

2019 Rule Book



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2019 Outboard Drag Boat Association Officers

President:

Shane Stovall (334) 358-3533

Vice Presidents:

Jack Barsh (904) 813-3195

Secretary:

Kathy Eaves (423) 667-1839

Treasurer:

Jenni Stovall

Safety

Mike Clemmons (706) 564-6372

Fuel Tech:

Jason Bent

Motor Tech:

Mike Clemmons (706) 564-6372

2019 Board of Directors & Rules Committee

Board of Directors

- Shane Stovall (334) 358-3533
- Jack Barsh (904) 813-3195
- Randy Harrell (229) 224-4999
- Mike Clemmons (706) 564-6372
- Jimmy Melton (850) 554-9472
- Billy Eaves (423) 667-2160

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 counsel. Meetings of the Board of Directors shall be announced in writing, by conference call, email, via internet, 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. FULL COMPETITION MEMBERSHIP: The participating driver of the registered race boat must be a full competition member. If the **DRIVER IS NOT** the **OWNER** of the race boat then the **OWNER MUST** be a full competition member also. Each full competition member in good standing shall be entitled to **ONE** vote per membership to be cast concerning elected officers and general rules at the yearly general meeting. Each competition membership is valid for the current year for **\$150**.
2. ASSOCIATE MEMBERSHIP: Any non-competition member who wishes to have voting privileges. Each associate member in good standing shall be entitled to one vote per member to be cast concerning elected officers and general rules at the yearly general meeting.
3. Any driver wishing to participate in competition with ODBA must be 19 years of age or older.
4. 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 through December 31 of the current year. All annual dues for the current year shall be due prior to the conclusion of the final race of the year or October 31 whichever comes first to be eligible for voting rights for that year.
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 a quorum member of the Board of Directors.
3. No proxy voting allowed.
4. See page 10 - 2019 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 shall be eligible to serve on the Board of Directors.
3. The Board will consist of a maximum of **TEN** members, appointed by the existing Board of directors for a minimum of two years. The Board of Directors will be approved by the General Membership at the Annual Meeting. The President *will be a member* of the Board of Directors. The Board of Directors shall elect a Chairman of the Board to preside over the Board of Directors meetings.
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. The President is to vote only in the event of a tie.
5. If any Board Member misses **three** consecutive meetings, he/she may 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, and Treasurer.
2. The President shall be elected at the Annual Meeting. The Vice President(s), Secretary, 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 approximately one calendar year beginning at the Board of Director's and Rules Committee's meeting usually held in January of the upcoming race season. 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, unless designated by the President to another officer. 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, 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 it. 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.
6. 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 the financial condition of ODBA at the annual meeting of the General Membership.
7. It is the duty of each principal officer to provide a replacement in his /her absence at a scheduled race and to inform the President or Board of Director Member of said replacement by an alternate officer prior to that race.
8. Any office vacancy may be filled for the unexpired portion of the term by a successor chosen by the President and approved by The Board of Directors, except the office of President that shall be filled by a Vice President.
9. 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 President 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 selected by the current President and approved by the Board of Directors. The Secretary shall inform the general membership of all open meetings, excluding those of the Board of Directors.
2. There shall be meetings of the Board of Directors, as needed, 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 five members of the Board of Directors 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 via online and/or a hard copy.
3. For cause(s) as determined by and upon official action of the Board of Directors of ODBA, if said cause(s) would bring discredit to ODBA.
4. Any other valid reason or cause at ODBA discretion.
5. No refunds after participating in any race or for cause.

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 President or the Board of Directors. The President is empowered to appoint chairpersons of such committees when necessary.

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

The ODBA and its Officers and Board Members shall not be held liable for the manner in which their private organization is operated. Any attorney's fees incurred out of a dispute shall be paid by the party bringing the dispute.

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. Except to the extent necessary to allow the operation of this private organization. Violation of such could result in a loss of membership.

Article XIII: Forum Selection Clause

Venue for any legal action which may be brought against ODBA or its officers and/or board members shall be deemed to lie in Autauga County, Alabama. The ODBA shall be governed by the laws of the state of Alabama.

Article XIV: The "Race Day Application"

The "Race Day Application", in conjunction with these by-laws shall supersede any other written document or oral representations as related to any ambiguities related to the operation of this private

2019 ODBA RULES

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

General

ALL RACE BOATS MUST MAINTAIN THEIR MINIMUM REQUIRED WEIGHT PLUS FUEL DURING THE ENTIRE RACE!

1. ODBA races outboard powered boats only.
2. No drugs allowed. **No drinking of alcohol by Drivers or Crew Members before and/or during completion of all sanctioned events and inspections for that day.** Race driver/owner will be responsible for their crew. Violations will disqualify driver/owner for that day. (Crewmembers are 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. Issues resulting from such activity can be considered a Minor/Major infraction and will be dealt with as noted in Section G #13.
4. **The drag race course will be (800') for all Classes.**
5. **The ODBA reserves the right to shorten or change course length as necessary for safety purposes.**
6. Boats may be 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.
7. **All decisions made by the President, starting line judge, the finish line judge and/or the Rules Committee/Board of Dir. is final.**
 8. **There will be no congregation of persons around the judge's stand (start or finish line), weight scales, motor tech, or fuel tech without the judge's permission. Any exceptions must be approved by ODBA.**
 9. Approximate Race Times (unless noted in race flyer, Website or at Drivers' Meeting) **Race Registration 8:00 a.m. to 9:30 a.m.**
 - **Late Registration (w/ \$50.00 fine): 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 12:00 NOON Saturday & 12:00 NOON. Sunday, if permitted. RAMP CALL IS AT 11:30 AM each race day unless announced differently.**
 10. **ODBA reserves the rights to require certain available sponsor decals and logos be displayed on boats during competition.**
 11. ODBA and its race teams reserve the rights to sell and distribute ODBA and team merchandise at all ODBA events and websites.
 12. 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 racecourse.
 13. **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.**
 14. All officials, Board of Directors and Work Detail should be at Race Site by 7:00 a.m. on Saturday and Sunday.
 15. 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 Saturday classes have completed their pre-race weigh-in.
 16. 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.
 17. Anyone involved with a race team as a crewmember or with ODBA as a volunteer must sign a general liability release available at the judge's stand with the Secretary.

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 have a propeller cover and remained covered while in pits and on the way to ramp (NO TOWELS). 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 \$50.00 fine to the ODBA General Fund AND THIS FINE MUST BE PAID PRIOR TO RACING.
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 (examples: Lifeline, Security or a jacket equal to). **Recertification for the jackets will be every 3 years or in the event of a driver having to use their safety gear for its intended use then recertification will be needed before racing next race.** All drivers must wear required driving apparel while on the racecourse. This includes, but is not limited to, suitable protective footwear (appropriate closed toe footwear and no cut-off shorts). A full driving suit is recommended, but not required. ODBA encourages all drivers and crewmembers 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 capsule race boats. Boats with restraints are required to have adequate secured floatation. (No Noodles)
10. All safety gear must remain on while motor is running and in gear. First offense is a fine of \$100, second offense DURING THE SAME RACE is a 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. All pits should have a readily available fire extinguisher.
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. If returning to the starting barge is not possible then radio for another racer preferably an officer or board member to watch what you do while you are out of your seat. An official or another racer 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.
15. **RADIO COMMUNICATION TO SHORE WILL BE REQUIRED FOR ALL RACERS, ALL CLASSES. FAILURE TO DO SO WILL RESULT IN A \$100 FINE FOR FIRST OFFENSE AND DISQUALIFICATION FOR SECOND OFFENSE.**

Registration & Points

1. All drivers AND boat owners (if not the same person) participating in ODBA sanctioned races shall possess an annual competition membership and be in good standing with ODBA. 2018 membership fees are as follows:
 - FULL Competition Membership \$150.00
2. Entry Fee will be \$100.00 + \$70.00(Insurance/Rescue fee) per class, paid on Saturday for weekend competition. Entry fee payback shall then be split 80% to the respective class purse, 20% to the respective class High Points Fund for all classes.
3. NO LATE Registration will be allowed following the roll call at the Drivers Meeting. No refunds will be made after this roll call.
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 \$50.00 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 will be a standard TWO-DAY format. All classes will run Saturday and Sunday. A two-day point system will be in affect and tabulated to determine the winner for the weekend.**

Points will be awarded as follows:

	Place Saturday	Sunday
1st	100	110
2nd	90	99
3rd	80	88
4th	70	77

5th	60	66
5th	50	55
6th	40	44
8th	30	33
9th	20	22
10th	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 third and fourth break at the same time add together the points for both places and split evenly between both places.

