

# 2015 NAMBA Voting Ballot

... for the 2016-2017 term NAMBA President, NAMBA Vice-President, and District Directors for odd numbered districts.

All NAMBA members may vote for one person running for the office of NAMBA President and NAMBA Vice-President. Only members residing in the odd numbered districts may vote for their respective District Director. Any errors to this will null and void the entire voting ballot.

Please refer to Section 3 of the NAMBA rulebook for more information.

All votes must be post marked, emailed, or faxed by October 25th, 2015. For secure voting, please use the NAMBA Membership Portal and log in with your user name and password to obtain your voting ballot. Voting by telephone will not be accepted.

Candidates are listed by alphabetical order.

In the case of one person running for office, a yes vote of confidence is suggested.

## NAMBA President

Robert Holland

Russell Stark

## NAMBA Vice-President

Mark Grim

## NAMBA District 3 Director

Wayne Farrow

David Horsley

## NAMBA District 9 Director

James (Bo) Garidel

Mike McKnight

## NAMBA District 19 Director

Richard Romero

## Proposal #1

Yes

No

## Proposal #2

Yes

No

NAMBA Member Name \_\_\_\_\_ NAMBA Number \_\_\_\_\_

Please send ballots to:

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## Submitted Bios of Nominated Candidates

### Presidential Nomination Bio:

NAMBA Members,

It has been a pleasure serving as your NAMBA president and I ask you all again to give me the chance to continue with the vision that I have for NAMBA. Over the past few years we have brought NAMBA into the .digital age, understand our insurance coverage's better than ever before, taken a hard stance on tough situations to better NAMBA as well as accomplished many other important items. Some of the notable items are; NAMBA brochure - downloadable and printable right from the NAMBA web site. On line membership renewal and applications, NAMBA face book page, online procedures for club registration, site insurance, sanctions, single event insurances, online voting, financial statements, cost cutting and an online membership roster Now I did NOT accomplish this on my own. These things were only accomplished with the help of many dedicated NAMBA members. People who are smarter than I but share the same passion and dedication.

A couple of things I have yet to accomplish but would like the opportunity to complete as your NAMBA president. NAMBA's own race entry system. We can link it to our membership roster to assure that every entrant is a valid member, thus protecting NAMBA. Change and adapt it racers needs on an on going basis, post race result directly to the NAMBA web page if desired, break up the races to multiple days, as well as many more features. Money has been ear marked for this applications design and implementation.

Additional financial support for clubs and districts hosting the NAMBA Nationals. It is my desire to once again make the NAMBA Nationals a must attend event. The idea would be for NAMBA to infuse a set amount money into each national's event by a panel of members. This could be done by NAMBA donating money to purchase raffle prizes from manufactures at cost. This would relieve burdens from both parties. Or the money could be used for other items like hosting the welcome party or paying for a well thought out and designed logo. Maybe a nice gift for each participant. A giveaway for half priced hotel rooms for a stay during the nationals. A lump sum of money could be used in a myriad of ways as a panel and the hosting party decides. This thought process is in its infancy stage but it is time for NAMBA to serve its members in this area and make the nationals great again.

I would like to see a members NAMBA number retirement program. An individual could pay a onetime fee to insure that their NAMBA number is never used again. It would allow them to leave boating for a few years and come back to get the same NAMBA number. It bums me out when I see a local guy using the same NAMBA number my dad used for 20 years. Would have been nice to retire it with his name.

These are a few of the items I would like to continue working on for all of you. There are two candidates for president. All have a desire to serve you. Please take your time and vote for the best candidate. It will be an interesting ride seeing where NAMBA will be in the next five years.

Thank you,  
Robert Holland

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My name is Russell Stark and I am running for the position of President of the North American Model Boat Association (NAMBA).

As many of you may know, I have been a NAMBA member for over 22 years. I have held the District Director position for District 19 for 4 years. In addition, I have had the pleasure of working with three Presidents on a national level as the National Gas Chairman.

