

# **DISTRICT 1**

## **Rule Book**

of the

**North American  
Model Boating Association  
International, Inc.**

***REVISION: 2/9/2020***



This rulebook works in conjunction with the NAMBA rulebook, and it supersedes any other rulebook;, including, but not limited to, the NAMBA Rule Book.

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## General Rules

1. Sponsoring clubs will pay District 1 \$4.00 for each boat entered for all types of point heat racing and \$3.00 per run at District Straight-aways and Oval Time Trials.
2. All classes except Unlimited R/C will have a maximum of \$8.00 entry fee. R/C Unlimited will be a maximum of \$9.50 if concourse trophy is awarded, \$8.00 if concourse trophy is not awarded.
3. Sanctions & Flyers:
  - A) All Point Heat Races & Straight-Aways will be sanctioned. All sanctions must be applied for at the Spring District Meeting with an accompanying, approved, flyer containing all the information required as per District Sample Flyer (Sample of which is attached to back of this rulebook). Sanctions will not be accepted if not in compliance with Approved Race Schedule or without an accompanying proper flyer. At the spring meeting, the race schedule for the coming season will be finalized, approved & become official. The approved Race Schedule & all the approved flyers will be immediately published on the District Website. The Webmaster shall also send the official race schedule to NAMBA HQ for listing on NAMBA Propwash. It shall be the responsibility of the District Director to mail the race schedule & flyers to those members who do not have an e-mail address provided those persons so notify the District Director in writing giving their desired mailing address.
  - B) Any race that has been previously approved & listed on the official race schedule as mentioned in paragraph "A)" above cannot be altered as to classes listed on original flyer. In the event a scheduled race has to be canceled due to unavoidable circumstances such as weather or availability of Race site, etc. - the sponsoring club shall be permitted to reschedule that particular race to a later date in the racing season provided it is not back to back with a previously scheduled race and is scheduled far enough in advance so as to permit the Contest Director to reissue another flyer & give participants 2 weeks advance notice. Classes to be run at this rescheduled race shall be the same classes as on the original flyer. The Webmaster must republish this race change immediately & the District Director shall immediately mail the changed flyer to his mailing list as in Section "A)" above.
  - C) The approved Race Schedule at the February Meeting should, where possible, list late season available alternative dates for any possible rescheduled races as in Section "B)" above.
4. RACE ENTRIES are STRONGLY ENCOURAGED to be e-mailed to the Contest Director of an event by the Wednesday prior to the race date. This courtesy reduces start up time on race day, and is a common courtesy to the CD in his preparedness.
5. No boat may be entered more than once in a given class. There must be a minimum of 3 (three) prepaid entries for any gas / nitro class, 2 (two) for Fast Electrics, to be considered legal and to be run for district points.
6. At any District 1 sanctioned event, there must be bathroom facilities provided at the site, if feasible to hosting club or allowed by the owner of the lakesite.

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7. Clubs holding NAMBA sanctioned events may not run non-sanctioned events before or during the event, unless it is stated on their flyer.
8. The race entry cutoff date for a point heat race will not be earlier than the Saturday before the race weekend.
9. Clubs that add a race after the final race schedule is complete must have the sanction to the Director no less than 30 days prior to the race date. Flyers must be sent to all District 1 members postmarked no later than 30 days before the race date.
10. If a Club does not attend or does not let the District Director know in advance of the start of district meeting whether their race date is confirmed, the date will be considered open.
11. All District two-day point heat races should consist of at least 4 heats per boat class, if at all possible. Attention to limiting the number of entries on any one frequency should be observed. If you do limit number of entries, this must be stated on the flyers and entry forms.
12. A minimum of a first aid kit will be made available at all District 1-sanctioned events.
13. There will be a barricade around the pits, both sides and rear (manmade or natural).
14. Any designated spectator area open to the beach will have a barricade to protect it (manmade or natural).
15. A dB meter must be available for use at point heat races and a 95-dB limit will be enforced. In addition, any boat, be it gas or nitro, must have a chambered silencing device or exhaust water injection on it, in an effort to keep noise as low as possible. It's up to the CD to check for muffling devices and to have a DB meter available to check for the 95 Max Db noise level. The CD will protest any boat over the noise limit and that racer will have 1 heat to fix the problem. If in the next heat the boat is still over the noise limit, the CD will disqualify the boat for the remainder of the event.
16. The contest director shall have the authority to make the decision on whether a hull is legal or illegal in its class. He/She may request the assistance of the District 1 Class Chairman for guidance only.
17. All Boats on stands with the centerline of the propeller shaft over 12" from the ground shall have a prop shield on three sides. This prop shield must be constructed of a substantial material such as wood, metal or plastic & be solidly anchored to the stand in such a manner so as to enclose the prop & be unmovable at the time the boat is started.
18. Allow gasoline ignition type engines that have been converted for use in model powerboats with a maximum displacement of 30cc, may compete in the "X" Class. ("X" Mono, "X" Hydro, Sport 90, "X" Offshore & "X" Deep Vee)
19. An open mill, full course mill or a ¾ mill pattern will be used. The club flyer will state which will be used & it will remain consistent for the duration of the event. If it is not stated on the flyer it will be considered an open mill.
20. A boat may come back into the pits during pit time and race time, but not during clock time. A boat may be restarted only during pit time.

