

Proposals for voting on at the 2019 Year End District Meeting

Proposal 1 - Submitted by Richard Romero

Add district rule for start time of races

Reasoning:

To have races start at a consistent time regardless of location and/or size of event.

Proposed:

At all district races the drivers' meeting will be held at 7:30am with racing starting at 8:00am, unless there is a restriction in pace by the park/city that requires motors to not start until a later time.

Proposal 2 - Submitted by Rich Taylor

Modify district rule 2-12b regarding when district heat races are scheduled.

Reasoning:

The intended reason for this proposed rule change is designed to be able to get more racing in our hot summer climate locations before the ambient air temperature is unreasonable.

Current:

2-12b Sanctioned District Points races shall start no sooner than the 1st weekend of February and end no later than November 1st, unless approved at the prior year's District meeting in December.

Proposed:

Sanctioned District Points races shall start no sooner than the 2nd weekend of January and end no later than November 1st, unless approved at the prior year's District meeting in December.

Proposal 3 - Submitted by Jim Foster

Add exhibition class for twin riggers.

Reasoning:

I would like to make a proposal for a class of twin riggers. It would be an exhibition class of at least 3 boats.

Proposed:

For the 2020 season, GX-Twin Outrigger will be offered as an exhibition class – requiring only 3 entries for the class to qualify to race.

Proposal 4 - Submitted by Tracy Osborne

Modification of NAMBA rule B.2 in Section 13 - Official Courses and rule D.2 in Section 18 – Heat Racing.

Reasoning:

The first part of this proposal is to clean up a rule that describes “milling buoy(s)”, believe current wording is left over from when NAMBA also had rules for sail boat racing where extra buoys were used that weren’t part of the actual course. The proposed rule update will clarify exactly what different milling patterns are.

The second part of this proposal is meant to clarify/add terminology that is already being used by most districts in the start procedure stating when drivers are “committed” which currently is not mentioned anywhere in the rules. It also adds that a lap penalty can be given for not following the designated milling pattern.

Section 13:

Current:

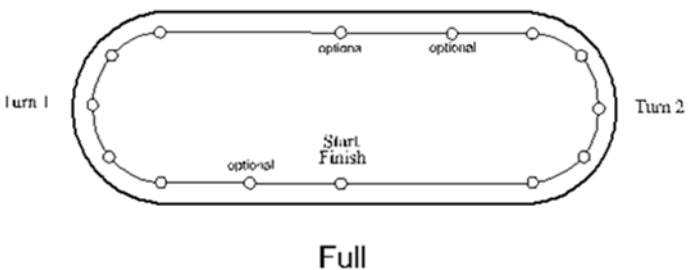
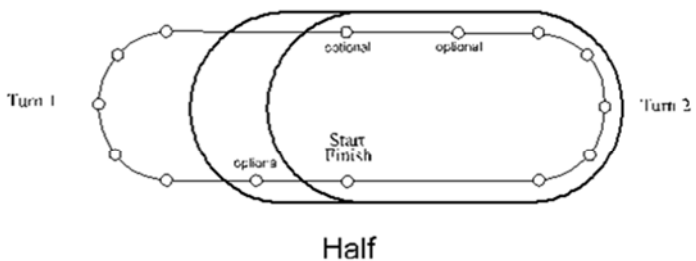
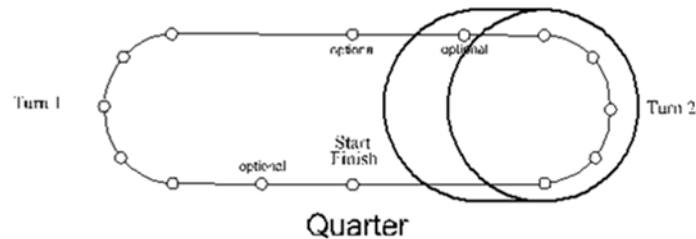
B. TERMINOLOGY

- 2) The milling buoy may be a marker placed in any position. This buoy(s) will be used by boats to establish a definite mill pattern prior to the start of heat races and will be positioned to provide optimum milling on the water available and may be one or more of the course markers.

