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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

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Remove pages: v - vi (*dated 6/3008*) Reflect updates to sections listed below
 Insert pages: v - vi (*dated 12/16/09*)

4 - Officers

Remove pages: 1 - 2 (*dated 3/15/06*) Modification to rule A.2.b by Board of
 Insert pages: 1 - 2 (*dated 12/16/09*) Directors

6 - Nationals


Remove pages: 1 - 2 (*dated 8/1/06*) Removal of rule C.1.a by Board of Directors
 Insert pages: 1 - 2 (*dated 12/16/09*) that referenced remitting \$1 per boat to
 NAMBA office

7 - Rule Changes

Remove pages: 1 - 2 (*dated 2/28/07*) Addition of rule passed via proposals sent
 Insert pages: 1 - 2 (*dated 12/16/09*) out in October 2009:
 - Proposal 4: Addition of Rule A.2.a
 clarifying what the members vote on

21 - Scale Unlimited Hydroplane

Remove pages: 1 - 4 (*dated 2/28/07*) Addition/update of rules passed via
 Insert pages: 1 - 4 (*dated 12/16/09*) proposals sent out in October 2009:
 - Proposal 1: Combination/modification of
 rules C.6 and C7, concealment of engine,
 pipe, and muffler
 - Proposal 2: Modification of rule F.2,
 clarifying eligibility for Concours
 - Proposal 3: Addition of rule A.5,
 responsibility of ensuring spirit of class

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Section

Summary of changes

28 - Electric

Remove pages: 1 - 2 (*dated 6/30/08*)
 Insert pages: 1 - 2 (*dated 12/16/09*)

Remove pages: 17-18 (*dated 6/30/08*)
 Insert pages: 17-20 (*dated 12/16/09*)

Addition of rules passed via proposals sent out in March 2009:
 - Proposal 1: Addition of Rule D.5.e for new Electric 1/10 Scale Unlimited Hydroplane class
 Correction of class name in rule D.5.d to include "1/8" (as it was passed back in 2006), which will provide further clarification now with 1/10 scale class addition.

A - History

Remove pages: 1 - 2 (*dated 3/15/06*)
 Insert pages: 1 - 2 (*dated 12/16/09*)

Addition of the Nationals locations for 2007 through 2009.

B - Hall Of Fame

Remove pages: 13 (*dated 8/09/07*)
 Insert pages: 13 (*dated 12/16/09*)

Addition of the 2009 inductee - Roger Newton.

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A. PRESIDENT AND VICE PRESIDENT

1. Duties

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

2. Reimbursement

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

B. DISTRICT DIRECTORS

1. Duties

- a. Have a working knowledge of all clubs in the district.
- b. Act as coordinator of all activities in the district.
- c. Review all contest date requests and resolve conflicting dates within the district.
- d. Have the power to suspend or revoke a sanction at a contest for safety violations, and reinstate it when the situation is rectified. Will submit a complete report in writing to the President on all such threatened or actual action taken at a contest.
- e. Develop and institute a continuous recruitment program for members and clubs, and provide advice for new clubs.
- f. Call at least one meeting per calendar year of all delegates in the district.

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C. ASSISTANT DISTRICT DIRECTORS

1. Duties

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

D. BOARD OF DIRECTORS

1. Members


- a. Will consist of the President, Vice President, Executive Secretary, immediate Past President, and all of the District Directors.

2. Duties

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

3. Board Meetings

- a. The President may call Board of Directors meetings at any time deemed necessary, or 1/3 (one-third) of the Board members may request a special meeting. If necessary, such business may be conducted by mail, email, or telephone call. If conducted by mail or email, all members of the Board must receive exact copies of all correspondence.
- b. The annual meeting of the Board of Directors will be held during the NAMBA Nationals.
- c. At a minimum, the President, Vice President, or Executive Secretary will be present during the Nationals meeting. One or two representatives from each district, along with the National Chairmen, are also encouraged to attend.
- d. The Board of Directors will vote on NAMBA business, Nationals rules, Nationals bids, and all NAMBA organization business issues above and beyond the NAMBA general racing rules.
- e. Parliamentary Law will be in accordance with Roberts Rules of Order. The NAMBA Official Rule Book will supersede any such parliamentary law.

