

OFFICIAL RULEBOOK

NAMBA DISTRICT 3 SUNSHINE R/C BOAT RACERS, INC.

*This Rule Book works in conjunction with the NAMBA Rule Book.
This book supersedes any other rule book; including but not limited to, the NAMBA Rule Book.*

The following rules are the only alterations or modifications allowed to the NAMBA rules for District III High Points races. No other modifications or alterations are permitted.

Organizational

1. There are to be a minimum of two (2) District III meetings per calendar year. The meetings are open to all District III current NAMBA members in good standing, who will have one vote each at a district meeting. Meetings are to be held on the Saturday of the race.
2. All items to be placed on the agenda for discussion at a District meeting, must be submitted to the District Director, at a minimum of 30 days prior to the meeting. These items are then to be placed on the District 3 website.
3. *Board of Directors with voting privileges will consist of District Director, Assistant Director(s), Treasurer, Gas Director, Scale Director, Thunderboat Director, and Offshore Director.*
4. *Administrative positions without voting privileges are Secretary, Points Director, Website Director, and Photographer.*
5. All Director and administrative positions will be filled by appointments from the District Director.
6. The District Director and District Board of Directors will handle all disciplinary actions.
7. The Directors of the District have the last word on all District 3 race matters. The appropriate Director will be in charge of the matter at hand. If the appropriate Director is not present, then the Board of Directors and District Director will decide the appropriate action.

General Rules

1. Contest Directors are required to have a copy of the District and NAMBA National rules on site at all High Points races.
2. The District Rule Book will be updated annually after the second bi-annual meeting and prior to the next year's High Points racing series commencement. New rules or changes to rules will be listed in italic type.
3. Rule changes or additions can only be made at the second bi-annual District meeting. Those changes will be in effect when the District 3 rules are amended in writing and posted on the District web site.
4. Hosting clubs will remit back to the District, a \$3.00 per boat fee for each boat entered in all classes run at each District High Points race.
5. A newly formed club will be excused from remitting the District boat fee for its first High Points race.

6. *All clubs holding High Points races must submit the three dollar per boat district fee within 10 days following each race to the district treasurer. Those clubs that fail to do so will be charged a 10% late fee on the total monies due. Clubs who do not send in the boat fee money and any applicable late fees within 30 days will be placed on suspension and the District Board of Directors will decide penalties to impose on said club.*
7. Safety nets around the lake and pits in the danger areas are mandatory at all District High Points races.
8. Non-District High points races (i.e. fun runs, club races) will not be scheduled on the same weekend as District High Points races. Approval from the District Director is required for the scheduling of these types of races or events.
9. No additional High Points races will be added to the race schedule for the year, once the District has approved the race schedule. If a club is unable to host a race that has been scheduled, another club may host that race in its place pending the District Director and District Board of Directors approval. Rescheduling of any race will require the approval of the District Director and of the District Board of Directors.
10. Clubs may charge a late fee for late and/or unpaid entries. The late fee charge is to be determined by the host club.
11. At least one (1) bathroom will be in place for racers access in the working pit area. It may be a fixed facility or portable unit.
12. Information about District III will be posted on the District III website.
13. Additional fees on top of the usual first boat fee and additional boat entered fee, for entry in a District III High Points Series race, will be optional and cannot be made mandatory nor required to race/participate at that event.
14. Each club will provide accommodations for racers with disabilities. It is the responsibility of the racer involved, to bring the necessary requirements to the attention of the CD prior to the race weekend. The racer is to notify the CD when sending in their entry into the race.
15. All race entry forms must include alternate frequencies where applicable. Frequency preference is awarded by entry postmark.

Heat Racing

1. All District High Points races are required to be NAMBA Sanctioned. The District Director will sign and forward to NAMBA all properly completed race sanction forms with the required fees. These forms shall be sent to the District Director prior to December 20th of the year preceding the upcoming race season.

