	<b>North American Model Boat Association</b> <b>Official Rule Book – Update</b>	Update #	<b>2010-1</b>
		Date	<b>05/25/10</b>

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**

Table Of Contents

Remove pages: i - ii (*dated 8/1/06*)  
 Insert pages: i - ii (*dated 5/25/10*)

Reflect updates to sections listed below

8 - Safety

Remove pages: 1 - 3 (*dated 3/15/06*)  
 Insert pages: 1 - 4 (*dated 5/25/10*)

Addition of rules passed by Board of Directors:  
 - A.6: No smoking in drivers stand and hot pit area  
 - A.7: Fire extinguisher in hot pit area  
 - B.8: Maximum allowable weight

27 - Gas


Remove pages: 1 - 2 (*dated 6/30/08*)  
 Insert pages: 1 - 2 (*dated 5/25/10*)

Update of rule passed via proposal sent out in April 2010:  
 - Proposal 1: Creation of GX-Twin class (rule B.2.a.i updated to include)

Appendix B - Hall Of Fame

Remove pages: 1 - 2 (*dated 8/9/07*)  
 Insert pages: 1 - 2 (*dated 5/25/10*)


Update of rules passed by Hall of Fame members in 2006 that never got included in new rule book:  
 - C.1.a: Length of time a nominee must have been a NAMBA member  
 - C.3.c: Number of inductees per year

	<b>North American Model Boat Association</b>	Section Name	<b>TABLE OF CONTENTS</b>
	<b>Official Rule Book</b>	Page #	<b>i</b>
		Revised	<b>5/25/10</b>

<b><u>SECTION</u></b>	<b><u>Page #</u></b>
<b>1. GENERAL ORGANIZATION INFORMATION</b>	
A. Name and Dedication.....	1
B. Membership .....	1
C. Clubs .....	2
<b>2. DISTRICT ORGANIZATION</b>	
A. General.....	1
B. Finances .....	1
C. Meetings.....	1
<b>3. ELECTIONS</b>	
A. General and Eligibility.....	1
B. Nominations.....	1
C. Elections.....	1
D. Vacancy .....	2
E. Impeachment.....	2
<b>4. OFFICERS</b>	
A. President and Vice President .....	1
1. Duties .....	1
2. Reimbursement.....	1
B. District Directors.....	1
1. Duties .....	1
C. Assistant District Directors.....	2
1. Duties .....	2
D. Board of Directors.....	2
1. Members .....	2
2. Duties .....	2
3. Board Meetings.....	2
E. Executive Secretary .....	3
1. Appointment .....	3
2. Duties .....	3
F. National and District Chairmen .....	3
1. Appointments.....	3
2. Duties .....	3
G. Committees .....	4
<b>5. PUBLICATIONS</b>	
A. Rule Book .....	1
B. Newsletter .....	1
C. Web Page .....	1
D. Miscellaneous .....	1

Section Name: <b>TABLE OF CONTENTS</b>	Page #	<b>ii</b>
	Revised	<b>5/25/10</b>

6. NATIONALS	
A. General.....	1
B. Bids.....	1
C. Finances.....	1
1. General.....	1
2. Loan.....	2
D. Special Class Considerations.....	2
1. Scale Unlimited Hydroplane.....	2
2. Kids “R” Boaters, Too.....	2
E. Awards.....	2
1. General.....	2
2. Kids “R” Boaters, Too.....	3
3. Scale Unlimited Hydroplane.....	3
4. High Points Champion.....	3
5. District Club Team.....	3
7. RULE CHANGES	
A. Rule Modifications.....	1
1. Non-Racing Rules and Safety Regulations.....	1
2. Racing Rule Additions, Deletions, or Changes.....	1
B. Member Notifications.....	2
C. Effective Dates.....	2
8. SAFETY	
A. General Safety Regulations.....	1
B. Boat/Radio Operation Safety Regulations.....	2
C. R/C Combat Specific Safety Regulations.....	3
D. Disregard of Safety Regulations.....	4
9. INSURANCE	
A. General.....	1
B. Liability and Property Damage Insurance.....	1
C. Personal Accident Insurance.....	1
D. Site Insurance.....	2
10. ENGINES	
A. Engine Classification.....	1
B. Noise Abatement.....	1
11. HULLS	
A. General.....	1
B. Monoplane Hull.....	1
C. Hydroplane Hull.....	2

 <b>North American Model Boat Association</b> <b>Official Rule Book</b>	Section Name	<b>SAFETY</b>
	Section #	<b>8</b>
	Page #	<b>1 of 4</b>
	Revised	<b>05/25/10</b>

