

Proposal 1 – Submitted by Jim Osborne

New Rule for District Bylaws; if passed will be effective immediately.

Reasoning: To have proposal process, as we follow today, documented to eliminate someone having to remember it from year to year.

Proposed:

District Rule Proposal Process

- All District rule proposals have to be sent to the District Director before November 1st.
 - Proposals will be posted on the district web site by November 15th to allow ample time for voting clubs to review prior to the meeting.
 - The author of the proposal must be present at the District meeting in order for the rule to be modified.
 - All voting clubs should encourage multiple members be present to help with rule discussions. As per NAMBA rule each voting club will have 2 votes (cast by the club's secretary and/or delegate in person).
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Proposal 2 – Submitted by Jim Osborne

Change/reconfigure rules regarding district points contests.

Reasoning: To simplify and clean up rules, moving second part of first rule to end of second rule.

Current:

2-80: A District Awards Banquet and Meeting will be held on the first or second Saturday of December, assuming facilities are available. **November 1st will be the cutoff date for the years District Points contests.**

4-91: Sanctioned District Points races shall start no sooner than the 1st weekend of February.

Proposed:

A District Awards Banquet and Meeting will be held on the first or second Saturday of December, assuming facilities are available.

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

Proposal 3 – Submitted by Jim Osborne

Delete rules that discuss classes offered on specific days.

Reasoning: The current NAMBA Rule in Section 2 - Rule C.4 states "Classes and events will be approved at the district meeting held the prior year." so there is no need for rules to show what classes are run on which days. Also this way the rules don't need to be updated as new classes start.

Note: A list of the approved classes and the days run for each year's events will be posted on the district web page.

Current:

2-07: At all Heat races, A B C X Mono, Sport 21, Sport 60, A and B Rookie shall be offered on Saturday. A B C X Hydro, Sport 40-1, Sport 40-2 and Scale Unlimited will be offered on Sunday.

1-98: A, B, C OPC Tunnel, A, B, C Modified Tunnel, A and B Outboard Mono, A and B Outboard Hydro and A Rookie classes must be offered at all Outboard series races. Outboard Monos will run on Saturday. Modified Tunnel will be run on Sunday. Host clubs may offer additional classes if they list them on the entry form.

1-04: At District 19 Gas Championship Points races, the following classes will be offered: G-1, G-2, GX-1 and GX-2. All G classes run on Saturday. All GX classes plus Rookie and Exhibition classes run on Sunday.

Proposal 4 – Submitted by Jim Osborne

Delete rule regarding gas and nitro boats running together.

Reasoning: This rule conflicts with the open class rule.

Current:

6-94: No gas powered boats shall be allowed to run in the same heat as nitro powered boats at sanctioned events.

Proposal 5 – Submitted by Jim Osborne

Change rule regarding the open class.

Reasoning: Add the word Oval to make it more clear (differentiate from Offshore) and remove the word Sunday to allow more flexibility in class scheduling.

Current:

7-09: Open Class will **be on Sundays and** include all legal NAMBA boats regardless of power.

Proposed:

Open **Oval** Class will include all legal NAMBA boats regardless of power.

Proposal 6 – Submitted by Jim Osborne

Change rule relating to the Open Offshore Class.

Reasoning: To be consistent with the Open Class/Open Oval Class allowing any boat to run in it, removing the limitation of gas boats only.

Current:

7-08: Open Offshore

This is an OPEN CLASS open to any legal NAMBA **gas** hull/engine combo.

When possible, course should...

Proposed:

Open Offshore

This is an OPEN CLASS open to any legal NAMBA hull/engine combo.

When possible, course should...

Proposal 6.5 – Submitted by Jim Osborne (will be withdrawn if Proposal 6 passes)

Change rule relating to the Open Offshore Class.

Reasoning: To clarify that it is a gas only class, by adding the word gas to the class name.

Current:

7-08: Open Offshore

This is an OPEN CLASS open to any legal NAMBA gas hull/engine combo.

When possible, course should...

Proposed:

Open **Gas** Offshore

This is an OPEN CLASS open to any legal NAMBA gas hull/engine combo.

When possible, course should...

Proposal 7 – Submitted by Jim Osborne

Change rule regarding the resolving of ties.

Reasoning: To no longer require a runoff. Cleaning up of rule as well to: remove the reference to 4 rounds since there are some races where we can complete only 3, and replace reference to 1st place with any trophy position (as there could be a tied for 2nd/3rd/etc. were a winner is needed for the presenting of trophies.

