Proposals for voting on at the 2021 Year End District Meeting

Summary of voting results, see proposals for updates made:

Prop#	Proposal Summary	Yes	No	Status
1	Update G Class Rules	29	2	Passed with changes
2	Update Gas fuel specs	31	0	Passed
3	Update G-Limited clas rules	30	1	Passed
4	Handicap accessible restroom	31	0	Passed
5	Increase entry fees	30	1	Passed with changes
6	Remove lower entries for G-Ltd	30	1	Passed
7	Security requirement for all races			Passed with changes
8	Fee to help with overnight security	-	-	withdrawn
9	Full course mill	16	15	Passed with changes
10	Buoy cut - point deduction	4	27	Failed
11	New points calculation	15	17	Failed
12	Modifiction of pit/start time	13	19	Failed
13	OEM hull requirement	-	-	withdrawn
14	Clean start window	6	26	Failed
15	Penalites after race completion	-	-	withdrawn

Proposal #1 – Submitted by Roger Pane – Passed with changes (changes shown in green)

Modifications to NAMBA rule B.1 - G Class Rules in Section 27 - Gas (for submitting to NAMBA only)

Reasoning:

Proposed:

C. CLASS SPECIFICATIONS
1. G Class Rules
a. General Engine Specifications
i) Engines in this class shall be highly mass-produced as evidenced by the process used to manufacture the major components. The cylinders and crankcases shall be die-castings, with cylinder and head as a one-piece unit. Examples of such engines are Zenoah, Chung Yang, Kawasaki, Homelite, and U.S. Engines.
ii) ~~ORIGINAL:~~ 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.
~~MODIFY TO: 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, bearings, 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) ORIGINAL: 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 exception to this rule is that a cylinder may be modified to accept (add-on) a water jacket.
MODIFY TO: 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 ~~exception~~ exceptions to this rule ~~is~~ are:
(a) ~~that~~ 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.
iv) ORIGINAL: Induction systems must be piston-ported. Modifications incorporating induction systems other than piston-ported systems are illegal. Engines must be naturally aspirated. Tuned exhaust and intake systems are the only allowed method of altering cylinder pressures.
MODIFY TO: Induction systems must be piston-ported. Modifications incorporating induction systems other than piston-ported systems are illegal. Engines must be naturally aspirated. ~~Tuned exhaust and intake systems are the only allowed method of altering cylinder pressures~~.
v) Engines in this class must employ spark-induced combustion. Glow plug or compression-induced combustion is illegal.
vi) Recoil starters must be included on the original engine and must be retained on engines in this class.
vii) 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:
(a) G-1 will include engines from 15 to 25.99 cubic centimeters.
(b) G-2 will include engines from 26 to 35.99 cubic centimeters.

Proposal #2 – Submitted by Roger Pane - Passed

Modifications to NAMBA rules regarding Fuel Specifications in Section 27 - Gas (for submitting to NAMBA only)

Reasoning: Updating rule to reflect common practice that doesn't provide any advantage except the reduction of smell/fumes during transportation of equipment to events.

Proposed:

B. CLASS SPECIFICATIONS
   1. G Class Rules
      b. Fuel Specifications
         i) ORIGINAL: Gasoline having an octane rating no higher than 100 must be used in this class. Gasoline is a mixture of hydrocarbons with no nitrogen bearing compounds. Ethers or alcohols may be added commercially as oxygenating agents. It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured.
         MODIFY TO: Gasoline or white gas (i.e., Coleman or Crown camp fuel) having an octane rating no higher than 100 must be used in this class. ~~Gasoline is a mixture of hydrocarbons with no nitrogen bearing compounds.~~ ~~Ethers or alcohols may be added commercially as oxygenating agents.~~ It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured.
   2. GX Class Rules
      b. Fuel Specifications
         i) ORIGINAL: Gasoline having an octane rating no higher that 117 must be used in this class. Gasoline is a mixture of hydrocarbons with no nitrogen bearing compounds. Ethers or alcohols may be added commercially as oxygenating agents. It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured.
         MODIFY TO: Gasoline or white gas (i.e. Coleman or Crown camp fuel) having an octane rating no higher ~~that~~ than 117 must be used in this class. ~~Gasoline is a mixture of hydrocarbons with no nitrogen bearing compounds. Ethers or alcohols may be added commercially as oxygenating agents.~~ It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured
   3. G-Limited Class Rules
      b. ADD Fuel Specifications
         i) ADD: Gasoline or white gas (i.e. Coleman or Crown camp fuel) having an octane rating no higher than 100 must be used in this class. It can be mixed with oil in any proportion for lubrication, but no other additives are allowed that were not in the fuel as originally manufactured

