

Proposals for voting on at the 2022 Year End District Meeting

Proposal #1 - Submitted by Shane Forrest

Add new NAMBA national rule to allow belt starter pulleys. If passed will be sent to NAMBA for voting and will not be legal until/if passed nationally.

Reasoning:

To provide a secondary/easier option for starting the engine. The extra weight of pulley will not create a substantial advantage.

Current:

3. G-Limited Class Rules
 - a. General Engine Specifications
 - 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.**

Proposed:

- ix. 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.**
-

Proposal #2 - Submitted by Kent Edler

Add District rule regarding who can submit proposals.

Reasoning:

To address proposals being submitted by persons not participating in district events.

Anybody in District 19 may submit proposals, I've noticed in the past there have been many people that submitted proposals that haven't attended any of the district racing events.

This proposal should be written in a manner for district use and if deemed necessary, evaluated by the district director could be sent up to the national level.

Proposed:

To be eligible to submit proposals the person must be:

1. A NAMBA member in good standing.
2. Participate at least 1/3 to 1/2 of district events during the fiscal racing season.
3. Be familiar with the NAMBA and district rules

Next 2 proposals relate to lap counting equipment:

Proposal #3 - Submitted by Rey Garcia

Add District rule regarding lap counting button system

Reasoning:

This push button system continues to fail at our races and its usefulness has proven to be a failure. It wastes time, causes confusion amongst the drivers, is ineffective and it fails to work the majority of the time and halfway through a race, its use is discontinued.

There is no rationale in keeping this system in place at our races until it can be demonstrated that it can work 100% of the time without fail.

Proposed:

At district races, NO button systems can be used until they are proven to be successful 100% of the time

Proposal #4 - Submitted by Lenny Blake

Add District rule requiring transponders

Reasoning:

—

Proposed:

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 2023 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.

Transponder weekend rental will be available through the District 19 representative on a limited, "first come/first serve" basis. Rental fee shall be \$20.00 per transponder. Any lost/stolen/damaged transponders will be the liability of the registered contestant per the current retail purchase of a new transponder.

The website to view all current/live race information as well as heat sheets and all previous practice timing/scoring results is the dashboard at: outlawracing.liverc.com.

If you have any questions or would like help with purchase, installation, registration/activation or website guidance, please contact Lenny Blake or David Siembor.

Next several proposals are regarding changes to the starting and milling procedures

Proposal #5 - Submitted by Shannon Muth

Modifications to District rule regarding start/mill procedure

Reasoning:

Believe this should be moved to the Safety Rules section

Current:

9-21 During a heat, boats will launch and go around turn one and then follow a half course mill until the last boat is launched, 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 for course interruption

Proposed:

During a heat, boats will launch and go around turn one and then follow a half course mill until the last boat is launched, 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 for course interruption. **This rule MUST be followed during all District 19 events to include:**

- **District Racing**
 - **Club Racing/Club Events**
-

Proposal #6 - Submitted by Richard Romero

Add District rule for advancing to 30 second clock

Reasoning:

Current NAMBA Rule (18.B.2):

The heat starts with the first phase: a two-minute period or Pit Time for starting engines, launching and releasing boats. A starting clock, placed in full view of all drivers (or and adequate audio system) and requiring no less than 30 seconds to complete one sweep, will be started. **If all boats are on the water you can go onto the 30-second clock with drivers approval.** Contestants will mill on the course in a designated milling pattern until the end of Clock Time. Drivers should pace their boats during Clock Time so as to arrive at the starting line at full throttle simultaneously with the expiration of the Clock Time which constitutes the start of Course Time.

Proposed new District 19 rule:

The heat starts with the first phase: a two-minute period or Pit Time for starting engines, launching and releasing boats. A starting clock, placed in full view of all drivers (or and adequate audio system) and requiring no less than 30 seconds to complete one sweep, will be started. **If all boats are on the water, you can go onto the 30-second clock without drivers approval. If a Driver requires a hold while on the course, the Pit Person will be required to hold up a hand to alert the CD. Once a hold is required the CD will run the full two-minute clock.** Contestants will mill on the course in a designated milling pattern until the end of Clock Time. Drivers should pace their boats during Clock Time so as to arrive at the starting line at full throttle simultaneously with the expiration of the Clock Time which constitutes the start of Course Time.