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A. GENERAL

1. There will be a NAMBA Nationals held each calendar year. It will be a minimum eight-day meet and offer four rounds per class.
2. Overall CD, Assistant CD, and all individual event CDs will meet the minimum requirements for a CD as set forth in Section 16 whenever possible. In addition, the District Director for the club or district holding the annual Nationals will certify that these persons are capable of performing the required duties.
3. To be classified as a Nationals a diversified selection of classes will be presented, which will adequately offer as many nationally approved classes that can be run during the event. Emphasis will be made on the classes which are popular in the area/district in which that Nationals is held.
4. Milling procedures will be advertised on the entry form and will be half mill, full mill, or both. One-quarter mill will not be allowed.
5. In case of any controversy involving the Nationals, the Contest Director or President will have the final authority in its disposition.
6. All events, etc. associated with the Nationals will meet all NAMBA requirements.
7. Vendors are not permitted to sell or advertise without the approval of the hosting club/district and payment of the appropriate fee.

B. BIDS

1. Bids for the next annual Nationals should be received by the President no later than the start of the current year's Nationals.
2. Clubs/districts bidding for the annual Nationals who have never hosted a Nationals should receive preferential consideration.
3. The next NAMBA Nationals will be announced at the current awards banquet whenever possible.

C. FINANCES

1. General
 - a. The hosting club/district will remit all single event entry fees and applications to the NAMBA office within 30 days of the end of the Nationals.

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- b. Any racer who does not provide adequate funds for payment of entries or fees will be held financially liable and not allowed to compete in any future NAMBA event, district or national, until such debt is paid. This includes bank fees, interest, and any applicable late charges.

2. Loan

- a. NAMBA will provide an interest free loan to the hosting club/district of \$2,000 for use in preparing for the NAMBA Nationals.
- b. Every hosting club/district that accepts the Nationals loan will pay one half back to the NAMBA office prior to the start of the event.
- c. Every hosting club/district that accepts the Nationals loan will pay the balance back to the NAMBA office within 30 days of the end of the event.
- d. If the hosting club/district is unable to repay the loan, they must provide a comprehensive expense report to the NAMBA office within 90 days of the end of the Nationals, to show why they are unable to do so.

D. SPECIAL CLASS CONSIDERATIONS

1. Scale Unlimited Hydroplane

- a. All unlimited boats entered will have a photograph showing the general configuration and paint scheme of the boat being modeled when it ran.
- b. Any exception to the above must be approved in writing by the National Scale Chairman prior to the event being run.
- c. Any unlimited boat that does not comply with a. or b. above will not be allowed to race and will forfeit the entry fee.


2. Kids "R" Boaters, Too

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

E. AWARDS

1. General

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

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A. RULE MODIFICATIONS

1. Non-Racing Rules and Safety Regulations

- a. May be amended by the Board of Directors as deemed necessary to provide for the smooth operation of NAMBA and for the safety of its members as well as compliance with current insurance guidelines.
- b. This action by the Board of Directors can be accomplished by a vote by phone, mail, or email, and may occur at any time during the year.
- c. All board members must be notified of any proposed changes prior to a vote, and must be given ample opportunity to cast their vote. Proposals will be approved by a simple majority of the Board.
- d. Should the Board decide that the change under contemplation has a significant effect on the day to day boating of the members, they may elect to place the item before the membership for a general vote.

2. Racing Rule Additions, Deletions, or Changes

- a. The NAMBA General Membership shall vote by ballot on proposals regarding Racing, Racing related issues, or Competition topics.
- b. Proposed rule changes must be submitted to the District Director in the district in which the submitting member resides.
- c. Upon receipt of said proposal, the District Director will put the matter to a vote within his district. This vote can occur at any time during the year as deemed appropriate by the Director but should be handled in a timely manner. The exact method of said vote can be handled in whatever manner is normally followed for voting within that particular district.
- d. Upon successful passage of the proposal within the district, the district director will forward the proposal to the NAMBA office along with a statement by the District Director that the proposal has passed within his district and that the district desires to have the proposal sent to the general membership for voting.
- e. Proposals may be submitted to the NAMBA office at any time during the year as long as the previous three steps have been adhered to.
- f. After receipt of a proposal by the NAMBA office, it will be sent to the NAMBA Board of Directors. The Board will review the proposal to insure proper wording and consistency with other already existing rules.