2. A sanctioned High Points race that has approval to change the race date or site, is required send an updated sanction form directly to NAMBA, at a minimum of 30 days in advance of the race if possible.
3. *A minimum of the following classes are to be offered at all District High Points races using the following nomenclature: Modified Nitro RTR, A Mod OPC Tunnel, A Mono, A Hydro, B Mod OPC Tunnel, B Mono, B Hydro, Sport 40-II, Scale Unlimited Hydro, X Mono, X Hydro, Nitro Offshore, GX-1 Mono, GX-1 Cat, GX-1 Rigger, GX-1 Sport Hydro, Gas Offshore, Gas Crackerbox (Probation), Jersey Skiff, and Classic Thunderboat.*
4. There must be a minimum of three (3) paid entries for any class to be considered legal, and to be run for District High Points. The three boats must be in the hot pits and attempt to run the first heat.
5. District High Points races will consist of 4 rounds of racing, time permitting.
6. District High Points races are to be two (2) day races with the exception of the Winter Nats, which may be three (3) or more days of racing. All classes offered are to be run on each of the race days. Scheduling of the classes, so as to any one particular class to only run on any one given day, will not be permitted. Exceptions to this rule will be the Winter Nats which may offer any one particular non-High Points class to only run on any one given day that High Points classes are not being run.
7. Either a full course mill pattern or full mill/half course mill combination with 30-second clock may be utilized at all District High Points races.
8. A visual clock or audio clock may be used for the starting of all District High Points races at the discretion of the host club. The type of clock used must be specified on the race entry flyer.
9. The official course for District High Points races will be marked with 5 turn buoys at each end. The host club will determine the radius of the course, to best fit the lake size.
10. All boats are required to use a quiet pipe or muffling device to reduce the decibel (db) level to 95db or less while being operated at Wide Open Throttle. The db meter is to be located at 50 feet from the edge of the water and 50 feet towards the start/finish line from buoy #1. If a boat exceeds this limit, the racer will have until the next heat that the hull in question will run in, to bring the hull into compliance. Simple exhaust diverters on stingers of nitro pipes or water injection into the exhaust system by itself will not be considered a muffling device.
11. Boats may be restarted when they quit running upon launching provide they can be safely reached with a retrieve pole. No wading out or use of tennis balls and line are to be used for the retrieving process during District High Points events.
12. No boat may be restarted if it has successfully launched and operated on the course. Re-needling or making adjustments on the bank by bringing the boat back in will not be permitted.

13. Boats may be launched if engine(s) are operating and cowling is installed at the expiration of Pit Time.
14. Anyone who launches their boat in a wrong heat, regardless of whether the boat starts the race or not, will be disqualified from running in their correct heat in that particular round.
15. The Contest Director may restart a heat that is disrupted by unsafe conditions. Only boats still operating at the time of the decision will be permitted to restart.
16. Boats may not cut the course, unless directed to so by the Contest Director.
17. After the start of a heat where only one boat remains running, that boat will be awarded first place points after completing the lap it is currently on, plus one additional complete lap. In the event that the remaining boat is currently on its last lap, an additional lap will not be required.
18. When a boat is found to not conform to the rules in a given class, the changes needed will be requested by the class Director. These changes will be placed in writing. A copy of the written request for change will be given to the racer and kept by the appropriate Director. The change request will include a time limit that the racer must adhere to. If the change has not been made in the required time limit, then the boat will not be allowed to race until the changes have been completed.

Points and Awards

1. *Any club that hosts a high points race that has not received at least 100 paid boat entries, postmarked 10 days prior to the race date, will not be required to provide awards to the race winners.*
2. The District High Points awards banquet is to be rotated throughout the clubs of the District.
3. District High Points awards will be given only to those classes that have raced at a minimum of seven (7) District High Points races. Awards will be given for 1st, 2nd, and 3rd place winners.
4. District High Points are calculated upon a drivers best seven (7) race scores.
5. District High Points scoring of any District High Points race will be by using the racers score in the class that they specifically entered in.
6. At the discretion of the host club, a minimum trophy of a medallion or other trophies and awards will be presented at District High Points series races if there are enough entries per Points and Awards Rule #1.
7. All host clubs of District III High Points races will make their best effort to have the points posted in a timely manner at the conclusion of a given round of racing. Points should be posted after each round of racing.

Mono / Hydro Classes

1. GX-1 Rigger is limited to outrigger style boats only. No canards, catamarans or sport hydros permitted.
2. Rules per NAMBA Rule Book.

Outboard Performance Craft (OPC) Class

1. Third (3rd) channel fuel mixture valves are permitted.
2. Rules per NAMBA Rule Book.

Gas Powered Classes

1. G-1 powered boats may run in the GX-1 classes.
2. G-2 and GX-2 powered boats may compete only in the Open Gas Offshore class, if hulls meet the Offshore rule requirements.