Current:

5-01: 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 points awarded for the runoff.

Proposed:

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

Proposal 8 – Submitted by Jim Osborne

Delete rule which relates to the District Newsletter.

Reasoning: To be in line with what we do today, as a District Newsletter is no longer published. All the info that was in the newsletter is now available on the District Web page.

Current:

9-02: The District 19 Newsletter will be published quarterly (four times per year). Issues will be sent in January, April, August, and November. The newsletter will be posted on our web site at Namba19.com for viewing the day it goes to copy. All district members that have Internet access would be urged to retrieve their newsletter off our web site, and the balance would be sent regular postage. The newsletter will be limited to five double-sided pages. The newsletter will contain a "coming events" calendar that will include all races and contact numbers for that quarter. Entry forms will be eliminated from the newsletter completely.

Proposal 9 – Submitted by Jim Osborne

Change rule regarding nitro rookie class.

Reasoning: To match what we are doing today and clean up rules.

Current:

4-90: **B** Rookie class will be offered at all **Inboard and Outboard** races. You may run **Inboard Mono, Outboard Mono** or tunnel hulls, **but not cats or hydrous**.

Proposed:

A Nitro/Electric Rookie Class will be offered at all **District Heat** races. You may run a Mono, **Catamaran**, or tunnel hull. **For Nitro boats they must meet A or B engine specifications, and for Electric powered boats they must meet P Limited specifications.**

Proposal 10 – Submitted by Jim Osborne

Delete rule regarding running of Unlimited Lights at Scale races.

Reasoning: Other classes are now run at Scale races, which can be determined by the district/SCSTA each year (like other class determination) so we don't need a rule stating it.

Current:

2-04: Unlimited Lights will be offered at all Scale Unlimited races when Scale Unlimited racing is the only class offered on race day. Refer to NAMBA Sport 40 Rules for Unlimited Lights.

Proposal 11 – Submitted by Jim Osborne

Change rules that reference Inboard, Outboard, and Gas races, and instead refer to District Heat Races.

Reasoning: Reflect the way our race series are run today, no longer having a separate series for the 3 types of boats.

Current:

03-11: Unless advertised otherwise, the accepted deadline for entering a District ***Inboard, Outboard, or Gas*** race will be 9:00 PM Monday preceding the race. All entries received after deadline will not be accepted and racer will not be allowed to race at that event.

Proposed:

Unless advertised otherwise, the accepted deadline for entering a District ***Heat*** race will be 9:00 PM the Monday preceding the race. All entries received after deadline will not be accepted and racer will not be allowed to race at that event.

Current:

1-01: A ***set of*** equivalent Annual Awards shall be presented at the District Banquet to ***Juniors in both the Inboard, Outboard, and Gas series***. Juniors may earn Junior Points for each boat competed in a season, with only the highest scoring boat counted at year-end.

Proposed:

An equivalent Annual Award shall be presented at the District Banquet to ***the high point Junior***. Juniors may earn Junior Points for each boat competed in a season, with only the highest scoring boat counted at year-end.

Current:

4-98: Each year one District ***Inboard, one District Outboard, and one District Gas*** race will be called the "District 19 Race". All income, excluding expenses for conducting the race will go to the District treasury. The selected race site will be mutually selected by the District Director and the Contest Director.

Proposed:

Each year one District ***heat*** race will be called the "District 19 Race". All income, excluding expenses for conducting the race will go to the District treasury. The District Director and the Contest Director will mutually select the selected race site.

Current:

2-96: All District Heat ***and Outboard*** races will use a half course mill, with all boat launches and relaunches initially going around turn one.

Proposed:

All District Heat races will use a half course mill, with all boat launches and relaunches initially going around turn one.

Proposal 12 – Submitted by Jim Osborne

Combine rules regarding how District points are determined into one.

Reasoning: To clean up rules, these rules are on the same topic and thus should be combined.

Current:

1-93: In determining District points, contestants shall receive the total points they earn for the day, instead of points for the place they finished for the day.

2-98: In determining District points, a contestant must finish at least 1 heat at a race to be eligible. This does not apply to the "Rookie" classes.

Proposed:

In determining District points, a contestant must finish at least 1 heat in a class to receive points for it - this does not apply to the "Rookie" classes. Contestants shall receive the total points they earn for the day towards year end points.

