	North American Model Boat Association	Update #	**2026-1**
	Official Rule Book – Update	Date	**2/22/26**

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**
13 - Official Courses		
Remove pages:	1 - 2 *(dated various)*	Board of Directors passed proposal:
Insert pages:	1 - 2 *(dated 2/22/26)*	- Rule C.1.a.i: Update number of laps - Rule C.1.b: Clean-up wording
16 - Race Organization		
Remove pages:	3 - 4 *(dated 8/18/25)*	Board of Directors passed proposals:
Insert pages:	3 - 4 *(dated 2/22/26)*	- Rule B.4: Clean-up wording
18 - Heat Racing		
Remove pages:	1 - 4 *(dated 8/18/25)*	Board of Directors passed proposals:
Insert pages:	1 - 4 *(dated 2/22/26)*	- Rule A.1: Clean-up wording; Remove tie breaking reference, duplicated in rule 16.J.4; Combine heat size requirements from rule B.3; Add clarification for when one contestant left in class - Rule B.2: Removal of sentences already covered in other rules (1 and 4); Clean-up starting clock wording; Clean-up and move sentence re: advancing of clock (new C.4); Move last sentence to separate rule (new D.3) - Rule B.3: Removal due to combining heat size requirement above and prepaid entry reference duplicated in rule 16.B.4 - Rule B.4: Rule number change due to removal above - now Rule B.3 - Rule C.1: Clean-up wording - Rule C.3: Clarification on pre-starting engines; Move last sentence to separate rule (new E.2) - Rule D.2.a: Remove clockwise reference to accommodate classes that run in the opposite direction; Add Pit Time to milling requirement - Rule F.2 & F.3: Clean-up wording Membership passed proposal: - Rule J.4: Update how ties are decided

	North American Model Boat Association	Update #	**2026-1**
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Section			**Summary of changes**
27 - Gas			
	Remove pages:	3 - 4 *(dated 6/21/25)*	Board of Directors passed proposal:
	Insert pages:	3 - 4 *(dated 2/22/26)*	- Add clarification of diaphragm usage in G-Limited (Rules B.3.a.iv.g)
28 - Electric			
	Remove pages:	15 - 16 *(dated 9/7/23)*	Membership passed proposal:
	Insert pages:	15 - 16 *(dated 2/22/26)*	- Rule E.6.d.i: Motors for 1/10 Scale

A. BUOYS

1. Buoys will be any object non-injurious to boat hulls such as styrofoam or plastic that floats at least 50% out of the water, is clearly visible, brightly colored (red, orange, or yellow), and securely fastened to their position. In no event will a buoy be less than six inches or more than 12 inches in diameter. Buoys must float a minimum of five inches above the water.

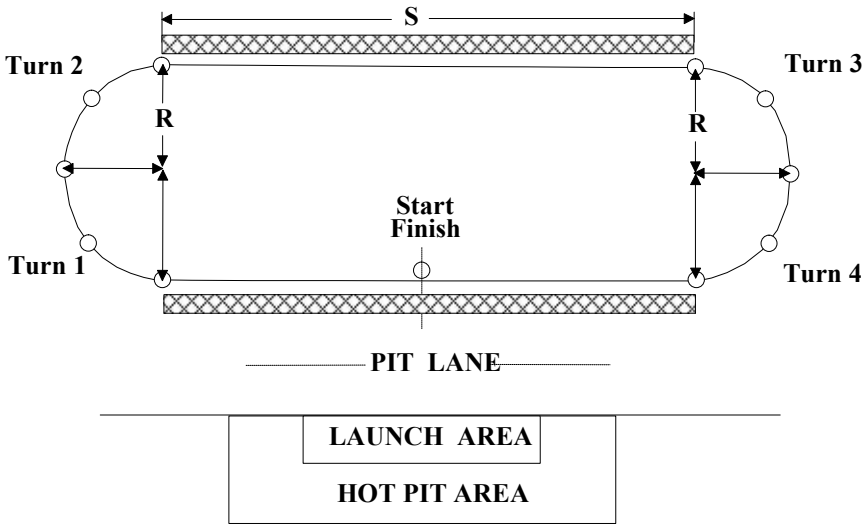
B. TERMINOLOGY

1. The area between the shore and the front straight is known as the pit lane. This lane should be considered present during all events, whether marker buoys are set up or not and the drivers entering or leaving the launch area are encouraged to drive their boats in this lane.

