

## Proposals for voting on at the 2024 Year End District Meeting

### By-Laws

Proposal # 1 - Submitted by Tracy Osborne

Fix wording in existing rule regarding security

Reasoning:

Original wording was not removed from rule when changed from “on site security” to “on site licensed and bonded security”.

Current Rule 7-21:

All District Sanctioned Races will have **On Site Security** on site licensed and bonded security provided by the host club. Security will be provided Friday and Saturday nights from dusk to dawn. The security provided will need to meet the race sites requirements and will not be NAMBA members camping on site.

Proposed Update:

All District Sanctioned Races will have on site licensed and bonded security provided by the host club. Security will be provided Friday and Saturday nights from dusk to dawn. The security provided will need to meet the race sites requirements and will not be NAMBA members camping on site.

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Proposal # 2 - Submitted by Tracy Osborne

Delete rule regarding District Director reimbursement and update rule regarding use of district funds.

Reasoning:

Rule 1-82 is no longer needed now that we all have unlimited calling plans and email – reimbursement for phone calls and postage are obsolete. The only reimbursement to the district director that occurs these days are for awards and merchandise that may have been purchased by them – which is covered already in rule 3-18. While reviewing rule 3-18 for the above update, noticed the references to some of the expense types are outdated and should be updated.

Current Rules:

3-18 The District Treasury will be used only for expenses incurred by the District for awards, webpage, **newsletter**, merchandise, and expenses by the District Director as written in the District by-laws. The Treasury will not be used to cover expenses or be a loaning Institution for race sites. Those expenses will be the responsibility of the CD of those sites, whether prepaid in advance or due upon race day.

1-82 There will be a fund to pay the District Director for all reasonable expenses incurred. This will include postage, telephone, and other necessary expenses.

Proposed Update:

3-18 The District Treasury will be used only for expenses incurred by the District for awards, webpage, **district related software**, and merchandise, The Treasury will not be used to cover expenses or be a loaning Institution for race sites. Those expenses will be the responsibility of the CD of those sites, whether prepaid in advance or due upon race day.

Remove 1-82

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## Safety

Proposal # 3 - Submitted by Richard Romero

Delete rule regarding flags on transmitters

Reasoning:

The first part of this rule is covered in the NAMBA rulebook already (see rule below). Now that we only run 2.4 Ghz radios which do not have long antennas nor need a frequency ID on them, the second part of the rule is no longer needed either.

*12.A.2 - All radio equipment will be in accordance with and operated in compliance with rules and regulations of the communications governing body (FCC).*

Current Rule 1-86:

Transmitters must conform to FCC, AMA, and NAMBA rules. No vision obstructing flags may be attached to antennas. Frequency ID must be attached to the transmitter body or antenna base.

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Proposal # 4 - Submitted by Richard Romero

Delete rule regarding rubber bands on radios

Reasoning:

No need for this rule, modern radios don't need them.

Current Rule 3-98:

Rubber bands will be allowed on transmitters to hold the throttle down in the "off" position only.

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Proposal # 5 - Submitted by Richard Romero

Update rule regarding alcoholic beverages in pits

Reasoning:

Current wording allows for alcohol to be in the pits at any time after the start of the award ceremony, which could include open water that may be offered after the awards are given out – which should not be allowed. In addition, the words "PIT AREA" should be changed to "hot pits" to distinguish it from a racer's personal pit area (similar to effort that was performed several years back within the NAMBA Rulebook).

Current Rule 8-89:

Any driver or pit person drinking alcoholic beverages before he is finished participating for the day, shall be disqualified with loss of all points earned for the day. There shall be no alcohol in the **PIT AREA prior to the awards ceremony.**

Proposed Update:

Any driver or pit person drinking alcoholic beverages before he is finished participating for the day, shall be disqualified with loss of all points earned for the day. There shall be no alcohol in the **hot pits during any open water periods and/or until the racing for the day is completed.**

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Proposal # 6 - Submitted by Tracy Osborne  
Fix wording in rule regarding hitting the shore.

Reasoning:  
Fix wording only.

Current Rule 3-89:  
Any boat hitting a safety net or going ashore out of control at ANY TIME during a race, CANNOT be re-launched and will **only receive 0/25 points as earned.**

Proposed Update:  
Any boat hitting a safety net or going ashore out of control at ANY TIME during a race, CANNOT be re-launched and will **receive points for a DNS or DNF as appropriate.**

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Proposal # 7 - Submitted by Jim Foster  
Update rule around fire extinguishers requirement.

