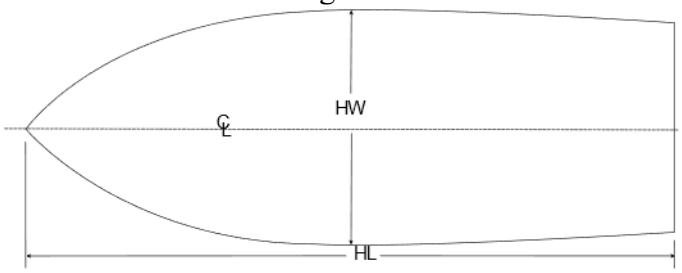
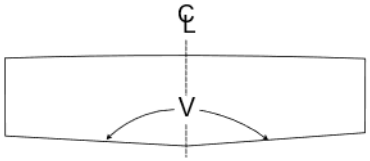


Diagram 2



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 cloth/mat 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 confirm to NAMBA Class G-Limited specifications, see rule B.3.a in this section.

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.

2. JERSEY SKIFF

a. General Specifications

i) Prop shaft and tube must pass thru the bottom of the boat.

ii) No fairing on top of prop shaft tube.

iii) No hardware will extend beyond 4" from transom.

iv) No skegs or turn fins.

v) Strut must be rounded on bottom.

vi) Tuned pipes are allowed. Exhaust must exit thru transom and not extend more than 1 ½" past transom.

vii) Motor will be covered; hood scoops and air vents are allowed.

viii) Trim tabs allowed. No trim tabs with fins or skegs on bottom. Trim tabs can be angled up to prevent hooking.

ix) Engines must confirm to NAMBA Class G-1 specifications, see rule B.1.a in this section.

x) Boat must have numbers on both sides of hull in the following format - JS followed by NAMBA number. Minimum height of 3 inches.

xi) Must have two scale like drivers with life jackets and helmets, located at or near transom. Height of drivers must be between 3.5"-4" (DH in Diagram 1).

xii) Wood/scratch builds are permitted, must simulate the lap strake construction.

b. Hull Specifications

i) The hull length will be between 49”-51” (HL in Diagram 3).

ii) At the center of the hull length, the widest point must be a minimum of 17” (CW in Diagram 3).

iii) Maximum width of the bottom at the transom is 11” (TW in Diagram 3).

iv) No strakes, riding pads, keels, or chines are allowed on the bottom. The hull bottom must be flat and smooth except for possible manufacturing imperfections.

v) A maximum of a 1-degree V across the full width (Diagram 2) measured at both the center of the hull and at the transom (where CW and TW as shown in Diagram 3).

vi) The minimum height from the bottom of the hull to the deck is 5 ½” at each of the following locations:

(a) Transom (TH in Diagram 1)

(b) Center of the hull (CH in Diagram 1)

(c) 10” inches back from the bow point (BH in Diagram 1).

Diagram 1 - Side View

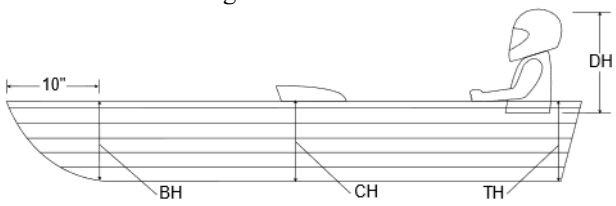


Diagram 2 - Cross-sectional View

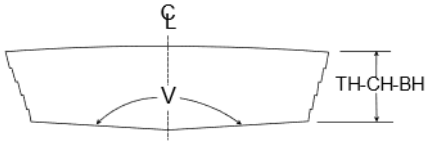
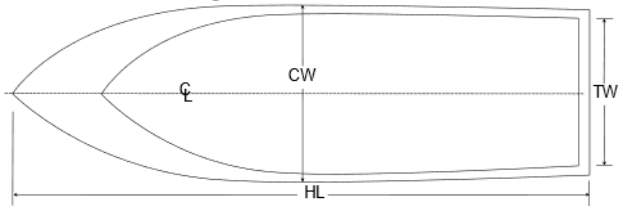


Diagram 3 - Bottom View



3. GAS SCALE UNLIMITED HYDROPLANE

   a. General

      i) Gas Scale Unlimited Hydroplane racing will follow Scale Unlimited Hydroplane rules in Section 21 with the exception of items listed below.

   b. Hull Specifications

      i) All boats will be models of past or present Unlimited Hydroplanes that are listed on the Gas Scale Unlimited Hydroplane Master Hull Roster. The true scale dimensions of any Gas Scale Unlimited Hydroplane will be derived from the unlimited dimensions listed on the Gas Scale Unlimited Hydroplane Master Hull Roster.

      ii) Boats are to be built on a scale of 1.80 inches equals 1 foot of the actual boat (1/6.667 scale).

      iii) Boats will measure within the following tolerances of the true scale size, excluding appendages.

         (a) Overall Length……...± 1 1/4 inches

         (b) Beam……..± 12%

         (c) Maximum Depth…….± 10%

         (d) Afterplane Length (three point design)…..± 10%

         (e) Tunnel Width…….± 10%

      iv) Motor belly pan for motor and flywheel only. If applicable, the dimensions will not exceed five inches in width, nine inches in length, and one inch in depth. The belly pan can not exceed the depth of any riding surface or recovery surface. If the real boat had a full length belly pan, the model must conform.

   c. Engine Specifications

      i) G or GX Class engines from 15 to 31 cubic centimeters.

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

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.

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. 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 specifications 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.