2. The shaded area between the turns will be referred to as the front and back "straights" or "chutes" respectively.

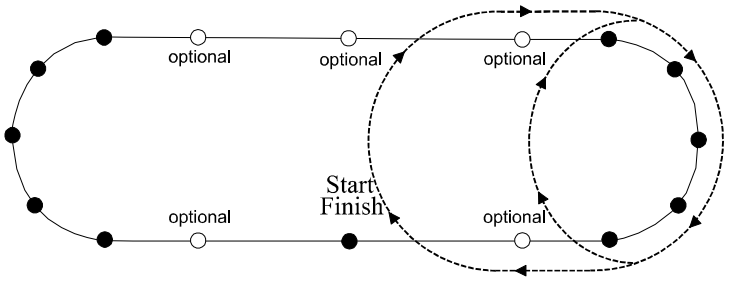
3. The section within the course marker buoys is referred to as "within the course" or as the infield.

4. The buoys at each end of the straights/chutes are referred to as the "entrance buoys" of the turns. The buoys at the beginning of the straights/chutes are referred to as the "exit buoys" of the turns.

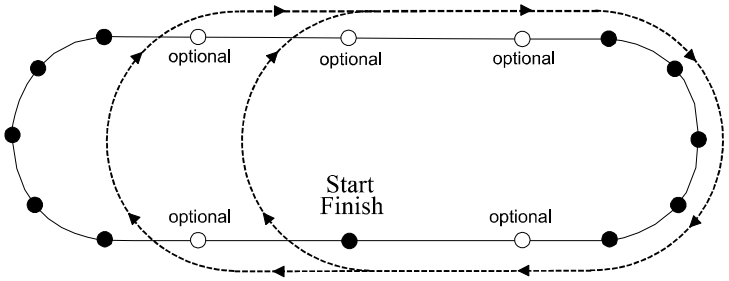


5. Mill patterns will be Quarter, Half, Full, or a combination of these (see diagrams below).

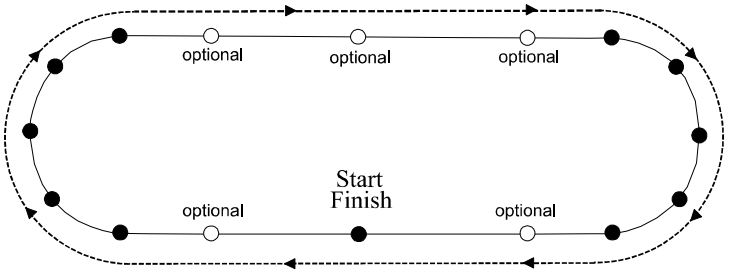
Quarter Mill



Half Mill



Full Mill



C. REGULATION COURSES

1. General

   a. The course will be defined and measured as follows:

      i) There will be a minimum of six laps required in the total race distance for all classes.

   b. The turns will be clockwise and defined as follows (except where noted in specialty classes):

      i) Turns will be marked by a minimum of three buoys for radii between 15 feet and 30 feet, and by five buoys for radii over 30 feet.

ii) Offshore turns will be marked by a single buoy.

c. A legal course for NAMBA Heat Racing and Oval Time Trial records must be either one in which each buoy is surveyed and placed in a fixed position, or one which is measured and has the straightaway marked by a solid fixture on each end. This fixture can either be on the water or on two sides of the lake so that a line can be drawn across to set the straightaway end positions. The radius will then be measured from these fixed straightaway end positions, and will apply to all turn buoys. The lines or devices that are used for measuring will be at the site during a race in the event that anyone should desire to verify the measurements or placement of a buoy.

2. One Mile - Six Lap Record Course

   a. The course will be one mile in total length for all classes.

   b. The course will be six laps for all classes.

   c. The radii used when establishing this course will not exceed 50 feet or be less than 15 feet.

   d. Five buoys will be used to define the turn, except on 15 feet radii turns which may use three buoys.

   e. When optional straightaway buoys are used, a maximum of three buoys will be used for each straightaway.