For example, (four boat class):

Weekend Saturday	Weekend Sunday	ODBA Total Points	Final Place	High Points	John
DQ—0pts	3rd—88 pts	88 pts	4th	7pts	
Paul 1st—100 pts	2nd—99 pts	199 pts		1st	10 pts
Harry 2nd—90 pts	4th—77 pts	167pts		3rd	8 pts
Ringo 3rd—80 pts	1st—110 pts	190 pts		2nd	9 pts

- 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.
- Disqualification (minor infraction) of a boat will result in no points being awarded toward weekend total for the day of DQ.
- Before any prize monies will be awarded, each driver must turn in a completed Tech Sheet signed off by all applicable officials. (I.E. Safety, Fuel, Motor Tech, Weigh Master) to the Secretary, Asst. Secretary, Treasurer or Asst. Treasurer at the judges stand.
- Class payouts will be as follows for all classes:**
 - 1st place 65% of class total prize money
 - 2nd place 25% of class total prize money
 - 3rd place 10% of class total prize money
- There must be at least three (3) boats to be included in sponsor provided prize money.** At least two (2) boats are needed to make a class. In the case of a two-boat field, the drivers must pay standard entry/rescue/insurance fee and will race for a 70/30 split of their remaining entry. Weekend prize money and High Points will be awarded according to Rules in this section. In the event of only one boat showing for a particular class (and there is no other classes for that boat to participate in) two (2) show up points will be awarded.
- A minimum of 30% of sponsor provided prize money would be applied to ODBA operating expenses. The remaining percentage shall be divided evenly among ALL classes with 3 or more entries for the first \$10,000. Any prize money above the \$10,000 will be added to the classes on a per boat basis in each class.**
- 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. **Final World Championship race will not be included in High Point totals.**
- 2019 ODBA Points Race Outline. Go to page 26 for this year's points race details.**
- A Driver can be substituted twice per year per class and Substituted Member must be a Full Competition Member and approved at registration. With the points staying with the boat that is being substituted for.
- If a racer's entry fee is paid and he is present at the drivers meeting, but he chooses not to race Saturday and or Sunday, they are allowed to receive one ODBA High Point. But is he races one of the two days he then will receive last place points.
- 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.

17. 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.

Competition Procedure

1. No test runs shall be allowed after ODBA assumes control of the race site. **ODBA reserves the right to require "hot laps" prior to the beginning of each class.**
2. ODBAs "Class Call" protocols will be as follows:
 - a) 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 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
2. 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.
3. Refueling will be allowed in any class during competition BUT ONLY after ten (10) passes have been made BY THAT DRIVER (maximum of 2 gallons at the discretion of the PRESIDENT).
4. Flags and their meaning:
 - Black Flag: The racecourse is closed. Anyone in the water should proceed safely to his or her trailer. The racecourse 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.
5. Race heats are official after starting flag is waved, dropped or raised OR when green lights have been turned on by starter. (A GREEN START RACE MAY BE RERUN AT THE DISCRETION OF THE STARTER AND/OR THE FINISHLINE JUDGE). Any desire to request a more even start must be indicated by a driver raising both hands into the air or turning out of the staging lane PRIOR to reaching the white start buoy.
6. False Starts - the Starting Official determines a false start. The Starting Official (whose decisions are FINAL) will notify the "offending" driver of his /her infraction. 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 driver 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 driver in a class results in a second loss.
7. In the event of a dead heat (race winner cannot be determined) racers will remain in the same lanes and rerun same race heat.
8. During a race heat, boats must not cross the finish line on the "wrong" side of the centerline buoy. Boat "A" must not enter boat "B's" lane, or vice versa or go outside any marked lanes doing so will result in a loss for that heat.
9. 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, crewmembers 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.
10. 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 given a loss, once upon receipt of the second loss that boat or both boats are out of competition for that class. ON ANY LEGAL SINGLE BYE RUN THE DRIVER MUST TAKE THE GREEN LIGHT AND MAKE A FULL PASS. (THIS DOES

NOT HAVE TO BE A FULL THROTTLE PASS, IF FULL PASS IS NOT PERFORMED WILL RESULT IN DOUBLE LOSS).

11. 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.
12. 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 Page 15 #2).
13. If a boat needs to be towed from the course in the name of safety, the driver is NOT OUT OF COMPETITION unless he has two losses.
14. A boat that TAKES A ROPE OR RECEIVES HELP FROM THE BANK OR ANOTHER BOAT OR is towed to the ramp is OUT OF COMPETITION at that point. (IF YOU RECEIVE ANY ASSISTANCE OR HELP).

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 THAT race site during that weekend in specified quantities from the designated supplier. Tech Sheets must be completed accordingly. This rule applies to all gas classes: Pro Drag, and Unlimited are exempt.
3. Items not allowed in any boats in competition unless expressly noted in class rules: Variable pitch propellers
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 (Only allowed in non fuel tech classes)
 - Expansion Chambers
 - Speedmaster Type Gear cases
 - Non-production based outboard blocks must be based on production outboard block.
 - No billet motors
5. The following are not allowed except in Pro Gas, River Racer, Pro Mod, Pro Drag and Unlimited unless expressly note in the class rules:
 - ECU box must be mounted on engine. This is to be the one and only ECU box. Carrying an additional ECU in boat is not allowed.
 - No unapproved devices, extra wiring or hoses allowed under the engine cowl beyond that of the normal engine and gauge wiring and associated hoses.
 - Any and all fuel pumps must be activated by single switch. Regulator must be mounted in back of boat or on engine outside of the reach of the driver. Fuel pressure may not be changed or adjusted or manipulated during the race. Fuel pressure may not be changed or manipulated from the start of competition of its class until the boat clears tech. Fuel return line must be contained in back of boat outside the reach of the driver. Devices to restrict or manipulate the flow of the return line are not allowed.
 - Mechanical or electrical devices to alter total timing, timing curve, fuel curve or over all fuel mixture other than original ECU adjustment pot are not allowed. No OEM detonation modules or timing boxes allowed. No device at all in the boat that can alter ignition timing or fuel mixture from the time competition begins until the boat clears tech. The engine may have only one fuel supply line and one fuel return line.
6. 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