I have been active in NAMBA with Gas, Nitro and Scale boat racing and have raced in every Nationals event, except for one; since 1994. I have served as Contest Director in over 100 races for District, National and specialty races. Furthermore, I am the Contest Director of the World Cup Gasoline Championships and have been since its inception 11 years ago.

My main goal as your President will be to make it easier for all NAMBA Districts and clubs to host races. That is why for the last 2 years, I have taken a personal interest in designing a race management system. This system will cover every aspect of putting on a successful race including accepting entries, building heat sheets, scoring, the start clock, lap counting and more! I want to make this system available to everyone on the NAMBA website.

I hope that all of you will vote at this upcoming election and I hope that you will vote for me. Let's make this the best voter turn out ever!

Thank you for your support!  
Russell Stark

**Vice - Presidential Nomination Bio:**

Hello,

My name is Mark Grim; I am applying for the position of NAMBA Vice President for the term years 2016 thru 2017. Most of you that either know me personally or have herd of me know that I am a straight forward individual. That I am very passionate about our sport RC model boating and the wellbeing all NAMBA members, and the organization we know as NAMBA, If you don't see me at the lake then I am in the garage working on motors and boats, on the phone answering questions about motors and boats, or answering text messages about motors and boats.

I started running RC Model boats when I was 11 years old with my father Richard Grim. We joined NAMBA in 1982 and have been a member and participating in racing events since then.

I hold records in many Heat Racing, 2 Lap and Straight Away events. Our club the Amigos Race Team has put on the yearly 2 Lap and Record Trial events since 1990 at Legg Lake in El Monte, CA.

I have been the Contest Director for Amigo's Race Team for many years and also have been asked to CD for many other clubs events throughout the years.

I have held the office of Assistant District 19 Director from 2000 thru 2001 with Doug Dewitt as District Director.

I then held the office's of District 19 Director from 2006 thru 2007, NAMBA Vice President from 2008 thru 2011, NAMBA Record Chairman from 2004 thru 2015 and have also been on several of the National Committee's throughout the years.

I would like to be considered for the position of NAMBA Vice President. I have always had the best interest of all NAMBA model boaters and the NAMBA organization, and have always tried to represent NAMBA and what it stands for in my thoughts, and my actions.

I would like to be an integral part of this organization, and I am committed to helping the NAMBA President and District Chairman keep this organization going in the right direction well into the future. I have watched NAMBA grow from its early stages to the organization it is today. I would be proud to help it grow into the future.

Thank you,

Mark Grim

NAMBA Records Chairman

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**NAMBA District Three Director Bio:**

Hello everyone,

My name is David Horsley, and i proudly accept the nomination for District 3 Director. I've been involved in boat racing for 4 years now and it has grown to be a deep passion of mine. I want to do everything I can to bring the district back together and help restore a great racing community. I want us to get back to the main point of this hobby which is having fun, while continuing the tradition of the intense competition here in district 3. There is room to improve ways to bring in new boater's and to rekindle the interest of former boaters. I want to say that I'm more than willing to listen to new ideas that will have a positive impact on the hobby we all love. I'm interested in forming new ways to help bring some new interest in both the nitro and gas classes. My main focus of this upcoming year would be to do whatever it takes to get people to come out, fill up the races once again and increase the interest of getting together and having fun with family and friends. Now lets go have some fun!

Sincerely,

David Horsley

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**NAMBA District Nine Director Bio:**

Hi my name is Mike McKnight and I am a candidate for District Director for NAMBA District 9. Even though I have only been a member of NAMBA since 2001 I have been involved in racing boats since 1981. Back then I was racing as a member of APBA in classes from J Stock Runabout up through 1100cc hydro when I stopped racing in 1990. During that time I also built my first RC boats in a couple of Dumas Tunnels and an Atlas Van Lines Sport 40. I never raced those they were basically fun boats as I was racing big boats. I returned to RC boat racing in 2001 wanting to build scales. Scale has always been my passion even though I have had success in other classes as well. I've had several District championships in classes from Crackerbox to X Hydro. Both my son and I have several NAMBA championships. He holds the title of the youngest to win a NAMBA championship at age 10 when he won A Mono.

