

2017 OUTBOARD DRAG RULES **updated 3/4/17**

The APBA Outboard Drag rules will mirror the rules of the ODBA within APBA Bylaws and Safety Regulations. These rules, although complete, will not cover all phases and situations which may occur during a regatta. The General Racing Rules will prevail over the Drag category rules in any conflict or where a situation is unclear.

HALL OF CHAMPIONS CRITERIA

1. To be eligible, a member must have won either an APBA sanctioned Outboard Drag National Championship, North American Championship, World Championship, Professional Series Class Championship, or National High Points Championship in the given year. A professional series is defined as a series which petitions and gains approval as such from the Outboard Drag Commission.
2. Once qualified, he will be awarded points for further accomplishments in that year as follows:
 - A. 3 points each APBA sanctioned Outboard Drag National Championship, North American Championship, World Championship or National High Points Championship up to a maximum of 9 additional points.
 - B. 2 points each Professional Series Class Championship or record established.
 - C. 1 point each (US-2) or Divisional Championship.
 - D. 1/2 point each regional championship.
 - E. 1 point for each National Championship, North American Championship, World Championship or Professional Series Class Championship won the previous year up to a maximum of 2 points.
3. Up to 10 points may be deducted for anything detrimental to our sport, such as proven illegal or unlawful activities, lawsuits involving APBA or APBA members, blatant unsportsmanlike conduct, etc. Final decisions as to this matter will be up to the APBA Outboard Drag Hall of Champions Selection Committee as appointed by the Outboard Drag Chairperson.
4. In the event of a tie, the following tiebreakers will be used:
 - F. Determine the average points per race for the drivers by dividing their total points for the year by the total number of races they raced. The driver with the highest points per race average will be inducted into the Hall of Champions.
 - G. If the first tiebreaker results in a tie, the driver with the highest number of "wet boats" in his class will be inducted into the Hall of Champions.

RULE 1 • GENERAL MANAGEMENT

1. All administrative records of the Outboard Drag category must be turned over to the succeeding Outboard Drag Chairperson.
2. The membership of the Outboard Drag Commission must include the immediate past Outboard Drag Chairperson to insure continuity.
3. Any club organizing an annual series of at least three (3) races may petition the Outboard Drag Commission for permission to race under special rules. This petition, along with the entire special rules proposal, must be submitted at least sixty (60) days before the first race of the annual series and must be acted upon by the Outboard Drag Commission within twenty-one (21) days. Upon approval, the special rules must be included in each race circular or be referenced, in the race circular, with a contact from which any member can obtain a copy prior to any race. If the class technical rules are altered in a given class, that class may not claim national High Points credit at those races. The sanction fees are to be established by the APBA National Headquarters.

RULE 2 • RECORD REGATTAS

1. Application for Records:
 - A. Sanction: A race, to establish an official record, must be run strictly in accordance with all provisions of the Association rules and under supervision of a Referee approved by the Drag Racing Commission.
 - B. Inspector: All competing boats may be measured by an Inspector approved by the Commission.
 - C. Timer: The timing should be verified by the official Timer of the Association. He shall serve on the Race Committee holding a sanctioned race.
 - D. Surveyor: For Record regattas, the course shall be surveyed by a competent licensed surveyor, appointed by the local Race Committee and approved by the Commission. He shall file with the National Headquarters in advance of the Regatta, a chart of the course with distances, marks, starting line, ranges, etc., clearly indicated. Charts must be filed six weeks prior to regatta day, unless specific waiver is given in writing by the Chief Surveyor. The Surveyor shall certify that the chart is correct and that the course during the racing events is in accordance with the said chart. A course laid out and recorded as above shall then be designated as an official course of the Association.
 - E. Records: Records in the Drag classes shall be awarded as follows:
 - 1) 1/4 mile or
 - 2) 1/8 mile.
 - F. No records shall be allowed in weight regulated classes without a certified scale at the race site.

RULE 3 • CLUB ELIGIBILITY

1. Any regular member club of the American Power Boat Association may conduct Drag races.
2. Club membership fees shall be in the amount fixed by APBA and as set forth on the official application for membership.

RULE 4 • CONTESTANT'S ELIGIBILITY

1. To be eligible to compete in Drag races sanctioned by the APBA, an individual:
 - A. Must be a full racing member of APBA in good standing. This applies to every person in a boat during competition or participation.
 - B. Must register with APBA National Headquarters, which will provide the member with a membership card showing the categories for which he or she is registered.
 - C. Must register his equipment with the Race Committee on an entry blank provided for this purpose.
 - D. Must also belong to a club which is a current member of the APBA.

E. Must be a minimum of 18 years of age for all Drag classes.

RULE 5 • RACE ENTRIES

1. Filing false or incorrect information on entry blanks shall be sufficient cause for suspension of owner and driver for one year from all racing as provided in the By-laws of the Association. However, serial numbers are unnecessary and will not be cause for disqualification.
2. When no registration cutoff time is stated on the Official Race Announcement, drivers must report to the Race Committee or its authorized representatives at least one hour before the scheduled start of the race for the purpose of checking and verification of the information required and furnished on the entry blank.
3. The sponsor or Race Committee shall not limit the total number of entries for any event.
4. The driver, by entering the race, guarantees compliance with all rules of the organization by crew, equipment and themselves.

RULE 6 • GENERAL RULES

1. Any driver who races a motor or hull or outfit which does not meet with specifications as quoted in these rules will be disqualified and warned. A second disqualification for the use of illegal equipment within a period of six months will result in automatic suspension of the driver for a period of six months from the date of the second disqualification.
2. A boat shall be disqualified which takes on fuel, supplies, equipment, or articles or material of any description before crossing the finish line without receiving in advance the consent of the Race Committee. Such minor repairs will be allowed if the participant does not interfere or delay the normal process of the race per the Race Committee. Minor repairs include: tightening of loose external nuts and bolts and the repair or replacement of propellers, steering system, throttle cable, shift cable, engine trim, engine tilt system, engine lift system, ignition system components, fuel lines, fuel filters, fuel pumps, carburetor jets, safety switch system, electric starting system components, and any other parts not covered by post-race inspection or technical rule requirements for that particular class. At the option of the race director, any part of the outboard motor may be changed under the notification and control of the Motor Inspector if so specified in the Circular.
3. In fuel regulated classes, racers must use standard pump fuel, non-oxygenated racing fuel, or aviation fuel. No horsepower enhancing additives will be allowed. The race committee reserves the right to require fuel and/or oil to be purchased at the race site. The octane and brand will be announced on the race circular.
4. No substituting of passengers and/or drivers will be allowed after the race begins or between heats.
5. Owners or drivers are to fasten their assigned number to each side of their boat in such a manner that the number is readily visible by the officials. Numbers must remain intact throughout the race. Numbers shall be a minimum of 4" tall and of contrasting color. Numbers will be between 2 and 999 and will be assigned by APBA. Requests for special numbers will be honored on a first come, first served basis by APBA.
6. It is recommended that all boats shall have adequate equipment so that they may be lifted in or out of the water, or for the purposes of weighing, from a single hook. Lifting slings/bridles shall be constructed from minimum 1/4" steel cable or minimum 1" wide nylon strap. Attachment to the boat motor will be by clevis pin or snap hooks to permanent attachment points located within or on the boat/motor and designed for lifting or weighing purposes. No ropes or open hooks.
7. Race officials may not use the official videotapes to assist in decision making except for starts and finishes. The use of other videotapes is not permissible in an appeal.
8. Any reinforced cockpit boats must meet all APBA OPC specifications and safety rules.
9. Drag races will be double elimination. Points will not be awarded unless a minimum of three boats start the race.
10. All classes having less than 25 active registered boats in two consecutive years may become ineligible for racing for the following two years, and may be removed from the rule book by vote of the majority of the Outboard Drag Commission at the annual meeting. After the expiration of the two year non-racing period, the class may be reactivated on a probationary basis, if the Outboard Drag Commission should feel that there may be good growth potential for this class.

