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President's Message

By Richard Romero
NAMBA President

Full Speed Ahead: Reflecting on an Exciting 2026!

As we move into the final months of 2026, it is hard to believe how quickly this year has gone by. What began as another exciting season on the horizon has already brought us new champions, memorable races, incredible events, and countless hours of dedication from NAMBA members across the country.

From our clubs and districts to the 55th NAMBA Nationals, 2026 has once again demonstrated what makes this organization so special. The passion for RC boating continues to grow, and the dedication of our members, volunteers, and families continues to drive NAMBA forward.

Growing Our Community

NAMBA's greatest strength continues to be its members. Over the past year, our districts and clubs have continued working to bring new racers into the hobby while keeping longtime members involved. Every new member represents another opportunity to introduce someone to the excitement of RC boating and become part of our growing community.

I also want to thank everyone who participated in the district elections. Your involvement matters, and the willingness of members to volunteer their time and serve their districts is essential to the continued success of NAMBA.

Leadership within NAMBA does not happen without members willing to step forward.

Whether serving as a District Director, club officer, race director, committee member, or simply volunteering at an event, every contribution makes a difference.

Technology and Innovation

Technology continues to play an increasingly important role in our organization. The Race Entry System (RES) has continued to evolve since its introduction, helping clubs and districts manage race registration and scoring while providing racers with a more streamlined experience.

We are now right around the corner from our final testing of transponders within RES!

NAMBA members can already use RES to post an event, register for races, create races and heats, manage upcoming racers in the pit area, score races, and use a visual and audio clock, all within RES. Beginning in 2027, we will add transponder integration to the system.

Talk about a game changer!
This will make RES a true one-stop shop for many of the needs associated with organizing and running RC boating events.

I want to once again thank David Santistevan for the tremendous amount of time and effort he has invested in RES and for his continued development of tools that benefit NAMBA members and event organizers.

The goal is not simply to introduce new technology. It is to make our events easier to manage, improve the experience for racers, and provide clubs and districts with tools that can grow with our organization.

The 55th NAMBA Nationals

One of the biggest highlights of 2026 was the 55th NAMBA Nationals, hosted by District 8 in Tri-Cities, Washington.

The Nationals brought together racers and families from across the United States and Canada for another week of competition, camaraderie, and everything that makes the NAMBA Nationals so special.

The location also provided a unique opportunity for attendees to experience the Tri-Cities Water Follies, including H1 Unlimited Hydroplanes, Limited Hydroplane racing, and the STCU Over the River Airshow.

Combining our RC racing with full-scale hydroplane racing and an airshow created an experience unlike any previous Nationals.

I had a fantastic time catching up with old friends, and I had the opportunity to make some new ones as well. My wife and I shared a home with my fellow District 19 members, and we both thoroughly enjoyed the time we spent with them.

My week started off with a bang when I had the distinct honor of being inducted into the NAMBA Hall of Fame. Having my wife present, along with some of my closest friends, made that moment even more meaningful. I am truly grateful to all of the Hall of Fame members who voted for me and allowed me to become part of this very special group.

It was also great to see all of the first-time winners take their traditional dip in the pond at the end of their winning day! I was equally impressed by the quality and quantity of some of the finest scale boats I have ever seen at a Nationals. It was truly impressive.

I want to extend my sincere appreciation to the entire 2026 Nationals Committee:

Jeff Barnhart, Mike Hughes, Mark Anderson, Eric Bourlet, J.R. Caines, Alan Terry, Karl Loveless, and Al Waters.

The amount of preparation and behind-the-scenes work required to host a Nationals is enormous. From planning the race site and coordinating volunteers to handling registration, merchandise, scoring, raffles, and countless other details, a successful Nationals takes a tremendous team effort.

Thank you to every committee member, volunteer, racer, sponsor, and family member who helped make the 55th NAMBA Nationals possible.

Volunteers: The Heartbeat of NAMBA

While the racers and competition are what we see on the water, the true backbone of NAMBA remains our volunteers.

Race announcers, judges, retrieve-boat operators, timers, scoring personnel, raffle organizers, registration volunteers, race directors, setup crews, teardown crews, and countless others all contribute their time to make our events possible.

Many of these individuals spend hours at the race site before the first boat ever hits the water and remain long after the final race has finished.

Their work often happens behind the scenes, but without them, our races simply could not happen.

Please take a moment at your next event to thank the volunteers who make it possible. Their commitment is one of the things that makes NAMBA such a special organization.

I would also like to recognize the members of NAMBA's Rules Committee and Board of Directors. These members volunteer their time throughout the year, participating in meetings, reviewing rules, addressing issues, and working to keep NAMBA moving forward.

Looking Toward the Rest of 2026

Although the 2026 Nationals are now behind us, the season is far from over.

Clubs and districts across the country continue to host races, Arrive-and-Drive events, test-and-tune days, and other activities that give members opportunities to get their boats on the water. For those of you who have been racing for years, I hope you will continue sharing your knowledge and experience with the next generation of racers.

For those who are new to NAMBA, I encourage you to get involved. Come to a race, introduce yourself, ask questions, volunteer, and don't be afraid to put a boat in the water. Everyone started somewhere.

The future of our hobby depends on bringing new people into RC boating and giving them a reason to stay involved.

A Look Toward 2027

As we approach the final months of 2026, I believe it is important to remember that the future of NAMBA is built one member, one race, and one volunteer at a time.

Our organization is fortunate to have members who continue to develop new ideas, organize events, build boats, help new racers, serve on committees, and volunteer their time.
That is what keeps this hobby moving forward.

I encourage every NAMBA member to look for an opportunity to contribute. You don't have to hold an office or serve on a committee to make a difference.

- Help a new racer.
- Volunteer at a race.
- Bring someone new to the lake.
- Share your knowledge.
- Support your club.
- Attend a district event.

Every one of those actions helps strengthen NAMBA.

2027 NAMBA Nationals

Our 56th NAMBA Nationals will be held in District 17 from October 9 through October 16, 2027, at Sedgwick Park, Wichita, Kansas, home of the 2016 NAMBA Nationals.
This event will be hosted by NAMBA, with the on-site support of NAMBA District 17.

This will be the first NAMBA Nationals hosted directly by our organization. NAMBA will work closely with District 17 to provide the assistance, equipment, and resources necessary to hold a successful Nationals.

Our goal is to use this opportunity to help establish the equipment and infrastructure needed for future club and district races. By doing so, we can help support the continued growth and success of the district while also developing a model that can benefit future NAMBA events.

We are looking forward to making this a highly successful event and providing NAMBA with the tools and experience necessary to take our Nationals anywhere in the country, regardless of the size of the district hosting the event.

We look forward to seeing you all at Lake El Reno. Mark your calendars!

A Final Thank You

As your President, I want to thank each and every one of you

who contributes to NAMBA throughout the year.

Thank you to the racers who travel across the country to compete.

Thank you to the families who support them.

Thank you to the clubs and districts that organize events.

Thank you to our sponsors and supporters.

And most importantly, thank you to the volunteers who give their time and energy to keep everything moving.

NAMBA is much more than an organization that sanctions races. It is a community built around a shared passion for RC boating.

As we finish the 2026 season and begin looking toward 2027, let's continue building on that foundation.

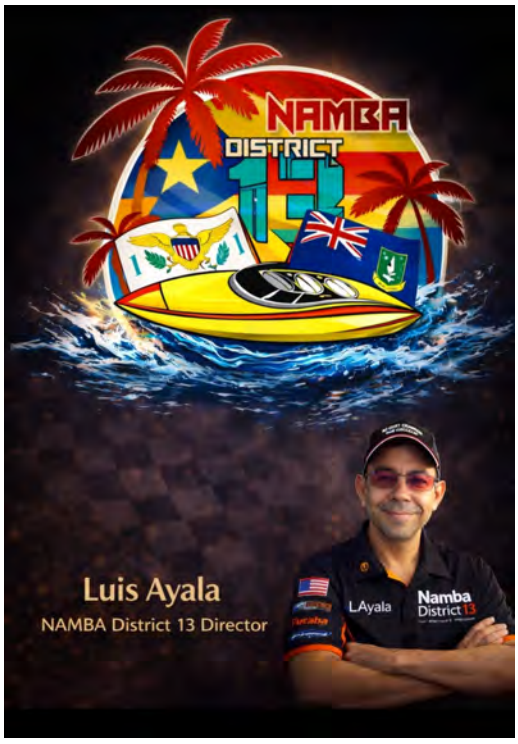
Keep the boats running, keep the friendships growing, and keep bringing new people into our hobby.

See you on the water!

Caribbean International RC Boat Grand Prix II 2026

Puerto Rico Welcomes the Caribbean and the World

By Luis Ayala
NAMBA District 13 Director



From October 22–25, 2026, the city of Arecibo, Puerto Rico, once again become the meeting point for enthusiasts of speed, competition, and radio-controlled model boating with the celebration of the Caribbean International RC Boat Grand Prix II 2026.

This major international event brought together local and international competitors to the Fuerte de Arecibo for four action packed days filled with excitement and adrenaline. Our event reached over 200 plus boat entries and 64 participants, representing Puerto Rico, the United States, the U.S. Virgin Islands (USVI), and the British Virgin Islands (BVI), once again demonstrating the growth and international reach this competition has achieved within the Radio Control Boat Racing Community.

Registration remained open until October 1, 2026, and we extended a warm invitation to all competitors interested in becoming part of this great experience, as well as families, fans, and the general public from the United States, Puerto Rico, and throughout the Caribbean.

The competition featured a wide variety of classes, ranging from high-speed boats to categories designed for the next generation of racers. In addition to the radio-controlled boat racing, this year the public also enjoy a special exhibition of full-size boats, including racing boats and recreational vessels, further combining the passion for boating with Puerto Rico's tourism experience.

This effort was being carried out in collaboration with the Puerto Rico Tourism Company, the Autonomous Municipality of Arecibo, NAMBA District 13, and NAMBA International. Organizations working together to provide an event of international caliber while promoting Puerto Rico as an ideal destination for sports, tourism, and recreation.



Competition Classes Offered

- GX2 Mono
- GX2 Catamaran
- GX2 Hydro
- F1 Open Tunnel
- GX2 Outrigger
- Open Electric
- Super Boat Single
- Super Boat Inline
- Super Sport Mono
- Gas Offshore
- Open Jersey Skiff
- Junior Kids
- Team Marathon – 100 Laps

(Continued on Page 4)

The Caribbean International RC Boat Grand Prix II 2026 was made possible through the commitment and support of many individuals and organizations.

Our most sincere appreciation goes to all of our sponsors, who once again played a key role in making this event possible; to the Puerto Rico Tourism Company, the Autonomous Municipality of Arecibo, and all the organizations that contribute resources, knowledge, and support to continue developing and growing this sport.

We would also like to extend a very special thank you to the Board and leadership of NAMBA International for their continued support, for believing in our ideas, and for standing behind every new challenge and project that allows events of this magnitude to become a reality.

We also deeply recognize and appreciate every member of our staff, every volunteer, collaborator, and individual who contributes their time, experience, and knowledge toward achieving one common goal.

To all the competitors that traveled from different destinations, and to our racers from Puerto Rico: thank you for once again accepting the challenge and becoming part of this international experience.

We looked forward to welcoming the racers to Arecibo for four days of competition, camaraderie, speed, and passion for RC boat racing. Puerto Rico and the Caribbean are always ready to welcome you.

The North America Model Boat Association (NAMBA), as a tax-exempt social club under Section 501(c)(7) of the Internal Revenue Code, reserves the right to establish and enforce reasonable membership criteria consistent with its stated purpose. Admission may be limited or denied based on factors including, but not limited to, organizational capacity, alignment with NAMBA's recreational and social objectives, and adherence to the Association's values, rules, and code of conduct. All membership decisions shall be made in accordance with applicable federal, state, and local laws, and shall not be based on any form of unlawful discrimination.

NAMBA RES at the 2026 Nats

By David Santistevan
NAMBA I.T. Chairman

The 2026 NAMBA Nationals in Kennewick, Washington, gave NAMBA RES its largest test to date. From registration through the final results, the software was used to organize and run the event from start to finish.

Nationals by the Numbers: 117 drivers, 663 boats, 432 heats, 8 days of racing and over 600 Hot Dogs.

Competitors entered the Nationals through the NAMBA Store. Once registration was complete, RES was used to generate the heats, manage the race schedule, record scores, calculate standings, and produce the results.

The District 8 team did a fabulous job using the system throughout the event. Race officials and announcers were able to reorganize heats quickly when changes were needed, and racers could follow current heats, scores, and standings in real time.

Nearly everyone at the event was using a phone or other mobile device to keep track of the racing. At the same time, NAMBA members and model boat racing fans across the country were following the Nationals through RES and the LiveFeed.

The Podium Module

The 2026 Nationals marked the first time the NAMBA RES Podium Module was used to post Nationals results to the NAMBA web site.

Race administrators were able to take photographs of the winners and post them to RES shortly after each class was completed. The Podium Module also created individual pages that could be linked from the NAMBA web site and shared through club web sites and social media. The Podium Module is available for use at every NAMBA race. Clubs and race administrators can use it to recognize winners, share photographs, and publish results while an event is still underway.