Proposed:

B. TERMINOLOGY

- 2) Mill patterns will be Quarter, Half, Full, or a combination of these (see diagrams below).
(Note: Diagrams will be modified slightly or combined into one prior to sending onto NAMBA)



Section 18:

Current:

D. CLOCK TIME (MILL TIME)

2) Milling procedures during Pit Time and Clock Time:

- a. Boats on the course awaiting the expiration of Clock Time will adopt a milling pattern in a clockwise direction and around the milling buoys in a specified milling area to be set at the discretion of the contest officials.
- b. Boats must use the milling pattern and may not cross the Start/Finish line prior to the expiration of Clock Time unless the milling course includes the Start/Finish line. Traversing the course or infield is prohibited (unless as otherwise directed) and will be ruled a driver's infraction and a one lap penalty will be assessed.
- c. During the last five seconds of Clock Time, boats passing the buoy marking the end of the mill must steer a straight course and observe driver safety in selecting lanes. Zigzagging, "S" turns, or fishtailing to delay crossing the start line will draw a driver infraction with either a one lap penalty being assessed or possible disqualification.

Proposed:

D. CLOCK TIME (MILL 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 officials (see Rule 13.B.2). Not following the mill pattern will draw a driver infraction with a one lap penalty being assessed.
- 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 17.2.3, regardless of boat speed.

Proposal 5 - Submitted by Tracy Osborne

Change NAMBA rule B.5 in section 18 - Heat Racing. Only intended to be forwarded to NAMBA for national voting, will not become a district rule.

Reasoning:

We modified this rule last year to allow the CD to move contestants to other heats at any time - not just during the last two rounds. This was then passed/implemented at the national level. During the Nationals there was an instance where they combined heats together noting this rule as what allowing this to occur, but it was argued that this rule only allowed boats to be moved to "balance" heats not "eliminate" heats. This additional update is to add wording that allows the elimination of or combining of heats as well.

Current:

B. HEAT RACING PROCEDURES

5. At any time during the event, the Contest Director may move contestants in a particular class with no bias to fix unbalanced heats due to scratches and/or no shows.

Proposed:

5. At any time during the event, the Contest Director may move contestants in a particular class with no bias to fix unbalanced 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.
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Proposal 6 - Submitted by Rey Garcia

Add district rule for use of start window.

Reasoning:

For years, we have used an honor system on our starts, and without any degree of accuracy, we have been forced to accept bad calls with the good. This is competition, and points are being scored for a championship, thus requiring the utmost in accuracy. We have all seen the good with the bad, from "Royalty" calls to the "mis-identity" of boats on the starts. As competitors and contest directors, we all share the responsibility of fairness and good sportsmanship. A contest director or start line judge now have the ability to back up a "Call" using this simple technology. A start line system that records either the start or finish of a race is a good way to reduce or temper down emotions during a heat.

Proposed:

At all District 19 races, a Clean Start Window shall be optional - to be used to determine the starts of all heats. A defined white start line must be visible through a clear glass/acrylic window lined up with the start buoy on the track. Additionally, a recording device to record the starts and/or finishes of a race will be required. The Contest Director must explain the interpretation of the start for the day using the window (i.e. how the line is to be judged)

- A. A review process shall be available to a competitor who believes he/she may have been called incorrectly on the start. A \$10 review fee must be presented to the Contest Director and a review to commence immediately upon the conclusion of the heat. If the called "jump" is reversed, the \$10 review fee will be returned to the competitor making the request. If the "jump" call is sustained, the Host Club shall keep the \$10 review fee.
- B. A heat may be reviewed if a competitor (in the heat) believes that "Another" competitor (in the same heat) jumped the start and was not called.
- C. Upon conclusion of a protested heat, the Contest Director and two competitors not involved in the heat shall review the recording of the start. Majority opinion shall be the final decision with no arguments. Determination of the start will comply with the explained interpretation of a start from the drivers meeting.
- D. In case of a reversal of a call, the finished positions will be adjusted accordingly and the proper points awarded.