RULE 7 • RACE COMMITTEE MANAGEMENT

1. Failure of the Race Committee, judges or any other official, directly or indirectly connected with the handling of a race, to carry out any provision of the rules or regulations, shall have no bearing whatsoever on the rights of any contestant or upon a contestant's duty to obey all rules.
2. Should any boat or owner commit a breach of these rules which is of a minor or technical nature and, in the judgment of the Race Committee, has had no direct effect on the relative position of the boats at the finish line, said Committee shall have power to decide whether or not such boat shall be disqualified. The referee shall record a minor infraction on a member's card whenever the member has defied the rule book. After the second such infraction is recorded within a six month period, that driver shall be disqualified from that heat and all other heats of that day's race. (A minor infraction is any infraction of the rules that does not in any way enhance the performance or finish of the boat or jeopardize the safety of the event.)
3. Race Reports: The Referee having general direction of a sanctioned race shall immediately thereafter file a full report of the race with National Headquarters. He shall also transmit to the attention of the Executive Director of the APBA bearing a postmark not later than fifteen (15) days after the final day of competition in the regatta to which the records pertain. Material received after this will not be considered as eligible for championship tabulation or record claims unless the Chairman of the Drag Racing Commission shall see fit in his judgment to extend the time.
4. The Chief Scorer shall promptly transmit all applications for membership and dues so received to National Headquarters.
5. It shall be the sole responsibility of the Referee to submit to National Headquarters all applications for records established at the regatta, together with certifications of timing equipment, surveyor and inspection.

RULE 8 • DRIVERS' MEETING

1. The Referee must choose at least one driver's representative. In case a driver cannot attend a Drivers' Meeting because of extenuating circumstances, it shall be the privilege of the Race Committee to permit the driver to be excused, have a private meeting and possibly be subject to a maximum penalty of \$100.00.
2. It will also be the duty of the Race Committee to inform drivers where to congregate upon completion of a heat. The Race Committee shall also have a meeting for all patrol boat personnel.
3. At National Championships the Drivers' Meeting shall be recorded and available upon request to participating drivers or owners in the event of protest or appeal.

RULE 9 • SUPERVISION-DISCIPLINE

1. Racing for Drag classes shall be conducted under the supervision of the Drag Commission. The decisions of this Commission shall be final in all matters pertaining to the administration and interpretation of the rules for these classes. This Commission shall serve as an appeal board for owners, drivers, referees, inspectors and race committee.
- A group of Deputy Racing Commissioners shall be appointed to represent Drag locally, and to assist the members and member clubs in matters pertaining to Drag whenever called on to do so, preside at record approved sanctions. Although they may be qualified to serve on Race Committees, if invited to do so, they shall not have any extraordinary powers to set aside the decisions of the Race Committee.
2. Technical Committees shall be appointed to advise the Drag Racing Commission and Deputy Commissioners on all matters of a technical nature.
3. Should it come to the attention of the Referee or any member of the Drag Racing Commission that any owner, driver, contestant or assistant of these, has violated any of these racing rules, which violation in the opinion of said Commissioner is of major importance or contrary to the best interests of power boat racing, has acted in an unsportsmanlike manner in connection with any racing event or whose conduct is unbecoming a gentleman, then the commissioner may disqualify, place on probation or suspend the said person or persons. Such probation or suspension shall be considered temporary, but in effect until such time as the matter shall have been disposed of in accordance with Article XV of the By-Laws of the APBA.

RULE 10 • RACE POSTPONEMENT

1. A race postponed for the day or rerun the next day shall be considered a new race, except when the boats are called back for a restart.
2. Sufficient notice of the change of time of start of a postponed race shall be given to all contestants.

RULE 11 • BUOYS AND PENALTIES

1. Contestants who fail to stay within the proper buoys shall be disqualified for that run.
2. Any boat that fouls a buoy, forces another boat to foul a buoy or other obstruction, or violates in any other way the rules governing right of way shall be penalized by a loss for that round. The Race Committee or Referee may, with or without a protest, penalize any boat before the awarding of prizes, which has committed a breach of these rules.

RULE 12 • STARTS

1. Boats will start idling, in gear, off plane. Boats will stage in pairs according to instructions from staging boat. Yellow flag signals next pair to enter commitment area (area between staging buoy and starting buoy). The race will be started with the white flag or electronic starting device at the Starter's discretion.
2. Flags:
 - Black:* Return to pits or do not leave pits
 - White:* Start of heat
 - Yellow:* Move from holding area to staging line
 - Green:* Inside lane winner
 - Red:* Outside lane winner
3. Each heat will be started by the raising or lowering of the white flag, at the starter's discretion. Christmas tree starting light procedures may be used.
4. PAIRING BRACKETS: Drivers shall draw for their initial bracket positions. Scorers and race officials will receive bracket information from APBA. If a driver draws a bye, he is not required to make a single run.
5. The following starting procedure is recommended for all races and mandatory for all record and national events. Both boats must be off plane by the staging buoy. The pace boat is the inside lane (established by the Referee at the drivers meeting), and must slowly idle towards the starting buoy. Both boats must be even prior to reaching the starting buoy or the starting judge will determine fault and call a turn-around. The non-pace boat must remain even with the pace boat as they approach the starting buoy. Only one fault per boat per pairing bracket is allowed before a loss for that heat results. The start judge may call a turn-around with no faults given, at his/her discretion. The winning boat in a double fault loss is still required to run a single.

RULE 13 • FINISH

1. Two judges are required at the finish line.
2. The first boat to cross the finish line is the winner of the heat.
3. A judge may videotape the finish and may review the videotape to make a judgment on the finish.
4. After crossing the finish line a boat shall not interfere with any boat still in the race as to affect the time of such boat at the finish and when course layout permits, shall move to the outfield and remain until signaled by the flag.
5. In order to be scored, a boat must be running under its own power at the finish.

RULE 14 • SCORING

1. Scoring for double elimination shall be by the following methods:
 - A. Any driver participating (finishing at least one heat) will receive 25 "show up" points.
 - B. Each driver will receive 25 points for each heat won.
 - C. Each bye run will receive 25 points.
 - D. Additional points will be given to first and second place finishers in each class as follows:
 - First125 points
 - Second..... 50 pointsIf any 1st or 2nd place driver is disqualified, the additional points awarded to that driver will be reassigned to the next placing legal driver.
2. Any boat and motor will be allowed to compete in any class in which it qualifies according to the rules of that class. The driver will receive points in the class in which he runs.

3. National Headquarters will tabulate High Points on a race basis with the following procedures:
 - A. There must be at least three legal starters of the class to receive High Point credits.
 - B. There will be a separate High Point record for each class.
 - C. Points will be credited to the driver of the boat, as shown on the Official Summary Sheet for the class entered, and not to the owner of the boat, if different.