Proposal #3 – Submitted by Roger Pane - Passed

Modifications to NAMBA rule B.3 - G-Limited Class Rules in Section 27 - Gas (for submitting to NAMBA only)

Reasoning: Minor addition of items that are being done today that do not provide any performance advantage.

Proposed:

B. CLASS SPECIFICATIONS
   3. G-Limited Class Rules
      a. General Engine Specifications
         i) Engines will be a Zenoah G260 PUM with no modifications allowed except those noted below.
         ii) All replacement parts must be from the original manufacturer and the same type engine (Zenoah G260 PUM to Zenoah G260 PUM). No part swapping from other manufacturers or engine types is permitted.
         iii) The carburetor must be one of the following: Walbro WT-257, Walbro WT-644 or Zenoah WT-1027.
         iv) All carburetors will be stock with no modifications other than those noted below:
            (a) The velocity stack/Air Funnel (part #848ES08300) may or may not be used.
            (b) Any type of bolts may be used to mount the carburetor.
            (c) The idle stop screw may be removed.
            (d) A needle stop device may be used, to keep needle from turning/vibrating lose (i.e. fuel tubing, an aluminum clamp, etc.).
            (e) The exterior length of the needle may be shortened to fit under cowlings when necessary.
            (f) Any fuel pump diaphragm may be used.
            (g) Any metering diaphragm may be used
         v) Any exhaust manifold, header, and pipe may be used.
         vi) The spark plug must be one of the following: Champion RZ7C spark plug or a NGK CMR7H spark plug. Both must retain the factor seal washer.
         vii) ORIGINAL: Zenoah EZ Starter Kit (part #GR26099) will be allowed. The pulley assembly (part #848-ESZ-7520) of the pull starter may be modified for the purpose of not using the spacers (part #848-8Y4-6100) or the space plate (part #580-44-79-01).
         MODIFY TO: Zenoah EZ Starter Kit (part #GR26099) will be allowed. The pulley assembly (part #848-ESZ-7520) of the pull starter may be modified by facing the standoff length for the purpose of not using the spacers (part #848-8Y4-6100) or the space plate (part #580-44-79-01).
         viii) The Mount Plate (part #1155-74110) may or may not be used.
         ix) Any standard type of shaft collet nut may be used. No geezer wheel, belt starting pulley, or extra weighted shaft collet nuts are allowed.
         x) The Zenoah water jacket (part #T2076-12210) may be modified on the outside by changing the color, and/or machining in a design. Stock M5 x.8 water fitting thread must be retained.
         xi) Any type of water jacket cooling nipples are allowed (i.e. 90 degree, drilled out, etc.).
         xii) Any type of replacement engine bolts may be used (i.e., stainless, chrome, etc.).
         xiii) ADD: Thread sealant or thread locker may be used on any engine bolts.
         xiv) ORIGINAL: The ignition coil (gray, part # 2629-71311) may be relocated using any type of bracket, but no shortening of the plug wire.
         MODIFY TO: The ignition coil (gray, part # 2629-71311) may be relocated using any type of bracket, but no shortening of the plug wire and no ground straps allowed.
         xv) ADD: The primary coil (red, part# 1160-71211) may have the black wire removed.
         xvi) ADD: Engraving on the outside of the cylinder is allowed for identification purposes only.
         xvii) If any updates are made to the standard G260 PUM motor by Zenoah, the Board of Directors can vote to allow or disallow the additional parts to the above rules by a simple majority vote.