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- g. After the Board of Directors has reviewed the proposal the NAMBA office will send out the proposal to the membership for voting. The proposal will normally be sent out with the next regular mailing of the newsletter, but special mailings may be utilized if deemed necessary. In addition, the proposals and ballots may be made available to the membership by publication on the NAMBA web page.
- h. Members will be given adequate time to receive the ballot, consider the propositions, and cast their votes. Normally a period of 45 days from the date mailed would be considered ample time for this to take place.
- i. Only members in good standing at the time of the vote will be permitted to vote. All classifications of members will permitted to vote, including adult members, family members, and junior members.
- j. Members will be permitted to return their votes to the NAMBA office by mail, fax, or email as long as it is able to be adequately determined that the vote is coming from a member in good standing and as long as the vote is received by the voting deadline.
- k. The NAMBA office will receive and compile the votes. The NAMBA office may designate another entity to receive and compile the votes should this be deemed necessary.

B. MEMBER NOTIFICATIONS

1. The NAMBA office will inform the membership of the result of the vote by publication in the next newsletter and by publication on the NAMBA web page.
2. Updated rules will be posted on the NAMBA web page and updated pages of the rule book will be sent as defined in Section 5 - rule A.2.

C. EFFECTIVE DATES

1. Proposals which have been approved will take effect immediately after they are published by NAMBA on the web page or in the Propwash, unless it is deemed by the Board of Directors that such immediate action will have an unfair effect on the members. In such cases, ample time will be given before implementation for the members to comply with the new requirements.
2. New classes will be eligible for inclusion in district and national events as soon as they have been approved by the membership and published by NAMBA. All categories of NAMBA records may be set in these new classes as soon as the rules have officially been implemented.

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A. GENERAL RULES

1. Scale Unlimited Hydroplane racing rules are intended as a supplement to the general racing rules of NAMBA. In the case of a conflict, the Scale Unlimited Hydroplane racing rules will prevail.
2. The purpose of the class is to duplicate the unlimited class of hydroplanes as closely as possible.
3. The National Scale Unlimited Hydroplane Chairman will coordinate and communicate the business of Scale Unlimited Hydroplane competition with the individual district Scale Unlimited Hydroplane Chairmen.
4. The Scale Unlimited Hydroplane Contest Board will be made up of the National Scale Unlimited Hydroplane Chairman and a representative from each NAMBA district. The Scale Unlimited Hydroplane Contest Board reserves unto itself the power of decision in all matters of duplication or conflict.
5. It is the responsibility of the Contest Director to ensure that the spirit of racing an Unlimited Hydroplane boat is enforced. Some examples that may not be allowed include: adding weights to the top of the hull, removing undamaged parts/features, or entering a boat that has not been painted to conceal prior damage.

B. RACE FORMAT

1. At the discretion of the Contest Director, races will be run either under the NAMBA Heat Racing format or the “love plan” which is run as follows:
 - a. The event must consist of four preliminary rounds of heats and one final round of concluding heats. The concluding round of heats must consist of one final heat sometimes called the “main” and may include a maximum of two semi-final heats sometimes called the “semi-main” and/or “consolation/trophy” heats.
 - b. The division of boats into heats for the four preliminary rounds will occur by random draw. The drawing of boats into heats for round one will occur immediately following the driver’s meeting and before heat racing begins. A drawing of boats into heats for rounds two through four will occur in the presence of owners and drivers, if possible.
 - c. The boats with the highest points after the four preliminary rounds will be eligible for the final heats. The number of boats eligible for the final heats is six. If a frequency conflict exists between two or more boats eligible for the final heats, preference goes to the boat that has accumulated the most points in the preliminary rounds, or to the boat with the fastest time should a tie in

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points occur. The other boat will have the option to change to any other available frequency.

