 <b>North American Model Boat Association</b> <b>Official Rule Book – Update</b>	Update #	<b>2025-4</b>
	Date	<b>8/18/25</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.

*Reminder: Per Section 7 - Rule C.1, the attached rule updates are effective immediately once published on the NAMBA website or in the Propwash.*

### **Section**

### **Summary of changes**

#### 6 - Nationals

Remove pages:	1 - 2 ( <i>dated 11/17/24</i> )	- Correct incorrect wording from prior
Insert pages:	1 - 2 ( <i>dated 8/18/25</i> )	update (Rule A.2.a)


#### 8 - Safety

Remove pages:	1 - 2 ( <i>dated 11/17/24</i> )	Board of Directors passed proposal:
Insert pages:	1 - 2 ( <i>dated 8/18/25</i> )	- Correct wording issues from prior update (Rule B.1)

#### 16 - Race Organization

Remove pages:	1 - 6 ( <i>dated various</i> )	Board of Directors passed proposals:
Insert pages:	1 - 6 ( <i>dated 8/18/25</i> )	- Requirement for all officials to be members in good standing (Rule A.1.a, A.1.b)
		- Update when drivers' meeting occurs (Rules A.2.b.i, F.1)
		- Correct typos and grammar issues (Rules A.4.a.ii, H.5, H.8)
		- Simplify wording (Rule C.1)
		- Update rules regarding practice running (Rules E.1, E.1.d, E.1.e)
		- Remove clockwise reference to accommodate classes that run in the opposite direction (Rules E.1.b, E.1.c)
		- Update "cash equivalent" references under Awards (Rules I.1, I.1.a)

*(continued next page)*

	<b>North American Model Boat Association</b>	Update #	<b>2025-4</b>
	<b>Official Rule Book – Update</b>	Date	<b>8/18/25</b>

### 18 - Heat Racing


Remove pages: 1 - 4 (*dated various*)  
Insert pages: 1 - 4 (*dated 8/18/25*)

Board of Directors passed proposals:  
- Correct typos and grammar issues (Rules D.2.a, G.4)  
- Remove clockwise reference to accommodate classes that run in the opposite direction (Rule G.3)

### 27 - Gas

Remove pages: 9 - 10 (*dated 6/21/25*)  
Insert pages: 9 - 10 (*dated 8/18/25*)

Board of Directors passed proposal:  
- Correct typos and grammar issues (Rules D.1.b.i, D.2.a.ix)

	<b>North American Model Boat Association</b>  <b>Official Rule Book</b>	Section Name	<b>NATIONALS</b>
		Section #	<b>6</b>
		Page #	<b>1 of 5</b>
		Revised	<b>8/18/25</b>

## A. GENERAL

1. There will be a NAMBA Nationals held each calendar year. It will be a minimum of six-day to a maximum of eight-day meet and offer four rounds per class.
2. An additional NAMBA Electric Nationals can also be held each calendar year, where only electric classes are offered. When held it will be a minimum of three-day to maximum of five-day meet and offer four rounds per class.
  - a. This event will be separated from the NAMBA Nationals by 30 calendar days, unless both event Contest Directors and a majority consensus of the Board of Directors decide otherwise.
  - b. When a separate NAMBA Electric Nationals is held, any electric classes offered at the NAMBA Nationals that year will be considered as exhibition only and the winner not be recorded as a National Champion
3. Contest Director and all Race Announcers will meet the minimum requirements for a Contest Director 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.
4. 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.
5. 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.
6. In case of any controversy involving the Nationals, the Contest Director or President will have the final authority in its disposition.
7. All events, etc. associated with the Nationals will meet all NAMBA requirements.
8. Vendors are not permitted to sell or advertise without the approval of the hosting club/district and payment of the appropriate fee.
9. There must be a minimum of five prepaid entries to make a class, if there are less the class can still be run at the discretion of the host club as exhibition only. In addition to be considered for a national championship there must be at least five boats that attempt to run in round 1 of the class, if less it will be an exhibition class.

Section Name: <b>NATIONALS</b>	Section #	<b>6</b>
	Page #	<b>2</b>
	Revised	<b>8/18/25</b>

## 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. 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 \$3,000 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.

