

NAMBA District 7

District Rules – Revision 5.0

11-15-2017

General Rules:

A. - District Director and Finals

1. District Director term is (2) two years as per NAMBA rules. Voting is done through NAMBA ever (2) two years on odd numbered years. For more information please see NAMBA rule book.
2. There will be a fund to pay the District Director for all reasonable expenses incurred. This will include: postage, telephone and other necessary operating expenses.
3. The District Treasury shall be used only for expenses incurred by the District Director for awards, newsletter and other various operating expenses. The treasury will not be used to cover expenses of clubs or race sites. Race expenses and district point championship race fees are to be covered by Contest Director/Club for each event. Race fees are payable prior or day of event to the District Treasury.
4. Texas/New Mexico Points series championship fees are \$125 per event that is part of the Championship Series. Fees to cover district expenses of year-end awards and operating expenses to cover Championship Series.
5. Annual Meeting will be held on the Saturday of the District Finals weekend. Contest Director will notify membership of meeting time and location prior to race weekend. Notification will go out by email and also in the News section of the District 7 website.

B. - Race Fees and Requirements

1. Race Entry fees are as follows: \$25 racer entry and \$10 per boat. Kid's classes are free as long as child has current NAMBA membership.
2. Unless advertised otherwise, the accepted deadline for entering a district race will be 9:00pm in the time zone of the hosting club location, on Monday, preceding the race. Entries received after this time will be allowed as long as it is not advertised otherwise. Entries after deadline will also be assessed a late fee of \$5.00 for first boat and \$2.50 each boat after. If there is not a minimum of (3) three boats entered prior to the late entry, the class points WILL NOT count towards district championship points. This rule must be disclosed on all entry forms.
3. (3) Three boats are required to make a class. If (3) three boats are not entered prior to entry deadline, class will not run for district championship points.
4. Classes must make 60% of the events for the calendar year to be counted for district points. Should a race be cancelled, the event will count towards the 60% race total.
5. All race entrants must obtain a NAMBA membership from the www.namba.com membership portal website. Single event and Annual memberships are available. A NAMBA number is required to enter any District 7 event. It is Contest Directors responsibility to check each and every member at every event, no exceptions.

6. Should a racer be found to have raced at any District 7 championship point series event without having a current NAMBA membership, he/she will be not be allowed to enter or participate in any District event for 1 full year beginning the date of the discovery. Racer will also face discipline from the NAMBA board of directors. Any Contest Director who allows a racer to race without checking and ensuring membership will face a (1) one-year probationary period and or possible suspension.
7. All district-sanctioned events shall have at least (1) one restroom facility available, whether permanent or portable. Facilities must be well maintained and kept clean. Failure to provide adequate facilities may result in club hosting event be denied a sanction for the following year.
8. Any racer that enters an event and does not make arrangements for cancellation of race entry prior to entry deadline, will be required to pay for their entry. Failure to pay entry fee whether racer is in attendance or not, will result in racer not being allowed entry into any further District 7 events in the future without previous fees being paid for and new entry being prepaid in full. Failure to pay will also result in racer losing all points in District Championship Series until fees are paid. This rule must be disclosed on all entry forms.
9. District Awards are required to be given out for each event. This is responsibility of host club. 1st place awards are required with no exceptions. 2nd and 3rd place are encouraged. 4th and 5th place awards are encouraged at larger events when 15+ boats are entered.
10. Class schedule for Championship Series will be decided for upcoming season at Annual Meeting. Class schedule is subject to change each year and the listing for the current year's classes can be found in the Point Championship Series rules section.
11. Kid's and Rookie/Novice classes will be offered at each event. A novice/rookie racer is subject to being required to enter standard classes after the racer has won (5) events. This designation is to be determined by District Director.

C. - Race Site Rules and Requirements

1. Any race in which Gas powered boats are being run, a fire extinguisher must be kept in the hot pits at all times.
2. Any race in which Electric powered boats are being run, a properly rated fire extinguisher must be kept in the hot pits at all times. Should a fire extinguisher not be available, the host club must provide a (2) two, (5) five gallon buckets. Each bucket must be partially filled with sand to use in case of LiPo fire.
3. Prop Guards must be used at all times. Prop Guards on tables are acceptable, as are boat stands with incorporated prop guards.
4. Prop guards on tables shall be on table on side farthest from waters edge. All boats must be started with nose of boat facing water.
5. No pre-firing of boats is allowed in hot pits.
6. Boats may be fired in cold pits without propellers installed. Boats may also be started on the ground.
7. No propeller should be changed or touched while on boat if spark plug wire is connected.