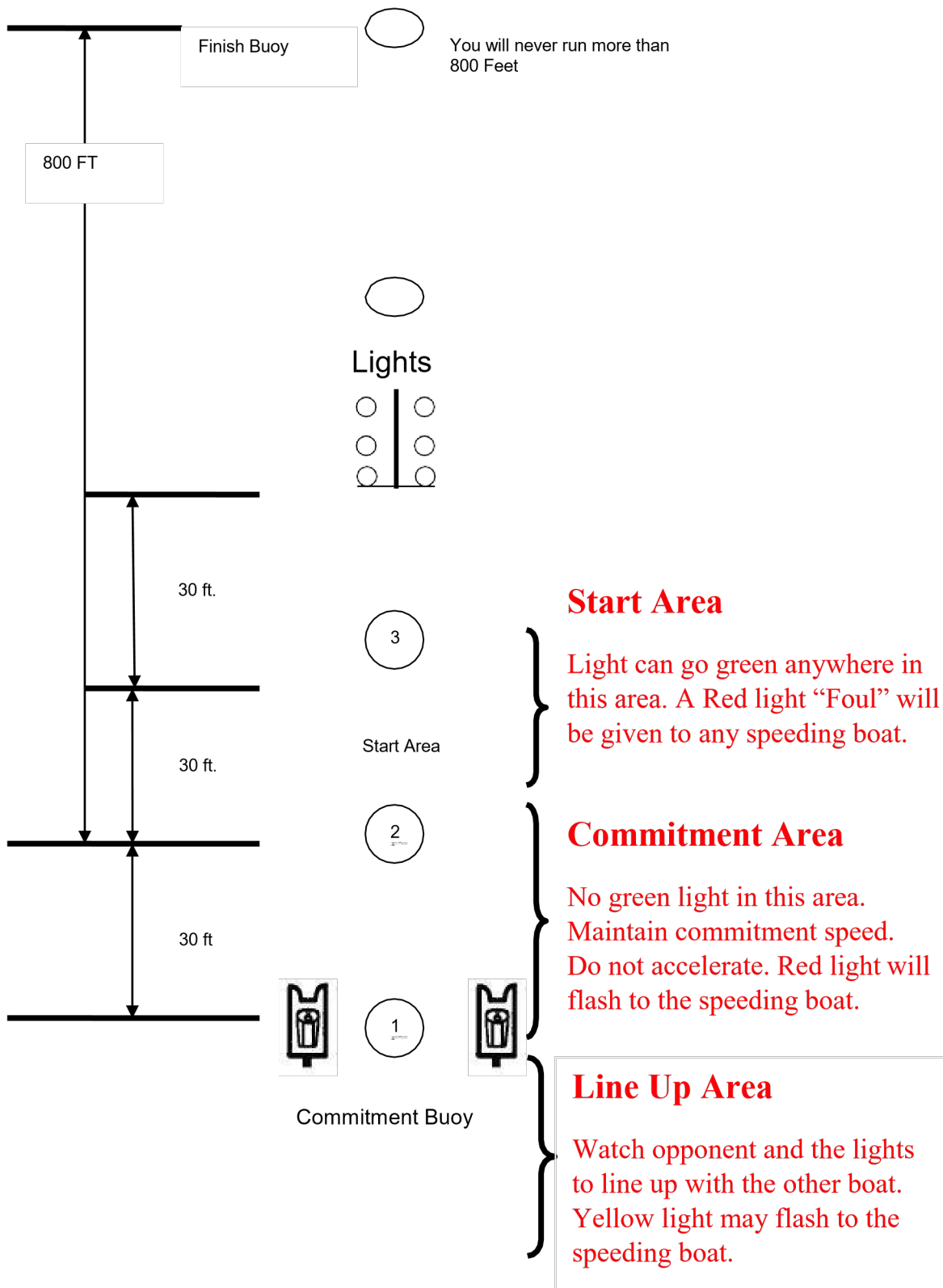
class for that day. Weigh Master must complete tech Sheet. Any boat receiving a DNF must report to the Scales.

7. The top five (5) boats or number specified at Drivers Meeting, in a spec gas class must submit to and pass a fuel check. Fuel Master must complete tech Sheets in order to receive prize money.
8. 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.
9. Any boat in any class may be subject to a motor tech inspection (and fuel check, if applicable) and/or boat inspection by ODBA's Technical Inspector at any time after race registration. Failure to comply could result in a gross infraction. (See Page 17, #4.)
10. 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.
11. Spec fuel and oil may not be modified in anyway. Although the racer may use any fuel oil ratio he chooses. The use of additives or any other process which alters the properties of the spec fuel oil mixture is prohibited.
12. 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.
13. All drivers are responsible for their entry being recognized by the radar as they approach starting line.

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 (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.
5. 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:
 - Not wearing proper safety gear (i.e., life jacket, helmet, etc.).
 - Removal of safety gear while on plane.
 - Not showing up at scales.
 - 15 pounds or less under specified class weight.
 - Not putting the boat into the water when instructed.
6. Failing fuel test.
7. Derogatory or destructive comments made post race can be construed as a Minor/Major infraction.
8. If a Racer is assigned to a work detail and does not show up for said detail he or she will be fined \$100.00 for 1st offense, \$250.00 for 2nd offense. Fine must be paid before he or she will be allowed to join race competition.
9. Major Infraction: an infraction deemed by ODBA's Board of Directors, may upon review of the ODBA Board of Directors, result in a one calendar year suspension of membership and/or the boat 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:
 - 16 or more pounds under specified class weight.

- Refusal to weigh.
 - Refusal to submit to fuel test.
 - Not passing fuel test.
 - Refusal of motor or boat inspection.
 - Not passing motor or boat inspection. □ Two minor infraction disqualifications.
10. Gross Infraction: A most serious infraction deemed by ODBA's 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 an individual or the group responsible. Examples of a gross infraction include, but are not limited to:
- Directing any nature of reprehensible conduct toward any race official, including but not limited to, obscene, abusive, or threatening language.
 - 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.
 - 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 anytime, 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)
 - 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. Crewmembers participating in the infraction of any owner/driver may result in consecutive disqualifications to the owner/driver.
 - 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 50-300 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 Starting Official sets the pace. There is no “pace boat”.
4. Boats should pair up between the first white (#1 buoy) and the first orange buoy (#2). They should be paired after passing this first orange buoy. The starter will not turn the green lights on prior to the START BUOY (SECOND WHITE BUOY). If the you feel the pairing is not fair turnout or raise your hands (Do not abuse this!) prior to reaching the START 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 can 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 any time 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 racecourse, or failing to return down the center of the course in single file can be issued a loss.

Class Rules

Lake Racer

- 1) Any open cockpit, full interior production hull with 3 seats or more configuration
 - a. (Seats can be removed).
- 2) Fuel: 112 octane race gas. Must use spec. fuel and oil purchased at the race site only. No fuel or oil additives allowed. All motors, all spec, No exceptions.
- 3) Engines spec combinations allowed.
 - **Pure Stock**
 - 260/280/300 Mercury.
 - ProMax 2.5 Mercury
 - **Pro Stock**
 - Mercury 2.5 200 PS legal Powerhead
 - ACU allowed for Pro Stock combo
 - **Super Gas**
 - 2.4 Mercury, No Drag Motors or Bridge Ports allowed
 - 2.5 Mercury, 200, 225, 260 & 280; No Drag Motors allowed
 - Mercury 3.0 & 3.2
 - Yamaha 2.6 , 3.1 & 3.3
 - OMC 3.0 & 3.3
 - Etec 2.6, 3.3 & 3.4
 - **Modified Production**
 - All motors conforming to ODBA Modified Production specs. No welding or fabrication on plenum, 3.50" Max butterfly. Fuel system must utilize OEM fuel rail, injectors and temp sensor.
- 4) **Pure Stock** motors must retain all stock hardware and electronics. Rev limiters may be removed from stock ECU's, alternators must be in place and functional.
- 5) **Super Gas** motors does not allow metal removal or addition from block, crank, pistons, connecting rods or front case half. Rotating assembly needs to be Pure Stock unless noted otherwise.
 - Any Clamp Bracket allowed.
 - Aftermarket Midsection allowed 15" min. ➤ Any tuner allowed.
 - Any Bolt on induction systems allowed.
 - Any Flywheel and ignition systems allowed. Outside of Block maybe altered to support ignition.
 - Any cylinder heads allowed.
 - 3.0/3.3 OMC may modify the crank snout or flywheel hub assembly only for Yamaha ignition conversion
 - 2.6 Yamaha may modify crank snout only for ignition upgrade
 - Early model 260's with small bearing cranks are allowed to machine the block to fit big bearing cranks.
- 6) Max of .030" overbore allowed on plated cylinder motors. Add weight penalty of 5 lbs. per cubic inch calculated from standard bore.
- 7) Max of .060" overbore allowed on all cast iron sleeve motors with a weight penalty of 5 lbs. per cubic inch calculated from standard bore.
- 8) Pistons must be forged and or cast aluminum. Ring thickness must be greater than 1.1mm. No Dykes rings are allowed. Keystone or Flat rings only. Motors running under stock 260 or 280 rules must use OEM pistons or aftermarket made to OEM specs.
- 9) NO lightened crankshafts. Metal may be added to balance, but not removed. Stock stroke only.
- 10) Cylinder stiffeners allowed where allowed by engine rules
- 11) NO dual plug heads. Yamaha, OMC, and Suzuki may use aftermarket single plug heads in Mod Prod & Super Gas
- 12) "Behind the Liner" inlet porting allowed per engine spec. Reference specific engine rules for clarification.
- 13) Stuffing allowed on Modified Production motors as per their rules.
- 14) After market composite reeds allowed. OEM reed cages for like motor only.
- 15) No extra wiring, hoses or non-approved devices under the under the engine cowl or in the boat.