	<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>8/18/25</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 hot 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 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.
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 means of fire suppression in the hot pit area based on the needs of the power systems represented including a fire extinguisher for internal combustion classes and a bucket of sand for electric classes. The hot pit area is defined as the area where boats are started and launched. It is the Contest Director's responsibility to ensure that the fire extinguisher is in place, readily available; and, in the case of a fire extinguisher, be at a minimum BC rated and legally operational.
8. 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.

Section Name: <b>SAFETY</b>	Section #	<b>8</b>
	Page #	<b>2</b>
	Revised	<b>8/18/25</b>

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 launch area in the hot 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.
  - a. 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.
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. Canopies and other sunshine prevention devices must be securely held in place. Depending upon local requirements, the members may use stakes, rope tie downs, weights, or other means to reduce the chance that canopies or other devices are blown loose.
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. Any boat which has been run aground will not be permitted to re-enter the water until the driver has demonstrated to the Race Announcer or Pit Manager 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 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.
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 "1/2 A" or "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/turbines 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.

 <b>North American Model Boat Association</b>  <b>Official Rule Book</b>	Section Name	<b>RACE ORGANIZATION</b>
	Section #	<b>16</b>
	Page #	<b>1 of 6</b>
	Revised	<b>8/18/25</b>

## A. RACE OFFICIALS AND DUTIES

### 1. General

- a. All race officials will have competed/participated in a similar type of event/contest they are to manage before being qualified for these positions wherever possible.
- b. All race officials must be a NAMBA member in good standing.

### 2. Contest Director

- a. The Contest Director is the primary official of an event or contest. Their duties and responsibilities include, but are not limited to the following:
  - i) ensuring that a drivers' meeting is conducted prior to the start of racing each day;
  - ii) fair and expeditious progress of the event;
  - iii) smooth and efficient pit operations;
  - iv) accurate entry and result tabulations and accounting;
  - v) resolving arbitration arising over the interpretation of rules, and disqualifications from the event;
  - vi) disqualification of a contestant for unsportsmanlike conduct when necessary.

### 3. Race Announcer

- a. The Race Announcer is the alternate to the Contest Director. Their duties and responsibilities include, but are not limited to the following:
  - i) constant monitoring of the orderly and timely progression of the contestants and/or races;
  - ii) ruling on the start and finish of each run/race;
  - iii) starting Pit Time and starting clock when signaled by the Pit Manager if there is one for the event.
  - iv) Resolving arbitration arising over starts, retrieval of boats, assessments of penalties and/or disqualifications from a heat.

Section Name: <b>RACE ORGANIZATION</b>	Section #	<b>16</b>
	Page #	<b>2</b>
	Revised	<b>8/18/25</b>

#### 4. Pit Manager

- a. The Pit Manager is responsible for the overall management of the hot pits. His duties and responsibilities include, but are not limited to:
  - i) maintaining a checklist of contestants in the designated pits and informing the Race Announcer of missing entries;
  - ii) ensuring that only drivers and their helpers/pit crews are in the hot pits;
  - iii) let the Race Announcer know contestants are ready in the hot pits;
  - iv) constant monitoring of the boat traffic in the Pit Lane and ruling on infractions.

#### 5. Course Judges

- a. Course Judges will be responsible for the constant monitoring of their assigned course area/boat and note infractions of the rules and procedures. They will have competed in the event/contest they are to judge/referee before being qualified for this position wherever possible. Their duties and responsibilities include, but are not limited to:
  - i) noting the infraction, the lap number and boat(s) involved;
  - ii) judging the severity of the infraction and assessing a just penalty, if necessary, under these rules;
  - iii) informing the Race Announcer of the infractions immediately;
  - iv) constant monitoring of his assigned part of the course for unnatural obstacles or hazards (i.e., cans, paper, sticks, plastic bags, etc.) and for alerting the Race Announcer.

