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2006 Outboard Drag Boat Association Officers

<i>President</i>	Bruce Tripp	(252) 352-5471
<i>Vice Presidents</i>	Glen Reynolds	
<i>Secretary</i>	Kathy McCormick	(931) 596-2006
<i>Treasurer</i>	Sandi Tripp	(252) 352-5471
<i>Motor Tech</i>	John (Taco) Wyatt	(610) 506-2966
	Mike Clemmens	(706) 564-6372
	Tommy Dunn	

2006 Rules Committee

All current year officers and the following class representatives:

	Jimmy Hensley	(423) 587-2151
	Ron Hausmann	(229) 221-7060
	Colin Hall	
	David Hardin	
	Michael Dixon	(706) 466-4387
Alt. -	Mike Muldrow	(904) 708-9582
	Dewitt Deweese III	(601) 853-1007

2006 Board of Directors

Bruce Tripp -	(252) 352-5471
Paul Freeman -	(931) 668-3357
Randy McCormick -	(931) 526-2006
Jerry Pettefer -	(337) 527-6451
Ray Leach -	(904) 759-0422
Darrin Baxter	

ODBA BYLAWS

ARTICLE I TITLE

1. The name of this organization shall be Outboard Drag Boat Association, hereinafter referred to as ODBA.
2. The location of the principal ODBA office shall be in the state of the office of the ODBA's legal council. Meetings of the Board of Directors shall be announced in writing, by conference call, email, or in person.
3. ODBA is a nonprofit organization and all business shall be conducted as a nonprofit organization.

ARTICLE II PURPOSE

The purposes for which ODBA is organized are as follows:

1. To stimulate interest in owning, racing or watching Outboard Drag Boats.
2. To encourage family participation in all phases of Outboard Drag Boats.
3. To promote cooperation among Clubs thereby broadening viewer awareness in the sport of Outboard Drag Boat Racing.

ARTICLE III MEMBERSHIP

The membership of ODBA shall be composed of the following types and voting privileges:

1. **COMPETITION MEMBERSHIP:** Any person who owns or drives an outboard drag boat. Each Competition Member in good standing shall be entitled to one vote per membership to be cast in regard to Elected Officers and General Rules at the yearly General Meeting. Each Competition Membership has a complimentary Associate Membership.
2. **ASSOCIATE MEMBERSHIP:** Any person who does not own or drive an outboard powered drag boat, but wishes to have voting privileges at the General Meeting. Each Associate Member in good standing shall be entitled to one vote per member to be cast in regard to Elected Officers and General Rules at the yearly General Meeting.
3. **SINGLE EVENT COMPETITION MEMBERSHIP:** Any person wishing to compete with ODBA for one event paying a fee equal to one-half of the Competition Membership fee. Single Event Membership fee will apply to Competition Membership at a later event that season. Single Event Members receive no voting privileges and will be skipped for ODBA High Points.
4. Any driver under the age of 18 years wishing to participate in competition with ODBA must have written and signed parental consent and must pass a driving test witnessed by a minimum of two members of ODBA's Board of Directors. The driving test must have been passed prior to being allowed to enter an event. The minor driver and BOTH parents must be regular Competition Members of ODBA. Single Event Competition Membership will NOT apply.

5. All applications for membership must be complete and are subject to approval by the majority of the Board of Directors before acceptance into ODBA.

ARTICLE IV DUES

1. Fiscal year is January 1, 2006 through December 31, 2006. All annual dues for the following year shall be due prior to October 31, 2006 to be eligible for 2006 voting rights.
2. The amount of annual dues shall be decided and voted on by the Board of Directors. Any changes in dues shall become effective only upon vote of the majority of members of the Board of Directors.
3. Membership cards shall be issued to those paying current dues. Single Event memberships will have no voting privileges.
4. No proxy voting allowed.
5. See III, 2006 ODBA Rules, Registration and Points, for dues and entry fees.

ARTICLE V BOARD OF DIRECTORS

1. The property and business of ODBA shall be managed and controlled by the Board of Directors.
2. Only Competition or Associate members 18 years of age or older shall be eligible to serve on the Board of Directors.
3. The Board will consist of a maximum of seven members, appointed by the existing Board of directors for a minimum of two years. The Board of Directors is to be approved by the General Membership at the Annual Meeting. President is voted to be on the Board of Directors)
4. Any Board Member who fails to perform the duties of his/her office in a satisfactory manner or whose actions are deemed unethical or below the high standards set by ODBA may be recommended for replacement by the Board of Directors.
5. If any Board Member misses three consecutive meetings he/she will be asked to resign. The new Board Member will be appointed by the President with Board approval to fulfill the remainder of the existing term.

ARTICLE VI OFFICERS

1. The Officers shall be as follows: President, Vice President(s), Secretary, Treasurer.
2. The President shall be elected at the Annual Meeting. The Vice President(s), Secretary, Assistant Secretary, Treasurer, Assistant Treasurer and Motor Tech shall be appointed by the incoming President, subject to approval by the General Membership at the Annual Meeting. Terms for all officers shall last one calendar year beginning immediately after their election/approval. There shall be no limit to the number of terms served.
3. The President shall be the Chief Executive Officer of ODBA and shall preside at all meetings of the general membership. Further, the Board of Directors shall be responsible for the general management of ODBA and The President shall see that all decisions of the Board of Directors are carried out. The President shall execute all contracts and agreements authorized by the Board and shall have the general powers and duties of supervision and management usually vested in the office of President of an organization, which include volunteer assignments covering each race site (i.e. scales, pit area and ramp duty).
4. The Vice President shall be vested with all the powers and shall perform the duties of President in his/her absence and shall perform any others duties as from time to time may be assigned him by the President or by the Board of Directors.
5. The Secretary shall perform the duties normally performed by the Secretary of any organization, shall attend meetings and keep minutes of same. The Secretary shall give notice of all meetings of the membership and the Board of Directors and shall perform other duties as assigned by the President and/or Board of Directors.
7. The Treasurer shall perform the duties normally performed by the Treasurer of any organization, shall keep accurate records of receipts and disbursements. The Treasurer shall make all deposits of money and other valuable effects in the name of ODBA in such a depository as may be designated by the board or selected by the Treasurer and approved by the Board. The treasurer shall disburse the funds of ODBA as ordered by the Board of Directors and shall submit to the board and to the President, receipts or vouchers for said disbursements. The Treasurer shall give an accurate account of all transactions and render a statement of financial condition of ODBA at Annual general membership meeting.
9. It is the duty of each principal officer to provide a replacement in his /her absence at a scheduled race and to inform two other Board of Director members of said replacement by an alternate officer prior to said race.
10. Any office vacancy may be filled for the unexpired portion of the term by a successor aproved by the Board of Directors, except the office of President which shall be filled by a Vice President.
11. Any officer who fails to perform the duties of his/her office in a satisfactory manner or whose actions are deemed unethical or below the high standards set by ODBA may be recommended for replacement by the Board of Directors and voted on by a majority vote from the Board of Directors.