Reasoning:  
No need to have multiple extinguishers under one canopy.

Current Rule 4-23:  
Each registered participant at any sanctioned race will be required to own and have on display in their pit area a Class ABC or CO2 fire extinguisher. The host club will also ensure that an additional fire extinguisher of the same rating will be in the hot pit area.

Proposed Update:  
At all sanctioned races, each canopy/personal pit area must have a Class ABC or CO2 fire extinguisher on display. The host club will also ensure that a fire extinguisher of the same rating will be in the hot pit area.

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## Entries

Proposal # 8 - Submitted by Jim Osborne  
Delete rule regarding not being a NAMBA member and running in a race.

Reasoning:  
The NAMBA Race Entry System requires you to be a NAMBA member to access it, therefore this cannot happen any longer and thus there is no need for the rule any longer.

Current Rule 7-98:  
If it is discovered that a boater raced without current NAMBA membership at a sanctioned event, that boater will not be allowed to participate in any District 19 sanctioned events for one year from the date of discovery.

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Proposal # 9 - Submitted by Jim Osborne  
Update rule regarding entry deadline.

Reasoning:  
Fix wording only.

Current Rule 8-18:

**Unless advertised otherwise**, the **accepted** deadline for entering a District Heat race will be 9:00 PM Sunday preceding the race. All entries received after deadline will be considered late and accepted at the **CD's** discretion. Entrants entered in classes that did not qualify have the option to cancel all their entries on Monday after the deadline without having to pay; canceling of any entries as a result of this will not change qualified classes.

Proposed Update:

The deadline for entering a District Heat race will be 9:00 PM Sunday preceding the race, **unless otherwise advertised**. All entries received after deadline will be considered late and accepted at the **Contest Director's** discretion. Entrants entered in classes that did not qualify have the option to cancel all their entries on Monday after the deadline without having to pay; canceling of any entries as a result of this will not change qualified classes.

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Proposal # 10 - Submitted by Richard Sekigawa  
Modify rule 2-14 to increase first boat fee to cover retrieve boat fee.

Reasoning:  
In an effort to provide funds to compensate an individual to retrieve boats at a district race and eliminate the need to ask for donations as some individuals do not participate. I suggest that a ten dollar fee per driver be added separately to the entry fee that would show how much money is being paid to the individual so he or she will know the amount for the two days. If the club wants to add more that is up to them.  
This will not effect clubs from having a raffle for other activities.  
The hosting club will post the individual that will be designated in a determined time frame.  
\*Additional wording correction from Tracy added in ("host form, host clubs").

Current Rule 2-14:

District 19 entries shall be **\$30.00** for first boat entered, \$20.00 for each additional. Entry fees for juniors shall be \$5.00 per class. \$5.00 per entry goes to the NAMBA District 19 fund. Additional entry fees can be charged. Any additional fees will be posted on the race entry form. **Host form, host clubs** will be responsible to provide the additional information on extra fees to the District Director (60) days prior to their race so that it may be communicated to the racers.

Proposed Update:

District 19 entries shall be **\$40.00** for first boat entered, \$20.00 for each additional. Entry fees for juniors shall be \$5.00 per class. \$5.00 per entry goes to the NAMBA District 19 fund. Additional entry fees can be charged. Any additional fees will be posted on the race entry form. **Host clubs** will be responsible to provide the additional information on extra fees to the District Director (60) days prior to their race so that it may be communicated to the racers.

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## Scoring

Proposal # 11 - Submitted by Jim Osborne  
Delete rule regarding dropping of heats.

Reasoning:

Don't feel this would ever be done, so why do we need a rule for it.

Current Rule 4-80:

Dropping of heats is NOT allowed. (i.e. best 4 out of five).

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Proposal # 12 - Submitted by Richard Romero  
Modify rule regarding how ties are broken.

Reasoning:

We haven't had runoffs for years, instead had moved to flipping a coin to break a tie for awards purposes. Now with the current use of the transponder system, some sites have chosen to use the times kept in it for breaking ties instead. This update would incorporate both of those scenarios.

