

# Thunder Boat Race to Vegas

Open Water April 23<sup>rd</sup> - Racing April 24<sup>th</sup> -25<sup>th</sup>  
Presented by the Lone Star Model Boat Club,  
Rules must be READ. Signature required on ENTRY form.

## Hull Specifications

- The hull length will be 48"- 56"
- The hull width will be a minimum of 24"
- The transom will be a minimum of 10" in width.
- The boat must be of wood or fiberglass construction
- The hull design will be one of the following types: round nose, step deck, or chisel nose.
- Nothing on the boat may be further than 5 1/4" behind the transom.

## Engine Specifications

- Engine will be Zenoah G260 PUM. No internal modifications are allowed. **Stock from the Box.**
- Either the Walbro WT-644 carburetor or the Walbro WT257 carburetor may be used. Whichever carburetor used it must be stock as it comes from the manufacturer. If the WT-644 carburetor is used the choke must be left in place and not removed.
- No parts swapping from other manufactures or engine type is permitted. Zenoah 260 PUM parts only.
- Any pipe combo may be used. The pipe and muffler must be inside the boat and exit through the transom.
- Any type of engine mounts can be used to fit the individual boat.
- The stock recoil starter may be replaced with an EZ starter assembly.
- The use of a belt and pulley (Geezer Wheel) attached to the collet side of the crankshaft is legal as long as the pull starter is not removed from the flywheel end of the engine.
- The coil located on the side of the engine may be moved to another location on the engine.
- Any brand of spark plug may be used.
- Low drag seals or the removal of the seal springs are strictly prohibited.
- All parts used for this engine must be from the parts list in the "Zenoah G260 PUM Owner's Service Manual". No copper gaskets are allowed.
- **All boats will pass inspection before the race begins,** and at the option of the **Contest Director** any time during the race. If an engine is found to be illegal, as per these rules, the contestant will be **DISQUALIFIED** from the event.

## Appearance

- The boat must have a sponsored paint scheme with sponsored ID's and U number on boat.
- The boat must have a driver in a front or rear cockpit. The driver must be a scale of 1/8 to 1/6 in relationship to the size of the boat.
- The boat must run with an engine cowling or dummy engine to cover as much of the boat's engine as possible.

## Race Format

- The event will consist of four preliminary rounds of heats, four qualifying heats and the FINAL.
- 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 this final heat, preference goes to the boat that has accumulated the most points in the preliminary rounds, or a flip of a coin 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, the sixth boat will be determined in this manner. The remaining top eighteen (18) boats accumulating the highest points, (6<sup>th</sup>-23<sup>rd</sup>), in the four preliminary rounds will race three heats of six boats. The First (1<sup>st</sup>) and Second (2<sup>nd</sup>) place boats, total of six, will race a final qualifying heat. The winner (1<sup>st</sup> Place) of the heat will advance becoming the sixth boat for the FINAL HEAT.
- **The Final Heat will run (10) Laps. Final race standings will be determine by order of finish of the Final Heat.**

## Driving Rules

- Each contestant must have one helper to assist in pit handling of a boat, who must be a NAMBA member, in good standing.
- Driver safety will be defined as necessary techniques for running a race so that all boats compete fairly with maximum assurance of finishing safely and without damage.
- In using a lane of travel around the course, do not follow the wake of the boat ahead. If its engine quits, the following boat could ram due to the lack of coasting of a boat without power, or result in a blow over. This is a suggested rule and not grounds for a driver infraction. **However**, failure to maintain your lane of travel and moving into the lane of the boat following can result in a driver infraction. If the infraction results in the other boats failure to finish, the boat that caused the infraction will be **DISQUALIFIED** from that heat.
- Never go left on the course unless on obvious grounds of acute emergency or directed by a contest official. Any left turn endangering another boat will automatically draw an infraction.
- In racing the natural lane of choice is the lane nearest the course outlined. This lane will have the right-of-way over other lanes of travel and will take precedence.
- The above right-of-way also applies in the turns.
- Good driving techniques and sportsmanship decree that a relatively straight course be driven. Fishtailing, "S" turns or other such tactics to prevent an overtaking boat are prohibited.
- Violation of right-of-way will draw a driver's infraction.