**ARTICLE VII
MEETINGS OF MEMBERSHIP AND BOARD**

1. There shall be an annual meeting of the general membership at a time and place approved by the Board of Directors. The Secretary and or president shall inform the general membership in writing, by phone, email, or verbal announcements of all meetings, including those of the Board of Directors.
2. There shall be monthly meetings of the Board of Directors, during racing season. The annual Banquet shall be considered as the annual meeting of the Board of Directors.
3. The President, by request of the Board of Directors, may call special meetings of the general membership.
4. At least four members of the Board of Directors including the chairmen must be present, or in conference, to constitute a meeting.

**ARTICLE VIII
LOSS OF MEMBERSHIP**

Membership may be lost because of the following reasons.

1. Voluntary withdrawal or resignation submitted in writing to the Secretary of ODBA.
2. Failure to abide by ODBA rules, which are available to all members.
3. For cause as determined by and upon official action of the Board of Directors of ODBA, if said cause would bring discredit to ODBA.

**ARTICLE IX
COMMITTEES**

1. The ODBA shall have such standing and other committees as may be adopted or prescribed by the President or by the Board of Directors. Such Committees shall have the powers, duties and obligations as prescribed by the Board of Directors. The Board of Directors is empowered to appoint chairpersons of such committees when necessary.
2. The rules committee will be presided over by the President. The President and Vice President(s) will be voting members, along with selected member of the general membership, from each class, and the Board of Directors. The President shall be the tie-breaker.

**ARTICLE X
ALTERATION OR AMENDMENT OF BYLAWS**

The Board of Directors, by a majority vote of the Board present at any meeting, may suggest new bylaws or amendments to current bylaws, and such new or amended bylaws so suggested may be added, changed or amended by majority vote of the Board of Directors present at any special or regular Board of Directors' forum.

**ARTICLE XI
LIABILITIES**

Refer to the separate arbitration agreement and release forms.

Article XII
Confidentiality

All pertinent sensitive information discussed in any meeting is strictly confidential as are decisions decided on by the Board of Directors and/or any committee member (Including, but not limited to, the Rules Committee).

participation in any ODBA event is involved in, affects, or has a direct impact upon interstate commerce.

Boat Owner/Driver and the ODBA agree that all claims, demands, disputes or controversies of every kind or nature between them arising from, concerning or relating to any of the aspects involved in the race event, sponsorship, and competition shall be settled by binding arbitration conducted pursuant to the provisions of the Federal Arbitration Act, 9 U.S.C. Section 1 et. seq. and according to the Commercial Arbitration Rules of the American Arbitration Association. Without limiting the generality of the foregoing, it is the intention of the Boat Owner/ Driver and the ODBA to resolve, by binding arbitration, all disputes between them concerning the race event, sponsorship, and competition, the terms and meaning of any of the documents signed or given in connection with the race event, sponsorship, and competition, and any representations, promises, or omissions made in connection with the race event, sponsorship, and competition or any other aspects thereof.

Either party may demand arbitration by filing with the American Arbitration Association a written demand for arbitration along with a statement of the matter in controversy. A copy of the demand for arbitration shall simultaneously be served upon the other party. The Boat Owner/Driver and ODBA agree that the arbitration proceedings to resolve all such disputes shall be conducted in the city where the current ODBA's President resides. Boat Owner/Driver and ODBA further agree that any questions regarding whether a particular controversy is subject to arbitration shall be decided by the Arbitrator.

This Agreement is binding upon and inures to the benefit of Boat Owner/Driver and the ODBA and the officers, employees, agents and affiliates entities of each of them. This Agreement will survive payment of Boat Owner/Driver obligations and any termination, cancellation, or performance of the transactions between Boat Owner/Driver and the ODBA.

Boat Owner/Driver and the ODBA understand that they are agreeing to resolve the disputes between them described above by binding arbitration, rather than by litigation in any court.

By execution below, each applicant expressly accepts, acknowledges, and agrees to abide by the rules and the Rule Book and all of its terms and acknowledges receipt of same and the contents thereof as if set forth herein in detail.

_____	Outboard Drag Boat Association
Boat Owner/Driver	By: _____
Address: _____	Its: _____
_____	Date: _____
Date: _____	Witness: _____

COPY of
ARBITRATION AGREEMENT:

Boat Owner/Driver acknowledges and agrees that the ODBA travels and deals in interstate commerce, holding events in Alabama, Georgia, Louisiana, Tennessee, Texas and other states, and marketing in multi-state participation. Boat Owner/Driver thus acknowledges that the Boat Owner/Driver and the ODBA and other aspects of

2006 ODBA RULES

NOTE: It shall be the boat driver and boat owner's responsibility to adhere to ALL the following rules.

I. GENERAL

1. ODBA races outboard powered boats only.
2. No drugs allowed. No drinking of alcohol by drivers or crew members before completion of all races and inspections. Race driver/owner will be responsible for their crew. Violations will disqualify driver/owner for that day. (Crew members are defined as anyone involved with race boat preparation on race day.)
3. ODBA CODE OF CONDUCT: ODBA expects its members to conduct themselves in a professional manner at all times during the course of a race weekend. This includes, but is not limited to, personal or team conduct at locations such as the race site, hotels, restaurants, or other local facilities. No driver/owner or team will be allowed to participate in any ODBA sponsored event while displaying any lewd, abusive, vulgar or obscene language and/or image, etc.
4. The drag race course will be 1320 feet (1/4 mile).
5. All boats are required to have a competition number applied to a vertical surface of the boat visible and legible at all times during competition. Numbers are to be applied for and will be approved on a first-come, first-serve basis. Approved numbers shall be protected for the current season and one additional year. Boat number should be 8" tall and 2" wide on a contrasting color.
6. All decisions made by the starting line judge, the finish line judge and/or the Rules Committee are final.
7. There will be no congregation of persons around the judge's stand (start or finish line) and weight scales without the judge's permission. Any exceptions must be approved by ODBA.
8. Approximate Race Times (**unless noted in race flyer or at Drivers' Meeting**)

Race Registration	8:00 a.m. to 9:30 a.m.
Late Registration (w/\$25fine):	9:30 a.m. to 10:00 a.m.
- Registration closed after 10:00 a.m. -	
Drivers' Meeting	10:30 a.m. approximately 20 minutes
Race Starts	11:30 a.m. Saturday & 11:30 a.m. Sunday, if permitted.
9. ODBA reserves the rights to require certain sponsor decals and logos be displayed on boats during competition for drivers to be eligible for additional contingency awards. Details will be announced at drivers' meetings.
10. ODBA and its race teams reserve the rights to sell and distribute ODBA and team merchandise at all ODBA events and websites.
11. Any exhibition runs must have prior approval of ODBA's Board of Directors. All exhibition runs are subject to ODBA safety protocols and will be allowed only as time and weather conditions permit. Exhibition Boat Owner/Driver must sign ODBA's standard liability release forms. These forms will be available from our ODBA Secretary at the judge's stand. These forms must be completed before these boats or teams are allowed on the race course.
12. The ODBA Rules Committee reserves the right to change technical specifications or weight requirements in any class to ensure parity and quality of competition between various boat/motor combinations.
13. All officials should be at Race Site by 7:30 a.m. on Saturday and Sunday.