Proposal 13 – Submitted by Jim Osborne

Change rule regarding number of entries needed for rookie classes.

Reasoning: Allow rookies to race more and get familiar with racing procedures so they gain the experience needed to move on to other classes.

Current:

01-10: In the interest of running the most popular classes and completing four rounds of racing at an event, by the entry deadline date there must be a minimum of five entries on compatible frequencies to make a class and/or race.

Proposed:

In the interest of running the most popular classes and completing four rounds of racing at an event, by the entry deadline date there must be a minimum of five entries on compatible frequencies to make a class and/or race. ***The Rookie Classes will be the exception to this, where only a minimum of two entries are required.***

Proposal 14 – Submitted by Jim Osborne

Delete various rules that are now in NAMBA rule book.

Reasoning: Since these rules have now been passed at the NAMEA level no need to have them as district rules as well, now redundant.

Current:

8-02: General Engine Rules for the (G) classes. These engines must maintain a recoil starter.

6-03: Engines that are legal for G class must have a continuous cylinder head design. A continuous cylinder head is one that consists of a single piece cylinder. I.e.: the cylinder sleeve & head must all be one part. Secondary parts such as water jackets, nose cones, drive components, carburetors, headers and pipes do not have to be part of the original engine. Major components such as cranks, connecting rods, cases, cylinder heads, ignition system, and flywheel do fall under the rule and must be parts of the original engine. Pistons must be from the original engine manufacturer.

2-08: Classic Thunderboat

Boat maybe of wood or fiberglass construction. 48-56 inches in length and a minimum of 24 inches in width. The transom shall be a minimum of 10" in width. Hull designs: Round Nose, Step Deck, Chisel Nose *ONLY*. ENGINES will be a PUM 26cc Zenoah. Engine may run a stock 257 carburetor. 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. Any pipe combo may be used. The pipe and muffler must be inside the boat and exit through the transom. Nothing may be further than 5 1/4" behind the transom. Boat must have a sponsored paint scheme with sponsored IDs and U numbers on the boat. 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. Boat must run with an engine cowling or dummy engine to cover as much of the boats engine as possible.

3-08: Classic Thunderboat Race Format

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: 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 and a Consolation heat. The maximum number of boats in the Final heat is six. The top five boats with the highest points after the four preliminary rounds will be eligible for the Final heat. If a frequency conflict exists between two or more boats eligible for the Final heat, 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. After the Final heat field has been set, boats accumulating points in the four preliminary rounds after the fifth position will be used to fill the Consolation heat. The winner of this heat will be used to fill the six boat Final heat.

The outcome of the Consolation heat will not affect the overall standings or points for the day. Final race standings will be determined by order of finish in the Final.

Proposal 15 – Submitted by Russ Stark

New rule regarding gas classes offered at district heat races.

Reasoning: To help limit number of entries (allowing us to complete 4 rounds per class) as well as allow additional classes for new higher displacement engines to be offered.

Proposed:

Gas classes offered at district heat races will be limited to GX-1 and GX-2 engine specifications, with the exception of those specialty classes that specifically reference something different (for example Classic Thunderboat).

Proposal 16 – Submitted by Russ Stark

New rule for 2-day continuous running of classes at district heat races.

Reasoning: This proposal would switch the running of classes to a 2-day continuous format (similar to how the World Cup race is run) to help allow 4 rounds of each class to be completed each race weekend.

Discussion of which classes will be offered will be discussed in a separate proposal/discussion.

Proposed:

District heat races will run as a 2-day continuous format: starting Saturday morning running with Round 1 of all classes that qualified continuing through the end of the day with sequential rounds/classes as possible, then racing will continue Sunday morning where we left off the previous day until all rounds are completed.

Proposal 17 – Submitted by Roger Pane

2 day heat racing format changes to eliminate the dual classes of G-1 and GX-1 and run a 2-day continuous format that is based on the G-1 class engine to provide a racing program that will be completed in a timely manner over 2 days. These changes will provide more individuals to participate and complete a reasonable amount of rounds of racing within a 2-day event.

Proposal 18 – Submitted by Bill Switzenberg

Modification of existing NAMBA Crackerbox rules C.6.a and C.6.e in Section 27 – Gas.

Reasoning: These clarifications are requested to prevent the Crackerbox class from becoming just another modified Mono class.

Current:

C.6.a: All boats will be models of full sized crackerboxes.