RULE 15 • CHAMPIONSHIPS

- A. During each racing year a championship regatta shall be held for annual members of the American Power Boat Association only, provided that such championship races can be satisfactorily arranged as follows: At Regional and Divisional Championship races, drivers from other Regionals and Divisions are allowed to participate. However, these drivers may compete for trophies and merchandise but not championship trophies or qualifying positions for Divisional Championships. Qualifications for the Divisional Championship and Championship trophies will be awarded to the top resident drivers.
- B. If a non-resident driver wins a Championship event, the Regional or Divisional Championship trophies and Championship recognition will be awarded to the driver who is next in line and resides in the Region or Division wherein the Championship is held.
- C. No point recalculation is necessary in the case of (2); the drivers will merely move up in position.
- D. The National High Point Champion shall be awarded the number U.S. 1 in his class for the following year. The National Champion shall be awarded the number U.S. 2 in his class for the following year.
- E. One national event scheduling all Outboard Drag classes and one World Championship for each class.
 - 1) A National Championship event may consist of multiple consecutive sanctioned days of racing. The winner is to be determined by total points. In the case of a tie, a double elimination race will be run for positions involving prizes. In the case of a multiple day sanction, a race may be shortened at the discretion of the Race Committee. Any class that was not able to be run at the National Championship event may be run at a later event for the National Championship.
 - 2) Any APBA class that is run in an annual national series of races (i.e., IOGP, etc.) may compete for the APBA/UIM World Championship for that class in the series of races using the 9, 6, 4, 3, 2, 1 point scale. The series would then be considered the World Championship Series. The driver earning the most points in the series would be awarded the APBA/UIM World Championship for that year in that class. The series would be awarded the title on a bid basis.
- F. The Outboard Drag Chairperson shall check all sanctions for Outboard Drag races scheduled on the same dates as the Outboard Drag Divisionals and Nationals for conflict. No sanction applications for the same date as a Championship event shall be approved.
- G. No sanction application shall be approved for the classes competing in a Divisional for all regions comprising that division. No National Championships will be awarded on dates covering the holidays of Memorial Day, Labor Day and Independence Day.
- H. All Championships for the following year shall be submitted on an official form available from the Outboard Drag Chairperson and shall be awarded by the Outboard Drag Commission at their meeting during the APBA Annual Convention. The Outboard Drag Commission can accept National Championship bids up to four years in advance on a year-by-year basis reviewed annually. All National Championship bids submitted to the Outboard Drag Commission for consideration shall include a deposit in the amount of 10% of the committed prize money. All World Championship and Divisional bids submitted shall include a deposit of \$500 and \$250 respectively. The deposit shall be non-refundable if the bid is accepted. The deposit will be returned to the sponsor at the start of his championship race. Cancellation of the championship shall cause the deposit to be forfeited to the Outboard Drag Awards fund. Any championship for which no bid was received before or during this Outboard Drag Commission meeting, shall be awarded thereafter in the order of receipt of completed sanction forms by the Outboard Drag Chairperson and provided that they do not conflict with the previously approved sanction. After December 16 any sanction received by APBA in advance of a championship sanction shall be exempt from the championship's date protection. APBA must notify all involved sanctioning organizations of conflicts within (7) seven days of last sanction receipt.
- I. There must be at least five (5) legal starters in any class at all National Championship events.

RULE 16 • PROTESTS AND APPEALS

1. After competition, drivers shall have the right to protest any violation of the rules arising from sanctioned regattas affecting their particular class. If the protest concerns eligibility or legality of an entry, the protest must be filed in writing with the Referee not later than one hour after the finish of the last heat of the class in question or not later than one-half (1/2) hour after the finish of the last heat of racing on the day's schedule, whichever comes last. If the protest concerns the eligibility or legality of an entry, the complainant must post a fee, in accordance with the category rules.
2. The Inspector serving on the Race Committee shall be the sole arbiter of boat and motor protests except in the case of questionable condition or application of parts or approval of parts and/or motor models, which must be referred to the Racing Commission. In any case, the usual \$100.00 fee, plus \$25.00 per cylinder for a powerhead protest, shall be collected from the party protesting another contestant. If the boat or motor is found to be in compliance, the protesting party shall lose his protest fee which shall be awarded to the protestee. The owner of a boat or motor so protested shall present his boat or motor for inspection immediately after the race, or when required to by the Referee. In the case of a motor protest, the Inspector shall when necessary instruct the owner or driver to dismantle the motor completely. The Inspector may impound certain parts to determine their compliance with these rules. In case of a boat protest, the Inspector shall measure, weigh and request the driver or owner to remove certain parts such that the Inspector may ascertain if the boat complies with these rules or if water was used compiling class weight. Any expense required to carry out the terms of Section B shall be borne in full by the loser.
3. Fuel protest fee is \$375 (non-refundable). Fee must be paid in cash at the time protest is filed. If the fuel test results determine the fuel to be illegal, the protested shall bear the entire expense of the fuel test and the protesting party shall be reimbursed the protest fee.
4. In the event of a gross premeditated infraction, the driver and/or owner will be disqualified from racing with APBA for one calendar year. Boat driver and/or owner loses any accrued points, in all classes, up to and including the infraction date. The following are examples of a gross premeditated infraction:
 - A. A final race weight 30 lbs. or more under specified race weight.
 - B. Refusal to weigh - (not showing up at scales is considered refusal to weigh).
 - C. Refusal to tear down during motor inspection under protest.
 - D. Not passing motor tech inspection under protest.

- E. Refusal to submit to fuel check (in applicable classes).
 - F. Not passing fuel check.
 - G. Any direct or implied threat toward any APBA official.
5. If a boat owner and/or driver is charged with a gross infraction and wishes to be reinstated within that calendar year, a \$500 APBA Drag Reinstatement Fee may be paid by the violator, but points earned prior to and including infraction date cannot be reinstated. The reinstatement fee will be divided equally between the remaining drivers of that class on the day that the violation occurred. The reinstatement fee will be paid to and distributed by the Race Director.
 6. All decisions of the Referee shall be final regarding violation of starting, driving and course rules and appeals will be allowable only if suspension is involved.
 7. Any contestant who wishes to appeal a disqualification of boat, motor, or suspension, may do so by filing with the Referee a written statement accompanied by a \$100.00 appeal fee. The matter will then be settled by the Drag Racing Commission, with all prize awards held in abeyance pending a final decision. If the appeal is upheld, the \$100.00 appeal will be refunded. Otherwise, it will be utilized to defray general expenses of the Drag Racing Commission. Under no circumstances will an appeal be entertained unless it is filed with the Referee within one hour after the conclusion of the day's final event, or within one hour of the Referee's adverse decision, whichever comes later. The decision of the Drag Racing Commission on any appeal shall be final, conclusive and binding on all parties and shall not be subject to any further appeal or to any proceedings in any court.
 8. A copy of all protests and appeals involving technical requirements of boats and motors shall be sent by the Referee immediately to the Chairman of the Drag Racing Commission.
 9. Ten (10) days will be allowed for postmark of evidence and testimony mailed to the Commission Chairman from all parties concerned.
 10. The eventual final authority for all protests and appeals is the Drag Racing Commission.
 11. If the resolution of an appeal or protest requires the shipment of a part or parts to a technical committee, the Referee shall collect an additional \$100.00 from the person filing the appeal or protest. This money shall be used to defray the shipping costs for surface carrier shipment to and from the technical committee and any excess amount shall be sent to the Outboard Drag Chairman of the Drag Racing Commission. The Outboard Drag Chairman of the Drag Racing Commission shall send \$100.00 to the person who filed the appeal or protest and paid the additional \$100.00 if the appeal or protest is upheld. Any special handling or shipment will be at the owner's expense.