14. Assuming we run the 4 & 4 format, the first class that runs on Saturday will be the first class that can be at the scales that morning; the second class that runs should be the second class that can be at the scales, etc... Sunday boats will be permitted at the scales on Saturday only after all four Saturday classes have completed their pre-race weight-in.

The first class for each day may be asked to be lined up and ready at the boat ramp before the driver's meeting begins at 10:30 a.m. As soon as that class has entered the water, the next class should begin lining up at the ramp. That should not even require a Ramp Call! For any given class, if you are not in line at the ramp when the first boat enters the water, you may not race and may lose your entry fee.

15. Anyone involved with a race team as a crew member or with ODBA as a volunteer must sign a general liability release available at the judges stand with the Secretary.

II. SAFETY

1. There will be a visual boat safety inspection by designated safety inspectors before any class races. The Tech Sheet issued at registration must be initialed by inspector(s) named at the driver's meeting. Each participant is responsible for meeting all his or her safety requirements, no exceptions.
2. Propellers installed on motors must remain covered and remained covered while in pits and on the way to ramp. Installed propellers must be covered immediately after weight check or after leaving the water if weight check is not necessary. Drivers/owners who violate this rule are subject to a \$25.00 fine to the ODBA General Fund.
3. No cranking/starting of engines with propellers installed, while boat is out of the water, at the race site. Drivers/owners who violate this rule will be fined \$100.00 to the ODBA General Fund.
4. Kill switches are mandatory in all classes. The kill switch is to stop power to both engine and electric fuel pump(s). Boats with a restraint system will require a roll over type kill switch.
5. Foot throttles and trim buttons on wheel or floor are required in all race boats.
6. All race boats must have dual mechanical steering or hydraulic.
7. All boats with weight added must have weight secured, bolted or cabled in place, rubber straps are not acceptable. Safety Tech will determine if weight is properly secured.
8. Racers in all classes must have approved racing helmets and certified racing lifejackets. All drivers must wear required driving apparel while on the race course. This includes, but is not limited to, suitable protective footwear (no cut-off shorts). A full driving suit is recommended, but not required. ODBA encourages all drivers and crew members to wear appropriate race site apparel while in the pit area. This includes, but is not limited to, driver and crew uniforms, appropriate footwear, eye protection, and basic protection from the sun and heat. Helmet restraints are recommended.

Not only is this addendum to provide protection from elements of concern associated with this or any form of motor sports, it is intended to promote a better overall appearance of ODBA's race day program.

9. Proper approved driver restraint systems are required for all capsuled race boats. Driver restraints not installed or recommended by the boat manufacturer, are not recommended.
10. All safety gear must remain on while motor is running and in gear. First offense is a fine of \$25, second offense is disqualification.
11. All boats must enter the water with engine cowling on motor, secured in place.
12. All boats must have a fire extinguisher with gauge and they must be mounted and accessible to driver from the driver's seat. Extinguisher must be fully charged.
13. Drivers are to remain in the cockpit area of a boat at all times after leaving the ramp and during the race. No one is allowed to leave the cockpit area and move about the boat without being at the start boat or return boat. An official must observe all actions. **Failure to abide by this rule is subject to a disqualification for that race day. NO WARNINGS.**
14. It will be at the discretion of the ODBA's Board of Directors to cancel a race due to weather conditions.

III. Registration & Points

1. All drivers **AND** boat owners (if not the same person) participating in ODBA sanctioned races shall possess either an annual competition or a single event competition membership and be in good standing with ODBA. 2006 membership fees are as follows:

Competition Membership prior to April 1, 2006	\$250.00
Competition Membership after April 1, 2006	\$300.00
Single Event Competition Membership	\$175.00
Associate Membership (voting privileges only)	\$ 50.00

2. Entry Fee will be \$125.00 per class, per weekend with a \$100 payback. Payback shall be split 80% to the respective class purse, 20% to the respective class High Points Fund. The remaining \$25 will be used for administrative costs.
3. **NO registration** will be allowed once the Drivers Meeting has begun. **No refunds** will be made after start of Drivers Meeting.
4. Roll call will be taken at the start of both the Saturday and Sunday Drivers Meeting. If the boat driver is not present (doesn't answer roll call) at Drivers Meeting he/she will not be allowed to race that day unless driver pays a **\$25.00 fine** to ODBA General Fund **prior** to start of the first race of the first class that day. Driver is also required to have already registered to race that day AND to know what was covered in Drivers Meeting in order to race.
5. ODBA's intended weekend racing schedule is to run all classes once per event, with four (4) classes run on Saturday and four (4) classes on Sunday. Should low boat turnout at an event be anticipated, it shall be at the discretion of the Board of Directors to run some or all eight classes twice per event, racing some or all classes both days. Any deviation from the four classes per day format will be noted in pre-race flyers and at the drivers meeting both days of the previous event.
6. Should the Board of Directors require all classes to run both Saturday and Sunday, ODBA shall use a points system to determine the overall winner. For a two (2) day race, the first day will be a ten (10) point spread; the second day will be an eleven (11) point spread. Example for five (5) boat class:

WEEKEND POINTS:

PLACE	SATURDAY	SUNDAY
1 st	50	55
2 nd	40	44
3 rd	30	33
4 th	20	22
5 th	10	11

The points each boat accrues for the two days are added together for total weekend points. The boat with the most points will be awarded first place, and so on. If a boat enters a class on Sunday, Saturdays points must be refigured based on TOTAL number of entries for the class.