- d. After the final field has been set, the next lower boat will be designated as an alternate starter for the final heat should one of the boats in the final heat field fail to start.
- e. After the final heat field has been set, the boats not qualified for the final heat will be used to fill the “semi-main” and/or “consolation/trophy” heat(s).
- f. The outcome of any of the “semi-main” and/or “consolation/trophy” heats will not affect the overall standings or points for the day.
- g. Final race standings will be determined by order of finish in the final.

C. HULL SPECIFICATIONS

1. All boats will be models of past or present Unlimited Hydroplanes that are listed on the Scale Unlimited Hydroplane Master Hull Roster.
2. Boats are to be built on a scale of 1½ inches equals 1 foot of the actual boat (1/8th Scale).
3. The true scale dimensions of any Scale Unlimited Hydroplane will be derived from the unlimited dimensions listed on the Scale Unlimited Hydroplane Master Hull Roster. Boats will measure within the following tolerances of the true scale size, excluding appendages.
 - a. Overall Length ± 1 inch
 - b. Beam.....± 10%
 - c. Maximum Depth.....± 10%
 - d. Afterplane Length (three point design).....± 10%
 - e. Tunnel Width.....± 10%
4. Boats will be painted, configured, and detailed like the actual unlimited as it ran on the water. The acquisition of documentation validating a paint scheme, cowling configuration, engine configuration, or other scale details will be the responsibility of the boat’s owner. Photographs of the boat are an acceptable form of documentation.
5. Boats will enter competition complete with cowlings(s) and driver(s). If any of the removable parts fall off the boat during competition, except as a result of a collision, that boat will be awarded no higher than sixth place points in that round upon completion of the heat. This penalization only affects the points that are awarded and not the finishing placement of the boat which incurred the infraction. The placement of and points awarded to other boats in the heat are not affected by this ruling.

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6. The boat's engine, tuned pipe and muffler must be concealed within the boat as well as possible while not deviating from scale appearance. Scale engine cowls, fake engines, painted screen, etc. are permitted.
7. The number of props and rudders will coincide with that of the original full sized unlimited hydroplane.
8. Outdrive units and outdrive engine(s) are prohibited unless the full sized boat after which the boat is being modeled had an outdrive or outdrive engine(s), in which case the model must be configured like the full sized boat.
9. The propeller drive dog may extend one drive dog length beyond the transom.
10. The boat bottom/sponson profile will be the same general appearance as that of the full sized unlimited hull it represents with the following exceptions:
 - a. Sponson riding surfaces may be modified.
 - b. Propeller shafts may be articulated.
 - c. Rudders and skid fins may be configured and located as desired.

D. ENGINE SPECIFICATIONS

1. The engine must conform to NAMBA Class C specifications, see Section 10 – rule A.1.

E. MASTER HULL ROSTER


1. The Scale Unlimited Hydroplane Master Hull Roster will contain the name and details that identify each boat that may be built for Scale Unlimited Hydroplane competition. It will contain the principle dimensions of each boat that is listed, if known.
2. The National Scale Unlimited Hydroplane Chairman will be responsible for compiling, interpreting, updating, and distributing the official Scale Unlimited Hydroplane Master Hull Roster. The official Scale Unlimited Hydroplane Master Hull Roster may be purchased for \$5 and must be signed and dated by the National Scale Unlimited Hydroplane Chairman. He will make an updated roster available by January 31st of each year. The updated Master Hull Roster will be posted on the NAMBA web page.
3. Boats must meet the following criteria to be placed on the Scale Unlimited Hydroplane Master Hull Roster:
 - a. The full sized boat must have been registered with an unlimited hydroplane racing association.

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- b. The registered boat must have made at least one verifiable test run in the water.
4. The Scale Unlimited Hydroplane Master Hull Roster will include the name, address, and telephone number of the National Scale Unlimited Hydroplane Chairman, all District Scale Unlimited Hydroplane Chairmen, and all known manufacturers, builders, photographers, plan makers, etc. which are helpful in building Scale Unlimited Hydroplanes.