Proposal #4 - Submitted by Richard Romero - Passed

Modifications to District rule regarding restrooms

Reasoning:

Current:

> 5-94 All sanctioned events shall have at least one restroom facility available, whether permanent or portable. Facilities must be clean. Failure to provide a facility will result in being denied a sanction for the following year

Proposed:

> All sanctioned events shall have at least one Handicap Accessible restroom facility available, whether permanent or portable. Facilities must be clean. Failure to provide a facility will result in being denied a sanction for the following year

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Proposal #5 - Submitted by Richard Romero – Passed with changes (changes shown in green)

Modifications to District rule regarding entry fees

Reasoning:

> Today's lake fees and security fees increase almost annually. It's imperative to increase our entry fees to keep host clubs from losing revenue. By increasing the entry fees, this guarantees the host club that all members are contributing equally

Current:

> 2-14 District 19 entries shall be $20.00 for first boat entered, $15.00 for each additional. Entry fees for juniors shall be $5.00 per class. $5.00 per entry goes to the NAMBA District 19 fund. No additional entry fees can be charged

Proposed:

> 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

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Proposal #6 - Submitted by Richard Romero – Passed

Removal of District rule regarding G-Limited entry requirements

Reasoning:

By removing the lower entry requirement (making it like all other classes which require five entries – rule 13-12) it will allow more heats to be run by eliminating smaller classes.

Delete: 21-18 All G-Limited classes require only three entries for a class to qualify.

Proposal #7 - Submitted by Richard Romero – Passed with changes (changes shown in green)

Addition of District rules regarding security

Reasoning:

Proposed Rule:

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.

Proposal #8 - Submitted by Rey Garcia - Withdrawn

Addition of District rules regarding security

Reasoning:

Tracks are becoming more expensive and more dangerous each and every year. Legg Lake for example has now tripled in costs to rent for a race and the additional cost of security cannot be burdened by the host clubs. It also has become more dangerous to leave trailers overnight, or even canopies, tables, and chairs.
For this reason, the cost of "on premise security" must be shared by those wishing to leave trailers or canopies overnight.
It's only fair to assist the host clubs with these expenses and the profit margins of hosting a race have been greatly diminished with the higher costs of hosting a race in our district. At Legg Lake alone, a bonded security company is required and the cost to secure the lake during a race will total no less than $600.00.

Benefit:
Assisting the host clubs will go a long way to ensuring that clubs can put on races without losing money.

Proposed Rule:

At every Hosted Sanctioned Race in District 19, boaters that wish to leave a trailer overnight at the race site must pay a total of $50 for the weekend (three days) to the host club to help in covering security costs. Boaters who wish to leave canopies, tables and chairs overnight must pay $20 for the weekend (three days) to the host club to help in covering security costs. At tracks where no security is provided, there will be no charge to the boaters and any trailers, canopies, or equipment to be left at the track will be left at their own risk.

Proposal #9 - Submitted by Rey Garcia – Passed with changes (changes shown in green)

Addition of District rules regarding full course mill

Reasoning:

Short coursing or cutting through the center of the track presents more problems than benefits. In most occasions, lane infractions are not called when a boat crossing through the center cuts off a boat already traveling in lane one after exiting turn 1.

Short course drivers use an angle to get to the turn TWO entrance and stay underneath a boat traveling in lane one and this is an unfair advantage because this driver is using the out of bounds portion of the track to gain an advantage.

Using the interior of the track to gain an advantage is technically OFF COURSE and should no longer be allowed. Allowing for course cutting only invites trouble at the merge points, and this trouble rarely gets called and that is problematic. Even if a back-marker is used at the center, this 90 degree turn also creates another hazard by creating another merge point.