***What if on Saturday the boats that would have finished 3rd and 4th break at the same time add together the points for both places and split evenly between both places.*

For example (four boat class):

	<u>Saturday</u>	<u>Sunday</u>	<u>Weekend Total Points</u>	<u>Weekend Final Place</u>	<u>ODBA High Points</u>
John	DQ—0pts	3 rd —22 pts	22 pts	4 th	7 pts
Paul	1 st —40 pts	2 nd —33 pts	73 pts	1 st	10pts
George	2 nd —30 pts	4 th —11 pts	41 pts	3 rd	8 pts
Ringo	3 rd —20 pts	1 st —44 pts	64 pts	2 nd	9 pts

7. Based on the weekend finishing order for the race held that weekend, 1st place receives 10 points; 2nd--9 points; 3rd--8 points; 4th--7 points; 5th--6 points; 6th--5 points; 7th--4 points; 8th--3 points; 9th--2 points; 10th place and below, each receives 1 point.
8. Disqualification (minor infraction) of a boat will result in no points being awarded toward weekend total for the day of DQ.
9. Before any prize monies will be awarded each driver must turn in a completed Tech Sheet (see Rules II-#1 and V-#1) to the Secretary, Asst. Secretary, Treasurer or Asst. Treasurer at the judges stand.
10. Classes with 9 or less boats entered shall pay three places as follows:

1 st place	65% of class total prize money
2 nd place	25% of class total prize money
3 rd place	10% of class total prize money

Classes with 10 or more boats entered shall pay out five places as follows:

1 st place	57.5% of class total prize money
2 nd place	20% of class total prize money
3 rd place	10% of class total prize money
4 th place	7.5% of class total prize money
5 th place	5% of class total prize money

11. There must be at least three (3) boats to be included in sponsor provided prize money. At least three (3) boats are needed to make a class. The driver(s) must pay

standard entry fee. Weekend prize money and High Points will be awarded according to Rules in this section.

12. 30% of sponsor provided prize money shall be applied to pay ODBA operating expenses. The remaining 70% shall be divided evenly among the classes for the first \$10,000. Any prize money above this amount will be added to the classes on a per boat basis in each class.
13. ODBA awards High Points for each Competition Member participating in a race. All High Points will be awarded to the Boat Driver as stated on membership form and/or weekend liability release form. The boat owner and driver must be a current Competition member with ODBA to acquire High Points.
14. If a racer's entry fee is paid and he is present at the driver's meeting, but he chooses not to race Saturday and/or Sunday, they **are** allowed to receive one ODBA High Point.
15. If a racer is DQ'd (minor infraction) on one race day, but is allowed to race (but does not have to) on the other race day, he **will** receive ODBA High Points according to the total of Weekend Points. In the event of a one day race any disqualification will result in no "legal" racing days for the event thus no High Points can be awarded.
16. If a scheduled race is cancelled due to weather or unforeseen conditions those racers who have registered will receive "show up" points two (2) points added to their ODBA High Points total. Racers not at race site, ready to race when race is cancelled will **not** receive High Points.

IV. *Competition Procedure*

1. No test runs shall be allowed after ODBA assumes control of the race site.
2. ODBAs "Class Call" protocols will be as follows:
 - a. Assuming we run the 4 & 4 format, the first class that runs on Saturday will be the first class that can be at the scales that morning; the second class that runs should be the second class that can be at the scales, etc... Sunday boats will be permitted at the scales on Saturday only after all four Saturday classes have completed their pre-race weigh-in.
 - b. The first class for each day will be lined up and ready at the boat ramp BEFORE the driver's meeting begins at 10:30 a.m. As soon as that class has entered the water, the next class should begin lining up at the ramp. that should not even require a Ramp Call!
 - c. For any given class, if you are not in line at the ramp when the first boat enters the water, you may not race and may lose your entry fee.
 - d. It is the driver's responsibility to maintain timely awareness of his or her class racing schedule and report to the boat ramp when called for class competition.
3. At no time after the first pair of boats approach the start line, can a driver in that class receive any help from the bank and/or another boat. Nothing can be added or removed from the boat.
4. No refueling will be allowed in all classes during competition after ten (10) passes (maximum of 2 gallons a discretion of the Board of Directors).
5. Flags and their meaning:

Black Flag: The race course is closed. Anyone in the water should proceed safely to their trailer. The race course will be black flagged upon mishap such as an accident on the course, etc.

Colored Flag: Yellow flag indicates return to start barge.

Other Flags will be covered on race day at the Drivers Meeting, if their use is deemed necessary.

6. Race heats are official after starting flag is waved, dropped or raised **OR** when green lights have been lit by starter. Any desire to request a more even start must be indicated by driver raising both hands into the air or turning out of the staging lane **PRIOR** to the start of the race heat.
7. False Starts - A false start is determined by the Starting Official. The "offending" driver will be notified of his/her infraction by the Starting Official (whose decisions are FINAL). The Starting Official may have both boats turn around and come back to the start line without charging either boat with a false start. **False starts are charged to a boat per class.** Upon the **second false start** per class charged to a driver by the official starter is a **loss**. The **third false start** charged to a boat in a class **results in a second loss**.
8. In the event of a dead heat (race winner cannot be determined) racers will remain in the same lanes and rerun same race heat.
9. During a race heat, boats must not cross the finish line on the "wrong" side of the center line buoy. Boat "A" must not enter boat "B's" lane, or visa versa or go outside any marked lanes doing so will result in a loss for that heat.
10. Finish line video equipment will be used to help Finish Line Judge determine the winner of each race heat. This equipment will be used as weather and conditions permit. There will be no public viewing of the finish line video tape racers will not ask Finish Line Judge to "prove" his decision. Racers, crew members and family members are prohibited from congregating at or near Finish Line Video Station. **The Finish Line Official's rulings are final with no exceptions.**
11. If a boat fails to approach the start line under its own engine power and take the green flag/light when his/her draw number is held up, that boat is considered broken and given a loss. In the event neither boat can approach the start line under its own power and take the green flag/light, both boats are considered broken and both are out of competition for that class.
12. In the event that a competition class is halted for accident recovery, inclement weather conditions, darkness or other forces beyond ODBA's control, the class will be restarted, from the existing brackets, at the point where competition was stopped.
13. Drivers failing to report to the ramp **RACE READY** by **FINAL CALL** will be disqualified for that class, that day. "Final call" will be determined by ODBA official and announced. (See Section IV, #2).
14. If a boat needs to be towed from the course in the name of safety, the driver is not disqualified. A boat that is towed to the ramp is disqualified.