F. SCALE CONCOURS JUDGING

1. All boats are to be judged from six feet off (stand off scale). A picture must be supplied to the contest director for each boat entered in the concours judging.
2. To be eligible for the Concours Award, the boat must be at least start in one heat race with its appearance/configuration as presented at the Concours Judging. No substitution or replacement of cowl, fake engine, wing(s) or other scale items will be allowed.
3. Judging will be based upon a point system as follows:
 - a. Documentation
 - i) 0-20 points - Photograph(s)/Presentation
 - ii) General Appearance
 - iii) 0-10 points - Workmanship
 - iv) 0-10 points - Engine, exhaust, and radio gear concealment
 - b. Detail
 - i) 0-10 points - Engine/cowl detail
 - ii) 0-10 points - Driver detail
 - iii) 0-10 points - Cockpit detail
 - c. Paint Job, Markings, Etc.
 - i) 0-10 points - True colors
 - ii) 0-10 points - Scale of markings, decals, lines, numbers
 - iii) 0-10 points - Overall finish

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A. GENERAL RULES

1. Electric racing rules are intended as a supplement to the general racing rules of NAMBA. In the case of a conflict, the Electric racing rules will prevail.
2. A positive method of speed control must be used. On/Off micro or variable speed controls are allowed.
3. The following battery chemistries will be considered official for electric racing in NAMBA:
 - a) Ni-chemistry: maximum of Sub-C sized cells with nominal 1.2 volt per cell.
 - b) Li-polymer chemistry: nominal 3.7 volts per cell.
 - c) Li-ion chemistry: nominal 3.3 volts per cell.

Racers wishing to run alternative chemistries to those listed will be required to provide data to the contest official to verify the chemistry's volts per cell and any special safety requirements. Allowing alternative chemistries will be at the discretion of the Contest Directory based on the data provided.

For the purposes of determining maximum allowances, a "pack" will be considered any number of cells in series whose min/max nominal voltage falls within the allowed nominal voltage range for the designated class.

Note: It is recognized that the high energy potential of modern cells can poses a potential for danger, both to racers and to their pit equipment. It is therefore required that each racer keep in their charging area the appropriate safety equipment at events where alternate battery chemistries are being used. This may include fire extinguishers, safe charging enclosures, sand buckets, etc. Additionally, the hosting clubs may provide additional equipment, charging procedures, and/ or charging areas as they see fit.

4. Hull Measurement Guidelines
 - a) When a hull minimum or maximum length measurement is specified for any class, that hull will be measured by placing two vertical straight edges at the furthest points fore and aft of the bow and transom of the hull. The distance between those two vertical straight edges will be measured. Hardware will not be included in the measurement.
 - b) The hull will be placed between those two vertical edges and situated in the same horizontal position in which the hull would ride on the water. Any flanges, "shoobox" overhangs or other parts of the hull that are part of the original manufacturing process will be included in the measurement.

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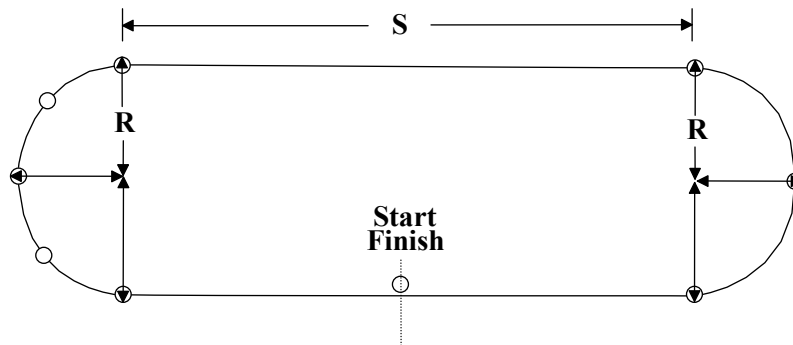
- c) A hull may be lengthened to comply, but material additions must become an integral part of the hull structure. If for instance, material is added to the transom, the entire transom must be lengthened and the addition must be blended in to the rest of the hull.

B. OFFICIAL COURSES

1. Oval

- a) A minimum of three to a maximum of five buoys will be used to define the turns on both ends of each course.
- b) Turn radius (R) will be measured to the outside of the buoys (Figure 1).
- c) Straightaways (S) will be measured from the exit buoy at one end of the course to the entrance buoy at the other end of the course (Figure 1).