### B. SCHEDULING OF RACES/HEATS

1. Drawing for races will generally be done by random selection and with no regard to specific entries, contestants, and/or boats. Some types of racing, however, require special techniques which may be followed at the discretion of the contest officials.
2. At any time during the event, the Race Announcer may move contestants in a particular class with no bias to fix unbalanced boats per heats due to scratches and/or no shows. This includes the combining of small heats into one, as long as the combined heat is similar in size to any remaining heats for that class in that same round.



Section Name: <b>RACE ORGANIZATION</b>	Section #	<b>16</b>
	Page #	<b>3</b>
	Revised	<b>8/18/25</b>

3. The contestant is responsible for notifying the Race Announcer or Pit Manager for their event in case of "back-to-back" races involving his entries and will receive a maximum of five minutes for "get ready" purposes.
4. There must be a minimum of three prepaid entries to make a class and/or race.

#### C. ENTRY LIMITATIONS AND QUALIFICATIONS

1. Contestants will be limited to one entry per class at each sanctioned event.
2. There shall be no switching of hulls in a class during a sanctioned event regardless of the circumstance (i.e. hull damage, current water conditions, etc.) after the start of round 1. For outriggers, the sponsors are not considered part of the hull and thus can be changed.
3. Two or more entrants may not race the same hull in the same class.
4. There will be no proxy entries in R/C competition unless the contestant is physically handicapped or aged. No proxy driver may enter a boat in the competition in which he is proxying. Proxy drivers must be members of NAMBA.

#### D. FREQUENCY CHANGES

*(Rules removed as no longer needed due to 2.4 GHz DSM frequency being the only type now allowed for sanctioned events, see Section 12 - rule B.3. Sub-section removal and renumbering of following rules to be done during a future update).*

#### E. PRACTICE RUNNING

1. All practice running will be controlled by the Contest Director. Procedures for controlled practice and test operations will be left to the discretion of the Contest Director, but the following procedures are recommended:
  - a. Water or course time will be limited.
  - b. Only boats of compatible speed and maneuverability, and direction of travel will be allowed on the water at one time.
  - c. All practice running will have boats running in the same direction around the course set on the water at that time.
  - d. All drivers must have a pit person.
  - e. Drivers must control their boats from the drivers' stand or driving area with their pit person joining after the boat has been launched.

Section Name: <b>RACE ORGANIZATION</b>	Section #	<b>16</b>
	Page #	<b>4</b>
	Revised	<b>8/18/25</b>

#### F. DRIVERS' MEETINGS

1. Drivers' meetings will be held prior to the start of racing each day and at any time the Contest Director may deem necessary. It is the contestant's responsibility to attend these meetings.
2. A primary purpose of the drivers' meeting is for interpretation and clarification of rules and procedures, and any questions regarding said rules should be asked at this time.
3. Once an event is underway, the contest officials should not be distracted from their duties by questions that could or should have been asked at the drivers' meeting.

#### G. INSPECTIONS

1. The Contest Director has the authority to implement pre-race and/or spot inspections as they see fit on hulls and engines.
  - a. Engine inspections can only include visual inspections and/or inspections performed by removing the spark/glow plug and using an instrument to check stroke.
  - b. Electric motors can be dimensionally checked.
  - c. Hull Inspections may use various measuring tools as required.
2. If a racer is to be found to be in violation of rules during a pre-race inspection or before the boat has run in the event, the racer will have the opportunity to correct the issue prior to the start of their heat after clearing a follow-up inspection.
3. If a racer is found to be in violation of rules during a spot inspection after the boat has already run, they will be disqualified for the remainder of the race in the class where the violation occurred. All points earned in that class will be null and void. If a disqualification occurs, no other racer will move up in heat race position to receive additional points. For example: If a racer took 1st place in a heat and was disqualified, the 2nd place racer would not move up to 1<sup>st</sup> place.