Current Rule 7-12:

In case of a point tie upon completion of the day's rounds for a trophy position, **the tied boaters will have the option to run an additional round (runoff) to determine the winner. Any runoffs will be run according to heat racing rules. There will be no points awarded for the runoff.**

Proposed Rule:

In case of a point tie upon completion of the day's rounds for a trophy position, **the positions will be determined by who has the fastest heat time in that class. If times were not recorded for each heat in the given class, the tie will be broken by flipping of a coin.**

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Proposal # 13 - Submitted by Richard Romero  
New rule regarding double point races

Reasoning:

To add something new and exciting to district 19 heat racing.

Proposed Update:

There will be at least one Double Point Race each year. The District Director and Assistant District Director will mutually select the race(s) for the Double Point Race. The selected race(s) will be announced and posted publicly on social media and the district webpage at least 30 days prior to the race(s).

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## Racing Rules

Proposal # 14 - Submitted by Jim Osborne  
Delete rule regarding engine upgrades

Reasoning:

Should follow NAMBA rules regarding engine specs.

Current Rule 2-13:

All engine upgrades and/or changes by the manufacturer must be available to the general public before the changes become legal.

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Proposal # 15 - Submitted by Richard Romero  
Delete rule regarding pre-starting of engines.

Reasoning:

This situation is already covered in NAMBA Rule:

*16.C.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.*

Current Rule 1-02:

Boaters that have been called to the start tables will not be allowed to pre-start their motors prior to the start of the race. If a heat race is in progress, boats not participating in the heat, or boats that did not get started in the time provided, will not be allowed to start their motors while on the start table.

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Proposal # 16 - Submitted by Tracy Osborne  
Determine if we will continue to use the MYLAPS transponder system and update rules around it if so.

Reasoning:

The current rule around the transponder system is for the 2024 race season as a trial period, if we are going to continue to use and require the use of it the rule must be updated to note that - whether it be for another 1 year period or going forward indefinitely.

It was expressed last year that Lenny and LeAnn would not be handling the setup/running of the system for all the races in 2025. Are there other folks that understand the system enough to run it and commit to run when they do not?

If we continue to use it, I believe there are some updates to the existing rules/use around it that can be made to improve the system.

- Have heard that multiple boats can use the same transponder on the same day and the system will still work, removing the restriction of not share between boats would help limit the cost that boaters would have to pay to be compliant with the rule.
- Understand that the “transmitting” from the transponder is from the back side (opposite of where the numbers are printed) and that several folks have placed them the without the numbers being visible and they still work - so removing that requirement.

- With new waterproof servos and smaller radio boxes being used, it's not always possible to place the transponder in or on the radio box, so adding allowance for them to be mounted elsewhere.
- Now that the system has been in use for a few years and the fact that the transponders are readily available from various sources, it is no longer realistic for someone within the district to have multiple on hand for purchase so removing this from the rule.
- Updating CD to race announcer to match updates made in NAMBA Rulebook, also removing reference to "corner" judges as there could be other judges being utilized as well.

Current Rule 7-23:

A transponder based, electronic timing and scoring system is to be utilized across all classes within NAMBA District 19, **for a one-year trial period, starting for the 2024 season.**

- **Contestants will be required to have a registered transponder for each class of boat, per day. "Hot swapping" the transponder between different boats, or contestants, on the same day is prohibited. Transponder may be moved to a different class boat from one day to another. (ie. Saturday versus Sunday boat).** Contestant must have transponder registered and activation verified before entering water for open practice on Friday, or racing Saturday/Sunday.
- Transponder shall be located within (or on top of) radio box, **with numbers facing "up" as if readable from outside the boat's radio box** (direct "line of sight" with timing wires above the racing surface) not to be impeded by exhaust or other objects capable of electronic interference.
- Transponders to be used shall be Mylaps RC4 (3 wire) or RC4 Hybrid (2 wire) **only and will be available through the District 19 representative or alternatively from store.livetimescoring.com.**
- It is the racer's responsibility to ensure that the transponder is **transmitting. Times for testing will be provided during open water and prior to each event in the morning.** If the racer's transponder is not working **the officials will do their best to** track the laps manually.
- If transponder pickup lines are displaced at any time during a race, the Race will be stopped and order of finish/results will be established by the **CD and/or corner** judges.