Proposal #7 - Submitted by Rey Garcia

Add District rule regarding start clock

Reasoning:

Time is always a concern at our races and saving time is the key to a successful racing event. By reducing the amount of operational time of every heat, it is possible to gain another full heat per hour which in turn speeds up the racing day.

Proposed:

At all District 19 Heat Races, the starting format shall consist of the following procedures.

Phase 1 – An Audible Two Minute Start Clock shall be activated for the starting of engines and the launching of boats.

Phase 2 – If all boats are started and launched within the first 40 seconds, the Start Clock will be automatically advanced at the 1 minute mark and the PHASE 3 –Mill Time will commence.

NOTE: There shall be NO objections allowed from contestants in the heat that would prevent the advancing of the Start Clock.

Exceptions: If a boat is still on the start table at the 40 second mark still trying to start, The CD will announce that the START CLOCK time will continue to run all the way down to the expiration of the remainder of the 2 minute clock then initiating the Mill Timer.

NOTE: There shall be NO advancing of the Start Clock after the 40 second mark is reached.

Phase 3 – An audible Mill Timer of 30 seconds will commence counting down to the start of the heat.

Disqualifiers: Any boat not started and launched prior to the expiration of the 2 minute Start Clock will not be able to participate in the heat.

Proposal #8 - Submitted by Rey Garcia

Modifications to District rule regarding mill pattern

Reasoning:

To replace previous “half course” mill rule.

Boats exiting turn 1 have the right of way all the way down to the entry of turn 2, boats that cut the course and “angle” towards the entrance to turn 2 gain an advantage by using the out of bounds portion of the racing track to get to the inside of boats that have the right of way all the way down the back straightaway.

By eliminating the center of the course during the 30 second mill clock, we eliminate any “intersecting” infractions on the back straightaway. All boats having to come around turn 1 during the 30 second mill clock cleans up the starts and alignments of boats as they come to the start finish line.

Current:

9-21 During a heat, boats will launch and go around turn one and then follow a half course mill until the last boat is launched, 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 for course interruption

Proposed:

Upon commencement of the 30 second Milling Clock, the center of the course will be closed to all boats.

Phase 1: During the 2 minute Starting Period, all boats may cut the course through the center of the track having to go around the start/finish line buoy prior to cutting the course.

Phase 2: When the 30 Second Mill Clock begins, the center of the course shall be closed to all boats and no cutting of the course will be allowed. The CD shall announce that the center of the track is about to be closed or is closed, however, it will be the responsibility of the driver to know where the clock is at all times while in a heat.

Phase 3: All boats that cut the course as the 2 Minute Start clock expires or is advanced to the 30 second mill clock, shall have to go around the track again in order to take the start of the race. No boats shall be allowed to "CRAWL" on the back straightaway after cutting the course in order to run down the 30 second mill clock. (Note: this only applies to boats that cut the course as the 2 minute clock expires and the 30 second mill clock begins)

Penalties; Boats that cut the course after the 30 second mill time has started shall receive no penalty, but shall be required to go around the track having to pass the start finish line again before taking the start of the race.