- E. If the Contest Director or his designate judging the start “FAILS” to record a start in question and that start is protested, the “challenging” competitor will win the review by default.
 - F. The review process shall take no more than 2 minutes to resolve and all three review panel judges shall have the opportunity to view the recorded start independently.
 - G. The Review process shall be “Excluded” from any other rules regarding the calling of penalties during a heat.
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Proposal 7 - Submitted by Rey Garcia

Add district rule to change points awarded per heat.

Reasoning:

For a trial period of ONE YEAR, the points “PER ROUND” will be changed to the following scale. After ONE YEAR, the new points schedule will be reviewed at the year-end meeting to see if competitors believe it should be made permanent in the district and forwarded to the National Level for a vote.

The original points system was designed to distribute points at the end of the day up to 8th place. It was changed in the early 80's to distribute points on a round by round basis because classes had up to 25 boats competing, and if 25 boats entered, 17 of them would receive ZERO points for the day. Today, we have less than 10 boats in a class with a few exceptions and the points rewarded have too much of a percentage difference between them to be fair over a year. To increase the competitive level of each class, we must reduce the % difference between finished positions. By reducing the percentage difference between finished positions, we can have a championship battle all the way to the end of the season and increase the participation level at each race all the way to the last race of the season.

Proposed:

Boats will score and accumulate points in order of their finished positions in each heat according to the following scale:

- 1st place – 100 points
 - 2nd place – 90 points
 - 3rd place – 80 points
 - 4th place – 70 points
 - 5th place – 60 points
 - 6th place – 50 points
 - 7th or higher – 40 points
 - Did Not Finish – 10 points
 - Did Not Start – 0 points
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Proposal 8 - Submitted by Rey Garcia

Modify NAMBA rule 17.B.3 relating to Lane of travel.

Reasoning:

The district shall establish the parameters of what is a LANE, and what is the appropriate lane of travel for boats during heat racing. A uniform understanding of what constitutes a drivable lane from positions 1 through 5. Contest Directors must have an equal understanding of what is a "lane" and apply this interpretation at all races equally.

Current:

A boat operating in a lane of travel around the course has the right to maintain that lane of travel without undue interference. Any boat desiring to pass in order to choose an occupied lane of travel must establish a reasonable safe interval before gaining that right.

Proposed:

A boat operating in a lane of travel around the course has the right to maintain that lane of travel without undue interference. Any boat desiring to pass in order to choose an occupied lane of travel must establish a reasonable safe interval before gaining that right. A "LANE" is defined as 12" inches on either side of a boat traveling on the course. If a boat is in "LANE 1", that lane shall be recognized as 12 inches from the buoy to the boat and 12 inches to the left hand side of the boat. If a boat attempts to undercut another boat recognized as being in lane 1, that shall be determined to be a lane infraction. All boats must attempt to recognize the 12 inches to either side of competing boats at all times. Rooster tails are a part of the boat while on the track, and boats attempting to overtake another boat on the track must clear their rooster tail before completing the pass.

Proposal 9 - Submitted by Rey Garcia

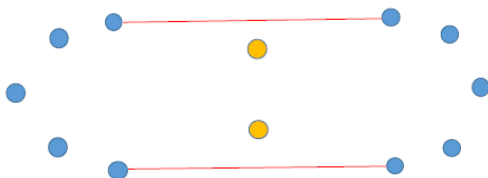
Add rule for two mill/start-line buoys to be used.