Figure 1 - Standard Oval Course



- d) Standard oval course lengths are 1/10 Mile, 1/8 Mile, and 1/6 Mile, with specific straightaway and turn radius for each as shown in Table 1 below.

Table 1 – Course Measurements

Course	Straightaway (S)	Radius (R)	One lap distance	Sample Race Distances
1/10 Mile	170'	30'	528.5'	5 laps = 1/2 Mile 10 laps = 1 Mile
1/8 Mile	220'	35'	660'	4 laps = 1/2 Mile 5 laps = 5/8 Mile 8 laps = 1 Mile
1/6 Mile	330'	35'	880'	3 laps = 1/2 Mile 4 laps = 2/3 Mile 5 laps = 5/6 Mile 6 laps = 1 Mile

- e) Separate NAMBA Fast Electric Heat Racing records on each course will be maintained for the following distances:

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ii) General Rules

- (a) These ECO Class electric racing rules are intended as a supplement to the general and Electric racing rules of NAMBA. In the case of a conflict, ECO class rules will prevail.
- (b) This class will comply with the existing rules for electric Offshore with exceptions as specified below.

iii) Hull Specifications

- (a) This class will comply with the existing rules NAVIGA ECO class.
- (b) Boats must use a submerged drive with the rudder pivot forward of the transom.
- (c) There is no minimum or maximum hull length.

iv) Motor Specifications

- (a) A Limited Modified class utilizing any NORCA approved motor as defined by current NORCA 19T Limited Modified rules. 1-6 cells are permitted.
- (b) Any ROAR-approved stock motor as defined by current ROAR parameters. 1-6 cells are permitted.
- (c) Motors must be in accordance with current NORCA rules for 19T Limited Modified Motors, or with ROAR motor rules for stock motors. From 1 to 6 Sub-C cells only are permitted; any battery chemistry is allowed.

v) Official Courses

- (a) The course size for records will be the standard electric Offshore course.
- (b) In the absence of a legal Offshore course, the host club may use any oval format desired. Records may not be set on such a course.
- (c) The host club may elect to use a NAVIGA Triangle course as defined in current NAVIGA rules.
- (d) Straight-line racing will utilize the standard NAMBA 1/16 mile straight-line course. Straight-line records must be set using cells described above.

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(e) Record Courses

- (i) Must be a NAMBA 1/10 mile electric course.
- (ii) The left turn entrance buoy is to be located 45 feet from each turn exit buoy.
- (iii) The left turn exit buoy is to be located 45 feet from the left turn entrance buoy.

vi) Race Format

- (a) The length of each heat will be in two minute increments (i.e. four, six, eight, etc). When time is called, boats will race to the Start/Finish line to determine the final positions.
- (b) A flying clock start or a Le Mans type start may be used.

d) ELECTRIC 1/8 SCALE UNLIMITED HYDROPLANE

i) General Rules

- (a) Electric Scale Unlimited Hydroplane rules will follow the Scale Unlimited Hydroplane rules (see Section 21) with the exception of the following:
- (b) Electric Scale Unlimited Hydroplane rules are intended as a supplement to the Electric general rules. In the case of a conflict with the Scale Unlimited Hydroplane rules (see Section 21), the Electric rules will prevail.

ii) Motor Specifications

- (a) Power parameters for this class shall comply with class "T" specifications.

e) ELECTRIC 1/10 SCALE UNLIMITED HYDROPLANE

i) General Rules

- (a) The intent of this class is to replicate the look and competition of real unlimited hydroplane racing. Boats are 1/10-scale replicas (one inch equals 10 inches) of the real boats that have raced on the unlimited circuit. This class shall emphasize scale accuracy.
- (b) Electric 1/10 Scale Unlimited Hydroplane rules will follow the Scale Unlimited Hydroplane rules (see Section 21) with the exception of the following.