Proposal #9 - Submitted by Richard Romero

Add District rule regarding milling buoy

Reasoning:

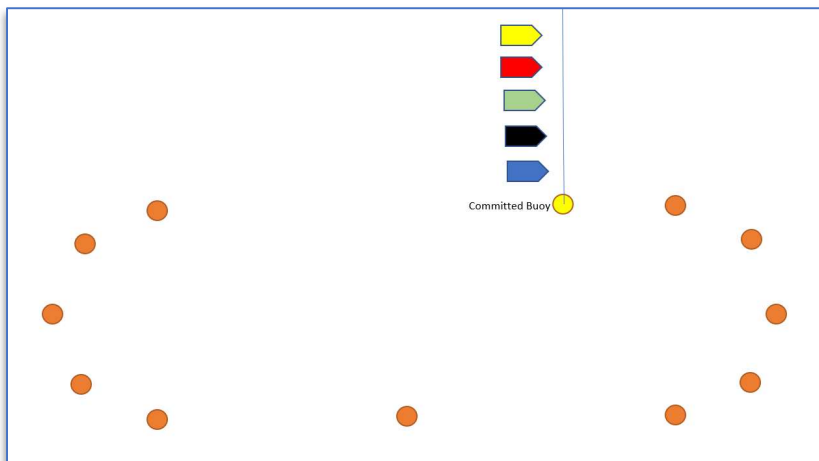
—

Proposed:

A buoy will be placed 10-15 feet in front and line with the turn two entrance buoy. This buoy will be considered our Committed Buoy.

Once a boat has past the Committed Buoy prior to the start of the race, that boat will commit to the lane established at the committed buoy. Once past the committed buoy racers MUST maintain their committed lane thru turn two until the start of the race. If a racer is called for a jump start that racer MUST maintain their committed lane until the start of their race.

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.



Proposal #10 - Submitted by Al Waters

Modifications to District rule regarding milling procedure

Reasoning:

The last few years have caused a lot of discussion about launch area safety, milling patterns, committed lanes at 5 seconds and saving time throughout the day. This proposal is an attempt to satisfy all of those situations.

1. A 2-minute clock shortens the wait time to get to the 30 second clock.
2. A Safety Launch Buoy will satisfy safety concerns for those who launch a boat while other boats are on the water. The buoy is randomly dropped with lake size and safety in mind. Each race course will be different.
3. Full mill only, means the CD can not control when to go to the 30 second mill clock, no holding of the clock by a racer, and no mix ups of what mill pattern to use.
4. We all know where boats can be at the committed 5 second rule. Crawling, flying starts and beating on each other at the right hand turn. The exit of the right hand turn is the longest straight a way to the start/finish line. Once there, NAMBA racing rules prevail. And please don't ask what if you are the only boat on the front straight.

A revised 2-minute clock has been prepared to play at the district meeting.



2 minute no
committed.mp3

Current:

9-21 During a heat, boats will launch and go around turn one and then follow a half course mill until the last boat is launched, 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 for course interruption

Proposed:

A two minute clock will be used with 1 minute and 30 seconds of Pit time followed by 30 seconds of Clock or Mill Time.

The Contest Director will randomly place a Safety Launch Buoy marker between the shoreline (launch area) and lane one of the race course. Any boat traveling between the Safety Launch Buoy and the shoreline (launch area) during the 2 minute clock will be assessed a one lap penalty.

During a heat, boats will launch and go around turn one and follow a full course mill.

There shall be no cutting of the course unless the CD during a heat indicates the course may be cut for course interruption.

All boats must adhere to the lane they are currently established in at the exit of the right hand turn to the Start Line upon the expiration of Mill Time

Proposal #11 - Submitted by Rey Garcia

Suspend Interstate District Points Racing & Create Championship Series

Reasoning:

To reduce the cost of racing, increase the level of participation and to promote the hobby by increasing localized racing programs that can grow the hobby in our district.

The cost of racing continues to increase year over year, and we have seen many boaters unable to travel to distance races in our current point series because of the financial burdens that are created by the high cost of gasoline, lodging, meals and participation.

Our current racing program for points does not work in today's economic climate and our district is having to rely on boaters from outside our district just to generate enough revenue to host a race. New boaters are unlikely to travel to distant races and they in most cases give up and move on to another hobby related organization like cars or airplanes.

Looking at our current economic situation in this country, we need to find a way to maintain what participation we do have, and maximize the level of participation of boaters while reducing the overall costs of that participation.