V. *Fuel/Technical*

1. All drivers will be issued a Tech Sheet for each class entered. It is the driver's responsibility to have their Tech Sheet completed by appropriate persons as described in Drivers Meeting. Failure to do so could result in disqualification from that class for that weekend. **You must turn in your Tech Sheet to get prize monies.**
2. All gasoline and oil used in competition must be purchased at race site in specified quantities from designated supplier. Tech Sheet must be completed accordingly. This rule applies to all gas classes.
3. Items not allowed in any boats in competition unless expressly noted in class rules:
 - Variable pitch propellers
 - Ignition stutter boxes for controlling start line RPM
 - Throttle activation devices, electronic or mechanical

4. The following items are only allowed in the Unlimited Class unless specifically allowed by individual class rules:
 - Multi Engines
 - Turbochargers
 - Superchargers
 - Transmissions with more than one forward speed
 - Cool Cans
 - Expansion Chambers
 - Speedmaster Type Gearcases
 - Non production based outboard blocks
5. The top five (5) finishing boats must weigh unless another number is specified at the Drivers Meeting. All drivers must remain in their boat until weighed unless otherwise instructed by Weigh Master and Fuel Tech. No persons other than boat driver will be allowed on the trailer or in the boat until all inspections are complete. Failure to comply can result in disqualification from that class for that day. **Tech Sheet must be completed by Weigh Master. Any boat receiving a DNF must report to the Scales.**
6. The top five (5) boats or number specified at Drivers Meeting, in a gas class must submit to and pass a fuel check. Tech Sheets **must** be completed by Fuel Master in order to receive prize money.
7. ODBA reserves the right during motor tech inspection to seize any controversial part(s) or component(s) until origin, class legality or authenticity of part/component is confirmed. Any prize money and ODBA points will be withheld until a decision regarding part/component is made. ODBA will accept cost of shipping and insurance when sending part/component to an authority (i.e., Mercury, OMC, Yamaha, etc.) for confirmation and authenticity. ODBA cannot be held responsible for loss or damage of part/component during shipping.
8. Any boat in any class may be subject to a motor tech inspection (and fuel check, if applicable) and/or boat inspection by ODBAs Technical Inspector at any time after race registration. Failure to comply could result in a gross infraction. (See Rule VI, #4.)
9. During a tear-down motor/boat inspection, only the owner/driver and Technical Inspector and personnel designated by Technical Inspector will be allowed in the inspection area. Two (2) persons per boat only.
10. No dumping: No oils, fuels, lubricants, or chemicals are to be “dumped” at any of our race sites. It is the responsibility of each ODBA member to dispose of these items in accordance to local, state, federal and OSHA regulations.

VI. *Protests/Infractions*

1. Official protests must be written and filed prior to, or within 1 hour, after the final heat for that class. Protest forms may be obtained from the Secretary or Asst. Secretary at Judges Stand. Completed protest forms and any fees are to be turned over to the Secretary, Asst. Secretary, Treasurer or Asst. Treasurer. Only a written protest signed by the boat owner and/or driver will be accepted. The boat inspection protest fee is **\$300.00**. The engine inspection fee is \$1000. This fee is to be paid in cash when protest is filed.
2. After inspection:
 - ◆ If boat/motor is found to be **legal**, protest fee is paid to owner/driver being protested
 - ◆ If boat/motor is found to be **illegal**, protest fee is returned to person/persons filing protest. Other actions by ODBA will result.

3. Gas Protest Fee is \$375.00 (nonrefundable). Fee must be paid in cash at time protest is filed. ODBA performed fuel tests only.
4. ODBA rule infractions will not be tolerated. ODBA has three separate and distinct levels of infractions, each carrying its own distinct level of punishment.
 - A. Minor Infraction: an infraction deemed by ODBA’s Board of Directors to be unintentional. A minor infraction may result in loss of points and event. Examples include, but are not limited to:
 - 1) Not wearing proper safety gear (i.e., life jacket, helmet, etc.).
 - 2) Removal of safety gear while on plane.
 - 3) Not showing up at scales.
 - 4) 15 pounds or less under specified class weight.
 - 5) Not putting the boat into the water when instructed.
 - B. Major Infraction: an infraction deemed by ODBA’s Board of Directors to be intentional. This may, upon review of the ODBA Board of Directors, result in a one (1) calendar year suspension of membership from date of infraction. In the event of more than one Major Infraction, the penalties shall run consecutively. Examples of a major infraction include, but are not limited to:
 - 1) 16 or more pounds under specified class weight.
 - 2) Refusal to weigh.
 - 3) Refusal to submit to fuel test.
 - 4) Not passing fuel test.
 - 5) Refusal of motor or boat inspection.
 - 6) Not passing motor or boat inspection.
 - 7) Two minor infraction disqualifications for the same reasons in a single race season.
 - C. Gross Infraction: A most serious infraction deemed by ODBAs Board of Directors to intentionally disrupt or discredit the operations of ODBA. May, upon review of the ODBA Board of Directors, result in lifetime loss of membership by individual or group responsible. Examples of a gross infraction include, but are not limited to:
 - 1) Directing any nature of reprehensible conduct toward any race official, including but not limited to, obscene, abusive, or threatening language.
 - 2) Threatening gestures, including, but not limited to, touching any race official or engaging in conduct which reasonably leads any race official to anticipate an offensive touching.
 - 3) Offenses punishable with lifetime penalty need not necessarily occur at a race event or even at an event location or even during the race event season to warrant disqualification for life. They need only occur any time, anywhere. Then, upon the submission to the Board of Directors of an acknowledged affidavit by the official so aggrieved, the Board of Directors shall implement at least a one year disqualification and may, upon majority vote of a quorum of the Board of Directors assembled by any means, issue the lifetime banishment from any and all ODBA events or functions. (i.e. slanderous public comments)
 - 4) Each owner/driver is responsible for the conduct of his crew and the foregoing penalties shall be imposed upon an owner/driver for violations committed by his crew. Crew members participating in the infraction of any owner/driver may result in consecutive disqualifications to the owner/driver.
 - 5) Removal of hand or hands from the wheel or other dangerous moves, while boat is under race conditions, will constitute a loss. The second careless action is a disqualification.

ODBA Starting Line Procedures

1. All boats must remain no further than 50-100 yards from the starting barge. Watch the cards for your draw number.
2. Fire up and approach the start line as soon as your draw number is displayed or you will be considered broken and given a loss. (See Competition Procedures, rule #9)
3. The pace is set by the Starting Official. There is no "pace boat".
4. Boats must pair up before approaching the first white buoy.
5. Boats must remain paired and not attempt to "slingshot" or pass the other boat. Lagging behind and then speeding up to catch the other boat will be considered a "slingshot". Attempts to pass or "slingshot" the other boat will result in a **false start**.
6. A flashing yellow light in your lane signals to **SLOW DOWN**. Failure to slow down will be considered charging. Charging the line will result in a false start. This applies to **both** boats.
7. Boats may receive the green light anytime after either boat passes the second buoy.
8. If the boats pass the third buoy without receiving a green light, both boats are to reduce to minimum speed and turn around. A red light indicates a **false start that has been given to one boat**. If there is no red light, there is not a false start.
9. After a lane has been given a false start (red light), both boats will turn around at minimum speed. If **your** draw number is held up, then you have received a false start. Three false starts by the same boat equal two losses. (Competition Procedures, rule #7)
10. Drivers failing to follow the **pre-starting** or **returning** boat instructions **will be given a loss**.
11. Drivers running past the pre-start buoy, out of set race course, or failing to return down the **center of the course in single file** will be issued a loss.