8. All boats must be started off of a boat stand. Boat must be on the stand and on a pit table or the ground when being re-fired.
9. Hot pit areas should only be occupied by pit boss, race directors and racers and their pitman. A club may however, include a cold pit area with tables for racers to pre-prep for upcoming heats. Otherwise, racers will not be allowed to occupy hot pits to work on boats while races are taking place.
10. Racer may launch a boat if the boat is fired and running at the start of the :30 mill clock. Should a boat be started after the :30 mill clock has started, the Contest Director and or Pit Boss will instruct the racer to NOT launch his boat. If the boat is started by the start of the :30 mill clock, his pit person may launch the boat in a normal fashion. We ask that there be no running and safety standards be followed. The launched boat must make one complete lap before it is considered a start.
11. Maximum allowable noise limit shall be 92db (ninety-two db) measured by the District db meter place (50) fifty feet back from shoreline.
12. District 7 calls races by buoy number. Buoy number reference is based on buoy lining on the course. Buoy 1 will be first buoy in turn one, buoy 3 will be the last buoy in turn one. If a club chooses to run a (5) buoy turn, the race will be called based on entrance/exit buoy of Turn One and Turn Two. Turn One is the turn on the left hand side of course. Turn Two is the turn on the right hand side of course.
13. All district heat races will use a half/full course mill option. All boats launched and or re-launched, are required to head down front straight of course out of racing lanes and complete (1) full lap. Upon completion of one full lap a racer will then have the option of milling the full course or $\frac{1}{2}$ course. For safety purposes some events may be required to mill $\frac{1}{2}$ course until all boats are launched, this will be noted in drivers meeting.
14. All course cuts must be made past the start finish buoy. Any cut prior to that buoy is considered a buoy cut. Other buoy placement and requirements are left up to the Contest Director and Club for each event, IE: center course buoy on back straightaway.
15. For safety purposes only, a pit person may momentarily assume driving responsibilities during a race if the driver becomes incapacitated. If the driver cannot resume his position within 1 lap, the boat shall be brought in and 0/25 points awarded accordingly.
16. A heat may be restarted prior to the start of the (30) thirty second clock should a safety or course obstruction be present. No records may be set on the restart.
17. Contest director has the authority to ask racers to cut course in areas normally not accepted in case of emergency or course obstruction. This is on a limited basis and only applies to heat in which Contest Director verbally instructs racers.
18. Any boat hitting a safety net or going ashore out of control at ANY TIME during a race, CAN NOT be re-launched and will only earn 0/25 points accordingly.
19. Unless otherwise noted, stated or posted, Brushing or touching of buoys will result in a (1) one-lap penalty.

20. In case of a point tie upon completion of 4 rounds, the 1st place tied boaters will run a 5th round (runoff) to determine a winner. Any runoffs will be determined according to heat racing rules. There will be no additional points awarded for the runoff. Boaters can also elect to flip a coin. Place determination based on runoff or coin flip is only for awards purposes.
21. Contest Director will determine number of boats per heat with the lake size in mind. Typically we encourage (6) six or less per heat. However, larger events and time constraints may warrant a (7) seven or even possibly an (8) eight-boat heat.
22. Frequency ID must be attached to transmitter body or base for FM and AM transmitters. Transmitters must conform to FCC, AMA and NAMBA rules. No vision obstructing flags may be attached to antennas.
23. Racers, Pitmen, Club Members, Event Personnel and Contest Director's will not consume any alcoholic beverages prior to the completion of events for that person for the day. Any racer or pitman found to be consuming alcohol prior to completion of events for that day will be disqualified and points earned for that day will be revoked. Should a pit person not be racing but only pitting and found to be consuming alcohol, the person they are pitting for will face disqualification. No alcohol is allowed on the drivers stand or in the hot pit area prior to the completion of racing or testing boats for that day.
24. There is zero tolerance for alcohol or illegal drug use at any boating event within NAMBA District 7. Any racer found to break any NAMBA or NAMBA District 7 rule regarding Alcohol/Drugs will face district punishment as well as punishment from the NAMBA Board of Directors.