Proposed Update:

**The MYLAPS** transponder based, electronic timing and scoring system is to be utilized **at all district races** within NAMBA District 19. **The District Director may make exceptions to this for specific races due to issues with the site (i.e. site does not allow mounting equipment to be setup in the lake, new site where not yet determined how we can setup the equipment, etc.).**

- **"Hot swapping" of a transponder between boats on the same day is allowed but not recommended, due to issues that could arise during the moving process throughout the day. "Hot swapping" the transponder between contestants on the same day is prohibited.**
  - The contestant must have transponder registered and activation verified before entering water for open practice on Friday, or racing Saturday/Sunday.
  - Transponder shall be located **whenever possible** within or on top of the radio box. **The transponder may be relocated to another location if** direct "line of sight" from it to the timing wires is impeded by exhaust or other objects capable of electronic interference.
  - Transponders must be a MYLAPS RC4 (3 wire) or RC4 Hybrid (2 wire).
  - It is the racer's responsibility to ensure that the transponder is **working prior to the start of racing each day.** If the racer's transponder is not working **during a race, their laps may be** tracked manually.
  - If the transponder pickup lines are displaced at any time during a race **such that they impede the boats racing,** the race will be stopped and the order of finish/results will be established by the **race announcer and/or judges.**
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Proposal # 17 - Submitted by Jim Osborne  
New rule around calling jump starts.

Reasoning:

To many times this year there's been a major incident on the front straight at the Start and the Race Announcer says "I didn't see it, I was watching the screen for the start". The Race Announcer should be watching the racecourse at all times, as they usually have the most experienced and should be the "Master Judge" of the corner judges. Corner judges sometimes, it's their first race, not paying attention or having little experience in the rules. The main job of corner judge is to call cut buoys and infraction in their corner. The start should be handled by the person running the software, it would be easier for them to just watch the screen on the start and not have to look at the racecourse.

Proposed Rule (would be added to transponder rule above if passed):

The monitoring of jump starts within the MYLAPS system will be handled by someone other than the Race Announcer.

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Proposal # 18 - Submitted by LeAnn Blake  
New rule around scratching.

Reasoning:

We are unable to insert additional heat in the correct order in the Live Time system. If you think you could repair the boat and might want to run it again later, you need to scratch for the heat itself rather than entire day.

Proposed Update:

Once a racer scratches a class for the day they cannot re-enter/un-scratch that class later in the day.

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Proposal # 19 - Submitted by Al Waters  
Run some classes on Friday in Havasu.

Reasoning:

It has been difficult over the years to run four complete rounds of racing on Saturdays at the London Bridge Model Boat Club race for obvious reasons. The following proposal is to try and help out the possibility of getting all Saturday classes run by starting on Friday and running a few of the classes that have lighter entries.

Proposed Update:

With a joint agreement between the District 19 Director and the LBMBC Contest Director, the London Bridge Model Boat Club District 19 Sanctioned Points Race may take multiple classes with one or two heats that are normally scheduled to run on Saturdays, and run them on the Friday prior instead. All four rounds of racing on Friday will be required to run keeping proper scheduling in mind.

All contestants will be required to follow the NAMBA Race Entry System to see what classes are moved from Saturday to the prior Friday and/or the NAMBA 19 Live RC web site to see when their respective classes race. Considerations will be made so that all entrants for the event will have ample open water time during Friday.



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Proposal # 20 - Submitted by Richard Romero  
Modify rule regarding penalties for engine violations

Reasoning:

It's excessive and vague, also some of this is now covered in inspections rules within NAMBA Rulebook as shown below.

*16.G.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.*

*16.G.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.*

Current Rule 26-12:

Engine rule violation penalties:

- a) First offense: Done for the day in that class and loss of points in that class on that day.
- b) Second offense: 4 race suspension in all classes and loss of all points in the class that they were caught to be illegal in.
- c) Third offense: 12 month suspension from all D-19 Heat Races.

Proposed Update:

Engine rule violations will be tracked per racer and class. If a second violation within the same class should occur within a 12 month period, the racer will not be allowed to compete in that class for the next 12 months.

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## Gas Specific

Proposal # 21 - Submitted by Jim Osborne  
Delete rule regarding gas engine limitations and differences from NAMBA standards.

Reasoning:

This rule was passed prior to various updates being made to the gas engine rules within the NAMBA rulebook, which have been cleaned up over the last several years. At this point it's felt we should be following the engine specs within the NAMBA rulebook.