## A. GENERAL SAFETY REGULATIONS

1. NAMBA members must have their NAMBA numbers on their boats and their backs for easy identification. Minimum number sizes will be 1-1/2" on the back and 1" on the boat, except where noted in specific class rules. R/C Combat ships do not require numbers on boats or members.
2. Every contestant entering NAMBA competition must show proper evidence of current NAMBA membership.
3. Every driver must have a pit person at all times, whether in practice or during a contest, who is also a NAMBA member and who is aware of all course conditions and NAMBA regulations. R/C Combat ships do not require a pit person or separate observer.
4. Only NAMBA members are allowed in the pit area. No persons other than those running a boat, those assisting with the running of a boat, or contest officials will be permitted in the pit area. For R/C Combat the pit is defined as the shoreline of the pond/lake. Other specific crowd control requirements are contained in the specific R/C Combat rules listed below.
5. All persons in the pit area, those driving a boat, or those launching or retrieving a boat, must at all times wear shoes which cover the entire foot.
6. 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.
7. At NAMBA events, the host club will provide a fire extinguisher in the hot pit area. The hot pit area is defined as the area where boats are started and launched. It is the Contest Director's responsibility to insure that the fire extinguisher is in place, readily available, and meets the following requirements. The fire extinguisher must be at a minimum BC rated and legally operational.
8. No alcoholic beverage consumption or illegal drug use is permitted while a NAMBA member is operating or assisting in the operation of a model boat, whether in practice or during a contest. Use of these substances by contest officials is also strictly prohibited.
9. Reasonable and proper provisions will be made for crowd control and for the safety of other members and spectators. Model boats will not be operated when anyone is in the water, except for those members who may be in the water near the pit area to launch or retrieve a boat. R/C Combat members may be in the water under certain circumstances. See specific rules regarding this in the specific R/C Combat rules listed below.

Section Name: <b>SAFETY</b>	Section #	<b>8</b>
	Page #	<b>2</b>
	Revised	<b>5/25/10</b>

10. No buoys will be set on the course closer than 50 feet to any shoreline. This may be reduced to 30 feet when the adjacent shoreline is such that a boat cannot travel more than its own length out of the water. This rule does not apply to R/C Combat.
11. A retrieve boat may not be in the water at any time when a model boat is running in the water. For R/C Combat, all other combat ships must stop and/or clear the area while another ship is being retrieved. They do not need to be removed from the water.
12. All rules, laws, ordinances, and regulations of any federal, state, county, and/or municipality will be observed at all times.

#### B. BOAT/RADIO OPERATION SAFETY REGULATIONS

1. No boat which has been run aground will be permitted to re-enter the water until the driver has demonstrated to the contest officials that the boat has not been damaged to the point where it might not operate safely. This rule does not apply to R/C Combat.
2. No boats will be started on tables or in the working pits with prop attached, unless it is properly shrouded and protected from accidental contact. No boats will be started in the working pits and then carried to the launching area.
3. Method of propulsion will be of the type that functions by propeller contact with the water or air. Air prop driven boats will be limited to "A" class engines only, see Section 10 – rule A.1. Boats propelled with air props must have the prop shrouded, and must have an underwater rudder or skeg of at least one inch square. Inertia reaction devices such as rockets or jets are prohibited.
4. A positive means of engine shut-off and/or positive throttle control is required of all boats.
5. Radio on/off switches will be positioned in such a manner as to prevent accidental shut off if bumped during handling, launching, or running.
6. Boats will have some means of positive buoyancy when open compartments are filled with water. Boats should only be retrieved by means of a retrieve boat or use of a retrieve ball. Under no circumstances should a person swim or dive to retrieve a boat. R/C Combat boats are designed to sink and must not have positive buoyancy. All other combat boats must stop and/or clear the area while a R/C Combat boat is retrieved.
7. The maximum size of boat will be 60". R/C Combat ships are not restricted in size.

Section Name: <b>SAFETY</b>	Section #	<b>8</b>
	Page #	<b>3</b>
	Revised	<b>5/25/10</b>

8. The maximum allowable weight for any boat shall not exceed 35 pounds. Any class may have its own maximum or minimum weight requirements as long as the maximum weight does not exceed 35 pounds. The 35 pound weight limit is “ready to run” before fuel or gas is added. This weight limit applies to all boats except legal R/C Combat classes. A boat can be weighed at the discretion of a club official, contest official or through the protest process already defined by NAMBA rules in Section 16 - rule G.
9. Transmitters of all contestants will be impounded upon arrival at a contest. An impound area will be furnished by the sponsoring club, and will be properly shaded and adequately protected. All transmitters will be identified by having the owner’s name, address, and frequency thereon. Use of transmitters for checking boat operation will be controlled by the contest officials. During practice running, members are responsible for the safe operation of their radio equipment, including checking for conflicting frequencies before turning on transmitters. A frequency board (or its equivalent) must be used at R/C Combat events to assure that the boats are on different frequencies.
10. Frequency identification as approved by the FCC is required on all transmitters, but must not be displayed at the end of the antenna, so as to hinder the view of another driver.