RULE 17 • PRIZES

1. Cash prizes, merchandise, appearance money and/or trophies may be awarded at the sponsors' discretion.
2. No trophy, prize or race shall be awarded to any person until all his racing and protest fees have been paid.
3. If a contestant is disqualified, the prizes shall be awarded the next contestant on the basis of points awarded to the legal boats in the corrected order of finish. No prizes shall be presented for a protested event until all protests that might affect the prizes have been decided.

RULE 18 • SAFETY

1. Driver Safety Equipment
 - A. During any race, every participant must wear a full shell competition helmet. Helmets must meet **Snell 2005** standards or equivalent. Face shields and face guards are allowed if they permit ready access to the mouth for rescue purposes. Helmet restraints are recommended for all Drag classes. After studying the merits of full face or full chine type helmets, the APBA Safety Committee recommended that these helmets not be used for power boat racing because of the increased weight, larger cross-sectional area and air sealing characteristics.
 - B. In all race categories every participant must wear a life jacket (P.F.D.) designed for racing with leg straps or thigh skirts and skid collars. The jacket shall have a minimum of 1/4" thick impact protection material covering the back and sides. The skid collar shall contain a single piece of material equivalent to Ethofoam 1/4" thick minimum which covers continuously from the top inner edge of the life jacket to a minimum of 2" past the base of the helmet when the wearer is standing in an erect position with the head looking toward the horizon and the life jacket worn in accordance with manufacturer's instructions. The axial coverage shall be from 110° to 250° minimum measured from the midsagittal plane (basically from the back of the ear to the back of the ear around the back side of the head). The outer covering shall be any synthetic material which is fungus- and mildew-proof (e.g., nylon, Dacron, etc.) and of equal or greater thickness than the material used as the jacket covering.
 - C. Every driver shall wear a racing life jacket with current certification, intended for the type of use. (This means that a capsule jacket would not be permitted in an open cockpit boat.) APBA General Safety Rules for life jackets apply, except that the Drag Category is exempt from any color requirements.
2. No driver shall assume a driving position that requires that he remove both hands from the steering wheel.
3. A suitable arrangement shall be installed capable of closing throttles in case of loss of control. An electric "kill" switch shall be installed and shall be capable of stopping the engine if the driver is separated from the boat. This switch shall also shut off the fuel pump. A kill switch must consist of a line (plug, cap, etc. which must attach to the parts inside the hull to facilitate continuous operation of the engine) and a tether less than four feet in length with a switch activating force less than 30 pounds. All safety switch tethers must be permanently attached to life jackets by a breakaway device with a pull force greater than the switch activating force. All boats with reinforced cockpits will have a positive on, positive off ignition shut off switch for the engine, (no momentary switches permitted) located on the left (port) outside of the cockpit. It will be clearly marked "ENGINE SHUTOFF SWITCH". Boats with reinforced cockpits equipped with electric fuel pumps must have a fuel pump shut down switch located adjacent to the engine shutoff switch. It will be clearly marked "FUEL SHUTOFF SWITCH". Those switches may be combined into a single maker- breaker style switch if desired.
4. Engines must be bolted to transoms. No adjustment of moveable/powered jackplates (transoms) is allowed, and power to powered jackplates must be disconnected during competition.
5. Anyone starting or running any outboard motor over land or dock with the propeller, propnut, washer(s), or thrust washer on the lower unit will be disqualified for thirty (30) days.
6. Pre-race safety inspection: An inspection of each entry must be made by the Race Committee, prior to the boat entering the water at every race, to determine whether the boat is seaworthy, of safe construction and that all mechanical devices for steering, throttle, lifting bridle, etc., are in good and safe working order. This inspection doesn't guarantee the safety or seaworthiness of the boat. Safety is the driver's responsibility, although an inspector can disqualify a driver if minimum requirements are not apparent.

7. Clothing requirements are as follows: long pants and closed toe shoes are required; and long sleeved shirts are recommended.
8. The Drag Racing Commission and Safety Committee can at any time during the year add rules to insure the safety of all drivers, crew, and others, subject to approval by the APBA Safety Committee.
9. Shiftable propellers have RPM, height, and maintenance specifications required by the manufacturers. These do not fit within Drag racing and performance situations, and therefore, the Inspector or Referee will not allow them to run. These products will be reviewed at year end to analyze any changes or improvements.
10. Foot throttle with spring return and steering wheel or floor mounted power trim buttons are required.
11. All safety capsules shall conform to OPC capsule rules.

RULE 19 • INSPECTION

1. Motors, hulls, and other equipment subject to these rules shall be inspected by the inspector and a report of any violation of rules and regulations submitted as early as possible to the Race Committee for action.
2. Such equipment shall be available for examination previous to the race and if found not in compliance with any governing rule or regulation, unsafe, unseaworthy, or unmanageable, or if the owner or driver has failed to live up to the rules, the Race Committee may rescind the entry. Correction or substitution may be permitted if made previous to competing in the race but the start shall not be delayed to allow compliance.
3. Immediately after the finish of a race, contestants shall report with their boats and motors to the inspector at such place as designated by the Race Committee. The boat and motor shall remain in the custody of the Inspector until dismissed. For the purpose of the enforcement of Drag technical rules, the engine and boat shall be assumed to have been raced in the same condition in which they appear during post race inspection.
4. The driver shall be responsible for the condition of the motor and hull as raced. Errors on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse noncompliance with the rules.
5. The Inspectors shall have the power after the finish of any race to order any contestant to dismantle his motor for inspection and measurement. Any contestant refusing to comply with the orders of the Inspector or Pit Manager or who violates the provisions of Section C of this rule shall be disqualified by the Race Committee.
6. Each winning boat and motor and such others as may be designated by the Race Committee, shall be torn down, inspected, measured and weighed. The Referee may waive inspection except at Regional, Divisional and National Championship regattas or if a protest has been filed or records are claimed.
7. The Inspector shall inspect and check the boat with the same powers and requirements defined for motors in other sections of this rule.
8. Boats in each weight regulated class must be weighed at the Inspector's discretion. All water must be removed from the boat prior to weigh-in. Water cannot be used to compile class weight requirements.
9. Except in the case of records, the scales need not be certified. Uncertified scales shall be available two hours before the start of the race and will not be protestable.
10. For the purposes of inspection, boat length shall be the total length of the boat at its maximum dimension, but no non-original additions will be allowed to make class length.
11. Head studs are allowed in all classes.
12. Factory production multiple propeller setups are allowed. Multiple engine setups are not allowed.
13. Mechanically forced inductions allowed in Super Modified, Pro Gas, Pro Fuel, and Unlimited classes only.
14. The following are not allowed in any class except the Unlimited Class:
 - A. Expansion Chambers
 - B. Turbochargers
 - B. Superchargers (blowers)
 - C. Transmissions (more than one forward speed)
 - D. Cool Cans
 - E. Speedmaster Type Gearcases
15. The Referee shall record a technical disqualification on a specific member's card whenever:
 - A. A driver does not report with his boat to the Inspector after a race for inspection.
 - B. A driver refuses to dismantle his engine when asked to by the Inspector.
 - C. A driver forfeits a race rather than submit to inspection.
 - D. In the opinion of the Inspector, the driver has defied the rule and competed non-stock equipment.
16. Any technical disqualification during a sanctioned event shall disqualify that participant for all racing under that sanction in that class.