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21. At the end of pit time, if a boat's engine(s) is running and off of the stand, the boat may be launched at the discretion of the Contest Director.
22. The Contest Director has the authority to restart a heat disrupted by outside man-made interference or unsafe conditions. Only boats running at the time of the decision will restart. This heat will be rerun the same day. If the race clock malfunctions, that heat will be stopped & re-run. If the race clock malfunctions after "no more boats," (mill time) only those running will be allowed to re-start.
23. Hitting a dead boat at any time during a contest will be cause for disqualification and forfeiture of points for no more than one event or heat. Unavoidable hits will be ruled only by the Contest Director, in which no loss of points will occur. If a boater finishes a race, then hits a dead boat, he will be disqualified, and loses the points he earned. The remaining boaters, if any, can not advance a position when they finish that heat. The points that were lost due to the disqualification will not be awarded to the next boater who finishes. If a driver hits the hull of a called dead boat, the driver will be disqualified for the heat & will receive zero points. Any piece that detaches from the hull during the heat shall not be considered part of the hull.
24. When one-boat remains running in a heat, the driver has the option to make one complete lap to obtain 1st place points, or completes the heat for record time. If the driver attempt to go for record time and the boat does not finish six laps, he will be awarded 25 points, DNF.
25. A Contest Director's permission must be given to cut the course after the heat is over.
26. Clubs will have retrieve boat racks & life jackets at all races. Life jackets must be worn in retrieval boats at all times.
27. Each Contest Director must submit to the District Director and District Class Chairmen results of each race, by heat and by total points for each driver, along w/ proper payment of entry fees, within 7 days post race.
28. All point heat racing clocks and audio clocks will be accurate within  $\pm 5$  seconds in any 2-minute period.
29. The contest director may skip the remaining pit time and go to mill time (30 second clock time) after all drivers are asked and agree. (Assumes all boats have been launched)
30. The Contest Director has the option of using an audio clock or a visual clock. The one used will be stated on the flyer.
31. For all heat racing classes, District 1 point Class Championships will be determined as follows:
  - 0 to 3 races - Class Champion not awarded
  - 4 to 7 races - Lowest point race dropped
  - 8 or more - Lowest 2 point races dropped
32. Trophies or plaques - It is the option\* of the host club to award trophies - *\*see Rule 34 as well.*

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33. “In the event of a tie between two or more racers, the following tiebreaker hierarchy shall apply:

**Heat Racing Events:**

- 1st Tiebreaker – Fastest time of the class
- 2nd Tiebreaker – Best finishes
- 3rd Tiebreaker – Head to head victories
- 4th Tiebreaker – Coin Toss

**Year End District Awards:**

- 1st Tiebreaker – Higher number of actual heat racing points
- 2nd Tiebreaker – Higher number of 1st place finishes
- 3rd Tiebreaker – Head to head victories
- 4th Tiebreaker – Fastest time between tied drivers who are in a tie. The District director has the score cards on hand for that current season in question. Director will go back through all of the current seasons races and determine who, between the tied drivers, had the fastest time.
- 5th Tiebreaker – Coin Toss

The district director shall be empowered to eliminate 2<sup>nd</sup> & 3<sup>rd</sup> place class trophies for the year if in his discretion, the district funds would run at a deficit for that year.