LAKE RACER

1. Boats: Regular production open cockpit Ski or Bass boats originally configured with seating for 3 or more people. Passenger seats may be removed during competition.
2. Fuel: Must purchase and use fuel and oil sold at race site only. **No additives allowed.**
3. No nitrous or any other type bottle pressure injection. No bottles in boat, solenoids disconnected.
4. ALL ODBA general, safety and fuel/technical rules must be adhered to.

Minimum weights and specific motor rules for all boats
5. With motors/rigging conforming to Super Stock rules:

A. Merc High Perf 2.5 liter 260 EFI	1635 pounds minimum weight
B. Merc High Perf 2.5 liter 300 Drag EFI	1625 pounds minimum weight
C. Merc Eyebrow Drag with air horn	1645 Pounds minimum weight
D. Merc Eyebrow Drag with SVS(stock config.) – 280 with 260 EFI electronics	1650 pounds minimum weight
E. Merc High Perf 2.5 liter 280 EFI	1625 pounds minimum weight
F. Merc High Perf 2.5 liter 240 carb	1500 pounds minimum weight
G. Merc High Perf 2.5 liter 240 carb	1550 pounds minimum weight
H. Merc Pro Max/Laser 2.5 liter EFI	1550 pounds minimum weight
I. OMC 3.0 liter Looper carb	1550 pounds minimum weight
J. Yamaha 2.6 liter carb	1550 pounds minimum weight
6. With motors/rigging conforming to Super Gas rules: 1725 pounds minimum weight
 - A. Production short-blocks, assembled, built or manufactured by a high-performance division, group or subsidiary of current APBA marine product manufacturers will be allowed except as noted. Engines must be marketed and distributed in the U.S. Engines must be available through a normal or high-performance dealer network and offered for sale with a warranty from the original manufacturer or the original manufacturer's authorized high-performance division.
 - B. Short-block alterations of any kind are not allowed except as noted. No blueprinting, polishing, grinding, balancing, feathering, etc.
 - C. Short-blocks with steel sleeves may be decked a maximum of .010". Cylinder overbore limited to size of available OEM service parts.
 - D. Any modifications external to the short-block are allowed except as noted.
 - E. Clamp and swivel bracket must be an OEM part. Clamp and swivel bracket may be lightened, but not removed. No custom clamp or swivel brackets allowed.
 - F. Gearcase must be shiftable (forward, neutral, reverse) from the driver's seat. Gearcase must be an OEM part for that model motor. No small gearcases.
 - G. Short shaft midsections are allowed. 15" minimum length as measured from the powerhead flange to gearcase flange. Midsections shortened to 15" must use OEM parts for that model motor. No Champ-type midsections.
 - H. Mercury/Mariner 2.5 liter Drag/S3000 powerhead is not allowed.
7. With motors/rigging conforming to Modified Production rules (no small gearcases or aftermarket ignition):

A. Merc Center Horn 2.5 liter EFI	1835 pounds minimum weight
B. Merc Center Horn 2.4 liter EFI	1645 pounds minimum weight
- | | |
|---------------------------------------|----------------------------|
| C. Merc SVS Drag 2.5 EFI 2001 & later | 1850 pounds minimum weight |
| D. Merc 2.5 liter carb | 1670 pounds minimum weight |
| E. Merc 2.4 liter carb | 1595 pounds minimum weight |
| F. Merc 2.5 liter Pro Max/Laser | 1745 pounds minimum weight |
| G. OMC 3.0 liter carb | 1720 pounds minimum weight |
| H. OMC 3.0 liter Factory EFI | 1795 pounds minimum weight |
| I. Yamaha 2.6 liter carb | 1695 pounds minimum weight |
| J. Yamaha 2.6 liter Factory EFI | 1795 pounds minimum weight |
| K. Mercury 300X EFI | 1820 pounds minimum weight |
| L. Mercury 3.0 Promax | 1795 pounds minimum weight |
| M. Mercury 3.0 Carb | 1695 pounds minimum weight |
8. With motors/rigging conforming to Pro Gas rules:

A. Merc & Yamaha Small Block	1900 pounds minimum weight
B. OMC, Yamaha & Merc Big Block	1925 pounds minimum weight
9. With OMC V8 motors/rigging conforming to Pro Gas rules: 1950 pounds minimum weight
10. With engines conforming to Pro Carb rules (Pro Carb engines must run under these Pro Carb rules):

A. Mercury 153ci.	1800 pounds minimum weight
B. Merc. 142.2ci. "behind the liner"	1675 pounds minimum weight
C. Merc. 142.2ci	1600 pounds minimum weight
D. Merc. 122ci. "behind the liner"	1550 pounds minimum weight
E. Merc. 122ci.	1475 pounds minimum weight
F. OMC V6 Looper	1825 pounds minimum weight
G. Yamaha 2.6 liter	1800 pounds minimum weight
H. Yamaha 2.6 liter "long rod"	1825 pounds minimum weight
I. OMC 3.3 liter carbureted	1900 pounds minimum weight

SUPER STOCK

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
3. No nitrous oxide or any other type bottle pressure injection used to enhance engine performance. No nitrous bottles in boat, nitrous solenoids must be disconnected.
4. No small gear cases.
5. No aftermarket tuners. OEM tuner and exhaust adapter plate may be modified. No variable tuners allowed.
6. No potentiometers, fuel by pass solenoids or any other devices to alter the fuel curve allowed. Multi fuel pump setups must be wired so that one switch must start and stop both pumps.
7. No after market spark retard/advances, electronic or mechanical allowed.
8. No metal removal or any internal cylinder block modifications allowed. No porting, polishing, feathering. No piston, rod or crank modifications. No balancing or blueprinting.
9. Pistons must be OEM or after market made to OEM specs.
10. Maximum of three over bored cylinders, of .030" overbore maximum, allowed only on steel bores.
11. Minimum mid section length is 15". OEM midsection and clamp brackets may be shortened. OEM clamp bracket may be shortened and after market 15" minimum housing used. Inner liners may be removed and housings drilled for exhaust relief. No Champ type mid sections allowed.
12. Gear cases must have functional forward, neutral and reverse and be shift able from the driver's seat. After market nosecones with low water pickups allowed.
13. Pyrometers allowed.
14. Aftermarket lightweight **stock configuration** motor cowls allowed all motors.
15. After market composite reeds allowed all motors. OEM reed cages for like motor, no modifications to reed cages allowed.
16. Carbureted motors may remove OEM air boxes and use after market velocity stacks.
17. Oil injection and mechanical fuel pumps may be removed and blocked off. Carbureted motors may use in the boat electric fuel pump and after market adjustable fuel pressure regulators.
18. Standard ½" reach spark plugs only. Any heat range, style tip or brand allowed.
19. Lightweight flywheels allowed. All lightweight flywheels must be Diamond Marine.