TEXAS/NEW MEXICO POINTS SERIES RULES

1. Any NAMBA District 7 club is welcome to participate. Participation is optional and not mandatory. You do not have to be a member of a participating club to join the events. The only requirement is that you be a current paid NAMBA member.
2. Any club that would like to put on a race in the series is welcome to do so, subject to date availability. One race in the points series per club each year.
3. Requirements to Participate:
 - a. It must be sanctioned.
 - b. A fee of \$125 will be charged. This will be due at the end of each race event. The money will be used to purchase awards for the champion in each class and an overall high-points champion. Any fees in association with putting on the individual race would be in addition to the \$125 fee. It would be at the sponsoring club or individual's expense.
 - c. You must abide by the race format for the series.
 - d. You must offer all classes that are a part of the series and be consistent with the days a class runs on.
 - e. If a club chooses to run a format that includes rounds such as a winner take all 5th round, only the first (4) four rounds of racing will count towards the points series.
4. Clubs at their discretion can give trophies in addition to the points awarded. Even though they are not required it is strongly encouraged.
5. The classes to be run will be:
 - G1 Mono, G1 Catamaran, G1 Sport Hydro, G1 Rigger, Open Mono, Open Cat, Open Rigger, Classic Thunderboat, Open Crackerbox, Open Gas Twin, 1/6 Scale Gas Hydroplane, Open Offshore. Other classes may be added during a calendar year if they meet the minimum 2/3 rule.
6. G1 Engines per NAMBA Rules.
7. Open Class would consist of any engine that would fall under the NAMBA rules for G1, G2, GX1 and GX2. Single gas engines allowed up to 35.99cc. Single nitro engines are allowed with maximum displacement of 17.50cc. Electric motors are also allowed in these classes. NO TWIN ENGINE boats are allowed in these classes.
8. In order for a class to have points awarded toward the series it must:
 - a. Have three or more boats entered by entry deadline and start at least one heat at that event.
 - b. The class must make at 60% of events to be eligible for points series year-end awards.

9. Points are awarded as follows:
 - a. Points will be given as they are in a heat race. First place for the day would receive 400 points. Second place would receive 300, Third would receive 225 and so on.
 - b. In case of a tie in points: Each racer tied will receive that point total for their finishing position. The next place finisher would then receive one place less in the points. For example, if there were (2) two First place finishers, They would each receive 400 points. The next place finisher would then receive 225 points instead of 2nd place points at 300. If there is a three-way tie in points with (3) three First place finishers would receive 400 points and the next place finisher would receive 169 points. This will be handled accordingly to whatever position a racer ties. If there are more than 8 racers in a class, 8th place and lower would receive 54 points.
 - c. You must finish at least (1) one heat race to receive placing points. If you have (100) one-hundred or less points, it will mean that you had DNF's and did not finish a heat. In that case, you would receive 25 points for the day.
10. Each participant will be allowed to drop two races. However, They must drop that complete race for every class they run. If they run multiple classes, they must choose the same races to drop for every single class they run.
11. All NAMBA and District Safety rules will apply.
12. Anything not covered by these additional requirements or by the District Rules would revert to the NAMBA Rules.

Summary of Daily Format and Basic Rules:

1. Series Race Format

Saturday:

G1 Mono
G1 Catamaran
G1 Sport Hydro
G1 Rigger
Open Crackerbox
1/6 Scale Gas Hydroplane
1/8 Scale FE
Classic Thunderboat

Sunday:

Open Mono
Open Catamaran
Open Sport Hydro
Open Rigger
Open Gas Outboard Tunnel
Open Gas Twin
Open Offshore

2. G1 Classes follow District 7 G1 Rules.

3. Open Class allow for 35.99cc maximum single gas engine displacement and a maximum single engine displacement of 17.50cc for nitro engines. Electric power and motors also allowed. NO TWINS ALLOWED in these classes.
4. Open Gas Twin allows only Twin Gas Power models with a combined maximum displacement of 64cc.
5. Classic Thunderboat will run by NAMBA District 7 rules.
6. 1/6 Scale Gas Hydroplane will run by NAMBA District 7 rules.
7. 1/8 Scale Electric Hydroplane will run by NAMBA District 7 rules.