#### C. R/C COMBAT SPECIFIC SAFETY REGULATIONS

1. Safety shields and/or safety glasses are required for all combatants and guests.
2. Gun safety devices (such as barrel pins or shut-off valves/switches) are required to render the guns inoperative when they are in the pit area or otherwise not engaged in combat or combat preparation.
3. The primary (unregulated) CO<sub>2</sub> supply vessel, whether refillable bottle or disposable cartridge, and any components between the CO<sub>2</sub> supply and the regulator, as well as the regulator that controls the pressure from the primary CO<sub>2</sub> supply vessel, must be commercially manufactured. In addition, if any part of the gas system after the regulator exceeds 200 psi, then those components must be commercially manufactured also.
4. The combat area (pond) and some area (dependant upon terrain features) around it should be sectioned off so that spectators can be controlled and kept within safe areas.
5. The by-laws and constitution of the specific club involved in the event may apply additional safety requirements as required.

Section Name: <b>SAFETY</b>	Section #	<b>8</b>
	Page #	<b>4</b>
	Revised	<b>5/25/10</b>

#### D. DISREGARD OF SAFETY REGULATIONS

1. 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 officials, or can cause the member to lose use of a particular racing site.

 <b>North American Model Boat Association</b> <b>Official Rule Book</b>	Section Name	<b>GAS</b>
	Section #	<b>27</b>
	Page #	<b>1 of 6</b>
	Revised	<b>5/25/10</b>

## 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.
- vi) Recoil starters must be included on the original engine and must be retained on engines in this class.

Section Name: <b>GAS</b>	Section #	<b>27</b>
	Page #	<b>2</b>
	Revised	<b>5/25/10</b>

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. OPEN 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 53.00 cubic centimeters.

ii) Engines in this class must employ spark-induced combustion. Glow plug or compression-induced combustion is illegal.

iii) Induction systems may include piston port induction, reed valve induction, rotor-valve induction and drum valve induction.

	<b>North American Model Boat Association</b>  <b>Official Rule Book</b>	Appendix Name	<b>HALL OF FAME</b>
		Appendix	<b>B</b>
		Page #	<b>1 of 13</b>
		Revised	<b>5/25/10</b>

## A. PURPOSE

NAMBA International continues to grow with the efforts of dedicated people who are willing to sacrifice their time, talent, and ideas for the promotion of model boating. Many people in NAMBA's history have shown outstanding leadership, devotion, and expertise in keeping NAMBA the great organization that it is. The Hall of Fame is not a popularity contest and is not politically motivated.

The NAMBA Hall of Fame was the brainchild of Al Metelak, NAMBA's second President. He requested that Gary Johnson create a program that would spell out the requirements for being a Hall of Fame member. The first nominees were inducted in 1981 at the Nationals in Amarillo, TX. Five inductees were honored with beautiful brass emblems mounted on a walnut and brass plaque. They also received a beautiful embroidered Hall of Fame jacket patch.

It is hoped that this special honor and thank you will make all of the time spent worthwhile, and encourage other members to strive and look forward to being honored in the Hall of Fame.

NAMBA International is proud to honor its members who serve and promote the hobby/sport of model boating. Included at the end of this section are brief resumes of the current members of the Hall of Fame. Their contributions are varied, and encompass all areas of the hobby. They have helped make model boating and NAMBA what it is today.

## B. CHAIRMAN

1. The Chairman of the Hall of Fame shall be a current Hall of Fame member.
2. The position will have a term of two years.
3. Hall of Fame members will vote on this Chairman for each term.

## C. PROCESS FOR NOMINATION AND INDUCTION

### 1. Qualifications

- a) Nominee must be a current NAMBA member, unless deceased, who has been a member for at least ten years.
- b) Nominee should have held some of the items listed on the nomination form. These items include, but are not limited to: national/district offices, national/district chairmanships, national/district championships, national records (oval and/or straight-line), and experience as a district/national contest director.

Section Name: <b>HALL OF FAME</b>	Appendix	<b>B</b>
	Page #	<b>2</b>
	Revised	<b>5/25/10</b>

## 2. Nomination

- a) Nomination must be made by a current adult NAMBA member, who has been a member for at least five years.
- b) The deadline for a nomination will be eight weeks prior to a scheduled induction ceremony.
- c) Must be made on the appropriate form, which can be received from the NAMBA office or from the Hall of Fame Chairman. Once completed the form must be returned to the Hall of Fame Chairman.

## 3. Voting

- a) The Chairman forwards copies of all nomination forms received by the deadline to all the current Hall of Fame members for voting.
- b) Nominees will be voted on by a simple majority of the returned votes from current Hall of Fame members.
- c) Only one person can be voted in during any given year.
- d) If a nominee fails to be voted in during a particular year, their name and application must be resubmitted for consideration in a following year.

## 4. Induction

- a) The induction ceremony is normally done at the banquet at the end of the Nationals.
- b) Each new inductee will receive a plaque and embroidered patch to commemorate their induction into the Hall of Fame.