In any business environment, staying ahead of the "curve" is vital to the survival of that business. Changes that are made should promote growth and by not doing anything we only guarantee our demise in the long run.

Presently, we are way behind the "curve" in a changing economic climate.

Because we are a three state district, travel is the number one concern of all boaters. The ability to afford traveling to 9 races is tough for the majority of our boaters in our district for one reason or the other. Creating a series that takes this into consideration will go a long way towards building the district participation.

The goal is to promote the hobby by increasing the number of races through a combination of club events and District races. This in turn will help to maintain our current levels of participation by increasing the opportunities for both localized racing and District Level championships.

Proposed:

4 Race Championship Series

Start a Championship Series that consists of 4 Traveling Races in the following order;

1. Winter Gas Championships –Feb/Mar, Hosted by a club in Arizona, track to be determined by the host club in Arizona.
2. Spring Gas Championships – Apr/May, Hosted by a club in Las Vegas, Nevada
3. Summer Gas Championships – June/July, Hosted by a club in Southern California, Legg Lake
4. SUPER Gas Championships – Aug/Sept, Hosted by a club in Southern California, Legg Lake.

Racing to commence on Friday with the following STOCK Gas Classes only;

1. G LTD Mono
2. G LTD Catamaran
3. G LTD Sport Hydro
4. G LTD Outrigger (new)
5. THUNDERBOAT
6. Rookie Gas – all classes acceptable.

Racing on Saturday with the following classes;

1. G1 Mono
2. G1 Sport Hydro
3. G1 Catamaran
4. G1 Outrigger
5. G1 Crackerbox

Racing on Sunday with the following classes;

1. GX1/GX2 Mono
2. GX1/GX2 Sport Hydro
3. GX1/GX2 Catamaran
4. GX1/GX2 Outrigger
5. GX1/GX2 Crackerbox

How it will work:

First, by creating a 3 day event, we can separate out the stock classes from the G1/ GX2 classes shortening up those days. Having a more relaxed day without the problematic efforts of trying to rush through classes without a lunch break or having to extend to the late hours of the day.

Second, by limiting the classes offered, we can eliminate redundant classes on the same days. With only 5 classes offered on each day with the exception of a rookie class on Fridays, we will realize larger class sizes as the way it used to be in years past. Today, we just have too many classes in one day and we see too many classes with 5 or less boats in them.

Third, in order to QUALIFY for the SUPER GAS CHAMPIONSHIP race at the end of the year, boaters will have had to have made all three Championship races earlier in the year and qualify in each class at each of the three Champ races.

The YEAR END Champion will be crowned at the Super Gas Championship by winning their classes on that weekend in a winner take all format.

Year End Jackets will be awarded to the winners of each class at the Super Gas Championships with the three previous finishes embroidered on the jackets as well. Jackets to be awarded at the year-end meeting.

The first three Championship races are "Qualifiers only" for the Super Championships. At the Winter, Spring and Summer Championship races, only "Quality Certificates" shall be awarded as trophies for the top five positions in each class. These certificates can be printed for as little as \$1.10 a page.

Fourth, No boater will have to travel more than TWICE out of state unless they "qualify" for the Super Championship race and that would only mean three out of state travel races for boaters outside of California. This will save a ton of money for all boaters.

Fifth, the SUPER Gas Championships will be hosted at Legg Lake each summer for consistency and benefit of the largest track in our district.

Sixth, creating more opportunities for localized racing events is the key to participation in between Championship races. Localized clubs can put on more events to help grow the local boating community and provide the racing environment that encourages the new boaters to want to participate at larger events.

Seventh, the entry fees for these races will be as follows;

1. \$50.00 for the first boat
2. \$25.00 for additional boats each.

Eighth, these races will all constitute DISTRICT BENEFIT RACES, however, the host clubs will have their expenses covered for the race sites, and \$500.00 in host fees kept by the host clubs. All other monies will be sent to the district in order to pay for the year end expenses of Championship Jackets, awards and the cost of the year end meeting.