RULE 20 • CLASS RULES

1. FORMULA CLASS

- A. Entry level class to be designed by conducting club, subject to all APBA General Safety Rules, and to be legislated by conducting club officials. No national points for this class.
- B. Formula class may be divided by the race committee in order to group boats by similar performance in order to promote competition and fairness.

2. FACTORY CLASSES

A. Factory Entry Level Classes General Rules:

- 1) **COMPETITION COMMITTEE:** A competition committee will control the rules for these classes in order to maintain fairness and closeness of the competition. Weights and allowed alterations may change at any time, but will not take effect until printed in Propeller.
- 2) **HULLS:** Boats in this class must be produced and offered by manufacturer with seating for a minimum of three adults. No competition hull designs allowed. Interior seats and/or upholstery can be altered and/or removed. After planes and trim tabs allowed.
- 3) **IGNITION PARTS:** No aftermarket ignition parts allowed other than RAPAIR remanufactured OEM Spec parts. No remote ECU adjustments allowed. No timing advance units allowed. Digital or electronic pyrometers must be disconnected during race.

- 4) GEARCASES: Gearcases must be shiftable (forward-neutral-reverse) from the driver's seat. No small XR6 style gearcases allowed unless otherwise noted. Nosecones are allowed. Hydrofoils are allowed.
- 5) HOODS: Aftermarket and lightweight OEM style hoods allowed. Louvers allowed.
- 6) FUEL: Gasoline only. Race gas allowed. No fuel additives allowed. May be required to purchase fuel on site.
- 7) SAFETY: Lifeline style racing life vest recommended. Snell approved helmet recommended.
 - a) Flywheels:
 - For stock motors – Allow aluminum with steel flex plate flywheels as manufactured by OEM to replace one-piece steel flywheels – no weight penalty. Allow change to 16 amp charging system with flex plate flywheel – no weight penalty.
- 8) WEIGHT: Base weight for all Factory Classes is 1600 pounds (see individual class rules for exact weights)

B. Factory Stock (formerly Pure Stock):

- 1) POWERHEAD: Engines to remain completely stock as produced with the following exceptions: Airbox may be removed, rev-limiter may be removed (Carb motors only), and oil injection may be removed. Timing changes and jet changes are allowed. Reeds of any material may be used. No other removal of metal from motor or engine components is allowed except as noted. Electric fuel pumps are allowed.
- 2) EXHAUST: Exhaust inner liner may be removed. Midsections may be drilled to relieve exhaust. Aftermarket external exhaust snouts are allowed. Factory exhaust tuner for year and model engine only. No alterations or changes are allowed.
- 3) GEARCASES: Small gearcases allowed ONLY on motors that were offered for public sale by manufacturer with small gearcases (i.e.: XR6s may run XR6 gearcase).
- 4) WEIGHTS:

150 HP.....	1600 lbs.	250 HP ...	1850 lbs.
175 HP.....	1650 lbs.	275 HP ...	1900 lbs.
200 HP.....	1700 lbs.	300 HP ...	2000 lbs.
225 HP.....	1750 lbs.		

 - a) Add 25 pounds to all the following Mercury/Mariner Performance Products Motors: ProMax 150, 200, 225, 225x and 300x; plus 245, 260, 280 and 300 Drag motors.

C. Factory Pro Stock (replaces Super Stock II)

- 1) ENGINE RULES: See Super Stock engine rules.
- 2) WEIGHTS: 1600 lbs. for all engines noted in Super Stock.

D. Factory Hot Rod:

- 1) ENGINE RULES: See Super Gas 1 (for fuel injected motors) and Super Gas 2 (for carbureted motors) rules. V-8 Motors are allowed with weight penalty - see below.
- 2) WEIGHTS

.....V-6 Motors.....	V-8 Motors
Carbureted Motors	1600 lbs.....1800 lbs.
Consumer/Production EFI Motors	1650 lbs.....N/A
- 3) Airhorn/Aftermarket EFI motors 1700 lbs..... 1900 lbs.

E. Factory Modified:

- 1) ENGINE RULES: See Modified Production engine rules.
- 2) WEIGHTS

.....V-6 Motors	V-8 Motors
Carbureted Motors	1600 lbs.....1800 lbs.
Consumer/Production EFI Motors	1650 lbs.....N/A
Airhorn/Aftermarket EFI Motors.....	1700 lbs.....1900 lbs.

Motors less than 153 cubic inches may deduct 100 lbs. from above table.

3. PRO 120

- A. Boats: Any production hull, including true tunnels and hydroplane type hulls.
- B. No nitrous oxide or other bottle pressure injection. Bottles must be removed and solenoids disconnected.
- C. 126 cubic inches maximum displacement all motors.
- D. No Forced Induction allowed, no expansion chambers/stacks/headers allowed.
- E. Any engine modification (and aftermarket parts) allowed unless otherwise specified in engine rules.

F. Specific Engine Rules and Minimum Weights

- 1) V-4, Inline 3, 4, 5, or 6 cylinder configuration motors:
 - a) Using any fuel, oil or additives 1100 lbs. min. wt.
 - b) With std. pump/race fuel (no power boosting additives) 1050 lbs. min. wt.
 - c) Any cross-flow (V-4 or inline) engine, any fuel 800 lbs. min. wt.
- 2) V-6 configuration motors 1150 lbs. min. wt.
 - a) Std. pump/race fuel (no power boosting additives)
 - b) Carburetors only, 3x2-barrel.
 - c) No "behind the liner" modifications.
 - d) No lightened cranks. Metal may be added to balance, but not removed.
 - e) Cast iron cylinder liners only.
 - f) Racing direct drive (SpeedmasterT) gear cases allowed.
 - g) Factory style fuel injection allowed (Laser/center horn).

4. SUPER STOCK

- A. Boats: Any production hull. No true tunnels or hydroplane type hulls.

- B. Fuel: Must run pump gas or standard, non-oxygenated race fuel. No power-boosting additives allowed. Class is subject to fuel testing. Race committee may require class to run spec fuel and oil available on-site.
- C. No nitrous oxide or any other type bottle pressure injection. No bottles in boat; nitrous solenoids must be disconnected.
- D. No small gearcases.
- E. No aftermarket tuners allowed. OEM tuner and exhaust adapter plate may be modified.
- F. No potentiometers, fuel bypass solenoids or any other devices to alter the fuel curve allowed. Multiple fuel pump systems must not be sequentially wired or activated and must be wired in series; one switch must start and run both pumps.
- G. No aftermarket spark retard/advances, electronic or mechanical allowed.
- H. No metal removal or any internal cylinder block modifications allowed. No porting, polishing, feathering. No piston, rod or crank modifications. No balancing or blueprinting.
- I. Pistons must be OEM or aftermarket made to OEM specs.
- J. Maximum of three over-bored cylinders allowed. Maximum of .030" overbore allowed only on steel bores.
- K. Minimum midsection length is 15". OEM midsections and clamp brackets may be shortened. OEM clamp bracket may be shortened and aftermarket 15" min housing used. Inner liners may be removed and housings drilled for exhaust relief. No Champ-type mid-sections allowed.
- L. Gear cases must have functional forward, neutral and reverse and be shiftable from the driver's seat. Aftermarket nosecones with low water pickups allowed.
- M. Pyrometers allowed.
- N. Aftermarket lightweight stock configuration motor cowls allowed all motors.
- O. Aftermarket composite reeds allowed all motors. OEM reed cages for like motor, no modifications to reed cages allowed.
- P. Carbureted motors may remove OEM air boxes and use aftermarket velocity stacks.
- Q. Oil injection and mechanical fuel pumps may be removed and blocked off. Carbureted motors may use in-the-boat electric fuel pump and aftermarket adjustable fuel pressure regulators.
- R. Standard 1/2-inch reach spark plugs only. Any heat range, style tip or brand allowed.
- S. Lightweight flywheels allowed.