The 2026 Nationals Podium page can be viewed on the NAMBA web site. Or scan the following QR code to view the 2026 NAMBA Nationals winner photos and results.

What We Learned from This Success

The amount of interest in the event also created some unexpected challenges. With racers at the site and followers across the country accessing RES at the same time, the system experienced a much heavier load than it had during previous events.

At several points during the Nationals, response times became noticeably slower. Some pages took longer than expected to load, particularly when large numbers of people were checking heats, scores, and standings at the same time.

These slowdowns showed us that the way people use RES is changing. The system is no longer being used only by race officials at the scoring table. It is also being used by racers, family members, spectators, and followers throughout the country.

The experience in Kennewick has given us valuable information about where improvements are needed. We are now reviewing several design and infrastructure changes that will help RES support larger numbers of simultaneous users and improve performance during future national events.

Despite the heavy workload and temperatures near 100 degrees, RES continued to support the event each day with only minor problems. As it did at last year's Nationals, the system handled the primary work of organizing the racing, generating the heats, recording the scores, and producing the final standings.

The 2026 Nationals demonstrated both the progress RES has made and the areas that need additional work. Most importantly, it gave us a clear picture of how the system is being used by the NAMBA community and what will be needed as that use continues to grow.

UTAH AS WE SEE IT

FIND US ON YOUTUBE

Subscribe to follow along with the NAMBA races



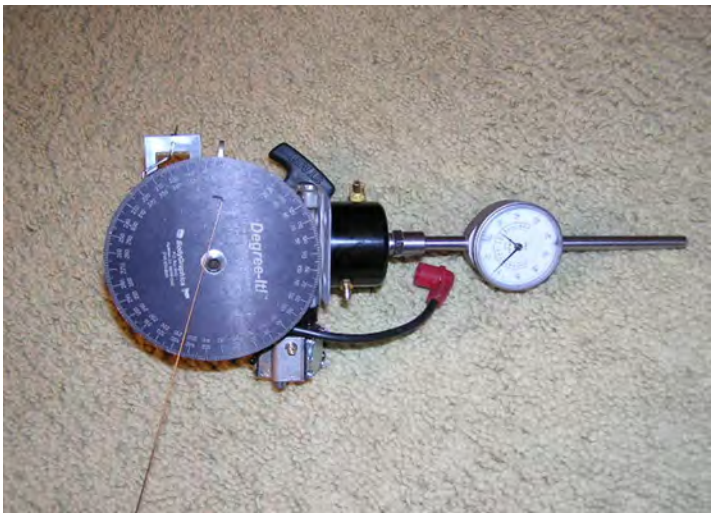
Zenoah Porting

By Lohring Miller
NAMBA Safety Chairman

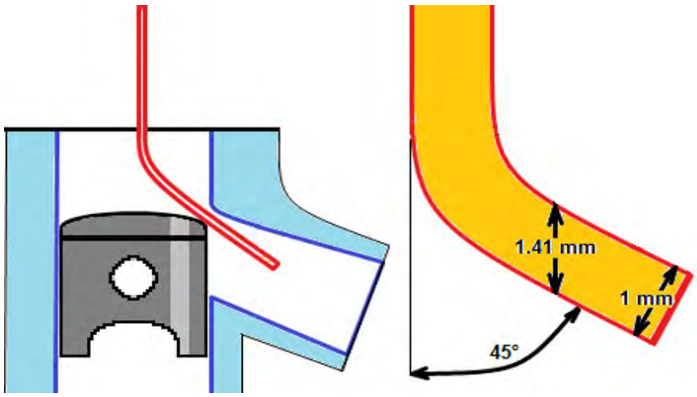
Why do the modified Zenoah's develop over 6 hp while the stock engine is only good for around 4 hp, even with a tuned pipe? The stock engine was designed as an inexpensive, low rpm industrial engine. That cost makes it a perfect model engine, even in stock form. Most tuners agree on what modifications are needed for more power. This information should apply to all the Zenoah clones as well.

Transfer and exhaust timing can be measured with a dial indicator and/or a degree wheel. Below are pictures of the methods I use. I use an old spark plug with its center replaced by an adopter for the dial indicator. The degree wheel is zeroed at top dead center (TDC) by noting the highest point of travel on the dial indicator. Rotate the engine so the indicator reads .050" (or any other convenient value) either side of TDC. The degree wheel is adjusted so it reads the same value on either side of zero. The engine is first rotated so the wire can be inserted into a port. The engine is then rotated back so its width is subtracted on the indicator reading. The degree wheel reading is the port opening time.

A table can be used to get the actual piston travel reading for a particular port opening time. You need to know the stroke and rod length. A Zenoah 260 has a 28 mm stroke and a 50 mm rod length. The travel can then be read on the dial indicator after subtracting the calculated wire dimension. The exhaust and transfer ports are measured between the piston crown and the top of the port but the intake port is measured between the piston skirt and the bottom of the intake port.



Dial Indictor, Wire Feeler & Degree Wheel on Engine



Measurement Method

Actual porting for more power requires cutting the ports using some measuring system. This can be as simple as a piece of steel of the right height that fits into the cylinder. The same diameter as the piston gives a nice slip fit. You need one for the transfer ports and one for the exhaust. I made much more elaborate "slugs" that defined the desired port widths and angles as well as allowing height adjustments. These are metric engines so I give most of the dimensions in millimeters with inch dimensions as a reference.

Most tuners do piston modifications as well. These are mostly designed to lighten the piston and improve transfer flow. Lightening is done by removing material from the inside of the piston.



Lightened Piston

The basic flow improvement comes from widening and radiusing the transfer cut out area.



Flow Improvements

The hole in the upper right on the piston is designed to allow flow from the upper part of the piston into the transfers. There is a matching hole on the other side of the piston. This is not a common modification. The final piston modification involves cutting a flat on the top of the piston. This both lightens the piston and improves the combustion chamber shape. The minor increase in volume doesn't affect the compression ratio much. If you want to run a really close squish clearance, the bottom of the

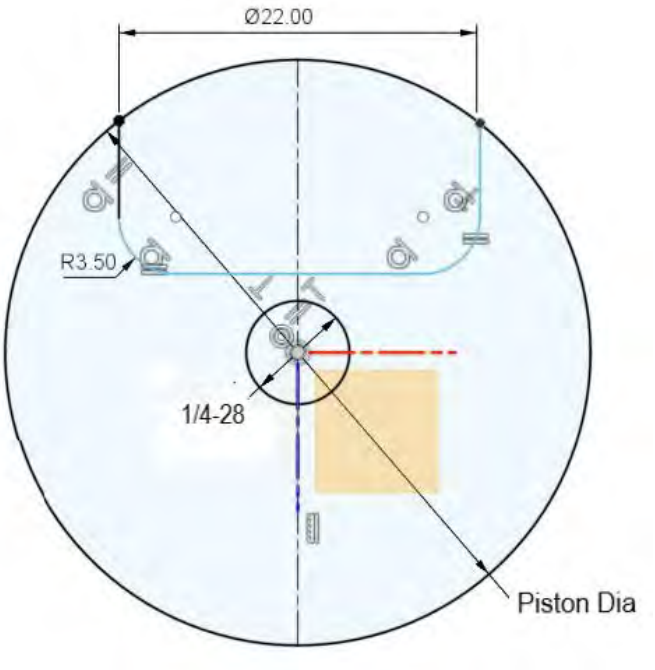
cylinder, the combustion chamber, and the piston crown all need to be machined. That was done to the piston below. It's not really needed until the squish clearance is less than .010" (.25 mm). Most tuners also remove around .002" (.05 mm) from the ring area to prevent seizures.

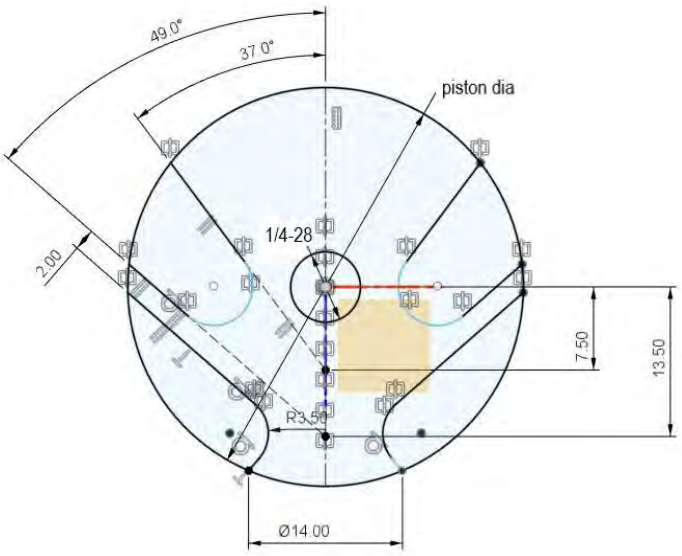


Flat Topped Piston

The tables at the end give the measurements of "slug" height for 28, 29, and 30 mm stroke engines. This is the distance for zero squish clearance. The squish clearance must be added in to give the correct "slug" height. Notice that a degree is about .25 mm (.010") in the exhaust port height and about .2 mm (.008") in the transfer port height. The modified cylinder, built by Brian Buaas, used as an example had .2 mm (.008") squish clearance, a little tight for many engine builders. Twice that is more common. It also had a 29 mm stroke.

Below are drawings and pictures for anyone who wants to use these or similar methods to help with porting Zenoah's and their clones. Here are the dimension drawings of the "slugs" for all cylinders. All dimensions are in millimeters. I threaded the center holes and used Loctite to hold the stud. The plain cylinder head end used a locking nut to hold the dimension.





Slug Dimensions

The "slugs" are set to the desired height, placed in the cylinder and locked in place with the bolt through the spark plug hole. The ports then can be cut to match. Be very careful not to grind through the cylinder wall in the eyebrow area of the rear transfer passage or the top of the exhaust port. The thickness over the one transfer is about 2.9 mm (.114") in the Zenoah 260 cylinder pictured. I have ground the eyebrows as deep as 2.5 mm (.100"). The stock Zenoah exhaust angles down about 5 degrees. The modified port should angle down between 15 and 20 degrees at the bore to avoid a too thin wall at the top of the exhaust port.

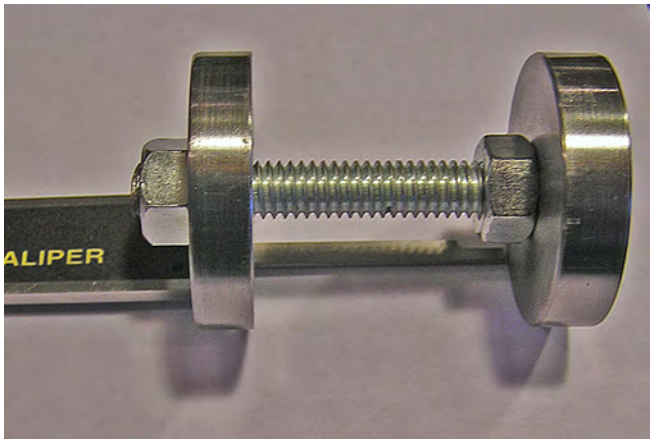


Wall Thickness Over Rear Transfer

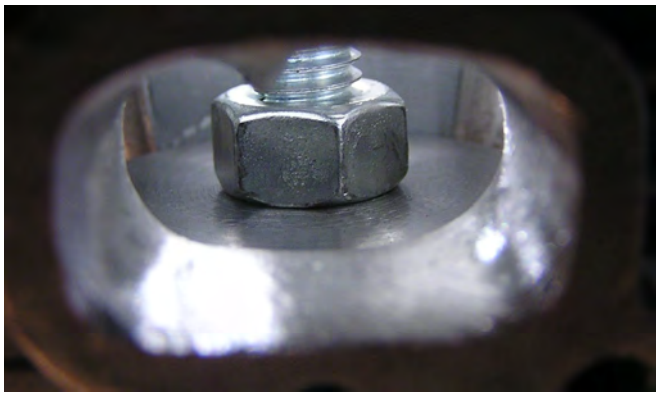
The intake side of the piston skirt needs to be trimmed between .040” (1 mm) and .060” (1.5 mm) to increase the intake timing. In this cylinder the intake port was lowered rather than trimming the piston. This can be done by lowering the bottom of the intake port using a simple “slug”. It is set to the intake port table height plus the piston skirt length and the squish clearance. The intake port can then be angled down to the “slug”. The picture shows a slug set for an intake opening of 80 degrees after top dead center (160 degrees open duration). In this case the piston has had the crown polished so the skirt length is 29.2 mm (1.150”). Stock skirts are close to 30 mm (1.180”). The “slug” is set to 43.4 mm (1.709”). That comes from the table for 80 degrees after top dead center = 14 + 29.2 mm skirt length + .2 mm squish clearance. You need to grind down to the “slug” from outside the cylinder through the intake port. You can widen the intake port as well.