What is the Goal?

The goal is to maximize attendance at all 4 RACES and to increase localized racing programs.

First, if any boater wishes to earn the TITLE of YEAR END CHAMPION, they will have to participate at all three Championship series races, then win their class at the Super Gas Championship in order to be crowned Year End Champion. Points are meaningless at the three previous championship races other than to determine the day's winners. The focus of the three Championship races are participation and qualifying.

By limiting the number of classes offered, boaters will have to decide what classes they will compete in so they can qualify for the Super Gas Championship race at the end of the year.

Eliminating redundant classes or eliminating classes with less than 5 boats will increase the sizes of the classes offered on race days. This will help to speed up the days racing and provide time for open water testing and lunch.

By separating the stock classes from the modified classes on Saturday and Sunday will increase the level of participation in the stock classes.

A driver for example, could race a Stock Mono on Friday, swap out for a G1 engine and race on Saturday, then swap it out again for a GX2 engine and race on Sunday.

Those classes NOT offered can still be raced at localized racing events in localized racing events and these classes will NOT be offered in the Championship series of events.

As an example, in this format, a boater in Southern California will have to travel twice out of state for Championship races, then make the third race in El Monte, qualify for the Super, and also have the opportunity to compete locally at 8 Club races for a total of 12 races plus the Nationals or 13 races a year.

Right now as it stands, a So. Cal boater who doesn't travel can only make two local district races per year and most likely will drop out before they make any further investments into the hobby.

Hosting events in our hometowns is the key to growth and expanding our future in an economic climate that forces people to cut expenses.

This format will cut by 2/3rds the cost of racing per year for all boaters in our district while increasing the racing opportunities for all boaters.

As it stands today, a So. Cal boater who wants to race for points must make the first 4 races to remain competitive, however, the cost associated with this travel in today's dollars can be as high as \$4500 alone for travel, lodging and food, excluding entry fees and parts during the race.

This cost is preventing many So. Cal Boaters from participating. On the flip side, we are not seeing a sufficient representation from the Arizona side to sustain the cost of hosting races in El Monte.

This new format reduces the overall cost of racing even with its higher entry fees and it should increase participation at every race as well as providing more racing events all year.

Discussion on classes to be offered during the 2023 season

- Requested addition of G-Ltd Rigger (per Rey Garcia)

Classes offered in 2022:

Saturday		Sunday	
G-1 Mono	G-Ltd Catamaran	GX-2 Mono	G-Ltd Mono
G-1 Catamaran	G-Ltd Crackerbox	GX-2 Catamaran	G-Ltd Sport Hydro
G-1 Sport Hydro	Jersey Skiff	GX-2 Sport Hydro	Gas Outboard Tunnel
G-1 Outrigger	B Mono	GX-2 Outrigger	Open Oval
G-1 Crackerbox	P-Ltd Hydro	GX-2 Crackerbox	Open Offshore
Thunder Boat			P-Ltd Catamaran
Sportsman Mono			
The below classes are also offered and able to run, but will not be added on the RCRacingEvents site until CD has been notified that 5 entries have been gathered:			
Rookie - Nitro/FE	G-2 Mono	Rookie - Nitro/FE	P Mono
Rookie - Gas	G-2 Catamaran	Rookie - Gas	A Modified Tunnel
1/10 Scale Vintage	G-2 Sport Hydro	1/8 Scale	B Modified Tunnel
1/10 Scale Modern	G-2 Outrigger	A Hydro	C Modified Tunnel
P-Ltd Sport Hydro	G-2 Crackerbox	B Hydro	A Outboard Hydro
A Mono	A OPC Tunnel	C Hydro	B Outboard Hydro
C Mono	B OPC Tunnel	X Hydro	
X Mono	C OPC Tunnel	Sport 40-1	
Sport 21	A Outboard Mono	Sport 40-2	
Sport 60	B Outboard Mono	GX-Twin Outrigger	