 North American Model Boat Association Official Rule Book – Update	Update #	2017-1
	Date	2/26/17

Enclosed you will find the latest Rule Book updates. To keep your Rule Book current and up to date, please make the page replacements listed below. If you feel that you have missed any updates please call the Executive Secretary to get an additional copy and/or for clarification of current revisions.

Section


Summary of changes

27 - Gas

Remove pages: 1 - 2 (*dated 11/16/16*)

Insert pages: 1 - 2 (*dated 2/26/17*)

Change to section name for GX class rules by Board Of Directors in Feb 2017:
- Proposal 1: Change section name from Open to GX in Rule B.2

 North American Model Boat Association Official Rule Book	Section Name	GAS
	Section #	27
	Page #	1 of 9
	Revised	2/26/17

A. GENERAL RULES

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

B. CLASS SPECIFICATIONS

1. G Class Rules

a. General Engine Specifications

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

Section Name: GAS	Section #	27
	Page #	2
	Revised	2/26/17

- vi) Recoil starters must be included on the original engine and must be retained on engines in this class.
- vii) Displacement is the swept volume of the engine, which is the cross sectional area of the cylinder multiplied by the stroke of the engine and two displacement ranges will be offered within this class:
 - (a) G-1 will include engines from 15 to 25.99 cubic centimeters.
 - (b) G-2 will include engines from 26 to 35.99 cubic centimeters.

b. Fuel Specifications

- i) Gasoline having an octane rating no higher than 100 must be used in this class. Gasoline is a mixture of hydrocarbons with no nitrogen bearing compounds. Ethers or alcohols may be added commercially as oxygenating agents. It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured.
- ii) To enforce this rule, a protest may be made to the contest director any time during the contest. Protests must be accompanied by a \$10.00 protest fee that will be awarded to the sponsoring club. The offending racer will be made to use the protesting racer's fuel for the duration of the contest. If the fuel is unacceptable to the offending racer, fuel from a neutral party must then be used by both the offending racer and the protesting racer. In this situation, the neutral party would be awarded the protest fee in payment for the fuel.

2. GX Class Rules

a. General Engine Specifications

- i) Engines running in this class will not be required to fall under the "industrial" rule. Displacement is the swept volume of the engine, which is the cross sectional area of the cylinder multiplied by the stroke of the engine and three displacement ranges will be offered within this class:
 - (a) GX-1 will include engines from 15 to 25.99 cubic centimeters.
 - (b) GX-2 will include engines from 26 to 35.99 cubic centimeters.
 - (c) GX-Twin will include two engines or an engine with two cylinders with a maximum displacement of 64.00 cubic centimeters.