GX-1 Catamaran Class

1. No outriggers, canards, or sport hydros are permitted.

Sport Hydro Classes

1. A concourse award is optional.
2. Drivers are not required if there is a simulated or painted windshield.
3. Tail fins are not required.
4. Rules per NAMBA Rule Book.

GX-1 Sport Hydro Class

1. Only three-point hydroplanes and canards are permitted.
2. All Gas Sport Hydros must resemble full scale racing boats and may be of current or historical design. Example; pickle fork hull, round nose hull, step deck hull.
3. The Gas Sport Hydro front sponsons may have pads or breaks that contact the water at planning speeds. No rear ride pads or shoes are permitted.
4. Driver's cockpit/simulated cockpit, cowls, are mandatory for Gas Sport Hydros.

5. Open cockpit GX-1 Sport Hydros, must use a driver of scale life-like appearance and must be of shoulder height.
6. Rules per NAMBA rulebook.

1/8 Scale Unlimited Hydro Class

1. The Concours Trophy will be awarded at two (2) races only. These races will be determined when the next year's race schedule is set. Clubs not hosting a Concours trophy are encouraged to make a donation to the District towards the Bud Swensen trophy, which is awarded at the District High Points awards banquet.
2. The concours judging will have concluded prior to the running of the C class boats on the first day of racing.
3. There shall be no more than six (6) boats running in any one heat.
4. The use of the Love plan is preferred, but optional.
5. In the event that a part of the boat is lost or damaged beyond repair, as a result of a flip or collision, the boat may continue to race that weekend.
6. Hulls must be registered to race.
7. Rules per NAMBA rulebook.

Classic Thunderboat

1. The engine used in the Classic Thunderboat will be a STOCK G260 PUM Zenoah. STOCK means from the "box to the boat". No internal modifications of any kind. This includes the piston which must be "out of the box" stock. The engine cannot be "blueprinted". No grinding, polishing, cutting, machining, bead blasting or enlarging. The engine can be disassembled for maintenance only.
2. Either the Walbro WT-644 carburetor or the Walbro WT-257 carburetor may be used on the stock Zenoah G260 PUM engine. Whichever carburetor is used it must be stock as it comes from the manufacturer. If the Walbro WT-644 carburetor is used the choke must be left in place and not removed. The phillips head screws that attach the carb to the engine may be replaced with allen head screws. The AIR-funnel may be removed from the carb.
3. Misc.:
 - a. The front mount supplied with the engine may be removed and replaced front and rear with any mounts available to fit the individual boat.

- b. The stock black water jacket (part no. T2076-12210) may be painted or anodized to any color.
 - c. The stock recoil starter assembly may be replaced by the Zenoah EZ Start starter assembly (part no. GR26099).
 - d. The use of a starter belt and pulley (Geezer Wheel) attached to the collet side of the crankshaft is legal as long as the Zenoah pull starter is not removed from the flywheel end of the engine.
 - e. The coil located on the side of the engine may be moved to another location on the engine.
 - f. Any brand of Spark Plug may be used.
 - g. The M5X0.8 water fittings on the engine may be drilled out to a larger size. The water fitting must not, however be replaced by a larger fitting.
 - h. Low drag seals are strictly prohibited.
 - i. All parts used for the engine must be from the parts list in the “Zenoah G260 PUM Owner’s Service Manual. Particular attention should be paid to Gasket thicknesses.
4. At the option of the Classic Thunderboat Director the engines in the first, second and third place boats may be inspected at any NAMBA District 3 Race for legality. If an engine is found to be illegal, as per these rules, the contestant will be disqualified and will serve a two race suspension. If the contestant is found to have an illegal engine a second time the contestant will serve a one year suspension from the date of the infraction. These suspensions apply to the Classic Thunderboat Class only and not other classes that the contestant runs in. This rule is separate from and does not conflict from a contestants right to protest any Classic Thunderboat as per the NAMBA International Rules.
5. Rules per NAMBA rulebook.