34. It is not required for clubs to purchase Race trophies prior to the event. During the awards ceremony, or afterwards, if a boaters decides he wants the 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> place award, the hosting clubs will get the award to the racer within a month of the event
35. Refunds: If a contestant notifies the Contest Director of the sponsoring club prior to the Friday before the race, he will be refunded for his entry fee. After that date, it is up to the sponsoring club if they want to refund entry fees. All entry fees for a given class will be returned and the contestant notified if a class is canceled. The contestant will be notified prior to the first day of racing.
36. District Meeting: The District Meeting will be held in early February. The race schedule, motions and all district business will be discussed. Motions will be accepted by legal clubs / race teams providing their motion(s) are sent by US mail, or email, more than 45 days before the meeting, to the district director. The director will send out the motion PRIOR to the 15<sup>th</sup> of December for clubs to discuss. The District meeting shall not be prior to 31 January (less than 45 days before the motions are sent out).
37. All clubs, when conducting a district sanctioned race, must guarantee that besides a Contest Director, they provide two corner judges.
38. Ball & String - type retrieval is not allowed while a heat race is running.
39. The Contest Director can disqualify any boater who attempts to start a boat in the pit area, on a pit table, without a prop shield.
40. “Work Tables” are not allowed to be set up in the pit area. Boaters may use “Pit Tables”, with prop shields, in the pit area for starting boats which are in that heat.
41. During ‘Pit Time’ and ‘Mill Time’, boats on the outside of the course will yield to the boats already in the mill. The boat(s) that is milling inside the course will have the right-of-way.

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42. District 1 shall supply high point awards for:
  - 1) All Nitro classes as one group
  - 2) All Gas classes as one group
  - 3) All Electric classes as one group
  - 4) Junior Racers as one group
  - 5) Female Racers as one group
43. A driver's 3 (three) highest placing boats in each class will be used to determine an overall high point winner. Class points will be counted not race points. There must be at least two paid members racing in a minimum of 1/2 of the total number of races held during the racing season. For Deep Vee & Offshore races, the class points will be added in lieu of the total number of laps. All races will count for the year; the lowest point scores will not be dropped. Female and Junior High Point Champion will be determined by the two highest placing boats for all classes combined. The cutoff age for Juniors will be up to, but not including, age 16 at the start of the racing season.
44. Sponsoring clubs shall run 6 lap heats with 1.0 mile-measured length.
45. Only heat times from 1.0 mile measured courses will be considered for district awards.
46. Motions that are made concerning radio, boat, or engine specifications, where boaters may not be allowed to use the equipment or race in the upcoming season, SHALL be sent to the District Director PRIOR to the 15<sup>th</sup> of December. Limitations on hull lengths, engine sizes / specifications, or radio usage, need to be sent to the clubs / race teams 45 day in advance of the District Meeting. For parliamentary rules that will not disqualify a boater from racing in the upcoming season, these votes can be made, seconded, and voted upon at the January / February meeting. Rules concerning district business, safety concerns, financial matters, etc., are considered parliamentary, and as such, do not require 45 days advanced notice. It is suggested that ALL motions be sent to the district director prior to the 15<sup>th</sup> of December, in order for everyone to be aware of a change; however, some rules do not need advanced notice. The district director will send any / all motions made to the clubs / race teams, as soon as possible for club discussion prior to be the district meeting.
47. All District 1 motions that affect the NAMBA rules except General District One rules will be sent to NAMBA for voting within 30 days of District one approval. If voted down nationally the rule will be removed from the District 1 rules when the results of the voting are received.
48. The District 1 rulebook will be updated yearly and made available to each contest director. Each contest director must have a copy of the District 1 rulebook available at the race site.
49. OPC class boats are allowed to run in the Sport boat classes of the same engine size.
50. The District Director shall establish a district checking account to receive & disburse all monies. The District Director can appoint a District Treasurer who shall maintain this account. The Director and/or appointed Treasurer shall have the authority to sign checks.
51. Only district 1 registered clubs with a minimum of 5 members can hold a sanctioned district 1 race.
52. All district 1 motions shall be made by authorized legal club representatives, only.