T. Specific Engine Rules and Minimum Weights

- 1) High Performance Mercury, 245 hp, 260 hp and 300 hp Drag
 - a) Carbureted 245 horsepower 1350 lbs. min. wt.
 - b) EFI 260 horsepower 1410 lbs. min. wt.
 - c) EFI 280 horsepower 1385 lbs. min. wt.
 - d) EFI 300 horsepower Drag, center horn 420 lbs. min. wt.
 - e) EFI 300 "eyebrow" Drag with horn. 1420 lbs. min. wt.
 - f) EFI 300 "eyebrow" Drag with SVS in stock config 1430 lbs. min. wt.
 - g) Rev limiters may be removed.
 - h) EFI engines in this group may use OEM Drag ECU (A-48, A-63, A-6, etc.) and fuel pressure regulator.
 - i) Exhaust port height specs:
 - i. 260 1.490" to 1.520"
 - ii. 280 1.500" to 1.520"
 - iii. 300 1.490" to 1.510"
 - iv. 300 eyebrow 1.460" to 1.475"
 - j) Required standard head gasket on Drag engine:
 - i. 260: PN 27-814658-1 (0.045 – 0.050")
 - ii. 300 Drag: PN 27-822844-1 (0.055 – 0.060")
 - k) If, during repair, any metal was removed from deck, thick head gaskets must be used:
 - i. 260: 27-822844-1
 - ii. 300: 27-840322-1
 - l) 2:00 or 1:87 gear ratio only.
 - m) All motors in this group must use OEM 37cc minimum heads except 260.
 - n) All components must remain stock factory configuration from the adapter plate up, except as noted.
 - o) 260 Mercury may use 26 cc heads.
 - p) 280 Mercury may use 260 electronics.
- 2) High Performance Mercury - 280 hp with standard 280 electronics:
 - a) 1300 lbs. min. wt.
 - b) Rev limiter may be removed.
 - c) 2.00, 1.87 or 1.75 gear ratios allowed.
 - d) Alternator belt to remain functional while in competition.
 - e) All components must remain in stock factory configuration from adapter plate up.
- 3) Pro Max- or Laser-style EFI Mercury, factory production steel sleeve block only:
 - a) 1350 lbs. min. wt.
 - b) Rev limiter may be removed.
 - c) OEM lightweight flywheel allowed. No modifications.
 - d) High performance early style 16 amp alternator allowed.
 - e) OEM 1-inch 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 remain stock factory configuration from adapter plate up except as noted.
- 4) OMC 3-Liter Looper:
 - a) 1350 lbs. min. wt.
 - b) Aftermarket light flywheel allowed.
 - c) Early OEM small charging system may be used.
 - d) Aftermarket or cut OEM heads may be used, 36 cc minimum chamber volume.
 - e) OEM looper carbs only, boring not allowed, any jetting.
 - f) Rev limiter may be removed.
- 5) Yamaha 2.6 liter:
 - a) 1350 lbs. min. wt.
 - b) Aftermarket light flywheel allowed.
 - c) Rev limiter may be removed.
 - d) Early OEM charging system and spark advance is allowed.
 - e) Aftermarket or cut OEM heads allowed with 33cc minimum chambers.
 - f) No long-rod engines allowed in this class.
 - g) OEM carbs for like motor, boring is allowed.

5. SUPER GAS CLASSES

A. Super Gas General Rules

- 1) Any production hull configuration. No true tunnels or hydros.
- 2) 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.
- 3) Short-block alterations of any kind are not allowed except as noted. No blueprinting, polishing, grinding, balancing, feathering, etc.
- 4) Short-blocks with steel sleeves may be decked a maximum of .010". Cylinder overbore limited to size of available OEM service parts.
- 5) Any modifications external to the short-block are allowed except as noted.
- 6) 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.
- 7) 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.
- 8) 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.
- 9) Mercury/Mariner 2.5 litre Drag/S3000 powerhead is not allowed.
- 10) No nitrous or bottle pressure injections allowed (bottles must be removed from boat, solenoid disconnected and inspected by Safety Committee or Technical Inspector).
- 11) Gasoline only. Race gas is allowed. No fuel additives allowed.

B. Super Gas 1

- 1) Minimum weight requirement is 1400 lbs.
- 2) Fuel injected engines allowed.
- 3) No V-8s allowed.

C. Super Gas 2

- 1) Minimum weight requirement is 1400 lbs.
- 2) Carbureted engines only.
- 3) No V-8s allowed.
- 4) No engines produced by a high performance division, group, or subsidiary allowed.
- 5) For general service, maintenance or repair, the use of (direct replacement) aftermarket parts is allowed. Parts must meet OEM specs and be available to anyone and be purchased from any marine dealer. The use of remanufactured powerheads, remanufactured by factory authorized facilities, is allowed provided they meet all OEM specs as recognized by the Outboard Drag Motor Technical Committee.

6. LAKE RACER

- A. 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.
- B. Fuel: Must run pump gas or standard, non-oxygenated race fuel. No power-boosting additives allowed. Class is subject to fuel testing. Race committee may require class to run spec fuel and oil available on-site.
- C. No nitrous oxide or any other type bottle pressure injection. No bottles in boat, solenoids disconnected.
- D. Lifeline or Security style life vest recommended. Snell approved helmet recommended.
Note: The Lake Racer Class competition committee may adjust weights and rules at any time with the approval of the Outboard Drag Chairman. Rules will be effective when published in *Propeller*.
- E. Specific Engine Rules And Minimum Weights