Proposed:

C.6.a: All boats will be models of **current** full sized **racing** crackerboxes **from one of the current U.S. national boat racing associations. Their appearance, design, specifications and measurements must be in proportion to the full sized current racing crackerboxes from one of these associations. Any attempt to veer from these rules must be preceded with proof of acceptance from one of the current U.S. national boat racing association's race. Proof could be as simple as a picture of the questioned design, racing in a current U.S. national boat racing association's race.**

Current:

C.6.e: The bottom must be generally flat with a maximum of a three-degree V at the transom. There may not be any pads or lap strakes.

Proposed:

C.6.e: The bottom must be generally flat with a maximum of a three-degree V **across the full width of** the transom **and refer to rule 6a**. There may not be any pads or lap strakes.

Proposal 19 – Submitted by Kent Edler

Jersey Skiff Specification Proposal

General Specifications

1. Prop Shaft and tube must pass thru the bottom of the boat.
2. No fairing on top of prop shaft tube.
3. No hardware will extend beyond 4" from transom.
4. No skegs or turn fins.
5. Strut must be rounded on bottom.
6. Tuned pipes are allowed. Exhaust must exit thru transom not extend more than 1 1/2 past transom.
7. Motor will be covered; hood scoops and air vents are allowed.
8. Trim tabs allowed. No trim tabs with fins or skegs on bottom (Trim tabs can be angled up to prevent hooking)
9. G-I gas engines are allowed.
10. Boat must have numbers on both sides of hull. Minimum height of 3 inches. (JS followed by NAMBA Number).
11. Strakes or riding pads are NOT LEGAL (no keels or chines on bottom. Means bottom of hull flat and smooth).
12. Must have two scale like drivers located at or near transom, Minimum height 3 1/2 inches and Maximum of 4 inches. Drivers must have life jacket and helmet.
13. Wood/ Scratch builds are permitted, must simulate the lap strake construction.

Hull Specifications

1. Minimum length 49 " Maximum length 51"
2. Minimum width at center of hull 17".
3. Maximum width of bottom at transom 11"
4. Hull bottom maximum degree of at center of hull 1 degree.
5. Hull bottom maximum degree of V at transom 1 degree.
6. Minimum Transom height 5 1/2" from bottom of hull to top of deck.
7. Minimum height of freeboard at center of hull from (bottom of hull to top of deck 5 1/2 ")
8. Minimum height of freeboard at 10" from bow (bottom of hull to top of deck 5 1/2 ")

Proposal 20 – Submitted by Mark Grim

Change to rule stating how many entries a class must have to run.

Reasoning: To allow more small classes to run.

Current:

1-10: In the interest of running the most popular classes and completing four rounds of racing at an event, by the entry deadline date there must be a minimum of **five** entries on compatible frequencies to make a class and/or race.

Proposed:

In the interest of running the most popular classes and completing four rounds of racing at an event, by the entry deadline date there must be a minimum of **three** entries on compatible frequencies to make a class and/or race.

Proposal 21 – Submitted by David Douglas

New rule allowing voting on district rules to be done by all district members via mail.

Details:

That every member of District 19 should have an equal voice in voting on Rules Proposals and District Business, voting should be by a mail-in ballot.

With the current method, only the clubs can vote at the Annual Banquet held in Laughlin Nevada. At this meeting, the usual attendees are Boaters receiving awards, District Officers, or people sponsoring their proposal. What's missing are many of the District 19 members who have attended our District races all year and supported the District, but have not earned enough points for an award, they represent the majority of our District Membership. There are also a number of members who cannot attend for various reasons, prior commitments, health issues, or financially can not afford the expense of spending the weekend at a Resort. Their voices and votes should also be heard.

Voting should be by a mail-in ballot. Once the deadline for proposals has passed, and the District Secretary has them organized, a ballot will be mailed to all Dist 19 members. This way the membership would know what new proposals have been presented. This would give them an opportunity to think them over and discuss them with fellow boaters, and then mail in their ballot by the deadline determined. The results would then be announced at the annual Banquet.

At any of the races, a nominal pre determined fee would be received from any member wanting to vote. Their name would be added to the District mailing list. This fee would be for postage, printing, and mailing of the ballot.

Seems simple, and a lot more Democratic than the method currently in place. We here in District 19 are members of NAMBA and NAMBA uses a mail-in or e-mail ballot. Why shouldn't we?