Piston Skirt Measurement



Intake Slug Measurement



View through Intake Port

Let’s see what an exhaust opening of 88 degrees after top dead center (184 degrees exhaust duration) and a transfer opening of 118 degrees after top dead center (124 degrees transfer duration) look like. The stock cylinder has a 34 mm bore cylinder and this modified cylinder had a 36 mm bore and 29 mm stroke. From the 29 mm stroke tables below we set the exhaust “slug” to 16.3 mm (.642”). That comes from the table for 118 degrees after top dead center = 16.1 x .2 mm squish clearance. Transfer “slug” is set to 23.2 mm (.913”). That comes from the table for 118 degrees after top dead center = 23.0 + .2 mm squish clearance. Other diameter bore cylinders need different diameter “slugs”. The engine’s stroke determines which tables are used to set the “slug” dimensions.



Exhaust Slug Measurement



Transfer Slug Measurement



Exhaust Slug in Modified Cylinder



Transfer Slug in Modified Cylinder

The exhaust is widened mostly at the top. The transfers can be left stock, but the wider passage and eyebrows will really help increase the rear transfer flow. Note that the front transfers in the stock engine open slightly later than the rear transfers. Thinning and/or shortening the transfer divider is sometimes done as well. The rear transfer passage is stock height but has been widened a lot and the port eyebrowed over the intake port. The "slug" shows a wider eyebrow than the cylinder pictured, but this is not critical. The eyebrow has limited effectiveness due to the shallow depth that's possible. The exhaust has been raised and widened at the top. Notice that the top edge of the port is slightly lower at the ends. This arched shape is gentler on the rings than the straight across port the "slug" is cut for. Because of the poor transfer passage design, up angles on the transfers aren't helpful. Most builders keep the transfer roof flat and maintain the stock front transfer horizontal angles. The flow out of the port will be a wide spray that is partially directed by the horizontal angles. These aim the flow toward the back of the cylinder to keep mixture from flowing out the exhaust.

Stock transfer timing is close to ideal leaving adequate blow down. That's the time between exhaust opening and transfer opening. The exhaust timing depends on the pipe design. Exhaust durations vary from 180 degrees to 200 degrees. The timing pictured is a conservative port timing and a good starting point.

Exhaust Port

Stroke = 28.00 mm, 1.102 inch
Conrod = 50.00 mm, 1.969 inch
Offset = 0.10 mm, 0.004 inch

Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
85	14.758	0.581
86	15.007	0.591
87	15.255	0.601
88	15.502	0.61
89	15.748	0.62
90	15.993	0.63
91	16.236	0.639
92	16.479	0.649
93	16.72	0.658
94	16.959	0.668
95	17.197	0.677

Transfer Port

Stroke = 28.00 mm, 1.102 inch
Conrod = 50.00 mm, 1.969 inch
Offset = 0.10 mm, 0.004 inch

Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
115	21.545	0.848
116	21.738	0.856
117	21.928	0.863
118	22.116	0.871
119	22.301	0.878
120	22.484	0.885
121	22.663	0.892
122	22.84	0.899
123	23.014	0.906
124	23.186	0.913
125	23.354	0.919

Intake Port

Stroke = 28.00 mm, 1.102 inch
Conrod = 50.00 mm, 1.969 inch
Offset = 0.10 mm, 0.004 inch

Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
75	12.235	0.482
76	12.488	0.492
77	12.742	0.502
78	12.995	0.512
79	13.248	0.522
80	13.501	0.532
81	13.754	0.541
82	14.006	0.551
83	14.257	0.561
84	14.508	0.571
85	14.758	0.581

Exhaust Port

Stroke = 29.00 mm, 1.102 inch
Conrod = 50.00 mm, 1.969 inch
Offset = 0.10 mm, 0.004 inch

Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
85	15.361	0.605
86	15.619	0.615
87	15.876	0.625
88	16.132	0.635
89	16.387	0.645
90	16.641	0.655
91	16.893	0.665
92	17.144	0.675
93	17.393	0.685
94	17.641	0.695
95	17.887	0.704

Transfer Port

Stroke = 29.00 mm, 1.102 inch
Conrod = 50.00 mm, 1.969 inch
Offset = 0.10 mm, 0.004 inch

Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
115	22.376	0.881
116	22.575	0.889
117	22.771	0.897
118	22.965	0.904
119	23.155	0.912
120	23.343	0.919
121	23.528	0.926
122	23.71	0.933
123	23.889	0.941
124	24.066	0.947
125	24.239	0.954

Intake Port

Stroke = 29.00 mm, 1.102 inch
Conrod = 50.00 mm, 1.969 inch
Offset = 0.10 mm, 0.004 inch

Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
75	12.743	0.502
76	13.007	0.512
77	13.27	0.522
78	13.533	0.533
79	13.796	0.543
80	14.058	0.553
81	14.32	0.564
82	14.581	0.574
83	14.842	0.584
84	15.102	0.595
85	15.361	0.605

Exhaust Port		
Stroke = 30.00 mm, 1.102 inch Conrod = 50.00 mm, 1.969 inch Offset = 0.10 mm, 0.004 inch		
Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
85	15.97	0.629
86	16.237	0.639
87	16.504	0.65
88	16.769	0.66
89	17.032	0.671
90	17.295	0.681
91	17.556	0.691
92	17.815	0.701
93	18.073	0.712
94	18.329	0.722
95	18.584	0.732

Transfer Port		
Stroke = 30.00 mm, 1.102 inch Conrod = 50.00 mm, 1.969 inch Offset = 0.10 mm, 0.004 inch		
Degrees ATDC	Height from TDC (mm)	Height from TDC (inch)
115	23.213	0.914
116	23.417	0.922
117	23.619	0.93
118	23.818	0.938
119	24.014	0.945
120	24.207	0.953
121	24.397	0.961
122	24.584	0.968
123	24.768	0.975
124	24.949	0.982
125	25.127	0.989

District 7 News

By John Borden
NAMBA District 7 Director

This has been a hot summer, and we're finally back to racing. By the time this newsletter comes out, we will have already raced at Lake El Reno in District 17 and in San Antonio. The final race of the year will take us back to Carrollton, Texas where we will wrap up another great season of racing.

As we look ahead to 2027, several members have talked with me about returning to San Angelo, Texas, and Carlsbad, New Mexico, for future races. I have been working with those clubs to see where those events might fit into the 2027 schedule. We will continue discussions over the coming months and look forward to putting together another exciting District 7 racing season.

2026 NAMBA Nationals
A small but dedicated group from District 7 made the trip to the 2026 NAMBA Nationals in Kennewick, Washington.

Representing District 7 were: Oscar and Rebecca Love, Team Baker Boats (David Baker, Traci Baker, and Winnie Baker), and John Borden

Thank you all for making the trip and representing District 7 so well.

Nationals Results for District 7

Oscar Love
3rd Place - P Limited Mono
3rd Place - P Hydro

John Borden
2nd Place - P Limited Sport Hydro
3rd Place - FE 1/8 Scale Unlimited Hydro

David Baker
Winner of the People's Choice Award for his Budweiser Truck and Unlimited Hydro

I would also like to give a special shout-out to David Santistevan for his 1st Place finish in Gas Outboard Tunnel with the Wendall Barrow Tunnel. That victory was something truly special, as we all continue to miss our friend Wendall.





John Borden: P Ltd Sport Hydro and FE 1/8 Scale Unlimited

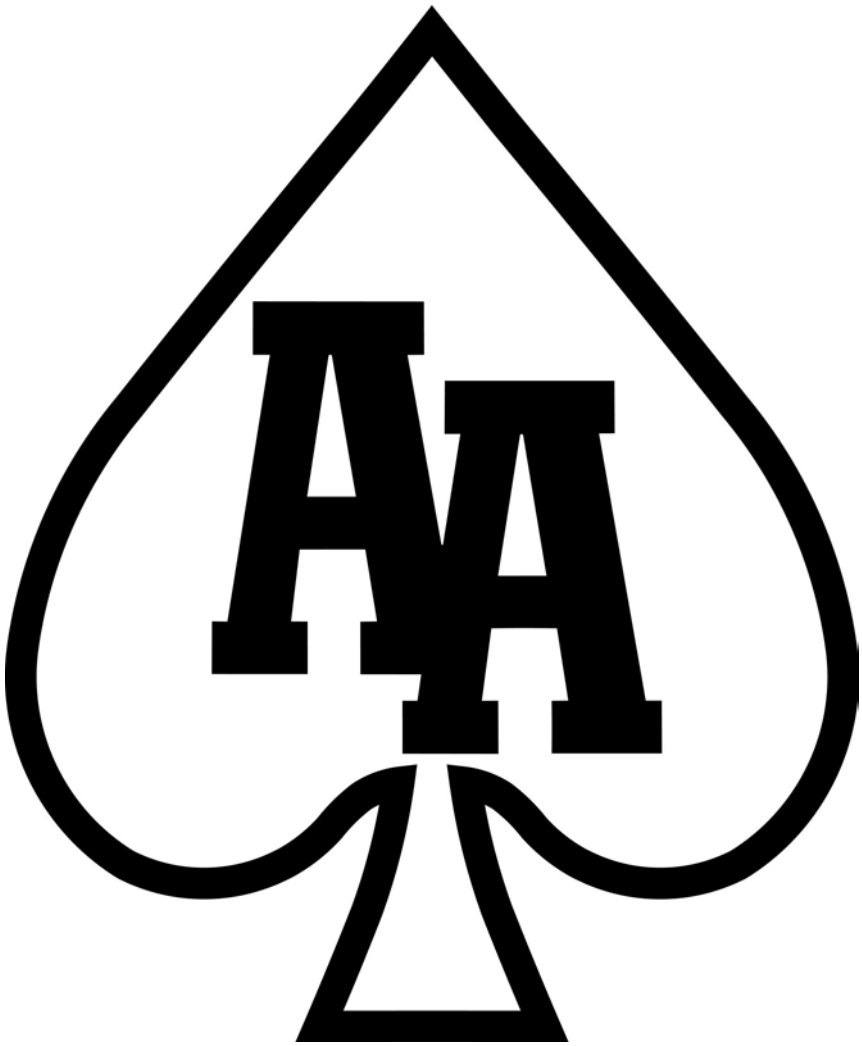




Oscar Love: P Ltd Mono and P Hydro



Baker Boatworks fully operational Miss Budweiser



Importer & Distributor

The source for:
A/A Engines and Parts
BZM Gasoline Engines
K21 and K45 Engines

Al Hobbs
406-468-2706
namba.3@yahoo.com

RES in Review: Season of Progress

By David Santistevan
NAMBA I.T. Chairman

The 2026 racing season brought several major accomplishments for NAMBA RES. Some of those improvements were developed specifically for the Nationals, while others expanded what the system can do for clubs, districts, race administrators, announcers, drivers, and spectators.

With most of the major features now in place, NAMBA RES is entering a new phase of development. The focus is beginning to shift from adding large new capabilities to improving performance, correcting small issues, and polishing the overall user experience.

A Specialized Electric Racing Clock

In preparation for the 2026 NAMBA Nationals, RES gained the ability to use a specialized race clock for electric classes. The clock was designed to support the rules used by the one-tenth scale classes and was successfully used during the Nationals.

This gives race administrators more flexibility when running events that include different types of racing and different timing requirements. Rather than trying to make one clock work for every class, RES can now provide a clock that better matches the needs of electric racing.

More Storefront Options

NAMBA RES now supports multiple online storefronts. Previously, the store was used primarily for Nationals registration. The system can now support additional stores, including a general NAMBA store for merchandise and a separate RES store for products and information related to the race management system.

The initial plan for the RES store is not to sell equipment directly. Instead, it will provide links to compatible hardware, components, and other items that can be used with RES. This should help clubs and race administrators understand what equipment is available and where it can be purchased. It will also provide examples of the types of hardware that can be used when setting up a RES-based race program.

The Podium Module

Another major addition this year was the NAMBA RES Podium Module.

The module allows race administrators to publish winner photographs and race results to the NAMBA website and the RES website. Administrators can decide how much information they want to collect and display.

For a major event, the results may include details such as the winning boat, radio system, propeller, engine, motor, or other equipment. For a smaller club or district race, the administrator may choose to publish only the winner photographs and basic results.

The module creates a linkable page for each event. Clubs and districts can copy that link and post it on their own web sites or social media pages. This gives race organizers a simple way to recognize winners and share results while an event is still fresh.

Transponder Integration

One of the biggest accomplishments of the season has been the integration of NAMBA RES with the MYLAPS transponder system.

The integration has completed both beta testing and live field testing. The system performed extremely well, with only minor adjustments identified during the testing process. RES is now ready for its first full live race using the transponder system. The development team is waiting for



District 19 to schedule that event and place it on the race calendar. The transponder work also led to several useful additions elsewhere in the software.

Live Race Positions on the Clock

During a transponder race, the RES visual clock can now display the current race positions.

Drivers and pitmen can look at the clock screen and see competitors listed as P1, P2, P3, and so on. The displayed order includes penalties that have already been entered, giving participants a clearer picture of the race as it is happening.

This should reduce uncertainty about running order and help drivers and pit crews understand where they stand without waiting for a separate announcement.

More Tools for Race Announcers

Several interface improvements were also added for race announcers.

While the race clock is still running, announcers can now mark a driver as Did Not Start or Did Not Finish. They can also enter penalties, disqualifications, and other race information in real time.