Section Name: <b>RACE ORGANIZATION</b>	Section #	<b>16</b>
	Page #	<b>5</b>
	Revised	<b>8/18/25</b>


## H. PROTESTS

1. In all sporting events, situations develop that require judgment calls or decisions on the part of contest officials and all such decisions made will be final and may not be protested.
2. Continued verbal protests, harangues and/or other abuse, either direct or indirect of any contest officials will be considered unsportsmanlike conduct and will be just cause to bar that contestant or crew person from any further participation in that contest.
3. All protests for engines and hulls must be made in writing to the Contest Director and accompanied by a \$25 protest fee. If the protest is found to be invalid, the fee will go to the owner of the protested boat. If the protest is found to be valid, the fee is to be returned to the protester.
4. A protested hull or engine will be measured by a committee made up of the Contest Director, the District Director or his authorized representative present at the event, and one other NAMBA member other than the protester or owner of the protested engine or hull. Measurements will be made in the presence of the owner and results thereof will be made known in writing and signed by each member of the three person committee and be forwarded with their decision to the Executive Secretary, the Board of Directors, and the President of NAMBA.
5. A protested hull will be allowed to continue running in the event(s) entered until the protest is ruled upon. However, any points, records, places, etc. won will be held pending the resolution of the protest.
6. Protests of a nitro or gas boat's engine will be reviewed after the last round of the class. A boater that has an engine under protest will be allowed to complete the racing for the day.
7. Protests of an electric motor or cells will be reviewed and ruled on prior to the racer's next heat in that class.
8. Protests on the legality of a boat itself will be done prior to the start of the 2<sup>nd</sup> round for the class that the boat is entered in. When the 2<sup>nd</sup> round of racing begins, the opportunity to examine every boat in that class will have occurred, thus allowing the Contest Director the opportunity to determine if it meets the minimum requirements to continue.
9. A protest of any kind must be made at the contest so all factors can be available.

Section Name:  <b>RACE ORGANIZATION</b>	Section #	<b>16</b>
	Page #	<b>6</b>
	Revised	<b>8/18/25</b>

## I. AWARDS

1. The members of NAMBA will be allowed to accept merchandise, merchandise gift certificates, and trophies as competitive awards. Any NAMBA member can receive earned racing awards. However, the awarding of district points will be left to the discretion of the district in which the race is held. Cash and items that can be redeemed for cash are not permitted.
  - a. Examples of these types of awards would be but are not limited to: pre-paid debit cards, money orders, cashier's checks, and other items that are directly redeemed in cash.

 <b>North American Model Boat Association</b>  <b>Official Rule Book</b>	Section Name	<b>HEAT RACING</b>
	Section #	<b>18</b>
	Page #	<b>1 of 4</b>
	Revised	<b>8/18/25</b>

## A. GENERAL

1. An R/C model powerboat heat will consist of the simultaneous scheduling of two or more boats for a race. The number of heats constituting a race is determined by the number of entries and time available, however, a minimum of three rounds is required with ties to be broken by the fastest time.

## B. HEAT RACING PROCEDURES

1. Each heat race will consist of three distinct phases:
  - a. Pit Time
  - b. Clock Time or Mill Time
  - c. Course Time or Race Time
2. The heat starts with the first phase: a two-minute period or Pit Time for starting engines, launching and releasing boats. A starting clock, placed in full view of all drivers (or and adequate audio system) and requiring no less than 30 seconds to complete one sweep, will be started. If all boats are on the water you can go onto the 30-second clock with drivers approval. Contestants will mill on the course in a designated milling pattern until the end of Clock Time. Drivers should pace their boats during Clock Time so as to arrive at the starting line at full throttle simultaneously with the expiration of the Clock Time which constitutes the start of Course Time.
3. There must be a minimum of three prepaid entries to make a class and/or race. There will be no more than eight boats in one heat.
4. Heat racing records can only be set at and during NAMBA sanctioned heat races.

## C. PIT TIME

1. A Pit Time of two minutes is allowed for the starting of all engines and to allow all boats to be launched.
2. If no entrants have started engines and are under way at the expiration of Pit Time, the heat will be declared "No Contest". All drivers will be awarded zero points, a DNS.

Section Name: <b>HEAT RACING</b>	Section #	<b>18</b>
	Page #	<b>2</b>
	Revised	<b>8/18/25</b>

3. Boaters who are in the hot pits will not be permitted to pre-start their motors prior to the start of Pit Time. Once the heat is in progress, boaters that did not get started and boaters not participating in that heat will not be permitted to start their motors in the hot pit area.