GENERAL GAS CLASS RULES FOR NAMBA DISTRICT 7

1. Gas Racing Rules are intended as a supplement to the General Power Boat Rules of NAMBA. In the case of a conflict, the Gas Racing Rules shall prevail.
2. Designation of classes is determined at the time of compiling these rules. The designation of classes and rules will stay in effect until otherwise noted.

DESIGNATION OF CLASSES

1. G-1 MONO, G-1 SPORT HYDRO, G-1 RIGGER, JERSEY SKIFF
 - a. Any hull that meets NAMBA General rules for each hull style.
 - b. NAMBA G Gas Class rules apply (Limited to G-1 engines only)
2. G-1 CATAMARAN
 - a. Only catamaran style hulls, meaning 2 riding surface boats plus strut.
 - b. NAMBA GX Gas Class rules apply. (G-1 Engines may run in this class.)
3. OPEN CRACKERBOX
 - a. Quarter Scale Crackerbox rules apply.
 - b. Open Crackerbox Hull Specifications apply.
4. OPEN GAS
 - a. Open to any hull available
 - b. Open to any gasoline powered engine size or classification (single displacement maximum of 35.99cc and twin class engine combined displacement maximum of 64cc).
5. OPEN GAS TUNNEL
 - a. Open to gas tunnel hulls that fit within NAMBA guidelines for boat length and size.
 - b. Open to any gasoline powered engine size or classification (single displacement maximum of 35.99cc).
6. 1/6 SCALE GAS HYDROPLANE
 - a. See designated section for 1/6 Scale Unlimited Gas Hydroplane class rules.

CLASS SPECIFICATIONS

G CLASS RULES

1. General Engine Specifications

- a. Engines running in this class shall be industrial, lawn maintenance engines. Only industrial motors will be allowed in this class. Examples of such engines are Zenoah, Kawasaki, Tiger King, RCMK, Homelite and U.S. Engines.
- b. Secondary parts such as water jackets, nose cones, drive components, shim plates, intake manifolds, carburetors, headers, pipes, etc. do not come under the "industrial" rule. Major components such as cranks, pistons, cases, and cylinder heads do fall under the rule and must be parts of the original motor manufacturer

- c. Modifications are allowed to major and minor components to the extent that the part is still recognizable as a manufactured part. 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 exception to this rule is that a cylinder may be modified to accept (add-on) a water jacket.
- d. Induction systems must be piston-ported. Modifications incorporating induction systems other than piston-ported systems are illegal. An example of this would be a Homelite engine manufactured as a piston-port induction engine modified to incorporate a rotor-valve induction system.
- e. Engines in this class must employ spark-induced combustion. Glow plug or compression-induced combustion is illegal.
- f. Recoil starters must be included on the original engine and must be retained on engines in this class. The recoil must be used as the primary means of starting the engine. Geezer-wheel type collet-side starting is allowed as long as primary recoil starter is present and functional.
- g. 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 two displacement ranges will be offered within this class:
 - 1. G-1 will include engines from 15 to 25.99 cubic centimeters.
 - 2. G-2 will include engines from 26 to 35.99 cubic centimeters.

2. Fuel Specifications

- a. Gasoline having an octane rating no higher than 100 must be used in this class.
- b. To enforce this rule, a protest may be made to the contest director anytime during the contest.
- c. Protests must be accompanied by a \$10.00 protest fee that will be awarded to the sponsoring club. 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. Hull Specifications

- a. Differing hull types may be offered in this class. Examples might include, but would not be limited to: Mono, Catamaran, Sport Hydro, Outrigger, Jersey Skiff, Tunnel and Crackerbox.

GX CLASS RULES

1. General Engine Specifications

- a. 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 two displacement ranges will be offered within this class:
 - 1. GX-1 will include engines from 15 to 25.99 cubic centimeters.
 - 2. GX-2 will include engines from 26 to 35.99 cubic centimeters
- b. Engines in this class must employ spark-induced combustion. Glow plug or compression-induced combustion is illegal.
- c. Induction systems may include piston port induction, reed valve induction, rotor-valve induction and drum valve induction.

2. Fuel Specifications

- a. Gasoline having an octane rating no higher than 117 must be used in this class.
- b. 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. Hull Specifications

- a. Differing hull types may be offered in this class. Examples might include, but would not be limited to, GX Mono, GX Catamaran, GX Sport Hydro, GX Outrigger, and GX Crackerbox.