## Boat Operation Guidelines

- Normally drivers enter into a race with all systems operable and with firm control of their boats. Frequently, however, a driver after launching or during a heat will discover that he is having difficulties in steering due to fault with radio, servo, linkage or other gear. This could cause other boats to be destroyed, run ashore and be otherwise damaged. Such practices will not be tolerated in any NAMBA sanctioned event.
- It will be the driver's responsibility upon experiencing any sign of inability to control his boat while on course to immediately notify the Pit Manager and at the first opportunity bring the boat to shore while any vestige of control exists. His first action will be to attempt to steer the boat away from the active part of the course, or if possible, to another part of the water. It will be permitted to bring the boat to the pit and repair the problem, if it is able to be done inside the two minutes of pit time. Although if the engine is not restarted before the 30 second mill time, the boat will not be allowed to launch.
- Should the boat show erratic, random or other behavior indicating control problems, a contest official will warn the driver. Should the behavior continue, the boat will be ordered off the course and given points for a "Did Not Finish" or "Did Not Start".
- Should a driver, after showing marked signs of control inability, and after being warned and given opportunity to leave the course, not comply with the order to cease operation, he will be banned from participation in any further heats and be given "Zero" points for the heat in question.
- A driver experiencing control problems will not be allowed to enter their assigned heat unless he can demonstrate the problem has been corrected. There will be **NO REASSIGNING** of heats.
- Should a driver re-enter a heat after establishing controllability and should he show erratic operation, his aimless maneuvers will be termed "inability to drive properly" and he will be ordered from the course.

## Penalties

- General Penalties
  - a. A driver who accumulates three "driver infractions" and/or "buoy infractions" will be automatically ordered off the course and awarded a "Did Not Finish".
- Driving Infractions
  - a. A driver's fault or infraction will be called by the Contest officials should any driver operate a boat in violation of the general rules of NAMBA or in an unsafe manner as outlined above.
  - b. Driver Infractions will be penalized as follows:
    - i) Normally, an infraction will draw a penalty of one lap over those required to complete the heat.
    - ii) Should the infraction be of a serious enough nature as to endanger other boats, contestants, spectators, or be a flagrant violation of these rules (in the opinion of a contest official) the offender may be ordered off the course and **DISQUALIFIED** from that heat and will receive zero points.
    - iii) All infractions must be called within one lap of their occurrence to have a penalty assessed against the driver.
    - iv) If a driver hits a called dead boat, that driver will be **DISQUALIFIED** from that heat and will receive zero points.
    - v) If a driver finishes a heat and then hits a dead boat, that driver will be **DISQUALIFIED** from that heat and lose the points which he has earned for that heat. The remaining drivers, if any, will not advance a position when they finish the heat. The points that the offending driver lost to disqualification will not be awarded to the next driver who finished.

## Buoy Infractions

- A one-lap penalty will be assessed when a boat cuts inside a course marker or when the boat jumps over (i.e. 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.
- A one-lap penalty will be assessed when one or more buoys are cut on a turn or when a straightaway marker is cut. Offending boats must yield right-of-way to others on the course when re-entering the course.
- Lap penalties will be assessed during the Pit 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 5<sup>th</sup> or 6<sup>th</sup> place, he will be awarded 50 points for the heat.
- Buoy infractions will be called by a duly named official and any decisions made will be Final.

## Clock Time and Others

- During the last 15 seconds of Clock Time, **Boats must maintain the lane that they are in to the start line.** Zigzagging, "S" turns, or fishtailing to delay crossing the start line will draw a driving infraction with either a one-lap penalty being assessed or possible **DISQUALIFICATION.**
- A boat that fails to complete the heat due to the actions of another boat, that resulted in the disqualification of the offending boat, will receive 4<sup>th</sup> place points (169 points). This rule will be in effect from beginning of Pit Time until the end of Course Time (Race Time). This does not affect the place of finish or points awarded to other boats finishing the heat.
- Boats will score and accumulate points in order of their finish position according to the following table:  
1<sup>st</sup>- 400  
2<sup>nd</sup>-300  
3<sup>rd</sup>-225  
4<sup>th</sup>-169  
5<sup>th</sup>-127  
6<sup>th</sup>-96  
Did not Finish-25  
Did not Start-0
- The clock will be a 2 minute 30 second Digital Clock. **Mill Time will be a full course mill.**
- Maximum dB noise level of all engines must be equal to or less than the maximum or 95dB.

There will be no "Variance" to these rules.  
Let's get together and have a Good Race.  
Lone Star Model Boat Club.

Contest Director: Bill Domingue  
Asst: Contest Director: George Harris  
Pit Managers:  
Corner Judges: Jeffrey Daft