3. Other Courses

   a. There may be special courses listed within specific class/racing type sections (e.g. electric, offshore, etc.). See individual sections for details.

D. COURSE MEASUREMENT

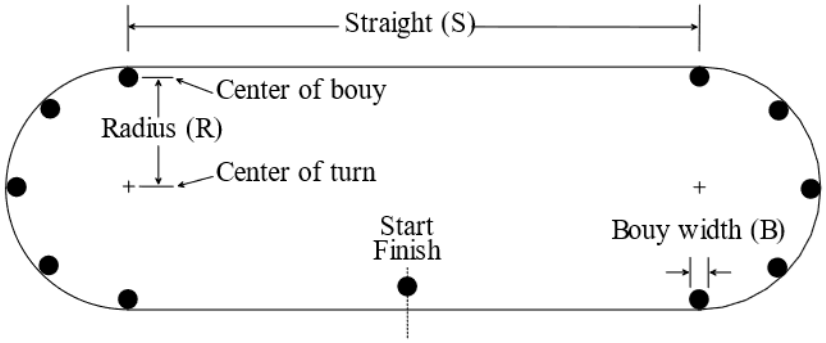
1. Mathematics of course

   Course length **C** = number of laps **N** x lap length **L**

   Lap length **L** = 2 x length of straight **S** + total length of turns **T**

   Total length of turns **T** = Pie x (2 x radius of turn **R** + buoy width **B**)

   Radius of turn **R** (to center of buoy)



2. Formulas

   a. Length of course

      C = N x ((2 x S) + 3.1416 x (2 x R + B))

   b. Length of straight

      S = .5 x ((C / N) - 3.1416 x (2 x R + B))

   c. Radius of turns

      R = .5 x ((((C / N) - (2 x S)) / 3.1416) - B)

   d. Example of a typical course:

      Using bolded measurements in table below (all measurements in feet):

      5280' = **6** x ((2 x **330'**) + 3.1416 x (2 x **34.775'** + **.5'**))

Course length (C)	**Laps (N)**	**Turn Radius (R)**	**Buoy Width (B)**	**Straight (S)**
1 mile (5280')	6	15'	.5' (6")	392.1' (392' 1.25")
	6	30'	.75' (9")	344.6' (344' 7.25")
	6	**34.775' (34' 9.5")**	**.5' (6")**	**330'**
	6	38.42' (38' 5")	.75' (9")	318.12' (318' 1.5")
	6	50'	.75' (9")	281.74' (281' 9")
	6	50'	1' (12")	281.35' (281' 4.25")

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.

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 sponsons 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.

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 1st place.

A. GENERAL

1. A heat will consist of the scheduling of three to eight boats for a race. The number of heats is determined by the number of entries and time available, however, a minimum of three rounds is required. If at any time during the event there is only one entrant left in a particular class, they may run by themselves in the subsequent rounds to get points for their class.

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. An audio and/or visual clock must be used for Pit Time and Clock Time. If a visual starting clock is used it must be placed in full view of all drivers.
3. Heat racing records can only be set at and during NAMBA sanctioned heat races.

C. PIT TIME

1. A Pit Time of up to 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.
3. Boaters who are in the hot pits will not be permitted to start and run their gas/nitro motors prior to the start of Pit Time without permission from the Race Announcer.
4. When all boats are on the water, the Race Announcer may advance to Clock Time/Mill Time with drivers' approval.

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 Pit Time and Clock Time will follow the mill pattern 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.

3. 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.

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.

2. 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.

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 within 5 seconds of the expiration of Clock Time will be required to continue around the full course and take their legal start when next crossing the start line.

3. If no boat legally crosses the start line, all drivers will be awarded zero points (a DNS); the only exception being a boat taken out as described in Rule J.5 in this section.

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.

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:

1st Place	-	400 points	6th Place	-	96 points
2nd Place	-	300 points	7th Place	-	72 points
3rd Place	-	225 points	8th Place	-	54 points
4th Place	-	169 points	Did Not Finish (DNF)	-	25 points
5th 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 at the club/district level, heat times or a run-off may be used to break ties as listed on the race flyer. At National championships, run-offs will be used as a tie breaker.