#### D. CLOCK TIME (MILL TIME)

1. Clock Time will be initiated at the expiration of Pit Time and no boats may be launched or released after commencement of Clock Time. At the Race Announcer's and/or Pit Manager's discretion for safety reasons a boat may be launched after the commencement of Clock Time but before the commencement of Course Time as long as the boat is started, off the stand, and ready to launch by the end of Clock Time.
2. Milling procedures during Pit Time and Clock Time:
  - a. Boats on the course awaiting the expiration of Clock Time will follow the mill pattern in a clockwise direction and around the course buoys in the specified milling pattern to be set at the discretion of the Contest Director (see Rule 13.B.5). Not following the mill pattern will draw a driver infraction with a one lap penalty being assessed by the Race Announcer or Judge.
  - b. During the last five seconds of Clock Time (aka "committed"), all boats must adhere to the lane they are currently established in. They must maintain a straight course or established lane if in a turn. Zigzagging, "S" turns, or fishtailing to delay crossing the start line will draw a driver infraction with a one lap penalty being assessed. Boats will not cut thru the course (continue milling course) during the last 5 seconds to delay in jumping the start or a 1 lap penalty will be assessed. During mill time boats can be assessed a lane infraction for blatant lane violations as described in Rule 17.B.3, regardless of boat speed.

#### 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 Race Announcer, "Course Time" may be extended to eight minutes

Section Name: <b>HEAT RACING</b>	Section #	<b>18</b>
	Page #	<b>3</b>
	Revised	<b>8/18/25</b>

#### F. START

1. The expiration of Clock Time signifies the start of the heat regardless of the position of entrants and also starts timing of the heat.
2. Boats crossing the start line prior to the expiration of Clock Time will be ruled as jumping the gun and will be required to complete an extra lap, (i.e.. complete a circuit of the course and re-cross the start line for a legal start).
3. A heat may be considered officially started when one boat legally crosses the start line at the termination of Clock Time. If no boat legally crosses the start line, all drivers will be awarded zero points, a DNS.

#### G. THE RACE

1. Laps are counted with the first crossing of the start line counted as zero and with each consecutive crossing of this line counted as an additional lap until the required number of consecutive laps are completed. This constitutes the finish of the race. The first boat to legitimately complete the final lap is declared the winner. A boat's forward momentum must carry it across the finish line.
2. In the event that no boat finishes the required number of laps, the heat will be considered complete and will not be re-run. All boats that have legally started the race will get 25 points, a DNF.
3. Following an official start, the course will be run for the required number of laps to designate a heat. To be counted as legitimate, a clean lap must be run without penalty. Laps may be counted legitimate after the penalty has been assessed and cleared.
4. The Course Time will not be considered a "right" to remain on the course. The Race Announcer may order a boat(s) off the course any time after completion of the race by the winning boat. Boats traveling at reduced speed, but obviously capable of finishing the required laps, will be awarded points according to their position at the time they are ordered off the course. If, in the judgement of the Race Announcer, boats remaining on the course are incapable of finishing the race, they will be ordered off the course and scored "Did Not Finish."

#### H. RE-STARTS AND RE-RUNS

1. Since each boat must cope equally with the same probabilities for all circumstances (course obstacles, radio interference, shoring or collisions etc.) in any given heat, no re-runs or re-starts will be allowed, unless the safety of the drivers, contestants, or spectators are in jeopardy.

Section Name: <b>HEAT RACING</b>	Section #	<b>18</b>
	Page #	<b>4</b>
	Revised	<b>8/18/25</b>

## I. HEAT DELAYS

1. It will be the policy of the Race Announcer to maintain a sympathetic and helpful attitude toward contestants and their problems in the conduct of a race, and will do their utmost to help drivers with their problems. The Race Announcer should be notified immediately of any major equipment problems discovered by the contestant before reaching the hot pits. Re-scheduling may be done if, in the discretion of the Race Announcer, it is advisable and fair to all other contestants.
2. Delay or cancellation of Pit Time will not be allowed under any circumstances other than course problems and will be called by the Race Announcer.