For example, a buoy-cut penalty can be entered when it occurs rather than being written down and added later. A driver who does not start can be marked immediately instead of requiring the announcer to remember the information until the end of the heat.

These changes may sound small, but they reduce the mental workload on race officials. Announcers already have to follow the boats, call the race, watch the clock, track penalties, and communicate with drivers and pit crews. Allowing information to be recorded as it happens makes that job easier and reduces the chance that something will be forgotten.

What We Learned at the Nationals

The 2026 Nationals also showed how widely NAMBA RES is now being used.

Drivers and spectators at the race site were using their phones to check heats, scores, and standings. At the same time, people across the country were following the event, viewing results, and watching the live feed.

That level of interest was encouraging, but it also created a much heavier system load than we had experienced previously. At times, users saw slower response times when large numbers of people were accessing the system at once.

The development team is now reviewing design and infrastructure changes that will improve performance during future large events. The goal is to make RES more responsive

when race officials, drivers, spectators, and remote followers are all using it at the same time.

What Comes Next

The next phase of NAMBA RES development will focus primarily on polish.

Most of the major features originally planned for the system are now in place. From a functional standpoint, RES has reached an important milestone. It can accept entries, generate heats, manage races, calculate standings, publish results, support podium pages, connect with transponders, and provide live information to racers and spectators.

The next step is to improve the smaller details that separate working software from production-quality software.

That includes correcting misspellings, repairing hyperlinks, improving screens and workflows, addressing unusual behaviors, refining performance, and resolving the minor problems that appear through regular use.

No major new feature development is currently planned for next year. Instead, the goal is to make the features already in RES more consistent, reliable, and easier to use.

The past season was about completing many of the system's major capabilities. The coming season will be about making the entire product work better from top to bottom.

NAMBA Mill Patterns and Clocks

By Al Waters
NAMBA Secretary

After 38 plus years of racing and not missing a NAMBA Nationals since my first one in 1991, I always found milling patterns and clock times very interesting. So I sent out a survey to the District Directors and I found their replies to be very interesting also. The following are some of the various replies that I received.

A 2 minute clock with a 30 second to the start clock. Jump to the 30 second clock if all boaters are on the water and are ready. Committed Lane at 5 seconds then racing rules apply. However, some use you must hold that lane through the first turn. Some use that your committed lane during the 30 second clock is going into the right hand turn at the first buoy. I call it the entrance buoy however some call it buoy six.

Jumping back to the 5 second committed lane, I have seen that you must stay in that lane to the start and if at six seconds if you allowed to go from front to back during milling, you must be inside the course at five seconds and not in the lanes of travel at five seconds. Otherwise you will be accessed a one lap penalty. So commit early if you want to go from front to back and not jump the start at the expiration of the clock. Also keep in mind that some districts follow mandatory half course milling and then when going to the 30 it is mandatory full course milling, They say that it helps protect those still launching boats.

Then there is the 2 minute and 30 second clock that requires full milling only. Going to the 30 second clock is sometime optional and sometimes not. Check with your district.

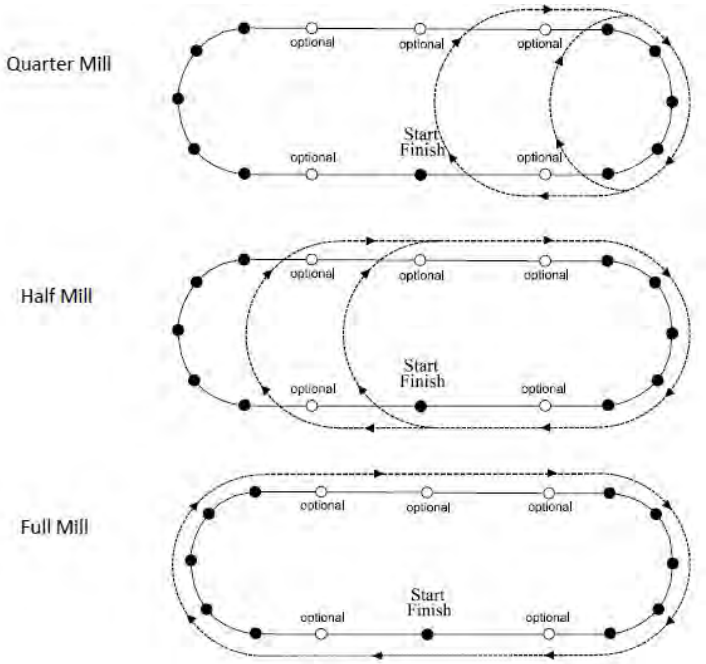
Now how about the 2 minute clock where you have 90 seconds to fire up your boat and then a 30 second mill to the start. More and more districts are discovering that they do not need a full two minutes to get on the water and do not want to deal with any cutting of the course at any time. The reason? The general response is nobody makes the lane infraction calls. We all know that there is some truth to that.

One districts thinking in trying to solve that and make it as easy on the Race Announcer as possible, is a 90 second start to get their boats on the water, followed by the 30 second to the start clock, full course mill only. But where is the committed lane? They have chosen the exit buoy of the right hand turn as it is the longest straight line to the start/finish line. Then general racing rules prevail. They feel this works for crawling monos as well as flying start outriggers.

Basically what I have found is that districts set up their clocks and mill patterns specific to what works best for their sites, can protect each boat on the water, pit people in the hot pits, and ease the burden for the Race Announcer and judges.

I will save float starts, hot pit launches, and the Cool Down Lap for another day of discussion. :):):):)

Pleas refer to your local districts rules as they will be more defined than the NAMBA rule book. Because there is nothing more fun than traveling to another district's race.



Nationals Scale Unlimited Recap

By John Borden
NAMBA Scale Unlimited Hydro Chairman

There were more than 100 Scale boats competing across the 1/10, 1/8, and 1/6 Gas Scale classes at the 2026 NAMBA Nationals.

1/10 Scale Electric Modern/Vintage Unlimited Hydroplane

Watching the 1/10 Scale boats race counterclockwise was a lot of fun. These boats are fast, and the competition was outstanding. Both the Modern and Vintage classes were well represented, and I was impressed by how well the boats handled through the turns.

I was loaned a boat for the event, and after spending nearly 50 years turning right, learning to turn left was a small but funny challenge. The experience was so enjoyable that I plan to have my own 1/10 Scale boat ready for next year.

Place of Finish:

Modern
1. Paxton Reunanen
2. Geoffrey Gremgowski
3. Henry Oord

Vintage
1. David Newton
2. Paxton Reunanen
3. Tyler McKeon

(Continued on page 14)

Electric 1/8th Scale Unlimited Hydroplane

The 1/8 FE Scale class was every bit as exciting as I hoped it would be. The speeds these boats are running now with the new TenShock power systems are very impressive.

I brought my slower boat, but I still had a great time. I made it into the final and came away with a third-place finish, so it was a good day on the water.

Race Results

1. David Brandt
2. Steven Kinney
3. John Borden

Scale Unlimited Hydroplane (Nitro)

The 1/8 Nitro Scale boats were just as fast as the FE boats and the racing was just as intense. The sound was incredible. The RPM these engines were turning was something to hear.

The Modern and Vintage boats raced together, creating some very competitive heats.

Race Results

1. David Brandt
2. Kirk Maupin
3. Steven Kinney

Gas Scale Unlimited Hydroplane

The 1/6 Gas Scale class featured a large field of both Vintage and Modern boats racing together. The competition was at its best. All of the boats were fast, and passing was extremely difficult unless you were already out front.

I found myself in some very competitive heats and had a great time. I chose a conservative setup and simply needed to be a little more aggressive in Round 4. I finished one spot short of making the final, but it was still a great experience, and I hope to race with RCU again.

Results

1. David Brandt
2. Mike Henriksen
3. Henry Oord

Saturday Dominance

David Brandt completed an impressive hat trick by winning all three major classes on Saturday:
Electric 1/8th Scale Unlimited Hydroplane
Scale Unlimited Hydroplane (Nitro)
Gas Scale Unlimited Hydroplane

Scale Concours

The Scale Concours was won by Adam Putich with Beacon Plumbing.
The People's Choice Award went to David Baker with the Bud Hydroplane and Truck combination.

A special thank you goes to David Newton for helping me judge the Concours competition and for pointing out so many of the incredible details on the scale boats. It turned into a wonderful scale racing history lesson as we discussed the story behind many of the entries.

Years ago, I raced against David's father, Roger (The Czar) when he came to Houston for a model boat race, so it was great meeting David and spending time with him throughout the event.

Scott Meyers also conducted his famous pit walk for the Scale Concours:
https://www.youtube.com/watch?v=p8B8hrIMCBQ

Final Thoughts

It was an absolute blast spending time with all of the RCU and ERCU hydroplane racers. The scale community is full of great people, and the competition was fantastic. I could not have asked for a better weekend.

District 7 still has a lot of growth ahead of it to match what is happening in District 8, but the potential is there.

Now I have my work cut out for me as I continue trying to build and grow the scale classes throughout all of the NAMBA districts.

Guidance for New Scale Builders

As new scale modelers begin building their new scale boats, I encourage everyone to review the current NAMBA Rule Book before starting their projects.

The Scale Committee is in the process of updating the Scale section of the rules to create a single, comprehensive source for all scale regulations. As with any rule revision, it takes time, but progress is being made and the work continues.

An updated Master Hull Roster is now available on the NAMBA website. The roster not only identifies approved hulls but also provides information on how to obtain the required measurements for your boat.

Before beginning construction, I strongly recommend gathering all of the supporting documentation for your project. Having everything organized from the start will save time and help ensure your boat meets the requirements for competition.

Be sure to have:
Photos of the full-size boat you are modeling, hull measurements and documentation reference materials that support the scale details of your build.

Any additional information required for registration if required for inspection.

Having your photos, measurements, and supporting documentation readily available will make the approval and inspection process much smoother when requested.

Taking a little extra time during the planning stage can prevent a lot of headaches later and help ensure your scale project is as accurate and competitive as possible.

Thank you very much.



FE 1/10th Modern Geoffrey Gremgowski, Paxton Reunanen and Henry Oord



FE 1/10th Vintage Paxton Reunanen, David Newton, Tyler McKeon



Electric 1/8th Scale Unlimited Hydroplane: Steve Kinney, David Brandt, and John Borden



Photo courtesy of J.R. Caines Designs



Scale Unlimited Hydroplane (Nitro): Kirk Maupin, David Brandt, and Steve Kinney



Miss Budweiser Peoples Choice David Baker and Best of Scale Adam Putich with Miss Beacon Plumbing



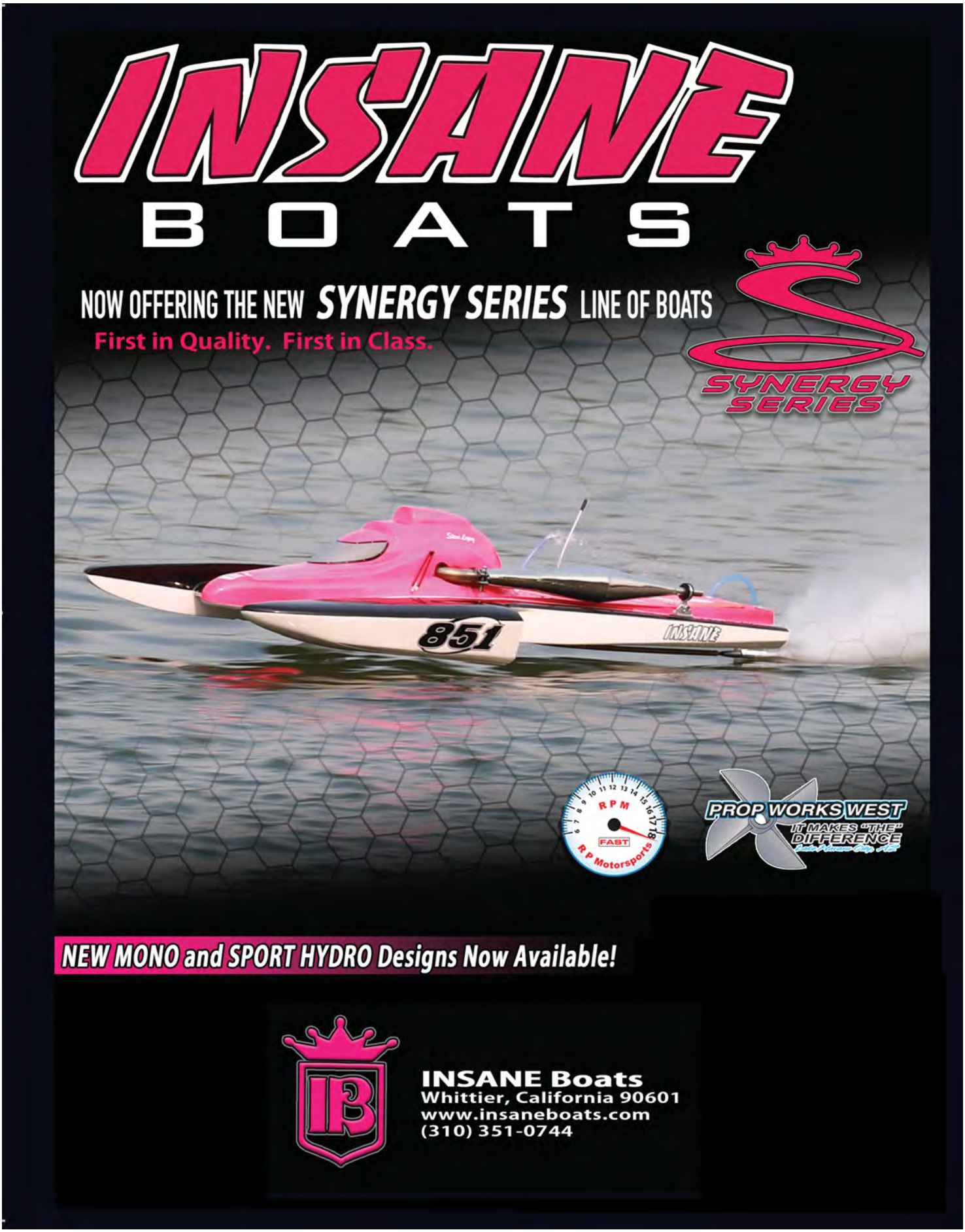
Gas Scale Unlimited Hydroplane: Mike Henriksen, David Brandt, and Henry Oord



The Miss Beacon Plumbing owned by Adam Putich was selected by the judges for "Best of Scale"



The Miss Budweiser fully operational truck, trailer, and boat People's Choice Best of Scale Award presented to David Baker


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NAMBA Welcomes Richard Romero to the NAMBA Hall of Fame



Welcome NAMBA President Richard Romero to the NAMBA Hall of Fame. The following are Richard's credentials and history in NAMBA that put him in a position to be nominated by a fellow NAMBA member, be voted in by current members of the NAMBA Hall of Fame and be inducted in a ceremony at the Welcome Party at the 2026 NAMBA Nationals in Tri-Cities, Washington.