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 4th 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.

2. GX Class Rules

    a. General Engine Specifications

        i) Engines running in this class will not be required to fall under the "industrial" rule. Displacement is the swept volume of the engine, which is the cross sectional area of the cylinder multiplied by the stroke of the engine and three displacement ranges will be offered within this class:

            (a) GX-1 will include engines from 15 to 25.99 cubic centimeters.

            (b) GX-2 will include engines from 15 to 35.99 cubic centimeters.

            (c) GX-Twin will include two engines or an engine with two cylinders with a maximum displacement of 64.00 cubic centimeters.

        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. Fuel Specifications

        i) Gasoline or white gas (i.e. Coleman or Crown camp fuel) having an octane rating no higher than 117 must be used in this class. 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. At this point 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.

3. G-Limited Class Rules

    a. General Engine Specifications

        i) Engines will be a Zenoah G260 PUM with no modifications allowed except those noted below.

        ii) All replacement parts must be from the original manufacturer and the same type engine (Zenoah G260 PUM to Zenoah G260 PUM). No part swapping from other manufacturers or engine types is permitted.

        iii) The carburetor must be one of the following: Walbro WT-257, Walbro WT-644 or Zenoah WT-1027.

        iv) All carburetors will be stock with no modifications other than those noted below:

            (a) The velocity stack/Air Funnel (part #848ES08300) may or may not be used.

            (b) Any type of bolts may be used to mount the carburetor.

            (c) The idle stop screw may be removed.

            (d) A needle stop device may be used, to keep needle from turning/vibrating lose (i.e. fuel tubing, an aluminum clamp, etc.).

            (e) The exterior length of the needle may be shortened to fit under cowlings when necessary.

            (f) Any fuel pump diaphragm may be used.

            (g) Any metering diaphragm may be used, including a Walbro Spiral Diaphragm kit (part number K1-WYTA or K6-WYTA).

        v) Any exhaust manifold, header, and pipe may be used.

        vi) The spark plug must be one of the following: Champion RZ7C spark plug or a NGK CMR7H spark plug. Both must retain the factory seal washer.

        vii) Zenoah EZ Starter Kit (part #GR26099) will be allowed. The pulley assembly (part #848-ESZ-7520) of the pull starter may be modified by facing the standoff length for the purpose of not using the spacers (part #848-8Y4-6100) or the space plate (part #580-44-79-01)

        viii) The Mount Plate (part #1155-74110) may or may not be used.

(iv) Set the multimeter to "Voltage" mode and spin the motor with the drill until the reading is shown. Record the voltage.

(v) Plug the f, p and V values into the equation provided (28.E.5.e.i). The result is the motor's KV output.

6. ELECTRIC 1/10 SCALE UNLIMITED HYDROPLANE

a. General Rules

i) 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.

ii) Electric 1/10 Scale Unlimited Hydroplane rules will follow the Scale Unlimited Hydroplane rules (see Section 21) with the exception of the following.

iii) 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.

b. Hull Specifications:

i) Belly pans or blisters, if added, must be no larger than 2.5 inches wide by 4 inches long.

ii) Air dams, if installed, must be below the deck line and unobtrusive and not extend beyond the bow.

iii) Anhedraled left sponsons and modern style sponsons are not allowed on boats running in the vintage class.

iv) 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 1.75 inches behind the transom.

c. Drive Train

i) Any shaft may be used provided it maintains a straight line from hull exit through the strut.

ii) No gearbox of any configuration is allowed.

iii) 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

d. Motor Specifications

i) The motor and power must conform to the P-Limited class specifications as detailed in Rule D.1 in this section.

ii) 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.

iii) Power Limits: 10.1 to 15 Volts nominal, any chemistry. Maximum of 2 packs in parallel. Maximum total capacity shall be 10,000 mAh.

e. Class Specifications

i) Vintage Class

(a) 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.

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

ii) Modern Class

(a) 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.

(b) Follows all rules listed above except:

(c) Any shaft may be used.