- 16) No timing boxes or any device to alter the timing of the engine. No device in the boat that can monitor or alter ignition timing or fuel curve, Mechanical or electronic.
- 17) Multiple fuel pump setups must be wired in series and one switch must start all pumps.
- 18) After market adjustable fuel regulators allowed as per engine rules.
- 19) Over bore carbs & velocity stacks allowed\OEM air box removed. Carb stuffers & slosh tubes allowed.
- 20) Oil injection may be removed.
- 21) Pyrometers, temp sensors, pressure sensors allowed.
- 22) NO aftermarket tuners. OEM tuners may be modified. Any tuner can be used under SUPER GAS RULES unless noted otherwise.
- 23) Gear cases must have F-N-R and shift from the driver's seat.
- 24) After market nosecones allowed.
- 25) NO small gear cases.
- 26) OMC, Yamaha and Suzuki may use aftermarket lightweight flywheels in Mod Prod and Super Gas Spec
- 27) Aftermarket Flywheels allowed. All Engines.
- 28) Minimum midsection length is 15". OEM midsection and clamp brackets may be shortened. Aftermarket housing may be used with modified OEM clamp bracket. Liners may be removed and housings drilled for exhaust relief. No Champ midsections allowed. Aftermarket clamp bracket allowed.
- 29) After market stock appearing lightweight cowls allowed.
- 30) No aftermarket fuel injection or ignition systems allowed. Motec, MAD/SDS
- 31) EFI, MSD, Brucato PCU etc. not allowed. They can only be used under SUPER GAS RULES unless noted otherwise.
- 32) Brucato ACU and Repair (CDI) Replacement Boxes are allowed.

Lake Racer Minimum Weights

All weights subject to review at any time

Mercury Outboards

- Mercury 2.4 SUPER GAS 1400 lbs.
- 2.4 Liter Modified Production 1500 lbs.
- Pro Stock legal motor (32cc heads) 1400 lbs.
- Stock ProMax (37cc heads) 1400 lbs.
- Stock ProMax with Pro Stock style Set-Up - 1550 lbs ➤ Stock 280 (37cc heads) Stock Electronics 1450 lbs.
- Stock 300 (37cc heads) 1550 lbs.
- Stock 300 eyebrow with Horn (37cc heads) 1565 lbs.
- Stock 300 eyebrow with SVS (37cc heads) 1615 lbs.
- 2.5 Liter 1400 Modified Production Carb 1635 lbs.
- 2.5 Liter 1400 Modified Production EFI (Horn) 1,700 lbs.
- 2.5 Liter 1400 Modified Production EFI (SVS Blue or Gold) 1,715 lbs.
- MERCURY 2.5 SUPER GAS
 - 200 = 1500 lbs.
 - 225 = 1550 lbs.
 - 260 = 1650 lbs.
 - 280 = 1700 lbs.
- MERCURY 3.0 & 3.2xs SUPER GAS 1650 lbs.
- **Pure Stock Mercury 260, Stock 280: This is a Stock Motor, No Modifying allowed unless noted otherwise.**
 - EFI 260 1550 lbs. (26cc heads) □ EFI 260 1525 lbs. (37cc heads)
 - EFI 280 1425 lbs. (37cc heads min. with head gaskets or a stock 280 O-Rings) 280 Electronics
 - EFI 280 using conventional OEM Drag Electronics & tight heads = 1675 lbs.
 - EFI 280 using conventional OEM Drag Electronics 37cc heads = 1550 lbs.

- Rev limiters may be removed.
 - 260 EFI motors in this group may use OEM Drag ECU (A-48, A-63, A-6, A-13) and fuel pressure regulator.
 - EFI 280 using stock electronics & functional alternator & belt can run this spec.
 - 260-1.490" to 1.520" exhaust port height specs.
 - 280-1.500" to 1.520" exhaust port height specs. ➤ Required standard head gasket.
 - 260 27-814658-1 0.45 to 0.50
 - 280 O-ring
 - If metal has been removed from deck, thick head gaskets must be used.
 - 260 27-822844-1 head gasket part number.
 - All components must retain stock factory configuration from the adapter plate up except as noted.
 - 2:00, 1:87 or 1:75 gear ration only.
 - All components must remain in stock factory configuration from adapter plate and up.
-
- **Laser and Pro Max EFI Mercury**
 - 153 cubic inches 1670 lbs. minimum weight.
 - After market air inlet cover (SVS only) may be used.
 - Stock throttles cannot be bored.
 - Stock Fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.

Yamaha Outboards

- **Yamaha 2.6 Liter**
 - Super Gas 1550 lbs.
 - Modified Production OEM EFI 1600 lbs.
 - Modified Production OEM Carb 1600 lbs.
- **Yamaha 3.1/3.3 Liter**
 - Super Gas 1750 lbs. □ Modified Production 1800 lbs.

OMC Outboards

- **OMC Stock 3.0/3.3/3.4**
 - OEM 6X1 Carb 1510 lbs.
 - OEM Ficht / Etec injection 1550 lbs.
- **OMC 3.0/3.3/3.4 Liter Modified Production** □ 3.0/3.3 6X1bbl 1750 lbs.
 - Etec 2.6 (with Etec injection only) 1600 lbs.
 - Etec 3.3 (with Etec injection only) 1750 lbs.
 - Etec 3.4 (with Etec injection only) 1775 lbs.
 - Etec 3.4 (with Etec injection only) 1700 lbs. NOTE Rule Change on 8/18/2015
- **OMC 3.0/3.3/3.4 Super Gas**
 - OMC 3.0/3.3 Super Gas 1750 lbs.
 - OEM 6X1 Carb, Aftermarket Crankcase 1825 lbs.
 - Etec 2.6 (with Etec injection only) 1550 lbs.
 - Etec 3.3 (with Etec injection only) 1700 lbs.

Super Comp

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. See Fuel/Technical rule # 5 applies.
4. No nitrous oxide or any other bottle pressure injection used to enhance engine performance. No nitrous bottles allowed in the boat, disconnected nitrous solenoids.

5. No small gear cases.
6. No aftermarket tuners. OEM tuner and exhaust adapter plate may be modified. No variable tuners allowed.
7. No potentiometers, fuel by pass solenoids or any other devices to alter the fuel curve or pressure allowed. Multi fuel pump setups must be wired so that one switch must start and stops both pumps.
8. No after-market ignition systems or component parts; no spark retard/advances, electronic or mechanical allowed.
9. No metal removal or any internal cylinder block modifications allowed. No porting, polishing, feathering. No piston, rod or crank modifications. No balancing or blueprinting.
10. Pistons may be OEM, Wizard Marine Piston part #10592, Wiseco piston #11061(single ring) or #11062(dual ring). All must utilize unmodified stock weight (OEM weight) wrist pin unless expressly noted.
11. Maximum of three over bored cylinders, of .030" overbore maximum, allowed only on steel bores.
12. Minimum mid-section length is 15". OEM midsection and clamp brackets can be shortened. After-market clamp bracket are allowed. After-market mid-section housing are allowed, must be OEM like. Inner liners can be removed and housings drilled for exhaust relief. No Champ type mid sections allowed
13. 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.
14. Pyrometers allowed.
15. Aftermarket lightweight stock configuration motor cowls allowed all motors. No air induction attached to cowling or engine allowed.
16. After-market composite reeds allowed all motors. OEM reed cages for like motor, no modifications to reed cages allowed.
17. Carbureted motors may remove OEM air boxes and use after-market velocity stacks.
18. 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.
19. Standard ½" reach spark plugs only. Any heat range, style tip or brand allowed.
20. Aftermarket Flywheels allowed. All engines.
21. Brucato PCU/ACU may be used but adjustments from the cockpit ARE NOT ALLOWED. (e.g. No steam wheels or the like.)
22. Minimum of 10 gallons of fuel purchased at race site.
23. Support rings allowed all motors.
24. Aftermarket adjustable fuel regulator allowed. All engines.