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(c) Electric 1/10 Scale Unlimited Hydroplane rules are intended as a supplement to the Electric General and Sport Hydro rules. In the case of a conflict with the Scale Unlimited Hydroplane rules (see Section 21) the Electric rules will prevail.

ii) Hull Specifications:

- (a) Belly pans or blisters, if added, must be no larger than 2.5 inches wide by 4 inches long.
- (b) Air dams, if installed, must be below the deck line and unobtrusive and not extend beyond the bow.
- (c) Anhedraled left sponsons and modern style sponsons are not allowed on boats running in the vintage class.
- (d) Boats shall use a single rudder at any mounting location on the transom. The center of the rudder post shall not be located more than 1.25 inches behind the transom.

iii) Drive Train

- (a) Any shaft may be used provided it maintains a straight line from hull exit through the strut.
- (b) No gearbox of any configuration is allowed.
- (c) Any single propeller may be used, and a portion of the propeller must be under the transom. The drive dog is defined as not a part of the propeller.

iv) Motor Specifications

- (a) Power in this class shall be limited to a single HIMAX HB3630-1500, BLACKJACK A3630-1500 or AQUACRAFT 36/56 (commonly referred to as SV27).
- (b) No modifications may be made to the motor. Except for normal wear, drive flats or keys, electrical connectors and water cooling, it must be run as shipped from the manufacturer.
- (c) Power Limits: 10.1 to 15 Volts nominal, any chemistry. Maximum of 2 packs in parallel. Maximum total capacity shall be 10,000 mAh.

v) Class Specifications

- (a) Vintage Class

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- (i) Defined as those boats conforming to NAMBA Master Hull Roster (MHR) numbers 2730 through 7008 inclusive, and MHR numbers: 7102, 7132, 7171, 7206, 7221, 7422, 7499 and 7505.
- (ii) 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.

(b) Modern Class

- (i) Defined as those boats conforming to NAMBA Master Hull Roster numbers 7025, 7029, 7175, 7177, 7207, 7251, 7325, 7402, 7441, 7455, 7495, and numbers 7571 through 0717 and beyond.
- (ii) Follows all rules listed above except:
- (iii) Any shaft may be used.
- (iv) Sponson design shall be up to the builder as long as it does not change the outline shape of the hull.
- (v) Skid/turn fin shall be similar in appearance and location to the full size boat (mounted to the back of the sponson). The size, shape and precise location shall be determined at the discretion of the owner. No hook-shaped skid fins are allowed.

vi) Race Format

- (a) Shall be as set forth in Section 21 Rule B plus the following:
- (b) All boats shall travel COUNTER-CLOCKWISE around the course turning LEFT.
- (c) A one minute countdown procedure using an audio countdown clock shall be used to start each heat. The start of the race is at the initial sound of the horn/gun.
- (d) A boat must be in the water and running at the 30-second mark. Once running, a boat must remain in constant forward motion or be assessed a one lap penalty.
- (e) All boats must fully circle the right and left hand turns (in that order) before being allowed to start.

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A. BACKGROUND

NAMBA International is a non-profit association of radio-controlled model boat clubs. A President, Vice President, and a number of District Directors are elected by the members, and serve a two-year term. The President also appoints knowledgeable chairmen in such areas as Electric, Offshore, Sport Hydro, Outboard, and Unlimited Hydro.

In 1959, the Westcoast Council of Model Boaters was formed. This group of boaters raced under the basic rules of the International Model Power Boat Association, and obtained insurance through the Western Associated Modelers (WAM), headed up by Don and Myrtle Coad. During 1969-1970, a group of these West Coast boaters saw the need for a new, national R/C boat association. Working in conjunction with WAM, Bill Young of Bakersfield set up a committee consisting of Ira McKay and Jim Riccio of Arcadia, Sally Stewart Komich, Russ Kominitsky, Wally Stewart, and Bill Young of Bakersfield, and Griff Parker of San Diego. They met on many occasions in Pasadena, decided on the name of North American Model Boat Association (NAMBA), and proceeded to come up with a basic set of rules, copies of which were sent to everyone who had indicated a desire for the national organization. From the replies received came the first official set of rules. NAMBA was enthusiastically adopted under the auspices of WAM by Executive Secretary, Myrtle "Mom" Coad. To give the West Coast group a national feeling, Gary Johnson, formerly of California but currently living in Honolulu, HI and racing with the popular "Hawaiian Horde," was appointed as the first President by the original committee.