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53. All races sites in District 1 will be set up with no less than 11 buoys. Turn 1 and 2 would contain 5 buoys; turn 3 and 4 would also contain 5 buoys. 1 buoy will be used for the start finish line. This does not apply for an off shore course.
54. Additional straightaway markers or buoys that mark the inside straightaway of an oval course, can be used at the club's discretion.
55. If a boat touches, in any way, or cuts 1 or more buoys in a turn (a turn being 1 set of buoys on 1 end of the course), it will = 1 cut. This will clarify in a more definite manner, the National rule on touching/displacing a buoy. Previously, it was allowed in District 1, to touch a buoy on the outside, and it would NOT be an infraction. This rule/clarification would be more in line with the intent of the National rule, since any movement of a buoy can be interpreted as displacing it. The buoys are there so as NOT to be touched.
56. The district racing classes will be defined as follows:
- Sport 21(N) – Sport 21-II, A OPC, A Mod Tunnel
  - Sport 40 (N) – Sport 40-II, B OPC, B Mod Tunnel
  - Sport 60 (N) – Sport 60-II, C OPC, C Mod Tunnel, Scale
  - Sport X (N) – Sport 90-II, X OPC, X Mod Tunnel, G1 Sport Hydro & GX1 Sport Hydro
  - AB Mono (N) – A Mono, B Mono, A O/B Mono, & up to 4S power – “P” power parameters, max of 4s parallel 10,000mah
  - AB Hydro (N) – A Hydro, B Hydro, 21 Cat, 45 Cat, A OPC, B OPC, A Mod Tunnel, B Mod Tunnel, A O/B Hydro, B O/B Hydro, Sport 21, Sport 40, & up to 4S power – “P” power parameters, max of 4s parallel 10,000mah
  - A-Nitro Hydro - A Hydro, A Cat, A OPC, A Mod Tunnel, A O/B Hydro, Sport 21 - **(any NAMBA legal approved HYDRO w/ UP TO .21 NITRO Power Only) adopted 3/1/15.**
  - Unlimited (N) – Any approved legal 67 size Scale boat & up to 10S power – “T” power parameters SEE SCALE CLASS RULES for Unlimited Class SPEED Clarification
  - G1 Gas Unlimited (G) – Gas Unlimited class per NAMBA rules
  - CX G1 Mono (G) – C Mono, X Mono, G1 Mono
  - CX G1Hydro (G) – C Hydro, X Hydro, 67 Cat, 90 Cat, C OPC, C Mod Tunnel, X OPC, X Mod Tunnel, Sport 60, Sport 90, Scale, G1 Sport Hydro
  - Crackerbox (G) – Up to 25.99cc Wood or Fiberglass Crackerbox
  - Jersey Speed Skiff (G) per NAMBA rules
  - G1 Sport Hydro (G) – Up to 25.99cc gas sport hydro hulls
  - Large Scale Offshore - See Page 12 class rules
  - Open Cat (G) – Any approved legal Catamaran hull, any power (gas, nitro or electric).
  - Open Mono (G) – Any approved legal Mono hull, any power (gas, nitro or electric).
  - Open Hydro (G) – Any approved legal Hydro hull, any power (gas, nitro or electric)
  - Open Gas/Nitro Rigger (N) - Any approved legal Rigger hull, (Gas/Nitro power ONLY)
  - ELECTRIC (E)- All NAMBA approved Electric Classes

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57. Every person who enters a gas boat in a race or operates a gas boat shall have a functional fire extinguisher in their pit area, as well as in the hot pits during the heat they are racing.
58. Every transmitter, other than the 2.4 GHz spectrum style, shall be placed in the “Radio Impound” prior to the start of a sanctioned race, and stored there throughout the race, until the corresponding frequency clip is obtained from the host club, allowing the driver the opportunity to race / work on his boat.
59. All transmitters need to have a throttle return device, that would return the throttle to an idle or off position in the unlikely event someone would lose personal contact with the throttle switch or transmitter.

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# Class Rules

## Mono / Hydro

1. Classes will be “A”, “B”, “C”, & “X” Mono & Hydro
2. Classes may be combined as follows: “A”& “B”, “C” & “X” Mono & “C” & “X” Hydro. Combined classes must be stated on the flyer.
3. A Point Heat Race can be a one or two day race, and must be noted on the flyer.
4. Mono one day, and Hydro the other, will be optional for the sponsoring club, but must be stated on their flyers.
5. Club Team Patch: For District 1, Mono / Hydro - The “Club Team” can be made up of any 4 members (maximum 4). The “Club Team” must be made up of any 4 members of the same club as registered with NAMBA. The “Club Team” list must be given to the Mono / Hydro Chairman prior to the start of the second half of the race season (including the District Banquet Race).
6. No Mono / Hydro racing shall be run on back - to - back weekends.