Returning to a FULL COURSE mill would eliminate all problems with the center of the track and merge points as there would be none to worry about. IMPBA utilizes a full course mill to eliminate this very problem and it has worked for decades. We should embrace the full course mill as a means to improve safety and the competitive spirit of fairness. This district began racing with a full course mill at its origin.

Benefits:

Since there are mostly corner judges, nobody is generally watching the center of the track, so lane infractions are usually not called, so eliminating the cutting of the course will eliminate the need to have such infractions go unseen. This will give the CD better opportunities to manage the heat without having to focus on the center of the track as the clock counts down.

Any unfair advantages of “angling” towards the turn two entrance buoy using the out of bounds portion of the track would be eliminated.

Proposed Rule:

During a heat, boats will launch and go around turn one and ~~continue to cycle around the entire track for the duration of the 90 second clock until the expiration of the start horn~~ may cut the course until the last boat is launch, the CD will then announce that a full course mill shall commence. There shall be no cutting of the course unless the CD during a heat indicates the course may be cut ~~to avoid a wild boat or there is a pileup of dead boats in turn one that needs to be viewed by all boaters prior to entering the corner. All heats will maintain a full course mill otherwise at all district 19 sanctioned races~~ for course interruption.

Proposal #10 - Submitted by Rey Garcia - Failed

Addition to District rules regarding buoy cuts and penalties

Reasoning:

As it stands, every minute counts at the races and with all the classes we have in district 19, we more often than not, run out of time during the day and we are unable to complete all four rounds of the racing days. We pay an entry fee for FOUR rounds of racing, so improving the efficiency of time usage is essential. Having boats run 7 laps versus 6 only extends the days. IMPBA has been using a point penalty versus a lap penalty for years and it helps to speed up the days. We need to make every effort to speed up the days racing in order to maximize the daylight in order to get in all FOUR rounds that our boaters have paid to race.

Benefit:

By eliminating an extra lap every heat, we save 20 mins on a day that has 70 heats by not running the extra laps. The saving of 20 mins could be used to complete 2 additional heats.

Proposed Rule:

A driver who cuts a buoy or set of buoys at one time will be assessed a -50 Point deduction for the first infraction, another -50 points for a second infraction and finally, scored a DNF +25 for a third buoy infraction and called off the water. A driver who cuts a buoy will maintain his position on the track and will only suffer the POINTS PENALTY. (Penalty = 12.5%)

IE: First place boat cuts a buoy, driver keeps the position but suffers the point's deduction for his finished position. 1st place 400 – 50 =350 points.

Note: If the rule proposal for the POINTS CHANGE is passed, the points penalty deduction for cutting a buoy is reduced but equal to the 12.5% rounded to the next round number. IE: -15 points for the first infraction, -15 points for the second infraction, and finally, scored a DNF +10 points and called off the water.

Proposal #11 - Submitted by Rey Garcia - Failed

Addition to District rules regarding how points are awarded

Reasoning:

At the 2019 year end meeting, the RC SHARKS submitted and passed a points change for the district for the 2020 Racing season, for a period of one year for evaluation. Unfortunately, COVID cut the season short at two races and the full year was not realized and the evaluation unable to be completed.

During those first two races however, the new point system showed some great promise as the racing was tighter and the points spread between racers was much closer. We had new winners and the movement up or down was quite different. Point's calculations were much easier with less mistakes.

Explanation:

The original points system was designed for 400 end of day points to the winner, but the disparity between all the other positions is too great to have a competitive points challenge for a title. This benefits the first place boat in all scenarios unfairly.
1St place- 400
2nd place- 300 (75% of 1st place)
3rd place- 225 (56% of 1st place)
4th place- 169 (42% of 1st place)
5th place- 127 (31% of 1st place)
6th place- 96 (24% of 1st place)

The original point structure was never intended to be this distorted by awarding round by round points. This was modified in the mid 80's when the hobby had many more participants. Today is very different and the scoring unfair because of this change

Proposed Rule:

The end of day points calculation shall consist of the following point's schedule:
1st Place: 100 points
2nd Place: 80 points– (80% of 1st place)
3rd Place: 70 points - (70% of 1st place)
4th Place: 60 points - (60% of 1st place)
5th Place: 50 points - (50% of 1st place)
6th Place: 40 points - (40% of 1st place)
7th /8th Place: 30 points (30% of 1st place)
DNF scores: 10 points
DNS scores: 0 points

Cutting a buoy after the race/heat end: -25 point deduction (25% penalty same as current penalty percentage)

NOTE: Should the Rule Proposal for Cutting buoys be passed, the calculation for deducting points for cut buoys will be as follows:
-15 points for the first buoy cut, -15 points for the second buoy and DNF scored for the third buoy cut and called off the water. +10 points

*Penalties for Not Judging will be the same: -25 points or 25%, the same as the current penalty.

Proposal #12 - Submitted by Rey Garcia - Failed

Addition to District rules Stark Clock and Mill Time

Reasoning:

When the Two Minute clock and 30 second mill Clock were created, we were running nitro motors that were hard to start. Two minutes seemed appropriate to feed a rope under a flywheel and pull the motor through to start. Today, with the gasoline engines, the rope is already attached and the engines far easier to start making the need for TWO MINUTES start time unnecessary.

TIME is our greatest enemy in our district. We have a lot of classes and boaters, and we all pay a good sum of money to race FOUR Rounds only to be at a race and subjected to a three round race because the daylight ran out. At most races, we already reduce the two minute clock by advancing to the mill clock so this confirms the two minutes to start is useless and a waste of time. Additionally, eliminating the need to advance the clock will eliminate the mistakes of advancing while a boat is still trying to start.

While it's a good thing to have more boaters than time, it's wiser for us to utilize the time more efficiently in order to give the boaters what they PAID for.

Reducing the START TIME / MILL CLOCK to ONE constant TIME saves 1 minute per heat all day in operation time. On a day with 65 heats, that's an instant 65 minute reduction in operation time alone. This one hour and five minutes can be an additional 6 heats run for the day. In conjunction with the Buoy penalty change, this could be 8 additional heats run with the time savings alone.

Benefit:

The time savings from cutting operational time will speed up the day and ensure more heats can be run on a race day where heats exceed 55 a day. The changing of the start / mill clock will give the CD more opportunity to manage the heat without the interruption of concentrating on the start clock and mill clock separately. There will be no opportunity for errors of advancing the clock while boaters are still on the start tables.

Proposed Addition:

A heat will commence at the start of the 90 second clock. The entire 90 second clock will continuously run until expiration to the start horn. There will be no advancement of this clock. A driver will be able to start their boat at any time prior to the expiration of the 90 second clock and launch into the water however, the driver must launch and go all the way around the track without cutting the course. The audio clock will reflect a countdown of the 90 seconds, then focus on the last 20 seconds audibly by counting down from 20 to the start horn.

Proposal #13 - Submitted by Rey Garcia - Withdrawn

Addition to District rules regarding OEM Hull requirement

Reasoning:

Since the mid 1970's when fiberglass boats first appeared in the hobby, the issue of Copying, Splashing, Knocking off or copying with a slight modification then selling a product has been a problem since the introduction of fiberglass. Since we do not require trademarking or other legal requirements, these boats have been allowed to participate in district 19 and other district races.

Today, the problem is greater, now that the Pacific Rim is going out of their way to Copy, Splash and knock off American Manufacturers products. This not only hurts the American Manufacturers, but it hurts the hobby as well. It is well past the time to close the door on these products at Sanctioned District 19 Races.

Now, it's not the intention to tell any boater what to buy, but at Sanctioned races there can be a rule in place to discourage the purchase of these Knock off Products if the intention of the purchase is to compete for District 19 points. We have an obligation to protect American products and the intellectual property that comes with them.

Taking someone else's R&D and making a copy and adding an inch length doesn't' make anyone a boat designer.