In 1974, NAMBA expanded beyond the bounds of North America to include foreign countries, and became NAMBA International. Al Metelak of Chicago, IL was elected President in 1974 and served until 1980 when Stuart Russell of Wichita Falls, TX was elected. In 1985, Wally Stewart, one of NAMBA's founders was elected to the position, and served until 1987, when Gary Johnson was again elected to serve as President. James Henry was elected in 1989, and served until 1991. At that time, Doug Twaits was elected and served until 1993. Alan Hobbs was elected in 1993, and served until 2005. Al Waters was elected in 2005 and is currently serving in this position.

"Mom" Coad remained in the position of Executive Secretary until late 1988, when she decided to retire. At that time, Cathie Galbraith of San Diego, CA was appointed to take over the duties of this position, and is still serving in that capacity.

Ten years after the founding of NAMBA, the NAMBA Hall of Fame was introduced to honor those who had unselfishly contributed towards the growth and improvement of NAMBA over the years.

Each year, NAMBA holds a week long regatta in a different locale, so that all members may have the opportunity to participate with competitors from all over the country and the world. Past Nationals have been held in various cities throughout the United States and Canada, see table later in this section.

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With the increasing interest in Electric racing it was decided to offer some electric racing at the nationals in Bristol PA in 1993. In 1996 it was decided to hold an all Electric Nationals each year. This event is drawing more and more boaters each time it is held, see table later in this section.

Our history is one of tremendous growth for NAMBA, from West Coast to National to International interest and participation. We eagerly anticipate equal growth in the coming years. We know that with model boating and with NAMBA, THE BEST IS YET TO COME!

B. NATIONALS LOCATIONS

Year	Nitro/Gas	Electric
1972	Los Angeles, CA	
1973	Seattle, WA	
1974	San Diego, CA	
1975	Tulsa, OK	
1976	Baltimore, MD	
1977	Reno, NV	
1978	Naples, FL	
1979	Seaside, CA	
1980	Tacoma, WA	
1981	Amarillo, TX	
1982	Los Angeles, CA	
1983	Vancouver, British Columbia, CAN	
1984	Newark, NJ	
1985	Reno, NV	
1986	Fort Worth, TX	
1987	San Diego, CA	
1988	Wichita, KS	
1989	Camarillo, CA	
1990	Springfield, VA	
1991	Los Angeles, CA	
1992	Sacramento, CA	
1993	Bristol, PA	Bristol, PA
1994	San Diego, CA	
1995	Camarillo, CA	
1996	Los Angeles, CA	Randolph, NJ
1997	Manteca, CA	Tacoma, WA
1998	Springfield, OR	Los Angeles, CA
1999	Sayerville, NJ	Kissimee, FL
2000	Greeley, CO	Randolph, NJ
2001	Manteca, CA	Anchorage, AK
2002	Springfield, OR	Seattle, WA
2003	Carlsbad, NM	Fremont, CA
2004	Los Angeles, CA	Sanford, FL
2005	Rollingsford, NH	Milford, MI
2006	Fort Lauderdale, FL	Randolph, NJ
2007	San Jose, CA	Munroe, WA
2008	Greeley, CO	Nicolaus, CA
2009	Marysville, WA	Brighton, MI

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Mark Grim - Inducted 2007

Mark started in model boating in 1972 as a young boy. In the mid 1980's he started helping out as a contest director at district races and continues to do so to this day. You cannot say "NAMBA Records" without thinking of Mark. Not only has he held numerous records himself, but he has also directed many straight-line and two-lap oval record events in District 19. Mark has attended many NAMBA Nationals and was on the committee that organized the 2004 Nationals in Los Angeles. Mark is viewed as an expert in engine and prop modification, and has helped many model boaters get their boats running more competitively.



Roger Newton - Inducted 2009

Roger started in model boating in 1973 when he ran a 1/8th Scale Unlimited in C Hydro. Scale was not yet an official NAMBA class, but in the years that followed, he and others worked tirelessly to make it the prestigious class it is today. Roger, lovingly known as The Czar, traveled all over the country racing in and promoting his favorite class. While he set many records, he may be best known for his extensive library of scale hydro plans, used by scale boaters worldwide to accurately build their boats. Roger passed away in 2008, but his legacy in 1/8th Scale Unlimited will live on.