Specific Motor Rules and Minimum Weights

Mercury

25. HP Mercury, 245 HP, 260 HP, 280 HP and 300 HP Drag:
 - Carbureted 245
 - ❖ 1350 lbs minimum weight
 - EFI 260
 - ❖ 1375 lbs minimum weight
 - EFI 280
 - ❖ 1375 lbs minimum weight
 - EFI 300 Drag, center horn
 - ❖ 1375 lbs minimum weight
 - EFI "eyebrow" Drag with horn
 - ❖ 1375 lbs minimum weight
 - EFI "eyebrow" Drag with SVS (blue or gold) in stock configuration.
 - ❖ 1390 lbs minimum weight.
 - Rev limiters may be removed.
 - EFI motors in this group may use OEM Drag ECU (A-48, A-63, A-6,A-13) and fuel pressure regulator
 - (1) 260 1.490" to 1.520" exhaust port height specs
 - (2) 280 1.500" to 1.520" exhaust port height specs

- (3) 300 1.490" to 1.510" exhaust port height specs
 - (4) 300 (eyebrow) 1.460 to 1.475 exhaust port height spec ➤ 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
 - 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 ➤ 2:00 or 1:87 gear ratio only.
 - All motors this group must use OEM 37cc minimum heads except 260.
 - All components must retain stock factory configuration from the adapter plate up except as noted.
 - 260 Mercury may use 26cc heads.
 - 280 Mercury may use 260 electronics
26. High Performance Mercury, 280 hp with standard 280 electronics:
- 1300 lbs minimum weight
 - Rev Limiter may be removed.
 - 2.00, 1.87, 1.75 gear ratio allowed.
 - Alternator belt to remain functional while in competition.
 - All components must remain in stock factory configuration from adapter plate up.
27. Pro Max or Lazer style EFI Mercury: factory production steel sleeve block only.
- 1350 lbs minimum weight
 - Rev Limiter may be removed.
 - OEM light weight flywheel allowed. No modifications.
 - High performance early style 16 amp alternator allowed.
 - OEM 1" thick reed manifold spacer plate is allowed.
 - 26cc minimum chamber OEM heads allowed.
 - Throttle body may be bored. No welding or other modifications to plenum.
 - Stock fuel injection configuration must be maintained, (injectors, fuel rail, regulator etc.)
 - Fuel injection ECU must remain in stock configuration inside and out.
 - All components must retain stock factory configuration from the adapter plate up except as noted.

OMC

28. OMC 3 Liter Looper:
- 1350 lbs minimum weight.
 - After market light flywheel allowed.
 - Early OEM small charging system may be used.
 - Rev limiter may be removed.
 - After market or cut OEM heads may be used, 36 cc minimum chamber volume. ➤ OEM looper carbs only, boring not allowed, any jetting.

Yamaha

29. Yamaha 2.6 liter:
- OEM looper carbs only, boring not allowed, any jetting.
 - 1350 pounds minimum weight.
 - After market light flywheel allowed.
 - Rev limiter may be removed.
 - Early OEM charging system and spark advance allowed.
 - After market or cut OEM heads, 33cc minimum chambers.
 - No long rod motors in this class.
 - OEM carbs for like motor, boring is allowed.
30. **Pro Stock Motors (Stock Production Mercury 2.5 Laser/XRI EFI 200 motors) ➤**
 Minimum Weight – 1325 pounds
- 1) Boats: Any production hull. No true tunnels or hydroplane type hulls.
 - 2) Must use spec fuel and oil purchased at the race site only. NO fuel or oil additives allowed. 3)
 Engine must be a Stock Mercury Outboard Production 2.5 liter 200HP power head with laser

- injection and no changes, modifications, aftermarket parts, or parts from mercury high performance allowed other than expressly noted below.
- 4) Motor must be an original XRI or Carburetor Motor/Block.
 - 5) No blocks with Special rod slots, Exhaust cavities that are different from a Normal Production Stock 200 fishing motors allowed.
 - 5) No Pro Max, 240 Sport Jet, Motorola, High Performance, Special Production, Back door or Custom engine blocks allowed.
 - 6) No 1991 model 14 pedal blocks allowed.
 - 8) No blocks from Mercury with machined rod slots.
 - 9) 10 pedal front halves only.
 - 10) New motors with taller decked blocks with o-ring heads allowed.
 - 11) Only 1 gasket per set of mating surfaces, Maximum thickness .065" **12) HP Mercury Parts Allowed (If it is not listed it is not allowed)**
 - a) Exhaust Divider Plate to mount coils.
 - b) One-piece HP adapter plate.
 - c) HP exhaust tuner.
 - d) HP rods bolts allowed. Rod caps may not be machined or ground for clearance.
 - e) HP metal cage rod bearings allowed.
 - f) **Aftermarket flywheels allowed.**
 - g) Stock High Performance 260 or drag Stator, Trigger, Switch Boxes, and Plug wires.
 - h) Mercury HP ECU allowed. (A-2, A-4, A-5, A-6, A-8, A-10, A-13, A-14, A-63, A-48)
 - i) Mercury HP ECU mounting Bracket.
 - j) Mercury HP Fuel Pump allowed.
 - k) Mercury HP Fuel Regulator allowed.
 - 13) Mercury Laser Throttle body Fuel Injection with matching intake manifold only.
 - a) Fuel Injection plenum and intake manifold must retain stock exterior appearance and dimensions. No additional hoses fabrication or welding allowed.
 - b) Air inlets must remain stock size and appearance with original butterfly.
 - c) Must retain original fuel rail and injectors. The original fuel rail and injectors must be inside plenum.
 - d) Plenum cover must remain fixed in place.
 - e) All other internal modifications allowed.
 - 14) After market composite reeds allowed. Only 4 or 5 pedal Mercury Production reed cages from like engine allowed. No mods to reed cages allowed. Reed cage lapping allowed.
 - 15) No intake, reed, plenum, manifold and/or exhaust spacer plates allowed on any motors.
 - 15) Any fuel pump and regulator allowed.
 - 16) Oil injection and mechanical fuel pumps may be removed and blocked. Filling the remaining crankcase volume is not allowed.
- 18) ECU Box must be Mercury or Rapair replacement Production or High Performance, ECU reprogramming allowed. Brucato PCU/ACU may be used but adjustments from the cockpit ARE NOT ALLOWED. (e.g. No steamwheels or the like.) (ODBA only)**
- 19) No OEM detonation modules or timing boxes. No device at all in the boat that can monitor or alter ignition timing or fuel curve, mechanical or electronic.
 - 20) Ignition must be stock 16 amp Mercury High Performance or Rapair replacement. No changes or modifications to components or wiring allowed. Charging coils must remain on stator.
 - 21) No extra wiring, hoses or non-approved devices under the cowl.
 - 22) Pyrometers, Water temp or Engine temp senders, Water pressure or Fuel Pressure senders allowed.
 - 23) Standard ½ inch reach spark plugs only. Any heat range, style tip or brand allowed. **24) 26cc minimum chamber OEM heads allowed. (ODBA only)**
 - 25) 0.042" minimum Piston to head clearance. Blocks may be decked to fit this spec with head gasket or o-ring heads. Any production or aftermarket head gasket or o-ring allowed.
 - 25) Engines may use rubber water diverters in water jacket for improved durability.
 - 26) Crankshaft must be a 2.5 Stock oil geared Crankshaft and 2.5 Rods.
 - 28) No metal removal or any internal cylinder block mods allowed. No porting, polishing, feathering. No piston, rod, wrist pin, sealing ring or crankshaft modifications. No lightning, balancing or blue printing. Welding on cylinder block allowed for repair only and must be machined back to stock

configuration and shape. [Piston Rings](#) may have end gap cut to racers preference. Metal may not be removed from inside or outside diameters of ring.