Reasoning:

Presently, at some of our races, there is only ONE start line buoy and racers tend to pivot on this one buoy and diagonal to the entrance buoy going into turn two. In order for this to happen, drivers would have to drive through the "infield" of the track to gain an advantage on boats traveling in the legal part of the race track. The infield is "out of bounds" for making legal passes.

Proposed:

At all District 19 heat races, two center buoys shall be used. Both buoys will be in line with the starting line and placed in the "infield" of the track. Buoys must be separated with enough distance to negate any attempts at making a diagonal line towards the entrance buoy at turn two. All boats choosing to cut the course halfway must enter the back straightaway behind any boats that have exited turn one and traveling in the legal driving lanes of the back straightaway. All boats merging from the center of the track must not interfere with the travel path of the boats already traveling on the back straightaway.



Proposal 10 - Submitted by Rey Garcia

Creation of stock gas series – SG1 and SG2

Reasoning:

Presently, races are taking too long to complete because there are too many classes on both days. We have reached a point, like we did back when Outboard classes were growing and we had to separate them from the Heat Racing series. On Race days, there should be a minimum open water time of 30 mins, a lunch break of 30 mins and open water at the end of the day. Today, we can barely complete an entire race during the early part of the year because of all the classes without any AM open water, A lunch break or the completion of 4 rounds. We really need to shorten the actual racing days and bring a more relaxed setting to our races. Giving the competitors who travel a few minutes to “dial in” in the AM, and a small lunch break to give the Host club officials a moment to rest and grab a bite to eat and finishing early so competitors can spend a few minutes practicing and packing up before dark. We just have too many classes with redundancy in the current Gas Racing Series and separating G1/GX2 from G-LTD Classes is the answer.

Beginning in 2021, we should create an independent Stock Gas Series which will run on their own separate weekends. The designation should be SG1 for our current stock classes, plus the inclusion of all types of classes like Outrigger, Cracker box and Thunderboat. If any interest in big blocks, a designation of SG2 could be created for Sunday racing. NOTE: Classic Thunderboat and Sportsman Mono would remain with the G1/GX2 weekends, however, Thunderboat would be included in the new Stock Series as an independent class from Classic Thunderboat.

Separating the stock classes will grow the series, versus keeping them with the G1/GX2 weekends. More people would likely race on the stock weekends if they were separated. This is how we grew the outboard classes into a self-sustaining series back in the day.

Proposed:

Beginning in the racing year 2021, all stock classes shall be offered in their own independent racing series. SG1 classes to be offered on Saturdays and SG2 classes to be offered on Sundays. The following classes shall be offered:

<u>Saturday-26cc</u>	<u>Sunday-29.5cc</u>
SG-1 Mono	SG-2 Mono
SG-1 Catamaran	SG-2 Catamaran
SG-1 Sport Hydro	SG-2 Sport Hydro
SG-1 Outrigger	SG-2 Outrigger
SG-1 Cracker Box	SG-2 Cracker Box
SG-1 Jersey Skiff	SG-2 Jersey Skiff
SG-1 Thunderboat	SG-2 Thunderboat
SG-1 Rookie	

All present Stock Racing rules shall apply.

Possible Proposal 11 - Submitted by Rey Garcia

Add rule for post-race/heat infractions.

Reasoning:

Currently, there is no established penalties or remedies for Collisions, Accidents or Interference after a heat is completed. This year, we have had two such incidents at our races and this created tempered arguments after the heat completion.

Proposed:

After crossing the finish line of a heat, if any boat should hit/strike a "called" dead boat, that boat shall be disqualified from that heat and zero points awarded. If any boat "collides" with another boat after crossing the finish line, that boat shall maintain its finished position but shall be penalized 50% of its finished position points. If any boat crosses the finish line in a heat, then interferes with a boat still racing on the circuit, that boat shall be disqualified if they cause the other boat to die before it can finish the heat. If the interference only causes an infraction, that boat shall be penalized 50% of its finished position points.