NAMBA Number #19
NAMBA Member for 30 thirty years. Resides in Tucson, Arizona and is a member of the Tucson Model Boat Club.

Club Level:
Richard has been a Tucson Model Boat Club Vice President for 16 plus years and Contest Director of many District 19 races over the years.

District Level
In 2012 Richard was awarded the Award of Excellence in District 19.
District 19 Director since 2015 and is still in same position.
Attends all District 19 races and will sometimes forego racing to be the Race Announcer in his district.
Contributes NAMBA Propwash articles representing his district members race results and what is happening in his district.
Actively posts on Social Media his district races and results.

National Level:
NAMBA Vice President 2017-2021
NAMBA President 2022 to present
NAMBA Nationals Co-Contest Director 2017
NAMBA Nationals Co-Contest Director 2021
Created the East Meets West NAMBA Shootout in 2023
NAMBA Nationals Co-Contest Director 2024
NAMBA Nationals Committee 2025
NAMBA Nationals Committee 2026
Presidential contributions to the NAMBA Propwash
Instrumental in creating the NAMBA Rules Committee Meetings
Instrumental in creating the NAMBA monthly Board of Director meetings.
Created a five year plan on future NAMBA Nationals locations

Model Boating Achievements:
2017, 2024 and 2025 GX-2 Crackerbox National Champion.
2018, 2019 and 2023 Jersey Skiff National Champion.
2019 G-Limited Crackerbox National Champion.
2022 G-Limited Mono National Champion.
2023 Gas Outboard Tunnel National Champion.
One Mile Heat Racing Records G-Limited Mono and Jersey Skiff

One of the questions that comes up when considering if some one should be nominated in to the Hall of Fame is, what have they done for NAMBA or how have they impacted NAMBA in a positive way. Many of the members of the NAMBA Hall of Fame have been inducted for many various reasons. Richard's "Model Boating Achievements" pale in comparison to the other areas of accomplishments as that has not been his true focus over the years.

Not listed and not noticed by the members of NAMBA are items like Officers and Directors Insurance to protect the NAMBA Board of Directors who represent the membership as District Directors and Employment Practices Liability Insurance which also provides legal representation for NAMBA.

Richard Romero has successfully provided this to the NAMBA membership so that we can all go out and run our boats.

So thank you very much Richard Romero and congratulations that you have been recognized by being inducted in to the NAMBA Hall of Fame.



San Diego Argonauts NAMBA Newsletter Press Release

By Jeff Sparkworthy and Al Waters
San Diego Argonauts Members

Editors Note: For many years Bill Bridge and Al Waters, San Diego Argonaut Power Division Members have participated in events at the Model Yacht Pond in San Diego. I say Power Division because yes, there is a Sail and Scale Division. IOM's, DF 95's, Santa Barbara's, Tug Boats, Destroyers, Submarines, Steam and Battery powered. Although not currently power as we know it related, I ran across Jeff Sparksworthy who showed me what the club is doing to gain interest with young adults in to radio controlled model boating. Read on and I promise you will come across something that will really grab your interest.

The San Diego Argonauts have a long history of mentorship in the crafts of sail model boat building and navigation. In past years we hosted annual student-oriented events where the woodshop students all built and raced their sail boats.

This year the San Diego Argonauts started an exciting new public awareness campaign consisting of a three-pronged approach to introduce and involve people of all ages in the joys of model boating.

We are reviving and updating this tradition by providing these programs as part of a campaign to spark youth interest and involve them as the next generation of model boaters. Other goals of these efforts are to introduce a new generation to this unique local aquatic venue and, more importantly, to help pass on the many skills it takes to create and enjoy sailing hand-built watercraft.

The current outreach efforts include:

- **SD Argonauts Robo-Buoy STEAM Challenge**:

This is our first-ever high school STEAM/Robotics Contest where we are challenging teams of students to create semi-robotic and radio-controlled race course marker buoys.

Eventually, we plan to have them convert their designs from radio-controlled to fully autonomous GPS-controlled buoys. We are very excited by the initial responses to this initiative.

Students will gain experience in:

- Robotics & automation
- GPS navigation systems
- Mechanical & electrical design
- Marine engineering concepts
- Team-based problem solving

Mentorship Days:

Another key aspect of our outreach is our series of hands-on, interactive skills mentorship days to teach basic boat building skills. These training sessions include lessons on batteries, servos, and electronics and as well as teaching some basic wood and metal working skills.

Student Built Model Sailboat Contest:

As another part of the outreach effort, we are working with University City High School students in San Diego, California in 18 teams to build radio-controlled model sail boats. The student teams will race their boats on December 12, 2026 from 3:00 to 4:00 PM at the San Diego Model Boat Basin just prior to the start of our annual evening "Festival of Lights" .

Check Us Out on the Web and Facebook
https://www.sandiegoargonauts.org/
https://www.facebook.com/sandiegoargonauts/



Jeff Sparksworthy mentoring a young enthusiast



Now here is where your interest should really peak. I came across Kerim Baran of the San Diego Argonauts testing a floating GPS buoy system. A round piece of plywood with a cutout for a small RC tugboat wrapped in floatation and a GPS system mounted on the surface. Very primitive at the moment, but give those kids in the STEM program the opportunity to run with it and who knows what the future will hold for us.

Can you imagine setting a race course and watching 10 buoys and a start/finish line buoy make their way to their respective spots on the course? Letting you know if someone hit a buoy and then making its way back to its original position.

We have come a long ways since the Dick Tracy two way wrist watch we bought as kids with our Bazooka Bubblegum comics. I have learned to never say never.

If you have been following the District 19 races this year, a model boater by the name of Mike Dunn has assembled a group of boaters who are now racing the 1/10 FE Modern Unlimited Hydroplane class. They are all 3D printed and run really well including in the saltwater at the San Diego Model Boat Pond.

Never say Never!

Verifying your NAMBA Rule Book Sections in your NAMBA Rule Book

The following listings are the sections of the NAMBA Rule Book and their respective Revision Dates you should have to know that you have the latest and greatest rule book. If you are missing any pages, please contact the NAMBA Office by e-mail to have your missing sections mailed to you. As you can see there are many sections that have been updated over the past couple of years.

Al Waters
NAMBA Secretary
secretary@namba.com

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More Than Race Management: RES Support at the NAMBA Nats

By David Santistevan
NAMBA I.T Director



NAMBA RES played an important role in running the 2026 NAMBA Nationals in Kennewick, Washington, but its support extended well beyond entries, heat generation, scoring, and results. Throughout the event, RES provided equipment, on-site assistance, meals, audio production, and personalized keepsakes for the competitors. Much of that work happened behind the scenes, but it helped keep the Nationals organized, comfortable, and professional from the first day through the final heat.

Equipment and On-Site Support.

NAMBA RES supplied all of the tablets and scoring kiosks used during the Nationals. Each morning, the equipment was set up and prepared for the day's racing. At the end of the day, the systems were taken down and secured so they would be ready to go again the following morning.

RES support was also available on-site throughout the event. When race officials had questions, concerns, or technical issues, someone was there to help address them without interrupting the racing program.

Providing the hardware was only part of the job. Making sure that the equipment remained available, connected, charged, and ready for use each day required a consistent effort throughout the Nationals.

Keeping the Crew Fed

Lunches were not provided as part of the Nationals program, so NAMBA RES stepped in to help feed the race crew and competitors between heats.

For seven days, we prepared and served hot dogs, Polish dogs, and hot links. In total, more than 600 were served during the event.

At one point, it seemed reasonable to wonder whether everyone might eventually get tired of hot dogs. That never happened. The racers, pit crews, and volunteers kept coming back, and the food was met with plenty of appreciation each day.

The lunches gave people a quick and convenient way to grab something hot without having to leave the race site or miss an upcoming heat.

Giving the Event a Consistent Voice

NAMBA RES also produced the recorded voiceovers used throughout the Nationals.

These announcements helped give the event a more professional and consistent sound. They were used to share event information and provide regular recognition for the sponsors and vendors whose support helps make the Nationals possible.

The approach was originally developed by Dave Sanisteven and the RES team for the previous year's Nationals in Melbourne, Florida. Recorded announcements were arranged into continuous loops that could play in the background throughout the event.

For the 2026 Nationals in Kennewick, the process was expanded and refined. The voiceovers were organized more carefully, the playback was improved, and sponsor recognition was incorporated throughout the racing program.

The response from competitors, spectators, and sponsors was extremely positive. Many people commented that the voiceovers made the event feel more polished and professionally organized. They also helped make sure that sponsor and vendor recognition remained consistent throughout the week, rather than depending on whether an announcer had time to mention every supporter during a busy race schedule.

Keepsake Name Cards

This was also the second year that NAMBA RES produced personalized name cards for Nationals participants.

These are not temporary paper badges. They are high-quality, hard cards designed to have lasting keepsake value after the event is over.

The cards were beautifully designed by J.R. Caines and produced by NAMBA RES. In addition to helping identify participants during the Nationals, they gave members something they could take home as a reminder of the event.

Small details such as personalized name cards may not affect the race results, but they contribute to the overall experience and help make the Nationals feel like a special event.

Supporting the Entire Nationals Experience

NAMBA RES is often associated with the software used to enter races, generate heats, record scores, and publish standings. At the Nationals, however, the support went well beyond the software itself.

RES supplied and managed the scoring equipment, provided technical help throughout the event, fed competitors and volunteers, produced the recorded announcements, recognized sponsors, and created personalized keepsakes for the participants. None of those efforts replace the work of the host district, race officials, volunteers, or competitors. Instead, they support that work and help the entire event run more smoothly.

The 2026 Nationals showed that supporting a major race is not only about what happens on the scoring screen. It is also about being present, solving problems, helping people, and taking care of the many details that make a national event successful.



PROPWASH

NAMBA OFFICIALS AND CHAIRMEN

Revised October 2026

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CHAIRMEN:		
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District 19:	Richard Romero	richard@dpbaz.com
District 20:	Mike Mullarkey	mike@auroramkt.com

The Clubs of NAMBA

Looking for a club to join to learn from others and compete in local competition? The following are the registered clubs of NAMBA who some host races in your district and provide liability insurance so that you can be insured while running your boats. You may want to thank them.