## J. POINTS AND AWARDS

1. Boats will score and accumulate points in order of their finish positions according to the following table:

1 <sup>st</sup> Place	-	400 points	6 <sup>th</sup> Place	-	96 points
2 <sup>nd</sup> Place	-	300 points	7 <sup>th</sup> Place	-	72 points
3 <sup>rd</sup> Place	-	225 points	8 <sup>th</sup> Place	-	54 points
4 <sup>th</sup> Place	-	169 points	Did Not Finish (DNF)	-	25 points
5 <sup>th</sup> Place	-	127 points	Did Not Start (DNS)	-	0 points

2. At the discretion of the individual district, contestants will carry over points toward the year end champion either as determined by their overall class finishing position (for example, the first place finisher for the day carries over 400 point for the year end totals) or by the total points earned in the class for that day.
3. Points will be awarded in order of finish and the entries then placed in order of total accumulated points for the ultimate class and race results.
4. In case of point ties, the boat with the fastest heat time will take precedence.
5. A boat that fails to complete the heat due to the actions of another boat, that results in the disqualification of the offending boat, will receive 4<sup>th</sup> place points (169 points). This rule will be in effect from the beginning of Pit time until the end of Course time (Race Time). This does not affect the place of finish or points awarded to other boats finishing the heat.



Section Name: <b>GAS</b>	Section #	<b>27</b>
	Page #	<b>9</b>
	Revised	<b>8/18/25</b>

- iv) The transom will be a minimum of 10" in width.
- v) The hull design will only be one of the following types: round nose, step deck, or chisel nose.
- vi) Nothing on the boat may be further than 5 1/4" behind the transom.

**b. Motor Specifications**

- i) Engines must conform to NAMBA Class G-Limited specifications, see rule B.3.a in this section.
- ii) The pipe and muffler must be inside the boat and exit through the transom.

**c. Appearance**

- i) The boat must have a sponsored paint scheme with sponsored IDs and U numbers on the boat.
- ii) The boat must have a human driver figure in a front or rear cockpit. The driver must be a scale of 1/8 to 1/6 in relationship to the size of the boat and wearing a life vest and helmet.
- iii) The boat must run with an engine cowling or dummy engine to cover as much of the boat's engine as possible.

**d. Race Format**

- i) 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 and a consolation heat.
  - (b) The maximum number of boats in the final heat is six. The top five boats with the highest points after the four preliminary rounds will be eligible for the final heat. If a frequency conflict exists between two or more boats eligible for the final heat, 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 points occur. The other boat will have the option to change to any other available frequency.

Section Name: <b>GAS</b>	Section #	<b>27</b>
	Page #	<b>10</b>
	Revised	<b>8/18/25</b>

- (c) After the final heat field has been set, boats accumulating points in the four preliminary rounds after the fifth position will be used to fill the consolation heat. The winner of this heat will be used to fill the six boat final heat.
- (d) The outcome of the consolation heat will not affect the overall standings or points for the day.
- (e) Final race standings will be determined by order of finish in the final.

## 2. JERSEY SKIFF

### a. General Specifications

- i) Prop shaft and tube must pass thru the bottom of the boat.
- ii) No fairing on top of prop shaft tube.
- iii) No hardware will extend beyond 4" from transom.
- iv) No skegs or turn fins.
- v) Strut must be rounded on bottom.
- vi) Tuned pipes are allowed. Exhaust must exit thru transom and not extend more than 1 ½" past transom.
- vii) Motor will be covered; hood scoops and air vents are allowed.
- viii) Trim tabs allowed. No trim tabs with fins or skegs on bottom. Trim tabs can be angled up to prevent hooking.
- ix) Engines must conform to NAMBA Class G-1 specifications, see rule B.1.a in this section.
- x) Boat must have numbers on both sides of hull in the following format - JS followed by NAMBA number. Minimum height of 3 inches.
- xi) Must have two scale like drivers with life jackets and helmets, located at or near transom. Height of drivers must be between 3.5"-4" (DH in Diagram 1).
- xii) Wood/scratch builds are permitted, must simulate the lap strake construction.