SPECIALTY CLASSES

QUARTER SCALE CRACKERBOX

1. General Rules

- a. The intent of Quarter Scale Crackerbox is to duplicate the full-sized Crackerbox class as closely as possible.
- b. Quarter Scale Crackerbox rules are intended as a supplement to general Power Boat Rules and the Gas Competition Rules of NAMBA. In the case of a conflict, the Quarter Scale Crackerbox racing rules shall apply.

2. Engine Specifications

- a. Any commercially available gasoline engine with a displacement of 30 cubic centimeters or less is permitted.
- b. Any commercially available carburetor is permitted.
- c. Any type of exhaust system, muffler, or tuned pipe is permitted.
- d. No part of an exhaust system may extend beyond the transom with the exception of a small pipe muffler or transom exhaust flange.
- e. The exhaust system must be enclosed by the hull.

OPEN CRACKERBOX

- a. All boats shall be models of the full-sized Crackerbox Class.
- b. The minimum length shall be 45 inches with the maximum not to exceed 49 inches.
- c. The minimum beam shall be 16 1/2 inches.
- d. The bottom of the boat shall be flat with no riding pads or steps.
- e. The deck and hatch must resemble that of a full-sized C-Box.
- f. The hull may be constructed of any material as long as it conforms to the specifications listed in Section 3 above
- g. Two drivers of scale appearance must be used. Instrument panel, steering wheel, and other detailing is encouraged.
- h. For hull reference, see R/C Boat Modeler plans FSPB-07931.
- i. The letter "P" must precede or follow your NAMBA number on each side of the hull.

1. Hull Specifications

- a. Direct drives using straight or flex-shaft drives are permitted.
- b. No part of the drive train or runner may extend more than four inches in back of the transom.

CLASSIC WOOD CRACKERBOX

All Open Class specifications apply with the following exceptions:

- 1. The hull must be made completely of wood. Glass, cloth, and resin may be added.
- 2. The hull length must be 48 inches, plus or minus one inch.
- 3. The minimum ready-to-run weight must be 15 pounds.

4. Classic Wood Crackerbox boats cannot run in the Open Crackerbox class and the Classic Wood Crackerbox class at the same event. The entrant must choose one class only, and run the boat in that class.

CLASSIC THUNDERBOAT

1. Boat may be of wood or fiberglass construction.
2. 48-56 inches in length and a minimum of 24 inches in width. The transom shall be a minimum of 10" in width.
3. Hull designs: Round Nose, Step Deck, Chisel Nose ONLY.
4. ENGINES will be a PUM G260 26cc Zenoah. Stock 644, 257 and 1027 carburetors are the only carburetors allowed. No internal modification allowed. All replacement parts must be from the original manufacturer, and the same type engine (Zenoah 260 to Zenoah 260) no parts swapping.
5. Any pipe combo may be used. The pipe and muffler must be inside the boat and exit through the transom.
6. Nothing may be further than 5 1/4" behind the transom.
7. Boat must have a sponsored paint scheme with sponsored IDs and U numbers on the boat.
8. Boat must have a driver in a front or rear cockpit. Driver scale of 1/8 to 1/6 in relationship to the size of the boat.
9. Boat must run with an engine cowling or dummy engine to cover as much of the boats engine as possible.
10. Easy Start pull-starts are allowed for use in this class.

1/6th SCALE UNLIMITED HYDROPLANE RULES

DISTRICT 7

A. GENERAL RULES

1. Scale Unlimited Hydroplane racing rules are intended as a supplement to the general racing rules of NAMBA. In the case of a conflict, the Scale Unlimited Hydroplane racing rules will prevail.
2. The purpose of the class is to duplicate the unlimited class of hydroplanes as closely as possible.
3. The National Scale Unlimited Hydroplane Chairman will coordinate and communicate the business of Scale Unlimited Hydroplane competition with the individual district Scale Unlimited Hydroplane Chairmen.
4. The Scale Unlimited Hydroplane Contest Board will be made up of the National Scale Unlimited Hydroplane Chairman and a representative from each NAMBA district. The Scale Unlimited Hydroplane Contest Board reserves unto itself the power of decision in all matters of duplication or conflict.
5. It is the responsibility of the Contest Director to ensure that the spirit of racing an Unlimited Hydroplane boat is enforced. Some examples that may not be allowed include: adding weights to the top of the hull, removing undamaged parts/features, or entering a boat that has not been painted to conceal prior damage.