District 1
Buffalo Model Boat Club
Del Val RC Model PBC
IRCWCC Inc
Lakeland Area Model Boaters
Morris County Roostertails
Sky Hydro Unlimited MBC

District 2
Mid Michigan Electric Unlimiteds
Midwest Naval Combat Club

District 3
Bay County Model Boat Club
Brandon Model Boaters
Broward Model Boat Club
Castaways Boat Worx
Fort Myers RC Boat Club
Orlando Culvert Dodgers
Racing Association of Miami
Space Coast Rudder Busters
SRQ PropWash
Tampa Bay Model Boat Association
Water Bandits
Wave Blasters of Florida
West Florida Model Boat Club

District 4
IndyModelBoatClubToo

District 5
Ragin Cajun Model Power Boat Association
Rocket City Power Boat Club
VooDoo Model Boat Club

District 7
Albuquerque High Desert Racers
Dallas RC Thunderboats
Heart of Texas Model Boat Club
North Texas Battle Group

District 8
Classic Thunder
Electric Radio Controlled Unlimiteds
Emerald RC Boats
Northwest Roostertails
Puget Sound FE Model Boat Club
Puget Sound Model Boat Club
Racers 8
RC Unlimiteds
Stateline RC

District 9
Central Coast Model Boaters
CoCr Racing USA
Coyote Valley Model Marine
Model Mariners
Nor-Cal Hot Props
RC Modeleers
San Joaquin River Racers
Wavemasters

District 11
Greater Hartford MBC
Lakes Region Wave Runners

District 12
Northern Nitro Boat Association

District 13
Arecibo Mini Offshore
Caonilla RC Boat Club
Cidra RC Boat
Puerto Rico RC Boat Club

District 16
Calgary Model Boat Racing Association
Edmonton Model Boat Racing Association

District 17
Enid Model Boat Club
Midwest Model Boaters Association
Oklahoma City RC Power Boaters

District 19
Amigos - Rebel Racing Team
Las Vegas RC Boat Club
Legg Lake Model Boat Club
London Bridge Model Boat Club
Loose Cannon Racing
Needles River Rats
Outlaw Racing
Rum Racing
San Diego Argonauts
Scottsdale Model Boaters
Sin City Racing
SoCal Fast Electrics
SoCal Region Attack Patrol
Tucson Model Boat Club

District 20
5280 Racing
MileHigh Rooster Tails
Northern Colorado Model Boaters
Precision Modelers
Rocky Mountain Marine Modelers
Utah Speedboat Association

The North America Model Boat Association (NAMBA), as a tax-exempt social club under Section 501(c)(7) of the Internal Revenue Code, reserves the right to establish and enforce reasonable membership criteria consistent with its stated purpose. Admission may be limited or denied based on factors including, but not limited to, organizational capacity, alignment with NAMBA's recreational and social objectives, and adherence to the Association's values, rules, and code of conduct. All membership decisions shall be made in accordance with applicable federal, state, and local laws, and shall not be based on any form of unlawful discrimination.

What's the Difference?

NAMBA Insurance is PRIMARY insurance.

COMMERCIAL GENERAL LIABILITY COVERAGE: $2,000,000.00

Each Occurrence- Limit: $1,000,000.00
Damage To Premises Rented to You- Limit: $300,000.00
Personal Injury Medical Expense – Limit: $10,000.00

- **NAMBA** provides Directors and Officers Liability Insurance.
- **NAMBA** provides Employment Practices Liability Insurance
- **NAMBA** provides and pays for additional general liability event insurance, whether an event is sanctioned or non-sanctioned.
- All **NAMBA** members are insured 24 hours a day, 7 days a week, 365 days a year at any site insured by **NAMBA** (local laws prevail).
- Local **NAMBA**-registered club provides annual site insurance.
- Only one **NAMBA** club is required to provide site insurance for all **NAMBA** members' usage.
- **NAMBA** Single Event Insurance is available for races for an event walk-on. (The cost will apply towards full membership.)
- **NAMBA** Arrive and Drive Program for spectator walk-ons.
- A new **NAMBA FM-based PA system** has been developed to help clubs modernize their race event audio and improve communication during competitions. This wireless system connects to the **NAMBA** race system via Bluetooth and broadcasts through an FM transmitter. The setup allows clubs to place multiple battery-powered speakers around a race site, each capable of operating for up to 20 hours and easily expanded over time. With a microphone range of about 200 feet and an FM broadcast range of roughly 1,000 feet, racers can even listen through any FM radio, including speakers in their race trailers. The system includes wireless microphones, a mixer, pre-programmed audio clocks, and a weather-protected hub, all designed for simple setup with a single power connection. **NAMBA's** new system has already been adopted by several clubs and praised for its sound quality, coverage, and ease of use. This is just another advantage of becoming a **NAMBA** club and providing the best experience for its members.

The Benefits of the NAMBA Race Entry System (RES)

The **NAMBA Race Entry System (RES)** was created specifically for model boat racing to modernize race management and improve the experience for drivers, race organizers, and spectators. By combining powerful race management tools with real-time information access, RES helps make races more organized, efficient, and engaging for everyone involved.

What RES Brings to Model Boat Racing

- **Professional Race Management for Any Club**
  RES gives even the smallest clubs the ability to host a high-tech race with professional-quality results, bringing advanced race management tools to events of any size.
- **Simple Online Race Registration**
  Drivers can register for races, select classes, and manage their entries online before arriving at the race site.
- **Real-Time Race Information**
  Drivers and spectators can see race progress, heat schedules, and class standings as they happen.
- **LiveFeed Race Displays**
  LiveFeed provides a real-time view of race progress and standings that can be viewed on phones, tablets, or computers. It also supports kiosk displays on large screens at the race site.
- **MyFeed Personalized Driver Dashboard**
  Drivers have access to a personalized race view showing their classes, standings, and upcoming heats, helping them stay organized throughout the race day.
- **Improved Race-Day Organization**
  Drivers can quickly see their heat order and class progress, reducing confusion and helping events run more smoothly.
- **Accurate and Efficient Scoring**
  Digital race management and automated scoring reduce manual work and improve accuracy in race results.
- **Better Communication for Everyone**
  RES provides a central place for race information, keeping drivers, race officials, and spectators informed.
- **Access From Anywhere**
  Because RES is web-based, race information can be accessed from any phone, tablet, or computer.

By bringing modern tools and real-time information to the pond, the NAMBA Race Entry System is helping move model boat racing into the future while making races easier to run and more enjoyable for drivers and spectators alike.

When it comes to RC Model Boating, NAMBA is the clear choice.

NAMBA Records Update

By Mark Grim
NAMBA Records Chairman

NAMBA has had a very busy this racing season. There have been records set in all categories.

Last April we had our spring Time Trials in Huntsville, Alabama. The weather was decent and the wind was calm.

Wally Duarte with his PPG Stryker G - Limited Catamaran kept lowering the 2-Lap record and got it down to 27.355 seconds.

He also brought his Sprint Cat with a G - Limited motor and ran SAW with it. It's amazing to watch a basically Stock 26 engine go 71.225 miles per hour in 3.159 seconds average time. That boat was hanging it out all the way down the course both ways.

Chris Wittrig ran my P-Limited Tunnel in the 2 - Lap Oval and after several runs lowered the time to 24.389 seconds. Chris and I took turns running his new Blazer Sport 21 boat. We lowered the 2 - Lap record to 22.615 seconds and raised the SAW record to 71.337 miles per hour. That little boat is a joy to drive.

The last Sunday of June we hosted a one-day event. The weather here in Huntsville is usually hot and humid. The electric boats run great in that type of weather.

Jim and Jimmy Johnson came down from Virginia. Jim made several passes over 90 mph with his P-Tunnel. That thing is smoking fast. He raised the record to 87.175 miles per hour. He says he will be back in November to get it over 90 in a two way pass.

There have been four new heat racing records set. Alan Terry with his Blazer P-Limited Sport Hydro just keeps lowering that record down every chance he gets. At the last race in Fremont, California he dropped it to 74.89 seconds peddling it to the finish line.

Chris Wttrig was on a roll at the 2026 NAMBA Nationals in Kennewick, Washington. On the first day he set a B Hydro record of 66.50 seconds with his SST Hydro powered by an AA 45 engine.

On Tuesday he lowered the Sport 21 record to 93.68 seconds with his Blazer boat powered by a K-21 engine. And to finish it off on Thursday he lowered the A Hydro record to 73.21 seconds with his NexGen Hydro powered by a K-21 engine.

There are still two remaining Time Trial events scheduled for 2026. September 26-27 at Legg Lake California and November 28-29 in Huntsville Alabama. Hope to see you there.

In Memory of … Brian Jessup

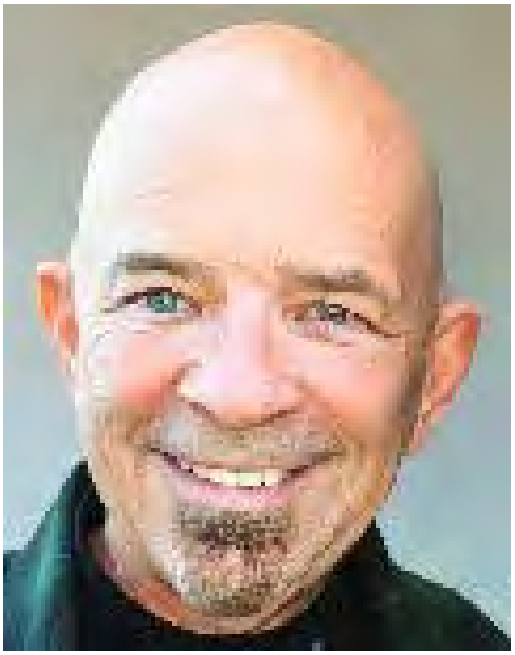
By Alan Hobbs
Former NAMBA President
NAMBA District 8 Member

Brian Jessup led by example. He was friendly, helpful, a gentleman with a ready smile. I never saw him lose his temper. A true hobbyist, Brian designed his own outriggers. He drew up the plans part by part. Every boat was a work of art, painted beautifully. They were special in how they looked and were competitive. He was an original member of the Calgary Alberta Model Boat Club. He helped at the pond and at every race held there. Brian will be missed. He is the boater I aspired to be.

Editors Note: Brian Jessup had been a NAMBA member since 1972 residing in District 16 (Canada). Brian's wife requested that his NAMBA number 15 remain in District 16. Her wish was granted and issued to NAMBA District 16 Director Kevin Traboulay.

In Memory of … Richie Hazlewood

By Judi and Richard Hazlewood
NAMBA District 19 Needles River Rats



Richard "Richie" "Joe" Hazlewood, age 62, tragically passed away on Thursday, May 21, 2026, following a motorcycle accident. He was a beloved father, grandfather, son, brother, uncle, and friend whose kindness, humor, and generous heart touched countless lives.

Richie was known as the kind of man who would give the shirt off his back to help anyone in need. He had a rare gift of making people feel seen and important, always taking time to ask how others were doing and genuinely caring about the answer.

His larger-than-life personality, contagious energy, and love for motorcycles, fast cars, the Colorado River, and time spent with friends and family created memories that so many will cherish forever.

To those who knew him, Richie was more than a friend - he was family. His loyalty, laughter, adventurous spirit, and unwavering presence left a lasting mark on everyone fortunate enough to know him.

Richie was preceded in death by his stepfather, Dale Smith; and sister, Karla Smith Koonze.

Richie is survived by his loving daughters, Chevel Halstenberg and Jo-Dale Rose Hazlewood; his cherished grandchildren, Jaxson, Nicholas, and Nathan; his parents, Christie Martinez, Richard Hazlewood, and Judi Hazlewood; and his siblings, Stacie Wunker, Elizabeth Isaacs, Kimberli Willis, Shivaun Schmidt, Clayton Hazlewood, Nico Harrison and Brandon Harrison; along with many extended family members and lifelong friends who loved him deeply.

He will be profoundly missed by his family, friends, co-workers, and all whose lives he touched. Though his passing leaves an unimaginable void, the memories, laughter, and love he shared with others will live on forever.



Fall Safety Corner

By Lohring Miller
NAMBA Safety Chairman

Every NAMBA member signs an agreement when you join that says you agree to follow the safety rules. Because we had several incidents at this year's Nationals, I thought it was time for a review. By far the most important is "Model boats will not be operated when anyone is in the water…". "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."





Another important rule is:

"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."

However, many small clubs allow members to use their pit as a hot pit, especially when everyone is set up close to the water. It is also unclear how this applies to electric boats since they can be carried and placed in the water without the motor running.

The practice of "blipping" an electric motor to test it should only be done with a prop guard in place. Otherwise, all boat engines can only be run outside the hot pits with the prop removed.



Foot safety has been strengthened:

"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."



"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. 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."

Many places we race are public parks which often have these or more restrictive rules. "All rules, laws, ordinances, and regulations of any federal, state, county, and/or municipality will be observed at all times."

There are many other safety rules that apply to boat construction, crowd protection, and race organization. I think the above are the most important.

(Continued on Page 28)

"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.



Note illegal footwear except on center person (I promise this was after the racing)

Unsportsmanlike conduct:

While not a true safety rule, I believe unsportsmanlike conduct is also a key member regulation.

"Verbal threats, physical threats, taunting, causing of bodily harm, or noncompetition damage to the property of a NAMBA member or spectator is not acceptable at any NAMBA Event." If this happens "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." Other penalties may apply that can include loss of NAMBA membership.

2027 NAMBA Membership Dues

Due to rising costs in insurance premiums per person, site insurance, and all events beyond your local test and tune and fun run sessions, NAMBA will have to raise its membership dues.

The good news is the increase will not affect the Primary Membership of $55.00 nor the Junior at $25.00 nor the Site Insurance of $75.00.

What will increase will be Second Adult at the same address to $45.00 and the Single Event Insurance to $25.00.

2027 Membership processing will begin on December 1, 2026. You will receive a courtesy secure e-mail to renew so that you do not have to log in to your account. Click on Pay Fees and you are on your way.

Please do not attempt to process your 2027 Membership prior to the December 1, 2026 date as it will not process properly.

Thank you very much.

NAMBA Nats Sportsmanship Award

By David Santistevan
NAMBA I.T. Chairman

The NAMBA Nationals Sportsmanship Award recognizes a participant who represents the very best qualities of the NAMBA community.