## Scale Unlimited

1. Scale Unlimited will be a one - day event.
2. Entry fees will be a maximum as stated in the General Rules.
3. In the event that a part of the boat is lost or damaged beyond repair, as a result of a flip or hit, the boat may run out the rest of the day. This includes open water.
4. In the event any part of the boat falls off during a race that has not be caused by a collision with another boat or buoy, the boater shall be awarded 6th place points for that heat only.
5. A Concourse award is mandatory. In the event a Concourse award is not presented, the hosting club shall refund \$1.50 to all R/C Unlimited entrants.
6. There shall be no more than 5 boats running in the same heat. Except if the Love plan is used, then the **final** heat may have a maximum of 6 boats.
7. The Love Plan shall run either 3 or 4 qualifying rounds, 1 consolation round (if more than 6 boats were awarded qualifying points), and 1 final round.
8. Love Plan Unlimited Modified Point System. The District 1 points awarded for 1st through 6th shall be determined by the order of finish. If any, or all, of the boats fail to finish, places awarded will be determined by the preliminary heats' point totals for those boats. District points awarded for 7th & 8th place will be determined by the preliminary heat's point totals for those boats after the consolation heat.
9. In order to keep the 1/8 scale competitive between electric & nitro, the electrics will be regulated to a top speed of 55 MPH. The speed will be enforced by GPS & can be requested by the electric chairman or the CD. It's to be placed in a racers boat to verify speed at any time. The racer will make an effort to make changes to the boat to slow down the speed for the next heat if it exceeds the 55mph limit. The power limits of the electric 1/8 scale will match the NAMBA national power limit, for electric.

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## **Sport Hydro**

1. Classes will be "A", "B", "C", & "X".
2. A Concourse award is optional.
3. Drivers are not needed in all Sport Hydro classes if there is a darkened, closed-in cowl.
4. If the boat is painted as per an Unlimited, the "U" number may be used. The NAMBA number must be on the transom using 1/4" size numbers.
5. The strut may be installed on the back of the transom, as well as underneath the hull. The strut may not extend past the rudder, and extension struts will not be allowed. The maximum distance the drive dog may be off the back of the transom must be less than 4 (four) inches, measured on the engine side of the drive dog.
6. Hulls must be of Unlimited and / or Limited design, with all riding surfaces (drive train and prop not included) in the front 50% of the hull length. Exception to be any boat which is configured and detailed like the actual Limited / Unlimited (photographs of the boat bottom detail will constitute proof). Pickle fork hulls may not be recessed more than 25% of the total length of the hull. The following are not allowed: Outrigger, Modified Outrigger Canard, or Tunnel designs.
7. If any part of the boat is lost or damaged beyond repair, the boat may finish that event without that part (i.e. cowl or wing).
  - **Sport 21-II & Sport 40-II**
    - A. Rules per NAMBA rule book.
  - **Sport 40-III**
    - A. Rules per NAMBA rule book.
    - B. The strut may be installed on the back of the transom, as well as underneath the hull. The strut may not extend past the rudder, and extension struts will not be allowed. The maximum distance the drive dog may be off the back of the transom must be less than 3 (three) inches, measured on the engine side of the drive dog.
    - C. Sport 40 II boats may run w/ Sport 40 III boats.
  - **Sport 60 & Sport 90-II**
    - B. The use of twin props and drives will be permitted.
    - C. The maximum number of boats per heat is 5.

## **Kids Are Boaters, Too**

1. Class to be "A" size.
2. Rules per NAMBA Rule Book.

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## **Fast Electrics**

1. Rules per NAMBA Rule Book.
2. P-Spec Power Specifications

### A) Motor Specifications:

The intent of the P-Spec Power Specifications is to define a motor package to be used in P-Spec and Limited class racing. These rules are intended to either supersede, or be in addition to, any rules pertaining to motors for a given class, as specified within the rules for that class.