B. RACE FORMAT

1. At the discretion of the Contest Director, races will be run either under the NAMBA Heat Racing format or the "love plan" which is run as follows:
 - a. The event must consist of four preliminary rounds of heats and one final round of concluding heats. The concluding round of heats must consist of one final heat sometimes called the "main" and may include a maximum of two semi-final heats sometimes called the "semi-main" and/or "consolation/trophy" heats.
 - b. The division of boats into heats for the four preliminary rounds will occur by random draw. The drawing of boats into heats for round one will occur immediately following the driver's meeting and before heat racing begins. A drawing of boats into heats for rounds two through four will occur in the presence of owners and drivers, if possible.
 - c. The boats with the highest points after the four preliminary rounds will be eligible for the final heats. The number of boats eligible for the final heats is six. If a frequency conflict exists between two or more boats eligible for the final heats, preference goes to the boat that has accumulated the most points in the preliminary rounds, or to the boat with the fastest time should a tie in points occur. The other boat will have the option to change to any other available frequency.
 - d. After the final field has been set, the next lower boat will be designated as an alternate starter for the final heat should one of the boats in the final heat field fail to start.
 - e. After the final heat field as been set, the boats not qualified for the final heat will be used to fill the "semi-main" and/or "consolation/trophy" heat(s).

- f. The outcome of any of the “semi-main” and/or “consolation/trophy” heats will not affect the overall standings or points for the day.
- g. Final race standings will be determined by order of finish in the final.

C. HULL SPECIFICATIONS

1. All boats will be models of past or present Unlimited Hydroplanes that are listed on the Scale Unlimited Hydroplane Master Hull Roster
2. Boats are to be built on a scale of 1.8 inches equal 1 foot of the actual boat (1/6.667 scale).
3. The true scale dimensions of any Scale Unlimited Hydroplane will be derived from the unlimited dimensions listed on the Scale Unlimited Hydroplane Master Hull Roster. Boats will measure within the following tolerances of the true scale size, excluding appendages.
 - a. Overall Length + or – 1.25 inch
 - b. Beam + or – 12%
 - c. Maximum Depth + or – 10%
 - d. Afterplane Length (three point design) + or - 10%
 - e. Tunnel Width + or – 10%
4. Boats will be painted, configured, and detailed like the actual unlimited as it ran on the water. The acquisition of documentation validating a paint scheme, cowling configuration, engine configuration, or other scale details will be the responsibility of the boat’s owner. Photographs of the boat are an acceptable form of documentation.
5. Boats will enter competition complete with cowling(s) and driver(s). If any of the removable parts fall off the boat during the competition, except as a result of a collision, that boat will be awarded no higher than sixth place points in that round upon completion of the heat. This penalization only affects the points that are awarded and not the finishing placement of the boat which incurred the infraction. The placement of and points awarded to other boats in the heat are not affected by this ruling.
6. The boat’s engine, tuned pipe and muffler must be concealed within the boat as well as possible, while not deviating from scale appearance. Scale engine cowls, fake engines, painted screen, etc. are permitted.
7. The number of props and rudders will coincide with that of the original full sized unlimited hydroplane.
8. Outdrive units and outdrive engine(s) are prohibited unless the full sized unlimited boat after which the boat is being modeled had an outdrive or outdrive engine(s), in which case the model must be configured like the full sized unlimited boat.
9. The propeller drive dog may extend one drive dog length beyond the transom.
10. The boat bottom/sponson profile will be the same general appearance as that of the full sized unlimited hull it represents with the following exceptions:
 - a. Sponson riding surfaces may be modified.
 - b. Propeller shafts may be articulated.
 - c. Rudders and skid fins may be configured and located as desired.