The award honors someone who demonstrates integrity, generosity, fairness, and respect throughout the Nationals. It recognizes a competitor who helps fellow racers, maintains a positive attitude, and shows grace in both victory and defeat.

Whether competing on the water or lending a hand in the pits, the recipient embodies the camaraderie, passion, and selflessness that define NAMBA. The award also reflects the importance of inclusion, safety, and creating an environment where competitors support one another.

Winning races is an important part of the Nationals, but the way participants conduct themselves is equally important. The NAMBA Nationals Sportsmanship Award celebrates the individual whose actions help make the event better for everyone.

The award was created by NAMBA RES and David Santistevan and was presented for the second consecutive year at the 2026 NAMBA Nationals in Kennewick, Washington.

This year's recipient was NAMBA Nitro and Records Chairman, District 5 Director and Hall of Fame member Mark Grim, a deserving honoree who demonstrated the character, respect, helpfulness, and positive conduct the award was established to recognize.

The NAMBA Nationals Sportsmanship Award has quickly become one of the event's most meaningful honors. It reminds us that championships are measured not only by points, trophies, and finishes, but also by character, respect, and the willingness to support others.



Edit Your NAMBA Profile

By Al Waters
NAMBA Executive Secretary

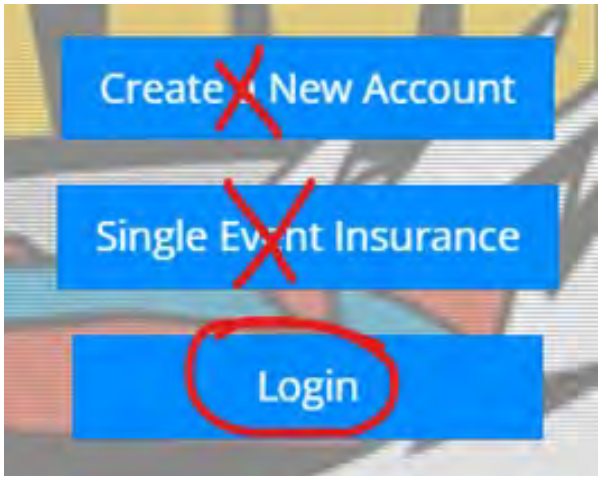
Continually throughout the year the NAMBA office receives return mail of which most of it is your NAMBA membership cards.

There are instructions in your secure renewal e-mail requesting that you verify your mailing address. However some have difficulty navigating through the process. Calling the NAMBA office is the easiest and probably the fastest way to update your mailing address and other information however if your district uses the RES, may use the RES on down the road, your Contest Director checks for proof of NAMBA membership, or you plan on attending a NAMBA Nationals, you need to know how to edit your information.

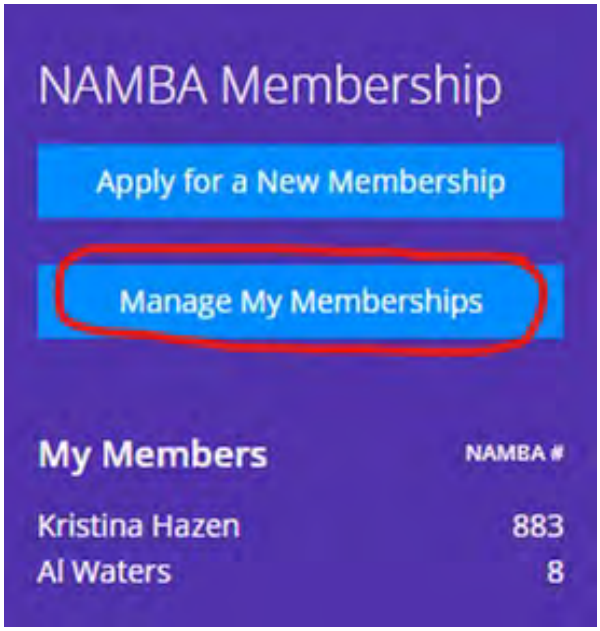
If you have ever used a desk top computer, lap top computer, tablet, Ipad, Android cell phone, or a Iphone, you will find that the process is very easy following the standard icons used in todays technological world.

The following are directions and pictures to help you navigate the process. Give it a try and if you have difficulty, feel free to contact the NAMBA office at 760.522.9138

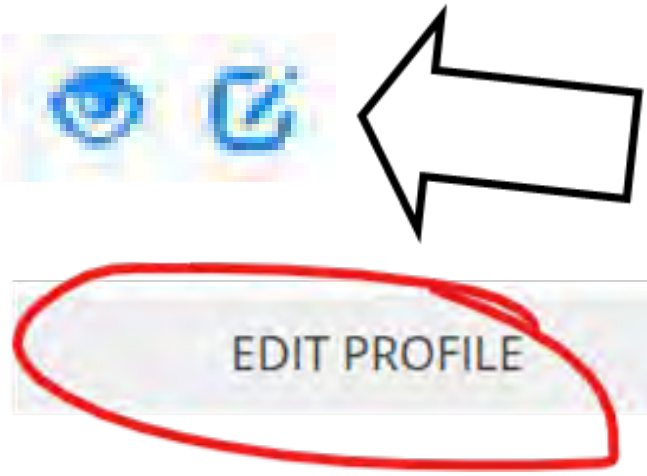
1. Go to member.namba.com
2. Log in using your e-mail and password
   (do not create a new account)



3. Click on Manage My Memberships



Click on the note pad with the pencil/eraser icon to edit any of your personal information.



Then click on Edit Profile (or Update Profile) to save your changes. You would do this for club affiliation, address change, e-mail address, password change or your date of birth if you need to. Easy Peezy!

Notes on District Director Elections...

No nominations for District Directors for the even numbered districts were received by the deadline date of September 1,2026.

As a result, all District Directors of the even numbered Districts will retain their position until such time they wish to step down and someone is appointed and/or a nomination is submitted to NAMBA.

Thank you very much to those District Directors who volunteer their time so the rest of us can go run our boats.

The Propwash

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In Memory of … Buford Tanniehill

By John Borden
NAMBA District 7 Director

It is with a heavy heart that I have to let you know that our longtime friend, Buford Tanniehill, has passed away.

I had been friends with Buford since we started racing together in 1972. For many of us racers, Buford was more than just a friend. Some of us even had him as our shop teacher. He touched the lives of so many people, both on and off the track.

This is a tremendous loss for all of us. Buford will be greatly missed, but the memories, friendships, and lessons he shared with us will never be forgotten.

Our thoughts and prayers are with his family and loved ones during this difficult time. My condolences go out to the model boating community who raced with Buford and everyone who knew Buford as a friend.

Losing a close friend of more than 50 years is a profound loss.



District 19: Momentum, Memories, and a Fast-Paced 2026 Season!

By Richard Romero
District 19 Director

What a year it has been for District 19! After an exciting 2025 season filled with fierce competition, memorable moments, and plenty of action on the water, we carried that momentum straight into 2026. With a strong lineup of district races, enthusiastic club participation, and racers of all experience levels getting involved, District 19 continues to be one of the most active and energetic districts in the country.

From our youngest Rookie racers to our seasoned veterans, the excitement surrounding RC model boat racing continues to grow. As we reflect on the 2026 season, one thing is clear: District 19 is about much more than racing. It's about friendship, sportsmanship, teamwork, and the people who make this hobby so special.

A Great Start to the 2026 Racing Season in Lake Havasu!

The 2026 racing season got off to a fantastic start in Lake Havasu City, Arizona, as racers gathered for our traditional season opener. After a long winter break, it was great to get back on the water, reconnect with friends, and enjoy another weekend of NAMBA racing.

The London Bridge Model Boat Club once again delivered an outstanding event. With more than 20 sponsors supporting the race, an impressive raffle, and plenty of race swag, the club made sure everyone felt welcome.



Two members of the Lake Havasu Model Boat Club who make it happen. Jim and PJ Foster

The Thursday-night meet-and-greet was a great way to kick off the weekend, giving everyone a chance to catch up with old friends, share stories, and get ready for the race.

As always, there was no shortage of excitement on the water! Kaiden and Mason battled it out in the Rookie class, with Mom and Dad helping in the pits, Kaiden came away with the higher points total, but in Rookie racing, everyone wins. These young racers gain experience, their families get involved, and spectators get to enjoy the excitement. That's what makes this class so special! It's always great to see the next generation getting involved in our hobby. We also had a couple of victories that deserved some extra attention.

Tom Galvery celebrated his first District 19 Points Race victory in 20 years! His reward? An icy bath to mark the occasion. Some racing traditions are simply too good to give up!

Brent Shoup also took a celebratory plunge after winning G-1 Sport Hydro and reaching a significant milestone in his racing career. The fun and laughter surrounding both celebrations were a perfect reminder that some of the best moments in racing happen both on and off the water.

Congratulations to Tom and Brent on their accomplishments! A big thank-you to the London Bridge Model Boat Club, its sponsors, and everyone who helped make the event such a success. Lake Havasu once again delivered great racing, lasting memories, and the kind of camaraderie that makes NAMBA special.

What a way to kick off 2026!

Racing Continues at Pirates Cove!

Our second race of the 2026 season took us to Park Moabi at Pirates Cove near Needles, California, where the London Bridge Model Boat Club once again hosted a great weekend of racing. The event was made possible by the hard work and dedication of Jim Foster, Steve Sclimenti, and their fellow club members. Thank you all for keeping the racing action going!

Once again, our Rookie racers stole the show! Kaiden and Mason returned to the water for three exciting rounds of competition, trading positions and pushing each other lap after lap. While the racing was fun to watch, what really stood out was the sportsmanship these young racers displayed.



There is nothing more special than watching NAMBA's future go at it racing



Justin Rose is fast becoming a force to be reckon with. His future as a winner was just around the corner

After each round, they could be seen laughing, shaking hands, and congratulating one another on a great race.

That's what NAMBA racing is all about! It's exciting to watch young racers develop their skills, build confidence, and learn valuable lessons along the way. Winning is always great, but learning to compete with respect and good sportsmanship is an even bigger victory.

We also celebrated another first-time winner in one of our nitro classes. Brian Bounds took home the win in B Mono, but apparently, his buddy Shane Forrest felt the occasion called for something a little more memorable than a trophy!

Shane convinced Brian and the crowd that a celebratory swim was in order. Although Brian has plenty of victories under his belt in the gas classes, he went along with the tradition and took the plunge!

Congratulations to Brian on his B Mono victory, and thanks to everyone who helped make our second race of the season another memorable weekend of competition, camaraderie, and good old-fashioned NAMBA fun.

Next Stop… Las Vegas!

Our next stop on the 2026 racing schedule took us to Las Vegas for our District Benefit Race, hosted by Outlaw Racing with the help of Brian Bounds.

We had racers representing Districts 7 and 8 come together for a great weekend of competition and camaraderie. The Jerry Roberts and Dale Roberts duo from District 7 had an especially successful outing, taking home wins in three classes. Congratulations to Jerry and Dale on an outstanding performance!

Keeping everyone entertained throughout the event was Russ Stark on the microphone. Russ did a fantastic job keeping us on our toes and laughing, bringing the kind of humor and personality that only Russ can deliver with a mic in his hands!

A huge thank-you also goes out to Michael Martin for helping set up the course and handling retrieval duties. These behind-the-scenes contributions are essential to putting on a successful race, and we appreciate everyone who stepped up to help.

Once again, this event showed what can be accomplished when our members work together. From hosting and course setup to race operations and entertainment, it was another outstanding team effort.

That's what makes District 19 one of the strongest districts in the country: great racers, dedicated volunteers, and members who know how to have fun!

Tucson: Great Racing, Great Friends, and a First Victory!

Our fourth race of the 2026 season brought us to Tucson, where the Tucson Model Boat Club once again hosted an outstanding weekend of racing and fellowship.

Tucson is one of only two events on our schedule that offer RV parking, making it a favorite gathering spot for many of our members. The fun begins Friday evening with a potluck cookout, plenty of great food, and racers visiting between the RVs, sharing stories, and enjoying a few laughs. It's a great opportunity to reconnect with friends before the weekend's competition gets underway.

While every class had its winner, the standout moment of the weekend belonged to Justin Rose, who scored an impressive 1,325 points to capture his first District 19 race victory in Sportsman Mono!

Of course, a first victory in District 19 comes with a familiar tradition: a celebratory dip in the pond! Justin proudly took the plunge and then immediately wrapped his dad, Jeremy, in a big hug. It was a heartwarming moment that reminded us all why we love this hobby. The competition is exciting, but sharing those special moments with family makes it even more rewarding. Congratulations to Justin on his first District 19 win! It's always exciting to see our racers reach new milestones, and we look forward to watching him build on this success.

A huge thank-you to the Tucson Model Boat Club for another fantastic event. Your hospitality, hard work, and dedication continue to make our district races memorable, both on and off the water.

Another great weekend in the books, with plenty of racing, laughter, and memories to carry us through the season!

(Continued on Page 32)



Dale Roberts and "Insane Boats" Steve Lopez know how to relax San Diego style

District 19 Takes Over Mission Bay!