- 1) With engines/rigging conforming to Super Stock rules
 - a) Merc Hi-Perf 2.5-liter 260 hp EFI..... 1635 lbs. min. wt.
 - b) Merc Hi-Perf 2.5-liter 300 Drag EFI..... 1635 lbs. min. wt.
 - c) Merc Eyebrow Drag with air horn 1645 lbs. min. wt.
 - d) Merc Eyebrow Drag with SVS (stock)..... 1655 lbs. min. wt.
 - e) Merc Hi-Perf 2.5-liter 280 hp EFI w/260 electronics 1610 lbs. min. wt.
 - f) Merc Hi-Perf 2.5 liter 280 hp EFI..... 1475 lbs. min. wt.
 - g) Merc Hi-Perf 2.5-liter 240 hp Carb..... 1550 lbs. min. wt.
 - h) Merc Pro-Max/Laser 2.5-liter EFI..... 1550 lbs. min. wt.
 - i) OMC 3.0-liter “looper” Carb..... 1550 lbs. min. wt.
 - j) Yamaha 2.6-liter Carb 1550 lbs. min. wt.
- 2) With engines/rigging conforming to Super Gas rules: 1725 lbs. min. wt.
 - 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 USA; and 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 0.010”. 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) Gear case must be shiftable (forward, neutral, reverse) from the driver’s seat. Gear case must be an OEM part for that model engine. No small gear cases.
 - 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 engine. No Champ-type midsections.
 - h) Mercury/Mariner 2.5 liter Drag/S3000 power head is not allowed.
- 3) With engines/rigging conforming to Modified Production rules
 - a) Merc center-horn 2.5-liter EFI 1800 lbs. min. wt.
 - b) Merc center-horn 2.4-liter EFI 1645 lbs. min. wt.
 - c) Merc SVS Drag 2.5 EFI, 2001 & later 1815 lbs. min. wt.
 - d) Merc 2.5-liter Carb 1670 lbs. min. wt.
 - e) Merc 2.4-liter Carb: 1595 lbs. min. wt.
 - f) Merc 2.5-liter ProMax/Laser 1745 lbs. min. wt.
 - g) OMC 3.0-liter Carb 1720 lbs. min. wt.
 - h) OMC 3.0-liter Factory EFI 1795 lbs. min. wt.
 - i) Yamaha 2.6-liter Carb 1695 lbs. min. wt.
 - j) Yamaha 2.6-liter Factory EFI 1795 lbs. min. wt.
 - k) Mercury 300X EFI 1820 lbs. min. wt.
 - l) Mercury 3.0 ProMax 1795 lbs. min. wt.
 - m) Mercury 3.0 Carb 1695 lbs. min. wt.
- 4) With engines/rigging conforming to Pro Gas rules:
 - a) Merc & Yamaha Small Block..... 1900 lbs. min. wt.
 - b) OMC, Yamaha & Merc Big Block Carb 1950 lbs. min. wt.
 - c) OMC, Yamaha & Merc Big Block EFI 1925 lbs. min. wt.
- 5) With OMC V8 engines/rigging conforming to Pro Gas rules..... 1950 lbs. min. wt.
- 6) With engines conforming to PRO CARB rules
 - a) Mercury 153 CID: 1800 lbs. min. wt.
 - b) Mercury 142.2 CID “behind the liner”: 1675 lbs. min. wt.
 - c) Mercury 142.2 CID: 1600 lbs. min. wt.
 - d) Mercury 122 CID “behind the liner”: 1550 lbs. min. wt.
 - e) Mercury 122 CID: 1475 lbs. min. wt.
 - f) OMC V6 “Looper”: 1825 lbs. min. wt.
 - g) Yamaha 2.6 liter: 1800 lbs. min. wt.
 - h) Yamaha 2.6 liter “long rod”: 1825 lbs. min. wt.

F. Fuel: Must run pump gas or standard, non-oxygenated race fuel. No power boosting additives allowed. Class is subject to fuel testing. Race committee may require class to run spec fuel and oil available on-site.

7. PRO CARB

- A. Boats: Any production hull. No true tunnels or hydroplane type hulls.
- B. Fuel: Must run pump gas or standard, non-oxygenated race fuel. No power-boosting additives allowed. Class is subject to fuel testing. Race committee may require class to run spec fuel and oil available on-site.
- C. No nitrous oxide or other bottle pressure injection. No bottles in boat; solenoids must be disconnected.

- D. Engine modifications are allowed. All modifications, other than expressly noted, must utilize OEM outboard motor components from like engine manufacturer.
- E. Gear cases must have at least forward and neutral, shiftable from the driver's seat. May use aftermarket nosecones with low waterpickups.
- F. Aftermarket dual-plug cylinder heads allowed all motors.
- G. No lightened crankshafts. Weight (metal) may be added to balance, but not removed.
- H. Modified OEM or aftermarket tuners allowed.
- I. Aftermarket ignition allowed on all motors.
- J. Pistons must be OEM or aftermarket made to OEM specs.
- K. Up to .030" overbore with no weight penalty on steel bore engines only. Overbore of 0.060" max all motors with a weight penalty of five (5) pounds per cubic inch calculated from standard bore. Nickel sleeves must use standard bore.
- L. Cubic inches limited to 187.
- M. "Behind the liner" transfer porting allowed all motors.
- N. Aftermarket lightweight engine cowls allowed.
- O. After-market composite reeds allowed, all motors; reed cages for like motor.
- P. Electric fuel pump and adjustable fuel pressure regulator allowed.
- Q. Pyrometers are allowed.
- R. Air boxes may be removed and aftermarket velocity stacks are allowed.
- S. Aftermarket lightweight flywheels are allowed.
- T. Any outboard marine carburetor allowed. Must remain in stock configuration.
- U. See Fuel/Technical for aftermarket and other parts not allowed.

V. Specific Engine Rules and Minimum Weights

- 1) Mercury V6
 - a) 153 cubic inches 1425 lbs. min. wt.
 - b) 142.2 cubic inch "behind the liner" 1300 lbs. min. wt.
 - c) 142.2 cubic inches 1225 lbs. min. wt.
 - d) 122 cubic inch "behind the liner" 1175 lbs. min. wt.
 - e) 122 cubic inch motors 1100 lbs. min. wt.
- 2) OMC Loop Charged V6 1450 lbs. min. wt.
- OMC 3.3 liter carb'd 1500 lbs. min. wt.
- OMC 2.7 liter (165 CID) 1425 lbs. min. wt.
- 3) Yamaha 2.6 liter motors:
 - a) Standard rod length motors 1425 lbs. min. wt.
 - b) Long length rod motors 1450 lbs. min. wt.

8. MODIFIED PRODUCTION

- A. Boats: Any production hull. No true tunnels or hydroplane type hulls.
 - 1) No nitrous oxide or other type bottle pressure injection. No bottles in boat, solenoids must be disconnected.
- C. Engine modifications are allowed. All modifications, other than expressly noted, must utilize OEM outboard motor components from like engine manufacturer.
 - 1) No aftermarket ignition advance/retard mechanisms, mechanical or electronic.
 - 2) Gear cases must have functional forward, neutral and reverse and be shiftable from the driver's seat. aftermarket nosecones with low water pickups allowed.
 - 3) No small gear cases.
 - 4) No dual plug heads. Yamaha, OMC and Suzuki may use aftermarket single plug heads. Drop-in/removable chamber heads are not allowed.
 - 5) No lightened crankshafts. Metal may be added to balance, but not removed. Stock stroke required.
 - 6) No aftermarket tuners. OEM tuners may be modified.
 - 7) No potentiometers, fuel bypass solenoids or any other devices to alter the fuel curve allowed. Multiple fuel pumps must be wired in series and one switch must start both pumps.
 - 8) Disconnect and remove all vacuum lines and extra wiring from under the cowls.
 - 9) No fabricated "Z-port" engines.
 - 10) No 2.5 liter Bridgeport Mercury.
 - 11) Up to .030" overbore with no weight penalty. Overbore of .060" max all motors with a weight penalty of five (5) pounds per cubic inch calculated from standard bore. Nickel sleeve engines must use standard bore.
 - 12) Pistons must be OEM or aftermarket made to OEM specs.
 - 13) "Behind the liner" transfer porting allowed all motors.
 - 14) Stuffing allowed all motors, block and front half only.
 - 15) Pyrometers are allowed.
 - 16) Aftermarket composite reeds allowed all engines. OEM reed cages for like engine.
 - 17) Aftermarket stock-configuration lightweight cowls allowed all motors. No air induction attached to cowl or engine allowed.
 - 18) Aftermarket adjustable fuel pressure regulators are allowed.
 - 19) Carburetors may be bored. OEM air boxes may be removed and aftermarket velocity stacks used.
 - 20) Oil injection and mechanical fuel pumps may be removed. Carbureted engine may use in-the-boat electric fuel pump and aftermarket

adjustable fuel pressure regulator.