D. ENGINE SPECIFICATIONS

1. The engine must conform to NAMBA G or GX classification from 15 to 30.50 cubic centimeters displacement.

E. MASTER HULL ROSTER

1. The Scale Unlimited Hydroplane Master Hull Roster will contain the name and details that identify each boat that may be built for Scale Unlimited Hydroplane competition. It will contain the principle dimensions of each boat that is listed, if known.
2. The National Scale Unlimited Hydroplane Chairman will be responsible for compiling, interpreting, updating, and distributing the official Scale Unlimited Hydroplane Master Hull Roster. The official Scale Unlimited Hydroplane Master Hull Roster may be purchased for \$5 and must be signed and dated by the National Scale Unlimited Hydroplane Chairman. He will make an updated roster available by January 31st of each year. The updated Master Hull Roster will be posted on the NAMBA web page.
3. Boats must meet the following criteria to be placed on the Scale Unlimited Hydroplane Master Hull Roster:
 - a. The full sized boat must have been registered with an unlimited hydroplane racing association.
 - b. The registered boat must have made at least one verifiable test run in the water.
4. The Scale Unlimited Hydroplane Master Hull Roster will include the name, address, and telephone number of the National Unlimited Hydroplane Chairman, all District Scale Unlimited Hydroplane Chairmen, and all known manufacturers, builders, photographers, plan makers, etc. which are helpful in building Scale Unlimited Hydroplanes.

F. SCALE CONCOURSE JUDGING

1. All boats are to be judged from six feet off (stand off scale). A photograph or picture must be supplied to the contest director for each boat entered in the concourse judging.
2. To be eligible for the Concourse Award, the boat must at least start in one heat race with it's appearance/configuration as presented at the Concourse Judging. No substitution or replacement of cowl, fake engine, wing(s) or other scale items will be allowed.
3. Judging will be based upon a point system as follows:
 - a. Documentation – 40 point maximum
 - i) 0-10 points – Photograph(s)/presentation
 - ii) 0-10 points – General Appearance
 - iii) 0-10 points – Workmanship
 - iv) 0-10 points – Engine, exhaust, and radio gear concealment
 - b. Detail – 30 point maximum
 - i) 0-10 points – Engine/cowl detail
 - ii) 0-10 points – Driver detail
 - iii) 0-10 points – Cockpit detail
 - c. Paint job, markings, etc. – 30 point maximum
 - i) 0-10 points – True colors
 - ii) 0-10 points – Scale of markings, decals, lines, numbers
 - iii) 0-10 points – Overall finish

1/8 SCALE ELECTRIC

GENERAL RACING RULES:

1. Any FE boat that can continue to race after a self inflicted incident may be allowed to, but, only after it has given right-of-way to all other boats in the vicinity and can do so without impeding a fellow racer. If the racer interferes with another boat a one-lap penalty will be assessed.
2. A starting clock of 2 minutes will be used for all FE heats. All boats must be on plane by the :30 second mark and then complete a full lap to be eligible for a legal start.
3. LiPo battery packs shall be charged in a safe manor on a flameproof surface or in a LiPo safe charging bag. A dry fire extinguisher or extinguishing agent such as a bucket of sand shall be kept near wherever batteries are being charged.
4. Only qualified FE racers shall be designated to retrieve all dead FE boats after a heat or test session if there is a dead FE boat on the water.

Motors allowed:

- NEU 1527 1.5Y
- Scorpion 4035-800
- Turnigy SK3 Fandrive – 3994-850kv
- HET 700-981840

Batteries:

-8S1P configured Lithium Polymer (LiPo) batteries. The total capacity of batteries in the allowed chemistries and configurations shall not exceed a total capacity rating of 6,000mAh. Only LiPo batteries with a manufacturer's minimum discharge rate of 30C constant but no higher than 65C constant shall be allowed. There is a maximum of \$200.00 msrp per set limit.

Speed Controller:

- Any speed controller may be used as long as it is a minimum of 150amps.
- For safety purposes, anti-spark resistors are advised on all speed controls.

Propeller:

- Any propeller may be used up to a maximum of 57MM diameter.

Hull Specs:

- Rules will follow NAMBA set rules for 1/8 scale and master hull roster information.

Classic Thunderboat Motor Inspection Procedure:

Inspection to include all parts of motor:

1. Fasteners – Stock
2. Gaskets – Thickness Carburetor .017 to 0.23 Manifold .017 to .023 Case .017 to .019 Base – Barrel .014 to .016
3. Seals – must have Springs
4. Bearings – must be Stock
5. Flywheel – Thickness .800 - .810 – Keyway .121
6. Crank Rod Piston and Ring – Keyway .121
7. Intake Manifold – Thickness and Grinding Manifold .690 to .702 (Allow to sand fir trueing)
8. Ignition Parts – Color – Slotted Holes
9. Case to Crank Shaft Top .910
10. Barrel Depth 2.025