Our next stop on the 2026 racing tour brought us to beautiful Mission Bay in San Diego, California, where the San Diego Argonauts hosted another outstanding event. Bill Bridge, Jim Osborne, and Al Waters helped put together a fantastic weekend featuring favorable tides, great food, and amazing weather. It doesn't get much better than racing in San Diego!

The event offered plenty to enjoy, including delicious lunches both days and a Tri-Tip dinner on Saturday night. But the real highlight was the opportunity to compete for one of the event's most special honors: the Clyde Warner San Diego Cup, awarded to the winner of the Classic Thunderboat class.

This year's champion was Dave Hilton, who put together an impressive performance, scoring 1,400 points to take home the coveted cup!

Congratulations, Dave, on a great win! Don't forget to bring that trophy back to sunny San Diego next year so we can see who will claim bragging rights and have their name added to the list of champions.

A big thank-you to the San Diego Argonauts, especially Bill, Jim, and Al, for putting on such a memorable event. Between the racing, the hospitality, and the beautiful Mission Bay setting, this race continues to be a special stop on the District 19 schedule.

Congratulations again, Dave! We'll see everyone back in San Diego next year!

Off to Los Angeles We Go!

Our 2026 racing season brought us to Legg Lake in Southern California for the first of two scheduled races at this fantastic venue.

The Legg Lake Model Boat Club hosted the event, with Steve Lopez and Kent Edler doing an outstanding job coordinating with park officials to ensure our members could get in and out of the race site smoothly. Their efforts helped the weekend run efficiently and allowed everyone to focus on what we came for: racing and time with friends.

I also want to thank everyone who attended and worked alongside the host club for following park guidelines and keeping everything running smoothly. When racers, volunteers, and club members work together, it makes a real difference in the success of our events.

Legg Lake remains one of the best race sites on the West Coast, and we are fortunate to have the opportunity to compete there. Thank you to the Legg Lake Model Boat Club and everyone who helped make this another successful District 19 event.

With one more race at Legg Lake still on our 2026 schedule, we looked forward to returning for another great weekend of racing!



Nobody has had more complimentary birthday desserts in NAMBA than Henry Velasco. Race in District19 and you will understand why

Back to Legg Lake for a Special Event

Our second trip to Legg Lake during the 2026 racing season was a particularly meaningful one. Hosted by the Amigo/Rebel Racing Team, this event brought together racers not only for a great weekend of competition, but also to remember Kim Grim and the lasting impact Kim had on District 19 and our entire RC boating community.

We were honored to have Mark Grim from District 5 join us as our guest race announcer. Racers from Districts 7 and 8 also came out to show their support, demonstrating just how far the friendships and connections within NAMBA reach.

Once again, Steve Lopez and Kent Edler worked closely with park officials to ensure our members followed the site's entry and exit procedures. Thanks to their efforts and everyone's cooperation, everything went smoothly.

The weekend featured plenty of great racing, along with a wonderful lunch organized by Schlene Boundy. It was a fitting way to bring everyone together, and I'm sure Kim would have loved seeing the friendships, laughter, and camaraderie shared throughout the event.

I also want to extend a huge thankyou to David and April for

their work with the transponder system. April did an outstanding job managing the race duties associated with the system, keeping everything organized and moving forward throughout the weekend. As we all know, keeping a group of RC racers organized can sometimes feel like herding cats, but April handled it like a pro and kept us all in line!

This event was a wonderful tribute to Kim, a celebration of our racing community, and a fitting way to wrap up the California leg of our 2026 racing season.

Thank you to everyone who contributed their time and effort to make this such a memorable event. The friendships we build and the people we remember are what make NAMBA so much more than racing.

Our Final Stop: Kiwanis Park!

The final race of our 2026 season brought us back to Kiwanis Lake in Tempe, Arizona, where Rum Racing hosted the last District 19 event of the year. Anyone familiar with RC boat racing knows that Lenny and LeAnn Blake understand what it takes to put on a successful event, and once again, they delivered!

With the 2026 championship battles coming down to the final race, we saw some of the closest and most exciting competition of the entire season. Racers came ready to give it their all, making for a memorable weekend on the water.

But this event was about more than racing. On Saturday during lunch, we paused to honor a longtime District 19 member who will be deeply missed: Al Malik.

I was honored to assist Al's granddaughter, Courtney, as she took control of her grandfather's boat for one final lap around the buoys, accompanied by longtime fellow boaters. It was an emotional and meaningful tribute to a man who touched so many lives in our racing community.





When Courtney was a Rookie racer, I had the privilege of serving as her pit person. Being able to stand alongside her for this special moment meant a great deal to me. Thank you, Courtney, for allowing me to be part of such a personal and memorable tribute to your grandfather.

During the memorial, members of Al's family shared their memories, along with his pastor and fellow racers, who spoke about the impact Al had on their lives and what he meant to our community. It was a heartfelt reminder that the friendships we build through this hobby extend far beyond the race course.

Following Saturday's events, Rum Racing hosted its traditional steak dinner. I want to personally thank everyone who contributed side dishes and helped make the meal such a success. A special thank-you goes to the cooks and, of course, the ladies whose hard work behind the scenes helped bring everything together. Your efforts were greatly appreciated!

The final race of the year gave us everything we could have asked for: championship-caliber racing, great food, wonderful friendships, and an opportunity to remember someone who meant so much to District 19.

Thank you to Lenny, LeAnn, Rum Racing, and everyone who helped make this event possible. It was a fitting way to close out our 2026 District 19 racing season and a reminder that, while the racing may end for the year, the friendships and memories we share will last a lifetime.

Congratulations to Our 2026 District 19 Champions!

- **G-1 Mono:** Dale Roberts
- **G-1 Catamaran:** Ron Fassl Jr.
- **G-1 Sport Hydro:** Dale Roberts
- **G-1 Outrigger:** Eric Bourlet
- **G-1 Crackerbox:** Dale Roberts
- **Sportsman Mono:** Mark Rehling
- **G-Limited Catamaran:** David Siembor
- **Jersey Skiff:** Lenny Blake
- **Classic Thunderboat:** Steve Lopez
- **GX-2 Mono:** Dale Roberts
- **GX-2 Catamaran:** Ron Fassl Jr.
- **GX-2 Sport Hydro:** Dale Roberts
- **GX-2 Outrigger:** Eric Bourlet
- **GX-2 Crackerbox:** Tom Galvery
- **GX-2 Twin Outrigger:** Dale Roberts
- **G-Limited Mono:** David Siembor
- **A Mod Tunnel:** Wayde Bloedorn
- **B Mono:** Jim Osborne
- **B Mod Tunnel:** Bill Webber
- **1/10 Scale Unlimited FE:** Mike Dunn
- **P-Ltd Catamaran:** David Siembor
- **Outlaw Scale:** Karl Morse
- **G-Ltd Sport Hydro:** Mario Hutchins
- **Open Offshore:** Wayde Bloedorn
- **Open Oval:** Brian Bounds
- **Rookie:** Kaiden Wilson

(Continue on Page 34)

Congratulations to all our 2026 District 19 champions! Your dedication, sportsmanship, and enthusiasm represent the very best of District 19.

Celebrating the 2026 Season in Laughlin

We're looking forward to continuing this tradition on **December 5, 2026, at the Aquarius Hotel and Casino in Laughlin, Nevada.** Head over to RES to sign up for the meeting, banquet, and all the fun! I hope to see you there!

District 19 at the 55th NAMBA Nationals

This summer, District 8 hosted the 55th NAMBA Nationals at Columbia Park in Kennewick, Washington, from July 18–25, 2026.

District 8 and its members have supported our district throughout the year, traveling to our events and stepping up to help when needed. That kind of support is what makes our larger RC boating community so special.

To everyone who represented District 19 at the Nationals, thank you for being part of the event and representing our district. And to District 8, congratulations on hosting this major event, and thank you for your continued support of our racing community.

Events like the Nationals remind us that while we may compete hard on the water, we're all part of the same hobby and community.

A Huge Thank-You to Our Volunteers

None of these events would be possible without the volunteers who give up their weekends to make racing happen. From setting up the courses and managing the transponder system to retrieving boats, judging heats, announcing races, and handling all the behind-the-scenes details, these individuals put in countless hours so the rest of us can enjoy a great weekend of racing.

Their work often begins long before the first boat hits the water and continues after the final heat has ended.

To everyone who has volunteered at a District 19 event this year: thank you. Your time, effort, and dedication are appreciated more than you know.

Let's all remember to recognize these individuals whenever we get the chance. A successful race weekend takes a team, and our volunteers are an essential part of that team.

Looking Ahead

As we reflect on another busy season, I'm encouraged by the enthusiasm we continue to see throughout District 19. Our racers show up, our clubs organize events, and our members find new ways to make the hobby better for everyone.

We've celebrated victories, welcomed new competitors, watched our Rookie racers develop, and created plenty of memories along the way. That's what makes a successful season not just the points standings, but the friendships and experiences we carry with us long after the boats are packed away.

Whether you're competing in a district race, attending a club event, helping a fellow racer with a setup, or fine-tuning your boat at home, remember that you're part of something special. Let's continue supporting our clubs, encouraging new racers, thanking our volunteers, and making every race weekend a positive experience for everyone involved.

District 19 has incredible momentum, and I'm looking forward to what the next season brings.

See you at the pond!

MORE PICS OF NAMBA MEMBERS NEXT DOOR



Host a race at Lake Havasu and at Pirates Cove and this what you get to do at a San Diego race

2027 Memberships Begin December 1, 2026



36 years later and it's the same two guys setting buoys in the same row boat. The boat has fared better over the years



Jim Osborne and Robert Holland. These two guys better halves are in the picture just below.



In memory of Al Malik. AKA "The Tootsie Pop Guy"



Ladies of NAMBA at the 2026 NAMBA Nationals Welcome Party. Tracy Osborne, Sue Hill and Natalie Holland



I can never get too many pictures of "Kids R Boaters Too"



Looks like a challenge race between Arizona and Nevada

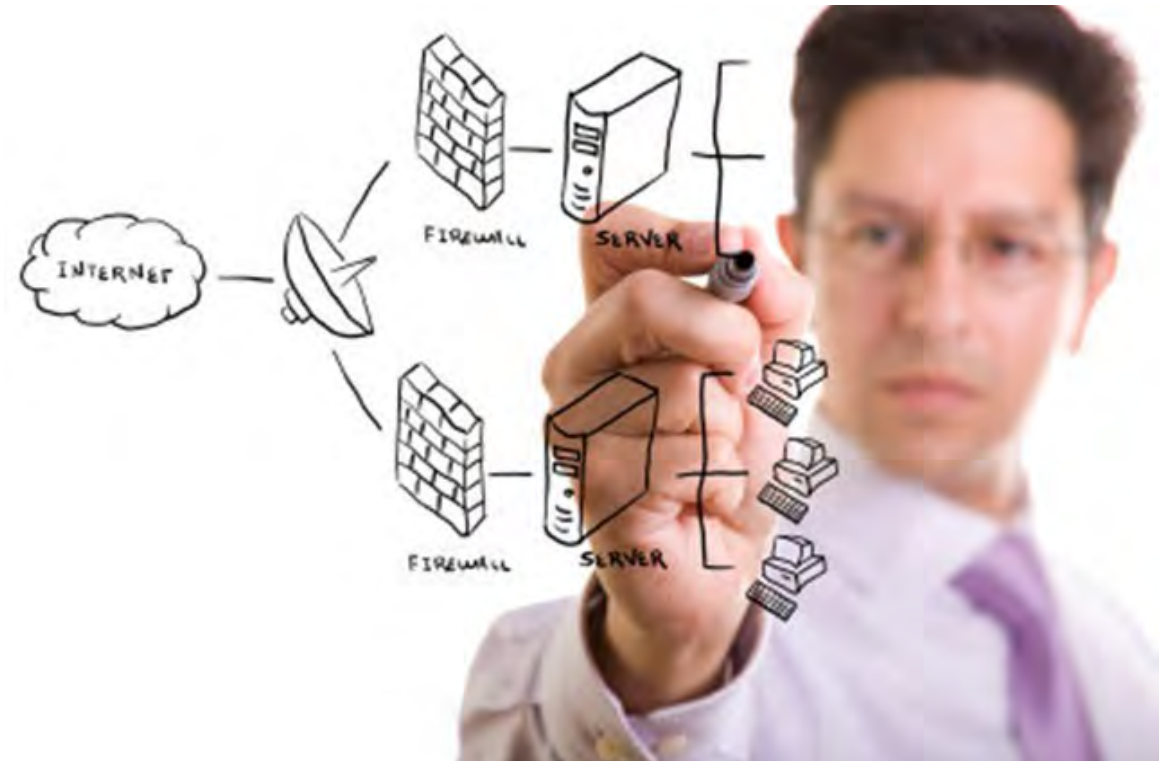
Cloud Computing

noun \ˈklau̇d\ \kəm-ˈpyüting\

Concentrics, Inc.

Sharing a Common Center

1. *The delivery of computing resources such as servers, databases, applications over the Internet ("the cloud").*
2. *A business strategy for controlling IT infrastructure and support costs while expanding scalability and reliability.*
3. *3. The ability to deliver access to the same computing resources to a staff regardless of their location.*
4. *The benefits of enhanced IT security systems and protocols.*



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