- 29) Up to .30 overbore allowed.
- 30) Aftermarket or OEM sleeves allowed with a max of 2 per motor. They must match the remaining sleeves in motor. No more than 2 original sleeves can be removed from block.
- 31) No swapping of sleeves from 1 motor to another motor. No moving sleeves around in a block. No Pro Max sleeves allowed.
- 32) Allowed Pistons: Additional Wrist pin washers are allowed in order to use bottom guided style pistons such as vertex
 - 2.5 Bottom Guided pistons allowed Vertex and Pro Marine 2400, 2415, 2430 series Weisco 3124 series
 - 2.5 Top Guided pistons allowed Vertex and Pro Marine 2500, 2515, 2530 series Weisco 3137 Series
- 33) All engines must use the original number of piston rings in the original location. No one ring pistons allowed.
- 34) Piston coating is allowed. No ceramic coated cylinder heads. Legal aftermarket pistons that are coated from the manufacturer are allowed. No other engine parts are allowed for coating.
- 35) Exhaust plates and tuners may be modified. NO aftermarket Tuners allowed.
- 36) Minimum mid section length is 15". OEM midsection and clamp brackets may be shortened. Aftermarket housing may be used with modified OEM clamp bracket. Aftermarket housing may be used with Aftermarket clamp bracket. Liners may be removed and housings drilled for exhaust relief. No Champ mids allowed.
- 37) No small gear cases. Gear cases must have functional forward, neutral and reverse and be shift- able from the driver's seat. Aftermarket nosecones with low water pickups allowed.
- 38) Only 1:87 or 2:1 gears. No other ratios allowed.
- 39) Any style engine cowls allowed. Must maintain stock appearance.

Modified Production

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. See Fuel/Technical rule # 5 applies.
3. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
4. No nitrous oxide or any other bottle pressure injection used to enhance engine performance. No nitrous bottles in boat, disconnect nitrous solenoids.
5. Engine modifications are allowed. All modifications, other than expressly noted, must use OEM identification numbered outboard motor components from like engine manufacturer.
6. No after-market ignition system except aftermarket OEM replacement parts are allowed; no advance/retard mechanisms, mechanical or electronic allowed. OMC carbureted engines may use Yamaha ignition.
7. Cylinder Support Rings Allowed.
8. 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.
9. No small gear cases.
10. Single plug aftermarket cylinder heads allowed.
11. No lightened crankshafts. Metal may be added to balance, but not removed. Stock stroke required.
12. No after-market tuners. OEM tuners may be modified.
13. 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.
14. No fabricated "Z" port motors.
15. No 2.5 liter Bridgeport Mercury.
16. 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. Nicasil sleeve motors with overbore must carry five pound weight penalty per cubic inch calculated from standard bore.
17. Pistons must be forged and or cast aluminum. Ring thickness must be greater than 1.1mm. No Dykes rings are allowed. Keystone or Flat rings only.
18. "Behind the liner" inlet porting allowed all motors.
19. Stuffing allowed all motors, block and front half only.
20. Pyrometers are allowed.
21. After-market composite reeds allowed all motors. OEM reed cages for like manufacturer.
22. After market "stock appearing" shape lightweight cowls allowed all motors. No air induction attached to cowl or engine allowed.
23. Aftermarket fuel pressure regulators allowed. All engines.
24. Carburetors may be bored. OEM air boxes removed and after-market velocity stacks used, any outboard carburetor allowed.
25. 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.
26. OMC, Yamaha and Suzuki may use aftermarket lightweight flywheels.
27. Aftermarket flywheels allowed all engines.
28. Minimum mid-section length is 15". OEM midsection and clamp brackets can be shortened. After- market clamp bracket are allowed. After-market mid-section housing are allowed, must be OEM like. Inner liners can be removed and housings drilled for exhaust relief. No Champ type mid sections allowed
29. Brucato PCU/ACU. (e.g. No steam wheels or the like.)
30. ECU may be mounted in cockpit (no vacuum pump allowed)
31. No X front halves by any manufacturer.
32. Minimum of 10 gallons of fuel purchased at race site.

Specific Motor Rules and Minimum Weights

Mercury

33. Center air inlet HP EFI Mercury:
 - 153 cubic inches
 - ❖ 1430 lbs minimum weight
 - 142.2 cubic inches
 - ❖ 1300 lbs minimum weight
 - Plenum may be bored, 3.500" maximum with aftermarket throttle shutter. No welding or fabrication on plenum
 - Fuel system must utilize OEM ECU, injectors, fuel rail and temp sensor.
34. SVS (blue or gold) air inlet HP EFI Mercury:
 - 153 cubic inches
 - ❖ 1445 lbs minimum weight.
35. Carbureted Mercury:
 - 153 cubic inches
 - ❖ 1300 lbs minimum weight
 - 142.2 cubic inches
 - ❖ 1200 lbs minimum weight
36. Laser and Pro Max EFI Mercury:
 - 153 cubic inches
 - ❖ 1400 lbs minimum weight
 - After market air inlet cover (SVS only) may be used. Stock throttles may be bored.
 - Stock Fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.
37. Mercury 3.0/3.2 liter big block:
 - Promax fuel injection
 - ❖ 1450 lbs minimum weight.
 - After market air inlet cover (SVS only) may be used.
 - Stock throttles may be bored.
 - 300X fuel injection
 - ❖ 1475 lbs minimum weight.
 - Carbureted
 - ❖ 3.0-1325 lbs minimum weight. ❖ 3.2-1400 lbs minimum weight

OMC

38. 3.3 liter OMC:
 - With Carburetors
 - ❖ 1430 lbs minimum weight.
39. OMC Loop Charged 3.0 liter:
 - With OEM fuel injection
 - ❖ 1430 lbs minimum weight
 - With carburetors
 - ❖ 1325 lbs minimum weight

Yamaha

40. Yamaha 2.6 liter:
 - With OEM fuel injection
 - ❖ 1430 lbs minimum weight
 - With carburetors
 - ❖ 1325 lbs minimum weight

Suzuki

41. Suzuki 2.7 liter:
 - With OEM fuel injection
 - ❖ 1430 lbs minimum weight
 - With carburetors
 - ❖ 1325 lbs minimum weight

Pro Stock

Race Hulls utilizing Stock Production Mercury 2.5 Laser/XRI EFI/Carburators, Yamaha and OMC Motors

- 1) Boats: Any production hull. No true tunnels or hydroplane type hulls.
- 2) Fuel: Sunoco 112 octane race gas. Must use spec fuel and oil purchased at the race site only. NO fuel or oil additives allowed.
- 3) Engine must be a Stock Mercury Outboard Production 2.5 liter 200HP power head with laser injection and no changes, modifications, aftermarket parts, or parts from mercury high performance allowed other than expressly noted below.
- 4) Motor must be an original XRI or Carburetor Motor/Block.
- 5) No blocks with Special rod slots, Exhaust cavities that are different from a Normal Production Stock 200 fishing motors allowed.
- 6) No Pro Max, 240 Sport Jet, Motorola, High Performance, Special Production, Back door or Custom engine blocks allowed.
- 7) No 1991 model 14 pedal blocks allowed.
- 8) No blocks from Mercury with machined rod slots.
- 9) 10 pedal front halves only.
- 10) New motors with taller decked blocks with o-ring heads allowed.
- 11) Only 1 gasket per set of mating surfaces, Maximum thickness .065"
- 12) **HP Mercury Parts Allowed (If it is not listed it is not allowed)**
 - a) Exhaust Divider Plate to mount coils.
 - b) One-piece HP adapter plate.
 - c) HP exhaust tuner.
 - d) HP rods bolts allowed. Rod caps may not be machined or ground for clearance.
 - e) HP metal cage rod bearings allowed.
 - f) Aftermarket Flywheels allowed.
 - g) Stock High Performance 260 or drag Stator, Trigger, Switch Boxes, and Plug wires.
 - h) Mercury HP ECU allowed. (A-2, A-4, A-5, A-6, A-8, A-10, A-13, A-14, A-63, A-48)
 - i) Mercury HP ECU mounting Bracket.
 - j) Mercury HP Fuel Pump allowed.
 - k) Mercury HP Fuel Regulator allowed.
- 13) Mercury Laser Throttle body Fuel Injection with matching intake manifold and OEM carburetors and intakes only from like manufacturer. No carburetor modifications unless specifically noted. No Mercury OEM Hi-Performance Carburetors.
 - a) Fuel Injection plenum and intake manifold must retain stock exterior appearance and dimensions. No additional hoses fabrication or welding allowed.
 - b) Slosh baffles allowed in OEM OMC plastic carbs.
 - c) Air inlets must remain stock size and appearance with original butterfly.
 - d) Must retain original fuel rail and injectors. The original fuel rail and injectors must be inside plenum.
 - e) Plenum cover must remain fixed in place.
 - f) All other internal modifications allowed.
- 14) After market composite reeds allowed. Only 4 or 5 pedal Mercury Production reed cages from like engine allowed. No mods to reed cages allowed. Reed cage lapping allowed.
- 15) No intake, reed, plenum, manifold and/or exhaust spacer plates allowed on any motors.
- 16) Any fuel pump and regulator allowed.
- 17) Oil injection and mechanical fuel pumps may be removed and blocked. Filling the remaining crankcase volume is not allowed.
- 18) ECU Box must be Mercury, Brucato ACU or Rapair (CDI) replacement and must be mounted on the engine. ECU re-programming allowed.
- 19) PCU is not allowed.
- 20) No Steam Wheels allowed or adjustments to fuel once boat enters the water.
- 21) No mods to upper bearing cap or trigger assy. No material removal from either part allowed.
- 22) No OEM detonation modules or timing boxes. No device at all in the boat that can monitor or alter ignition timing or fuel curve, mechanical or electronic.
- 23) Ignition must be stock 16 amp Mercury High Performance or Rapair replacement. No changes or modifications to components or wiring allowed. Charging coils must remain on stator.