Specific Motor Rules and Minimum Weights

20. High Performance Mercury, 245 hp, 260 hp, 280 hp and 300 hp Drag:
 - A. Carbureted 245 1350 pounds minimum weight
 - B. EFI 260 1410 pounds minimum weight
 - C. EFI 280 1400 pounds minimum weight
 - D. EFI 300 Drag, center horn 1400 pounds minimum weight
EFI "eyebrow" Drag with horn 1420 pounds minimum weight
EFI "eyebrow" Drag with SVS in stock config. – 1435 pounds min.
 - E. Rev limiters may be removed
 - F. EFI motors in this group may use OEM Drag ECU (A-48, A-63, A-6) and fuel pressure regulator
 - G. (1) 260 1.490" to 1.520" exhaust port height specs
(2) 280 1.490" to 1.510" exhaust port height specs.
(3) 300 1.500" to 1.510" exhaust port height specs

- H. Required standard head gasket on Drag Engine.
 - (1) 260 27-814658-1 0.45 to 0.50
 - (2) 300 Drag 27-822844-1 0.55 to 0.60
- I. If during repair, any metal was removed from deck, thick head gaskets must be used.
 - (1) 260 27-822844-1 head gasket part number
 - (2) 300 27-840322-1 head gasket part number
- J. 2:00 or 1:87 gear ratio only.
- K. All motors this group must use OEM 37cc minimum heads except 260.
- L. All components must retain stock factory configuration from the adapter plate up except as noted.
- M. 260 Mercury may use 26cc heads.
- N. 280 Mercury may use 260 electronics.
21. High Performance Mercury, 280 hp with standard 280 electronics:
 - A. Minimum weight 1325 pounds.
 - B. Rev Limiter may be removed.
 - C. 2.00, 1.86, 1.75 gear ratio allowed.
 - D. Alternator belt to remain functional while in competition.
 - E. All components must remain in stock factory configuration from adapter plate up.
22. Pro Max or Lazer style EFI Mercury: factory production steel sleeve block only
 - A. Minimum weight 1350 pounds.
 - B. Rev Limiter may be removed.
 - C. OEM light weight flywheel allowed. No modifications.
 - D. High performance early style 16 amp alternator allowed.
 - E. OEM 1" thick reed manifold spacer plate is allowed.
 - F. 26cc minimum chamber OEM heads allowed.
 - G. Throttle body may be bored. No welding or other modifications to plenum.
 - H. Stock fuel injection configuration must be maintained, (injectors, fuel rail, regulator etc.)
 - I. Fuel injection ECU must remain in stock configuration inside and out.
 - J. All components must retain stock factory configuration from the adapter plate up except as noted.
23. OMC 3 Liter Looper:
 - A. 1350 pounds minimum weight.
 - B. After market light flywheel allowed.
 - C. Early OEM small charging system may be used.
 - D. Rev limiter may be removed.
 - E. After market or cut OEM heads may be used, 36 cc minimum chamber volume.
 - F. OEM looper carbs only, boring not allowed, any jetting.
24. Yamaha 2.6 liter:
 - A. 1350 pounds minimum weight.
 - B. After market light flywheel allowed.
 - C. Rev limiter may be removed.
 - D. Early OEM charging system and spark advance allowed.
 - E. After market or cut OEM heads, 33cc minimum chambers.
 - F. No long rod motors in this class.
 - G. OEM carbs for like motor, boring is allowed.

MODIFIED PRODUCTION

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
3. No nitrous oxide or any other type bottle pressure injection used to enhance engine performance. No nitrous bottles in boat, nitrous solenoids must be disconnected.
4. Engine modifications are allowed. All modifications, other than expressly noted, must use OEM identification numbered outboard motor components from like engine manufacturer.
5. No after market ignition advance/retard mechanisms, mechanical or electronic. Carbureted engines may use aftermarket ignition.
6. Gear cases must have functional forward, neutral and reverse and be shift able from the driver's seat (except carbureted engines). After market nosecones with low water pickups allowed.
7. No small gear cases (except carbureted engines).
8. No dual plug heads. Yamaha, OMC, Mercury 3.0 liter big block, and Suzuki may use after market single plug heads. Drop-in, removable chamber heads are not allowed.
9. No lightened crankshafts. Metal may be added to balance, but not removed. Stock stroke required.
10. No after market tuners. OEM tuners may be modified.
11. No potentiometers, fuel by pass solenoids or any other devices to alter the fuel curve allowed. Multi fuel pump setups must be wired in series and one switch must start both pumps.
12. Disconnect and remove all vacuum lines and extra wiring from under the cowls
13. No fabricated "Z" port motors (except carbureted engines).
14. No 2.5 liter Bridgeport Mercury(except carbureted engines).
15. Up to .030" overbore with no weight penalty on steel bore motors only. Overbore of .060" max all motors with a weight penalty of five (5) pounds per cubic inch calculated from standard bore. Nickel sleeves must use standard bore.
16. Pistons must be OEM or after market made to OEM specs.
17. "Behind the liner" inlet porting allowed all motors.
18. Stuffing allowed all motors, block and front half only.
19. Pyrometers are allowed.
20. After market composite reeds allowed all motors. OEM reed cages for like motor.
21. After market "stock appearing" shape lightweight cowls allowed all motors. No air induction attached to cowl or engine allowed.
22. After market adjustable fuel pressure regulators are allowed.
23. Carburetors may be bored. OEM air boxes removed and after market velocity stacks used.
24. Oil injection and mechanical fuel pumps may be removed. Carbureted motors may use in the boat electric fuel pump and after market adjustable fuel pressure regulators.
25. OMC, Yamaha and Suzuki may use aftermarket lightweight flywheels.
26. All flywheels, all motors, must retain OEM magnets.
27. Minimum mid section length is 15". OEM midsection and clamp brackets may be shortened. OEM clamp bracket may be shortened and after market 15" minimum housing used. Inner liners may be removed and housings drilled for exhaust relief. No Champ-type mid sections allowed (except carbureted engines).