These products should be banned from competing in all District 19 sanctioned Races. To continue to look the other way at such products only invites further violations of intellectual property theft.

To start, this rule is limited to Racing Hulls and not components or peripheral equipment being Copied, Splashed or Knocked off. There needs to be a specific calculation in design change in order to be considered a "stand alone" product.

Proposed Rule:

At all District 19 sanctioned Races, only OEM racing hulls shall be permitted to race for points. No Racing Hull that is a copied, splashed or knocked off copy of a current OEM Hull shall be permitted to race at District 19 sanctioned races. Minor changes to the decking, bottom or cowlings does not constitute a "stand alone" OEM hull. If ANY measurement top or bottom is identical to a current OEM product, that boat shall not be allowed to race at ANY District 19 Sanctioned Points race.

In the event of a "new" Hull being offered for consideration for point's competition that is similar to a current OEM hull, this new hull must be at least 30% different than any current OEM product currently accepted at Sanctioned races. This 30% to include the entire decking area and the entire bottom riding surface. This to discourage "copying" or "splashing". MINOR changes do not qualify as "different".

Wood hulls can be built and raced that are similar to others, but they cannot be mass produced for sale or they will be disqualified from sanctioned races if they are replicas of current OEM products manufactured by another Person.

Proposal #14 - Submitted by Rey Garcia - Failed

Addition to District rules regarding clean 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:

Sentence 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..

Proposal #15 - Submitted by David Siembor - Withdrawn

Modification to NAMBA rule D - Penalties in Section 17 - Driving Rules and Regulations

Reasoning:

The intent is to simplify penalty assessment, to which benefits include but are not limited to;
-streamlined/shortened heat duration and race day
-easier C.D. and Corner Judge identification of individual boats and penalties (by not having to count extra laps)
-not having "finished" boats attempting to navigate potential dead boats while staying out of the race line for penalized boats to finish race
-increased ease of integration for future digital timing and scoring
-increased participation in model boating race events.

Proposal:

Remove:

D. PENALTIES
   2. Driving Infractions
      a. Driver infractions will be penalized as follows:
         i) Normally, an infraction will draw a penalty of one extra lap over those required to complete the heat.

Update:

D. PENALTIES
   3. Buoy Infractions
      a. CURRENT: A one lap penalty will be assessed when a boat cuts inside a course marker or when the boat jumps over or makes an obvious hit on a buoy. No penalty will be assessed for a boat that touches a buoy on the outside causing no damage or displacement.
      MODIFY TO: A ~~one lap~~ penalty will be assessed when a boat cuts inside a course marker or when the boat jumps over or makes an obvious hit on a buoy. No penalty will be assessed for a boat that touches a buoy on the outside causing no damage or displacement
      b. CURRENT: A one lap penalty occurs when one or more buoys are cut on a turn or when a straight-away marker is cut. Offending boats must yield right-of-way to others on the course when re-entering.
      MODIFY TO: A ~~one lap~~ penalty occurs when one or more buoys are cut on a turn or when a straight-away marker is cut. Offending boats must yield right-of-way to others on the course when re-entering
      c. CURRENT: Lap penalties will be assessed during Pit Time, Mill Time, and Race Time. If a buoy is cut after the boat has finished its part of the race, then the boat will receive a 100 point reduction in earned points in the heat. If the driver has completed the heat in 5th, 6th, 7th or 8th place, he will be awarded 50 points for that heat.
      MODIFY TO: Lap penalties will be ~~assessed~~ identified during Pit Time, Mill Time, and Race Time. If a buoy is cut after the boat has finished its part of the race, then the boat will receive a 100 point reduction in earned points in the heat. If the driver has completed the heat in 5th, 6th, 7th or 8th place, he will be awarded 50 points for that heat

Add:

D. PENALTIES
   4. Final Penalty/Infraction Assessment
      a. All applicable penalties and infractions will be assessed to final race heat positions after C.D. and Corner Judges have conferred at the end of race.