- 21) OMC, Yamaha and Suzuki may use aftermarket lightweight flywheels.
- 22) All flywheels, all motors, must retain OEM magnets.
- 23) Minimum mid-section length is 15". OEM mids and clamp brackets may be shortened. OEM clamp bracket may be shortened and aftermarket 15" min housing used. Inner liners may be removed and housings drilled for exhaust relief. No Champ type midsections allowed.

D. Specific Engine Rules and Minimum Weights

- 1) Center air inlet High Performance EFI Mercury:
 - a) 153 cubic inches:..... 1430 lbs. min. wt.
 - b) 142.2 cubic inches:..... 1300 lbs. min. wt.
 - c) Plenum may be bored, 3.500" maximum. No welding or fabrication on plenum.
 - d) Fuel system must utilize OEM ECU, injectors, fuel rail and temp sensor.
- 2) SVS air inlet High Performance EFI Mercury:
 - a) 153 cubic inches1445 lbs. min. wt.
 - b) SVS must be OEM from Mercury.
- 3) Carbureted Mercury:
 - a) 153 cubic inches 1325 lbs. min. wt.
 - b) 142.2 cubic inches 1225 lbs. min. wt.
- 4) Laser and Pro Max EFI Mercury:
 - a) 153 cubic inches 1400 lbs. min. wt.
 - b) Aftermarket air inlet cover (SVS) may be used. Stock throttles cannot be bored.
 - c) Stock fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.
- 5) OMC Loop Charged 3.0 liter:
 - a) With OEM fuel injection 1430 lbs. min. wt.
 - b) With carburetors 1350 lbs. min. wt.
- 6) Yamaha 2.6 liter
 - a) With OEM fuel injection 1430 lbs. min. wt.
 - b) With carburetors 1350 lbs. min. wt.
- 7) Suzuki 2.7 liter
 - a) With OEM fuel injection 1430 lbs. min. wt.
 - b) With carburetors 1350 lbs. min. wt.
- 8) Mercury 3.0 liter big block
 - a) Promax fuel injection 1450 lbs. min. wt.
Aftermarket air inlet cover (SVS only) may be used. Stock throttles cannot be bored.
 - b) 300X fuel injection..... 1475 lbs. min. wt.
 - c) Carbureted 1350 lbs. min. wt.
- 9) 3.3 Liter OMC carb'd.1400 lbs. min. wt.

9. SPORT RACER

- A. Boats: Any type hull allowed.
 - C. No fuel additives allowed unless expressly noted. Must pass fuel check.
 - D. No nitrous oxide or any type bottle pressure injection.
 - E. Power Head: Any modifications allowed unless noted below.
 - 1) No lightened cranks.
 - 2) No stroked cranks, standard stroke length for engine listed.
 - 3) No even fire cranks on OMC cross flow.
 - 4) No super charging or any forced air induction.
 - 5) 0.065" max overbore from standard, V6 motors only.
 - 6) No behind the liner V6 Mercury, OEM or fabricated.
 - 7) All V6 Mercury must retain factory ignition (OEM) Rapair, etc. (No aftermarket MSD, lightning probes, etc).
 - F. Midsection: any midsection allowed - any length.
 - G. Gear Case: any gear case allowed.
 - H. Weights:
 - 1) OMC 99 cu in Cross Flow V4; 2x2 carbs..... 800 pounds
 - 2) Mercury 99 cu in Inline 6; 3x1 carbs 800 pounds
 - 3) Yamaha 108 cu in V4; 2x2 carbs 1000 pounds
 - 4) OMC 122 cu in V4; 4x1 carbs 1050 pounds
 - 5) Mercury 122 cu in V6; 3x2 carbs 1200 pounds
 - 6) Mercury 142 cu in V6; 3x2 carbs 1350 pounds
 - 7) OMC Cross Flow 149 cu in; 3x2 carbs..... 1200 pounds
 - 8) OMC Cross Flow 160 cu in; 3x2 carbs..... 1300 pounds
- Note: Add 50 pounds to above weights for any multi carb or Fuel injection setup, factory or after market.

- I. Methanol powered V4:
 - 1) Any V4, any engine modifications.
 - 2) Any multi-carb set-up or fuel injection allowed.
 - 3) Any size overbore allowed, however cubic inches are limited to 126 max.
 - 4) Methanol only, no additives.
 - 5) Any oil.
 - 6) 1175 pounds minimum weight.

10. PRO GAS

- A. Boats: Any production hull. No true tunnels or hydroplane type hulls.
- B. Fuel: Must run pump gas or standard, non-oxygenated race fuel. No power-boosting additives allowed. Class is subject to fuel testing. Race committee may require class to run spec fuel and oil available on-site.
- C. No nitrous oxide or other bottle pressure injection. No bottles in boat; solenoids must be disconnected.
- D. See Fuel/Technical for aftermarket and other parts not allowed.
- E. Aftermarket parts allowed. No forced induction, no expansion chambers, stacks, headers, etc. allowed.
- F. Any motor modifications allowed.

G. Specific Motor Rules and Minimum Weights

- 1) Mercury small block engines.....1350 lbs. min. wt.
- 2) Yamaha small block engines1350 lbs. min. wt.
- 3) Mercury big block engines1400 lbs. min. wt.
- 4) OMC big block engines.....1400 lbs. min. wt.
- 5) Yamaha big block engines.....1400 lbs. min. wt.
- 6) OMC V-8 engines1475 lbs. min. wt.

11. PRO FUEL

- A. Boats: Any production hull configuration allowed.
- B. Any fuel, oil or additives allowed.
- C. No nitrous oxide or other bottle pressure injection. Bottles must be removed and solenoids disconnected.
- D. Any motor modifications allowed, 8 cylinders maximum.
- E. See Fuel/Technical for aftermarket and other parts not allowed.
- F. Any aftermarket exhaust allowed.
- G. Minimum Weight: 1300 lbs.
With spec gas and oil purchased at race site; no additives1250 lbs. min. wt.
- H. Sputter boxes allowed

12. UNLIMITED

- A. Boats: Any hull configuration allowed.
- B. Any fuel, oil and any additives allowed.
- C. Turbochargers or blowers may not be used with nitrous oxide.
 - 1) Eight cylinders max, with nitrous oxide 1350 lbs. min. wt.
 - 2) Eight cylinders max, with turbocharger or blower.....1300 lbs. min. wt.
 - 3) Eight cylinders max, no nitrous oxide or bottle pressure injection, no turbocharger or blower1100 lbs. min. wt.
 - 4) Over eight cylinders, no nitrous oxide or bottle pressure injection, no turbocharger or blower.....1300 lbs. min. wt.
- D. Sputter boxes allowed.