Current Rule 31-12:

General Engine Rules

1. No +2mm stroked cranks in Zenoah motors are allowed in G-1, GX-1 and G-2.
2. +2mm cranks in Zenoah motors are allowed in GX-2 & Open classes.
3. Zero drag seals will be allowed in all classes except Classic Thunderboat.
4. No 3rd crank shaft bearings are allowed in G-1 or G-2 unless the engine came from the manufacturer with them installed.

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Proposal # 22 - Submitted by Jim Osborne

Modification of rules defining major, minor, and secondary parts for G Class engines. To be forwarded to NAMBA for voting by the membership, not to be considered as a district rule.

Reasoning:

The current rules is vague and does not define what parts fall under “major” or “minor” components causing confusion on what items can be modified and/or replaced. This proposal also addresses several common practices that have become the norm and do not provide advantages, that technically are illegal under the current rules (zero drag seals, changing of spark plugs, bearings, etc.)

Current Rule:

B. CLASS SPECIFICATIONS

1. G Class Rules

a. General Engine Specifications

- 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 exceptions to this rule are:
  - (a) a cylinder may be modified to accept (add-on) a water jacket
  - (b) a wire thread repair insert (i.e., HeliCoil) may be used to repair stripped thread, but must retain factory thread diameter, pitch, and length.
  - (c) Alternative means may be used to retain the wrist pin in the piston instead of original wrist pin clips.

Proposed Update:

- ii) The following engine components must be from the original motor manufacturer: cranks, rods, rod bearings, pistons, cases, ignition systems (not including spark plug & boot), and cylinders.
  - (a) Interchanging of these components from one engine series to another is allowed if they were available on another engine from the same manufacturer.
  - (b) Modifications to these components are limited to removal of material only except for the following:
    - (i) a cylinder may be modified to accept (add-on) a water jacket;
    - (ii) a wire thread repair insert (i.e., HeliCoil) may be used to repair stripped thread, but must retain factory thread diameter, pitch, and length.
- iii) The following engine components do not have to be from the original motor manufacturer: crank bearings, crank seals, wrist pins, wrist pin retainer, piston rings, flywheel keys, spark plugs, spark plug boots, intake manifolds, pull starters, pull starter pawls, fasteners, and gaskets.
  - (a) Modifications to or replacement of these components are allowed, except for the following:
    - (i) crank bearings must retain the stock outside diameter and width dimensions.
    - (ii) flywheel key must retain the original size and shape.
  - (b) Alternative means may be used to retain the wrist pin in the piston instead of original wrist pin clips
- iv) Add-on parts such as water jackets, nose cones, drive components, shim plates, carburetors, exhaust systems, etc. can be any type and from any manufacturer.

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Proposal # 23 - Submitted by Tracy Osborne  
Delete rule relating to Geezer Wheels in G-Ltd

Reasoning:

Rule now in NAMBA rulebook, just passed with Fall Propwash proposals:

*27.B.3.a.ix. Any standard type of shaft collet nut may be used. A belt starting pulley (i.e., Geezer Wheel) is allowed on the collet end of the crankshaft, weight of pulley & shaft collet nut assembly, not to exceed 3.0oz.*

Current Rule 1-22:

For G-Limited classes, all engine specifications noted in NAMBA rule 27.B.3.a apply except for rule ix under it.

For district purposes rule 27.B.3.a.ix reads as follows:

Any standard type of shaft collet nut may be used. A belt starting pulley (i.e., Geezer Wheel) is allowed, weight of pulley & shaft collet nut assembly, not to exceed 3.0oz.

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## Outboard Specific

Proposal # 24 - Submitted by Tracy Osborne  
Delete rule regarding stock tolerances for outboards.

Reasoning:

There are no "allowable maximum tolerances" documented anywhere, and class should follow NAMBA standards/rules.

Current Rule 8-91:

Every driver participating in the OPC Stock Class shall be responsible for the construction and dimensional fit of his/her motors, to ensure that each engine does not exceed the allowable maximum tolerances for each class.

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Proposal # 25 - Submitted by Tracy Osborne  
Remove rule for outboard engine penalties.

Reasoning:

Outboard engine issues should follow the same standard as other classes within the district, no need for an outboard specific rule since the prior one covers them as well.

Current Rule 7-91:

OPC Inspection: If a driver is found to have illegal components a second time in the same class in the same racing season, that driver shall be disqualified and zero points given for that class. In addition, that driver's total year-to-date points shall be reset to zero.