- 24) No extra wiring, hoses or non-approved devices under the cowl.
- 25) Pyrometers, Water temp or Engine temp senders, Water pressure or Fuel Pressure senders allowed.
- 26) Standard ½ inch reach spark plugs only. Any heat range, style tip or brand allowed.
- 27) Any Mercury Production Bath Tub or Top Hat Style Cylinder Head: 32 cc minimum head volume. Cylinder Heads may be cut to a 32 cc min. Heads with Hemi style chambers are not allowed. Squish area must remain flat, beveled squish area is not allowed. Chambers must retain stock configuration, shape and diameter. Welding allowed only for repairs and must be machined back to stock configuration and shape. Light sanding and polishing allowed cleaning up head chambers. No Angle cut heads.
- 28) 0.042" minimum Piston to head clearance. Blocks may be decked to fit this spec with head gasket or o-ring heads. Any production or aftermarket head gasket or o-ring allowed.
- 29) Engines may use rubber water diverters in water jacket for improved durability.
- 30) Crankshaft must be a 2.5 Stock oil geared Crankshaft and 2.5 Rods.
- 31) No metal removal or any internal cylinder block mods allowed. No porting, polishing, feathering. No piston, rod, wrist pin, sealing ring or crankshaft modifications. No lightning, balancing or blue printing. Welding on cylinder block allowed for repair only and must be machined back to stock configuration and shape. Piston Rings may have end gap cut to racers preference. Metal may not be removed from inside or outside diameters of ring.
- 32) Up to .30 overbore allowed.
- 33) Aftermarket or OEM sleeves allowed with a max of 6 per motor. They must match motor.
- 34) No swapping of sleeves from 1 motor to another motor. No moving sleeves around in a block. No Pro Max sleeves allowed.
- 35) Allowed Pistons: Additional Wrist pin washers are allowed in order to use bottom guided style pistons such as vertex
 - 2.5 Bottom Guided pistons allowed Vertex and Pro Marine 2400, 2415, 2430 series Weisco 3124 series
 - 2.5 Top Guided pistons allowed Vertex and Pro Marine 2500, 2515, 2530 series Weisco 3137 Series
 - 2.5 WSM Top Guided pistons Part #100-21-065K
 - 2.5 Top Guided pistons allowed Vertex and Pro Marine 2500, 2515, 2530 series Weisco 3137 Series,
 - 2.5 Bottom Guided pistons allowed Vertex and Pro Marine 2400, 2415, 2430 series Weisco 3124 series,
 - 2.4 Bottom Guided pistons allowed, Vertex and Pro Marine 2100, 2115, 2130 series Weisco 3100 series.
 - 2.0 Bottom Guided pistons allowed, Vertex and Pro Marine 8000, 8015, and 8030 Series Weisco 3108 series,
 - 2.0 Top Guided pistons allowed, Vertex and Pro Marine 4000, 4015, and 4030 series Weisco 3140 series,
 - OMC 3.0 liter standard pistons allowed Vertex and Pro Marine 1900, 1920, 1930, 4300, 4320, 4330 series Weisco 3119 Series
 - OMC 3.0 liter Ficht pistons allowed Vertex and Pro Marine 6000, 6020, 6030 series Weisco 3178 Series.
 - Yamaha Pistons allowed Vertex and Pro Marine 1600, 1620, 1640, 4500, 4520, 4540, 4600, 4020, and 4040 series Weisco 3116, 3146 and 3200 series,
- 36) All engines must use the original number of piston rings in the original location. No one ring pistons allowed.
- 37) Piston coating is allowed. No ceramic coated cylinder heads. Legal aftermarket pistons that are coated from the manufacturer are allowed. No other engine parts are allowed for coating.
- 38) Exhaust plates and tuners may be modified. Aftermarket Tuners allowed.
- 39) Any mid bracket assembly allowed, 15 in minimum. No champ style midsections of any type.
- 40) No small gear cases. Gear cases must have functional forward, neutral and reverse and be shift-able from the driver's seat. Aftermarket nosecones with low water pickups allowed.
- 41) Any Gear Ratio Allowed ratios allowed. Must be OEM
- 42) Any style engine cowls allowed. Must maintain stock appearance.
- 43) Light Weight flywheel must retain OEM magnets/Brendon Powers flywheel allowed with no modifications

- 1) Mercury Heads: No Metal removal except as noted.
 - 142 cubic in. 2.4 liter casting #15221, 32 cc min.
 - 153 cubic in. 2.5 liter casting #18488, 32 cc min.
 - 122 cubic in. 2.0 liter, 23 cc min.
 - 2.5 heads may be cut to 32 cc min.
 - O-Ring head to be 32 cc minimum.
 - No heads cut with beveled squish. (Mercury Only)
 - 14 Pedal non-finger port 2.4 use stock heads with no metal removal.
- 2) 3.0 OMC Min Head Volume is 43 cc. Head may be cut to this volume. Motor is* built with dome piston and beveled squish.
- 3) 2.6 Yamaha Min Head Volume is 49 cc. Head may be cut to this volume. Motor* is built with dome piston and beveled squish.

Specific Motor Rules and Minimum Weights Mercury Outboards

- 2.5 Liter 1400 lbs.
- 2.4 Liter 142.2 cubic inches 1300 lbs.
- 2.0 Liter 1075 lbs. □ 3.0 Liter 1500 lbs.

Yamaha Outboards

- 2.6 Liter (Standard rod motors ONLY) 1375 lbs.
- 2.6 Liter (Standard rod motors ONLY) Without stock squish-1410 lbs.
- 3.0 Liter 1500 lbs.
- 3.0 Liter 1535 lbs. - Without stock squish

OMC Outboards

- 3.0 Liter with Standard block 1430 lbs.
- 3.0 Liter with Ficht block 1460 lbs.