I have been the Scale Chairman for District 9 as well as District Director for District 9 from 2005-2007. During that time we hosted a NAMBA Nationals in San Jose in 2007. By many accounts it was a very successful Nationals. I left boating for a while as I had a daughter on the way. I returned in 2010 with my son and my dad to race for two seasons at every event until my dad passed away in 2012. My daughter started racing in the Kid's class in 2013. So we are a racing family. This past year however I took a break thinking I was going to leave boating. Instead I have thinned out my fleet and returned to 1/8 Scale Unlimiteds which has always been my passion. I have also accepted the position of NAMBA Scale Chairman for the second time. I also held this position in 2006-07.

Since returning I have begun building again and others in the district have started again as well. One of my goals in addition to returning District 9 to the status it once had of being very strong and one of the premiere districts in NAMBA. I also would like to rebuild the Scale Class and return some of luster it had. I have attended 4 or 5 Nationals from LA twice. To Utah to WA to San Jose. I have also raced 1/8 Scales in WA several times. Twice at the NW Scale Championships and once at Tri Cites. I have travelled to a number of real Unlimited races. Seattle, Tri-Cities, San Diego, Idaho and Sacramento. I am a tough competitor on and off the water. I am also a believer in the rules. Without them we fail.

**Proposal #1**

Modification of rule on Course Time in Section 18 – Heat Racing.

Reasoning:

The initial purpose and intent of this rule was to deal with the contingency of a slow boat during heat racing. The idea was that if all the other boats had completed the race and there was a single slow boat still running then that boat had to complete the race in 5 minutes of “Course Time” to prevent unnecessary delays in heat racing.

There are some situations where weather or course conditions prevent boats from operating at their normal race speeds and therefore could cause some heats where racing between two or more boats is active but exceeds the five minute “Course Time” limit. This allows some flexibility and fairness by the CD where weather and course conditions such as wildlife, debris and rough water prevent the completion of racing within the current 5 minute limit.

Current Rule:

E. Course Time (Race Time)

1. Course Time will commence with the expiration of Clock Time and will not exceed five minutes. Any boat not completing the required number of laps in this time will receive a DNF and be ordered off the course.

Proposed Rules:

E. Course Time (Race Time)

- 1. Course Time will commence with the expiration of Clock Time and will not exceed five minutes. Any boat not completing the required number of laps in this time will receive a DNF and be ordered off the course.
  - a. The exception to this is where there is active racing between two or more boats, and adverse course and/or weather conditions exist that would prevent normal racing speeds for most boats in that class. In such cases at the sole discretion of the CD, “Course Time” may be extended to eight minutes.

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**Proposal #2**

Modification of rule under Class Specifications for Vintage 1/10 Scale in Section 28 - Electric.

Reasoning:

It was the intent of the 1/10th Scale Electric Unlimited Hydroplane rules submitted in 2009 and approved by the NAMBA membership to not allow hooked turn fins in either Vintage or Modern Class. The rules as published in the 2010 NAMBA Rulebook led to some confusion at the 2010 FE Nationals in Greeley Colorado regarding the use of hooked turn fins in the Vintage Class. The issue was resolved by the 2010 FE Nationals CD at the time and the precedent has been observed since. This change will formally establish the intent of the 2009 rule proposal into the current rule book.

Current Rule:

E. SPECIALITY CLASSES

7. ELECTRIC 1/10 SCALE UNLIMITED HYDROPLANE

e. Class Specifications

i) Vintage Class

- (b) Skid/turn fin shall be mounted to the inside of the left sponson and shall not extend beyond the back of the sponson. The size is limited to a maximum of 2 inches wide by 1 inch deep measured from the sponson riding surface.

Proposed Rule:

- (b) Skid/turn fin shall be mounted to the inside of the left sponson and shall not extend beyond the back of the sponson. The size is limited to a maximum of 2 inches wide by 1 inch deep measured from the sponson riding surface. **No hook shaped skid fins are allowed.**