Offshore Classes

- 1. Nitro and Gas boats are not to be intermixed.
- 2. Engine displacements of A, B, C, and X are permitted in Open Nitro Offshore.
- 3. Engine displacements of G-1, GX-1, G-2 and GX-2 are permitted in Open Gas Offshore.
- 4. Hull Requirements:

- a. All boats shall be models of APBA/UIM Offshore boats. These include Deep-Vee, Flat Bottom, Tunnel, etc.
 - b. If the model hull bottom has an angle less than 16 degrees the bottom must be within 5 degrees of the actual hull copies. Proof of authenticity must be documented by actual hull photos or drawings.
 - c. Boats shall have numbers on port and starboard vertical surfaces and one horizontal surface not less than 1 1/2 in height.
 - d. Rudders, turnfins, struts and ride plates may be configured and located as desired.
 - e. Tuned pipes will be concealed under the deck, cowl or hatch as completely as possible.
5. Boats shall have a sponsor or a boat name not less than 1 ½. in height on a vertical or horizontal surface.
 6. Boats shall display your NAMBA number not less than 3/8. in height.
 7. All offshore boats shall run either the original cowling or a cowling that looks as if it would be an original on an offshore boat. Flotation must be on all cowlings. The cowling may be modified but at least 75% of the deck open area must be covered. If you are running a cowl that is not the original, it needs to be either painted to match the rest of the offshore boat or have a color match from the original materials it was made from.
 8. Hatches with an open cockpit configuration must have scale offshore drivers painted to represent scale drivers. All figures used to represent drivers must look scale offshore in appearance.
 9. Hatches with an enclosed cockpit configuration must have canopies painted to look realistic or made of a material to represent scale windshields and will not require drivers.
 10. The offshore course will be set up and administered by the club president of the club holding the district III race. It must adhere to offshore rules.
 11. The morning of the High Points race, all offshore boats will be inspected by the offshore director for rule compliance and the Director will supply the racer with any changes necessary to be legal.
 12. Rules per NAMBA rulebook.

Modified Nitro RTR Class

1. All RTR's from all manufacturers will run together.
2. Maximum engine displacement: .18cc.
3. Modified class permits replacement of the engine with an alternate stock engine, or modification of the original engine.

4. Any transmitter may be used.
5. No 3rd channel mixture adjustment allowed.
6. Hull modifications are allowed but the hull must remain "stock appearing". Wings can be removed, and extra wings may be added. Riding surfaces can be sharpened and cleaned up, but the dimensions must remain as they were on the stock hull.
7. Turn fin, rudder, strut, and prop may be changed to aftermarket.
8. Fuel tank may be changed and relocated.
9. Radio box may be changed and relocated.
10. Engine starting belt may be added.
11. Engine pull start may be removed.

Jersey Skiff

1. Prop shaft and tube must pass thru the bottom of the boat.
2. No fairing on top of prop shaft tube.
3. Strut must be rounded on bottom to prevent it from becoming a ride surface.
4. No hardware will not extend beyond 4" from transom.
5. No skegs or turn fins.
6. Tuned pipes are allowed. Exhaust must exit thru transom. No part of the exhaust may extend more than 1" aft of the transom.
7. Motor will be completely covered, hood scoops and air vents are allowed.
8. Trim tabs allowed. No trim tabs with fins or skegs on bottom (Trim tabs can be turn up to prevent hooking).
9. G-1 and GX-1 gas engines are allowed.
10. Boats must have JS followed by NAMBA number on both sides of the hull - minimum height 3 inches.
11. Strakes or riding pads are NOT LEGAL - (no keels, or chines on bottom. That means the bottom hull surface is flat and smooth. See Hull Specifications for bottom specifications.

12. Must have two scale drivers in appearance located at transom, minimum height of 3.5" and maximum height of 4.0" above deck. Drivers must have a life like jacket and helmet.
13. Wood / Scratch built hulls are permitted, but must simulate the lap strake construction.
14. Hull Specifications
 - a. Minimum length 49", maximum length 51".
 - b. Width at center of hull 19" ~ plus or minus 1/2".
 - c. Maximum width of bottom at transom 10" ~ plus or minus 1/2".
 - d. Hull bottom maximum degree of vee at transom one(1) degree.
 - e. Hull bottom maximum degree of vee at center of hull one(1) degree.
 - f. Transom height 6" from bottom of hull to top of deck ~ plus or minus 1/2".
 - g. Height of freeboard at center of hull from bottom of hull to top of deck 6" plus or minus 1/2".
 - h. Height of freeboard at 10" from bow (bottom of hull to top of deck) 6" plus or minus 1/2".

Crackerbox

1. Per NAMBA Crackerbox Rules