Motors in these specifications shall be based on but not limited to readily available parts from past, current, and/or future Ready-to-Run offerings by various manufactures. Only motors on the approved motor list shall be allowed unless approved by the CD/ other racers of that class before the start of the first race. Other motors that meet similar specifications to the motors on the Approved Motor list may be considered at the discretion of the Club. Motors are intended to be used as they are supplied. Therefore, no alterations or modifications are allowed, unless specifically stated in these rules.

### B) Approved Motors:

The motors generally approved for P-Spec racing are:

- ProBoat - PBR3310 A3630-1500 6 pole brushless motor (BJ26, Formula FastTech, Miss Elam FE)
- AquaCraft - a.AQUG7000 L36/56 7.2-18V 6 pole brushless motor (SV27)
  - b. AQUG7001 36-56-2030 6 pole brushless motor (UL-1 Superior)
- Himax - HB3630-1500 Brushless – 6-Pole brushless motor (E-RCU Spec Motor)

Motors to be added outside the “Norm”

- Scorpion 3026-1600 OutRunner 6-Pole brushless motor
- Scorpion 3026-1900 OutRunner 6-Pole brushless motor

### C) Electronic Speed Controls (ESCs)

Any Speed Controller is allowed to be used.

### D) Power Limits - Batteries

Batteries shall conform to NAMBA Electric Racing “P” class Power Limits: *Power Limits: 10.1 to 15 Volts nominal, any chemistry. Maximum of 2 packs in parallel. (Maximum capacity of 10,000MAH)*

The District 1 Maximum battery capacity is 6500MAH.

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## **Gasoline**

1. Rules per NAMBA Rule Book.
2. In the Cracker Box class, a stock engine MUST be used.

## **Deep Vee / Offshore Competition Class**

1. Classes will be "A", "B", "C", & "X".
2. The "A" & "B" classes, and "C" & "X" classes may be combined, but must be stated on flyer.
3. Rules per NAMBA Rule Book.
4. For Deep Vee racing, flyers must include duration of the race, starting procedures, and a diagram of the course.

## **Large scale off shore rules**

### 1. Engine

You are allowed up to a 32cc Engine with no restrictions.

### 2. Hull

Hull can either be catamaran style or Deep V. They must be scale to manufactures such as Skater, MTI, Fountain, Apache etc. Also they must have a scale paint job witch looks like an off shore boat that will run in OSS, OPA Etc.

Hulls must be no smaller than 53" Long but no larger than 60", @ running surface.

### 3. Race course

Course must be off shore style and must have one left hand turn. If this is not obtainable you can run with a standard oval course as long as all drivers agree to it.

### 4. Race duration

Start of the race will be standard countdown clock with open mill.

The race duration will be 4 minutes, pitmen count laps, in ¼ increments, and subtract buoy cuts – std. buoy cut rules apply; 1 cut = 1 lap penalty.

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## **Outboard Performance Craft (OPC) Class**

1. Classes will be "A", "B", "C", & "X" Mono & Hydro.
2. Classes may be combined; stock & modified A" & "B"; "C" & "X" must be stated on the flyer.
3. Rules per NAMBA Rule book.
  - **Stock Tunnel**
    - A. If a boat uses a darkened, closed-in cowl, you do not need to have a driver.
    - B. It is optional for the "C" class to have the water-cooling exit into the exhaust.
  - **Modified Tunnel**
    - A. Offshore, competition, & Sprint cats are not allowed to race.
    - B. A 3rd channel fuel mixture valve will be allowed.
    - C. Boats do not require drivers.
  - **O/B Hydro**
    - A. Outriggers, tunnel hulls, & catamarans are allowed, but the engine must be the sole means of steering the boat.

## **Time Trials**

1. Classes will be "A", "B", "C", & "X" Mono & Hydro and gasoline.
2. The entry fee will be a minimum charge of \$9.00 for 3 runs; (three runs mandatory). Payment is required prior to any racer putting his / her boat in the water.
3. Additional run fee must be stated on the flyer.
  - **Straight-away**
    - A. Speeds shall be determined by NAMBA general rules, with record 1/16th of a mile straight running.
    - B. Straightaway can be run on any weekend other than a Mono - Hydro event.
  - **Oval**
    - A. Classes will be "A", "B", "C", & "X".

***See Page 7, No. 56 for FULL District 1 Class offerings listing.***

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