Specific Motor Rules and Minimum Weights

28. Center air inlet High Performance EFI Mercury:
 - A. 153 cubic inches 1430 pounds minimum weight
 - B. 142.2 cubic inches 1300 pounds minimum weight
 - C. Plenum may be bored, 3.500" maximum with aftermarket throttle shutter. No welding or fabrication on plenum
 - D. Fuel system must utilize OEM ECU, injectors, fuel rail and temp sensor.
29. SVS air inlet High Performance EFI Mercury:
 - A. 153 cubic inches 1445 pounds minimum weight.
 - B. SVS must be OEM from Mercury.
30. Carbureted Mercury:
 - A. 153 cubic inches 1325 pounds minimum weight
 - B. 142.2 cubic inches 1225 pounds minimum weight
31. Laser and Pro Max EFI Mercury:
 - A. 153 cubic inches 1400 pounds minimum weight
 - B. After market air inlet cover (SVS only) may be used. Stock throttles cannot be bored.
 - C. Stock Fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.
32. OMC Loop Charged 3.0 liter:
 - A. With OEM fuel injection 1430 pounds minimum weight
 - B. With carburetors 1350 pounds minimum weight
33. Yamaha 2.6 liter:
 - A. With OEM fuel injection 1430 pounds minimum weight
 - B. With carburetors 1350 pounds minimum weight
34. Suzuki 2.7 liter:
 - A. With OEM fuel injection 1430 pounds minimum weight
 - B. With carburetors 1350 pounds minimum weight
35. Mercury 3.0 liter big block :
 - A. Promax fuel injection 1450 pounds minimum weight.
After market air inlet cover (SVS only) may be used. Stock throttles cannot be bored.
 - B. 300X fuel injection 1475 pounds minimum weight.
 - C. Carbureted 1350 pounds minimum weight.
36. 3.3 liter OMC carbureted 1400 pounds minimum weight.

PRO CARB

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
3. No nitrous oxide or any other type bottle pressure injection used to enhance engine performance. No nitrous bottles in boat, nitrous solenoids must be disconnected.
4. Engine modifications are allowed. All modifications, other than expressly noted, must use OEM identification numbered outboard motor components from like engine manufacturer.
5. Gear cases must have at least forward and neutral, shift able from the driver's seat. May use after market nosecones with low water pickups.
6. After market Dual plug cylinder heads allowed all motors.
7. No lightened crankshafts. Weight (metal) may be added to balance, but not removed. Stock stroke required.
8. Modified OEM or after market tuners allowed.
9. Aftermarket ignition allowed on all motors.
10. Pistons must be OEM or after market made to OEM specs.
11. Up to .030" overbore with no weight penalty on steel bore motors only. Overbore of .060" max all motors with a weight penalty of five (5) pounds per cubic inch calculated from standard bore. Nickel sleeves must use standard bore.
12. No V8 engines.
13. "Behind the liner" inlet porting allowed all motors.
14. Aftermarket lightweight engine cowls allowed.
15. After market composite reeds allowed all motors, reed cages for like motor.
16. Electric fuel pump and adjustable fuel pressure regulator allowed.
17. Pyrometers are allowed.
18. Air boxes may be removed and after market velocity stacks are allowed.
19. After market lightweight flywheels are allowed.
20. Any Outboard marine carburetor allowed. Must remain in stock configuration.
21. See Fuel/Technical for after market and other parts not allowed.

Specific Motor Rules and Minimum Weights

22. Mercury V6:
 - A. 153 cubic inches 1425 pounds minimum weight
 - B. 142.2 cubic inch "behind the liner" 1300 pounds minimum weight
 - C. 142.2 cubic inches 1225 pounds minimum weight
 - D. 122 cubic inch "behind the liner" 1175 pounds minimum weight
 - E. 122 cubic inch motors 1100 pounds minimum weight
23. OMC Loop Charged V6 1450 pounds minimum weight
OMC 3.3 liter carbureted 1500 pounds minimum weight
24. Yamaha 2.6 liter motors:
 - A. Standard length rod motors 1425 pounds minimum weight
 - B. Long length rod motors 1450 pounds minimum weight

PRO GAS

1. Boats: Any production hull configuration allowed.
2. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
3. No nitrous oxide or any other type bottle pressure injection. No bottles in boat, solenoids must be disconnected.
4. See Fuel/Technical for after market and other parts not allowed.
5. Any motor modifications allowed.

Specific Motor Rules and Minimum Weights

6. Mercury small block motors 1350 pounds minimum weight
7. Mercury big block motors 1400 pounds minimum weight
8. Yamaha small block motors 1350 pounds minimum weight
9. Yamaha big block motors 1400 pounds minimum weight
10. OMC big block motors 1400 pounds minimum weight
11. OMC V8 motors 1475 pounds minimum weight

PRO FUEL

1. Boats: Any production hull configuration allowed.
2. Any fuel, oil or additives allowed.
3. No nitrous oxide or other bottle pressure injection. Bottles must be removed and solenoids disconnected.
4. Any motor modifications allowed; 8 cylinders maximum.
5. See Fuel/Technical for after market and other parts not allowed.
6. Any after market exhaust allowed.
7. Stutter boxes allowed.
8. 1300 pounds minimum weight.

UNLIMITED

1. Boats: Any hull configuration allowed.
2. Any fuel, oil and any additives allowed.
3. Turbochargers or blowers may not be used in conjunction with nitrous oxide.

Specific Motor Rules and Minimum Weights

- | | |
|---|----------------------------|
| 4. Eight cylinders max, with nitrous oxide | 1350 pounds minimum weight |
| 5. Eight cylinders max, with turbocharger or blower | 1300 pounds minimum weight |
| 6. Eight cylinders max, no nitrous oxide or bottle pressure injection, no turbocharger or blower | 1100 pounds minimum weight |
| 7. Over eight cylinders, no nitrous oxide or bottle pressure injection, no turbocharger or blower | 1300 pounds minimum weight |
| 8. Stutter boxes allowed. | |

DEFINITIONS

After Market:	A part or component manufactured for an outboard engine other than by a major OEM (i.e., Mercury, OMC, Yamaha or Suzuki).
Crew Member:	Anyone in the pit area accompanying an owner/driver or anyone present with the owner/driver's consent. The decision establishing the Crew Member of a given owner/driver or team may be made by any race official.
ECU:	Electronic Control Unit, aka Brain, aka Brain Box.
EGT:	Exhaust Gas Temperature
E-PROM:	Erasable Programmable Read Only Memory
Hydro:	A boat with hydrofoils or a flat bottom designed to lift above water at high speeds.
Laser Injection:	Mercury Marine's standard production style fuel injection system as used on XRI and PRO-MAX series outboard engines.
OEM:	Original Equipment Manufacturer
Quorum:	Fifty percent (50%) is the minimum number of members required to be present at an assembly before it can validly proceed to transact business. Note: President and Vice President may be included to constitute a quorum.
Race Entry:	Every boat registered for an event.
Race Official:	President, Vice President, Rules Committee member or anyone appointed by the President to perform any official duty relating to any event.
TPI:	Throttle Position Indicator
True Tunnel:	A production boat designed for Formula One or Champ Boat classes. Center pod is 7/8" or more shallow than the outer sponsons. It is designed to run on the sponsons only.