V6 Pro

1. Any type hull allowed
2. Only pro max or black motors allowed
3. Only steel or chrome bore allowed. No nic bores or high performance nic motors allowed except 2.4 and 2.0 liter motors.
4. XRI injection with stock setup allowed 185 lbs compression
5. All 2.4, 2.0 and 2.5 steel sleeve carb motors are allowed unlimited compression
6. XRI injection with SVS or alteration of stock setup allowed 165 lbs compression
7. Mercury five peddle front half motors with stock XRI or carbs
 - 155 lbs maximum compression
 - 1275 minimum weight
 - 2.7 L and below 1325
8. Only 4 $\frac{3}{4}$ " gear cases allowed, no small XR6 cases allowed
9. Only 15" or longer mid sections allowed. No 12"

3 Cylinder

- 1 Hulls will be limited to flat, V bottom and tunnel. No hydro or outrigger style hulls.
- 2 Boat must meet all ODBA safety regulations, battery and fuel tank secured (bolted or strapped) lifeline or equivalent, working fire extinguisher within reach of driver, driver must be seat and steering wheel only, no tiller style motors, hulls must have means of strapping for weighing.
- 3 Any fuel, no alcohol, no additives, no nitro methane
- 4 Timing computers controllers allowed
- 5 No power adders (NOS turbo blowers etc.)
- 6 3 cylinder engines only and limited to 86 ci, must have been production fishing outboard before modifications (60 sst OMC allowed) lower units must be of the shiftable type and may have low water pickup attached, mismatching of brands between powerhead and lower unit allowed, any midsection and trim allowed.
- 7 90 Yamaha min. weight 880 lbs.
40 Mercury min. weight 700 lbs.

42ci-44ci 700 lbs

45ci-62ci 800 lbs

63ci-86ci 880 lbs

River Racer

1. Any modifications allowed, compression limited to 150 lbs. all motors
2. Tech will be checked with a craftsman gauge
3. Any production hull (No tunnel or Hydro)
4. Minimum of 15 inch mid-section all motors
5. Spec Fuel and oil only. No additives allowed
6. Small block motors 1325 lbs.
7. Big block motors 1455 lbs.
8. OMC V8 Outboards 1625 lbs.

Pro Mod

1. Any boat allowed.
2. Any modifications allowed.
3. Any mid-section allowed.
4. Spec Fuel and oil only. No additives allowed
5. Minimum weights as follows:

- 2.5 – 2.69 small block 1250
- 2.7 – 2.999 small block 1300
- 3.0 and up big block 1375
- V8 1575

CRT motors will be allowed when available to all racer's and weights will be adjusted as needed.

To all engines weights can be adjusted up or down as needed at any time by the Board of Directors.

Pro Drag

1. Any boat allowed.
2. Any motor allowed. Billet motor allowed.
Any modification allowed.
3. Any mid-section allowed.
4. Any fuel. Additives allowed. No nitrous.

Unlimited

1. Anything goes. Nitrous allowed.
2. Minimum weights 1200 lbs.
3. Non nitrous boats NO weight limit.

Definitions

1. After Market: A part or component manufactured for an outboard engine other than by a major OEM (i.e., Mercury, OMC, Yamaha or Suzuki).
2. 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.
3. ECU: Electronic Control Unit, aka Brain, aka Brain Box.
4. EGT: Exhaust Gas Temperature
5. E-PROM: Erasable Programmable Read Only Memory
6. Hydro: A boat with hydrofoils or a flat bottom designed to lift above water at high speeds.
7. Outlaw Class: River Racer, Pro Mod, Pro Drag, Unlimited.
8. Laser Injection: Mercury Marine's standard production style fuel injection system as used on XRI and PRO-MAX series outboard engines.
9. OEM: Original Equipment Manufacturer
10. 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.
11. Note: President and Vice President may be included to constitute a quorum.
12. Race Entry: Every boat registered for an event.
13. Race Official: President, Vice President, Rules Committee member or anyone appointed by the President to perform any official duty relating to any event.
14. TPI: Throttle Position Indicator
15. True Tunnel: A production boat designed for Formula 1 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.

2019 ODBA Race Site Requirements

The following items are the minimum requirements necessary to host, sponsor and/or stage an ODBA event.

Items provided by ODBA:

1. Event insurance coverage. Copies of event policy available at sponsor's request. Organizations and individuals may be added to our policy for a small fee.
2. Personnel to manage race agenda, judge's stand, start line, launch ramps, and pit areas. Radios for ODBA race management communications.
3. Professional water rescue crew with divers and related equipment. Assistance may be required/requested with event sponsor.
4. Buoys, starting lights and related race course equipment.
5. Scales, slings, and related equipment to be used in conjunction with the SPONSOR provided crane for weighing boats. *** see Sponsor Provided Items
6. Awards plaques for 1st, 2nd, and 3rd places for each class.
7. Event coverage on ODBA website and internet racing forums. Note: Television coverage available at additional cost.

ODBA reserves the right to display series sponsor banners and signage and sell ODBA merchandise at all events. **ODBA also reserves the right to be the sole event T-shirt provider unless expressly negotiated with this contract.**

Event Sponsor Provided Items:

1. Sponsor must obtain ALL necessary Permits and Licenses to hold an event of this nature as required by Federal, State and local laws.
2. Sponsor required minimum financial commitment is \$_____ due to ODBA Saturday morning prior to the drivers meeting at 10:00 A.M., in the form of a cashier's check. See #20 Prize Monies.
3. (2) Dedicated paramedics and ambulance service assigned to race site must be provided and be on site by 11:00 A.M. on Friday Testing, Saturday Race Day and Sunday Race Day until sanctioned racing and testing is completed.
4. A crane or boom/winch truck with a minimum 2500 pound lifting capacity and a ten foot reach is required. It must be on site and ready for operation by 8:00 A.M. on both days. (ODBA will provide scales and lift harness). If a crane operator is NOT provided, keys for our operation must be provided.
5. We require a powered pontoon boat or barge that is a minimum of 20 feet. This vessel is used as a personal platform to operate our starting light equipment. It must be ready for operation by 7:30 A.M. both days. (Anchors and anchor lines provided by ODBA)
6. This vessel and all other vessels provided for official ODBA use must be in compliance with all state and local laws.
7. ODBA will require two manned support boats for official use. They may be used for towing and recovery of stranded race boats, taxing personnel to and from the starting barge and/or as safety patrol to assist in regulating traffic control on navigatable waters. An 18-20 foot runabout with adequate towing power and PWC (jet ski) makes for a good combination of support boats. Both should be equipped with tow ropes with hooks, fire extinguishers, etc.
8. Race site must have adequate room to hold events. This includes pit area for up to 100 boats, tow vehicles, support equipment/vehicles, and concession/vendor displays.
9. Race site (waterway) must have adequate "Pre stage", "Track", and "Shut down" room. This will require an area approximately 2000 to 2500 feet in total length. A professionally surveyed 800' course with plot map and pin/flag locations will be required. Location and placement of the surveyed race course must take into consideration the above mentioned "pre-stage area", "track =800' course", and the "shut down" areas. The track or the surveyed 800' course is defined by the

starting line and the finish line and these should be 800 feet apart. A diagram will be provided; in addition to using the assistance of your local ODBA racing representative. This local representative DOES NOT have the authority to CHANGE any requirements.

10. Race course and waterway must have restricted access during the event.
11. Any courses on public or open waterways must have Coast Guard and/or DNR approval and permits. Enforcement officers and related equipment and personnel are also required.
12. Location of the Finish Line and Judges stand is very important. A clear, unobstructed line of sight from the Judges Stand to the Starting line is imperative.
13. We require a reliable source of electrical power at our Finish Line/Judges Stand, four 110-volt outlets minimum.
14. A public address system is required to announce race heats and sponsor information. This is CRITICAL: The public address system must have adequate power, speakers, and be positioned to cover the entire race site and pit area. The system must be ready for operation by 8:00 A.M. both mornings. A technician to monitor the system operation and correct problems is suggested. Race announcer will be located at Judges Stand.
15. Adequate and clean restrooms for the expected size crowd, whether permanent, or portable, must be provided and serviced as necessary.
16. Peace/Security officers from the local police and Sheriff's Department are necessary and should be stationed at appropriate intervals around the event to ensure crowd control.
17. Local celebrities to perform the National Anthem on both days are suggested.
18. A local pastor to perform the invocation each day is also suggested.
19. Local media coverage, before, during, and after the event is suggested and is very beneficial to the success of current and future events
20. Prizes Monies: It has been our experience in the past that the larger the purse the larger the attendance by the drag racing community. Realize that drag boat racing is an expensive hobby and some racers are able to only race a limited schedule. Therefore the larger the advertised purse the greater the anticipated boat count and the bigger the race.

I agree to and accept these terms.

_____ Date _____
President ODBA

_____ Date _____
Authorized Race Site Coordinator