



2020

**Racing Rules
and
Reference Guide**

www.deepsouthracing.net

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Officers

Owner/President – Shawn Jetton

Company Consultant- Jed Angelle

Board of Directors- Brett Hamilton, Cody Tarver, Scott Alleman,
Jeff Gullett, Darrell Pettefer, Marty Alexie

2020 DSRA Officials

Starter – Tray Taylor

Engine Tech – Jeff Gullett

Fuel Tech – Ricky Perez

Finish Line Judge – Fred Williams

Announcer – Alex Angelle

DSRA Rescue – Jason McDaniel/Melvin Sheppard/ Bruce Nelson/Michael Lazzarus

Weigh Master – James Brown, Jr

Equipment Coordinator/Rescue Boat Driver – Dale Prados

Registration/Race Brackets- Ashley Tarver/Monica Quintana

Merchandise sales – Louise Prados

Board of Directors Duties

- 1) Assist in developing yearly race schedule by helping with race site procurement and scheduling.
- 2) Assist in setting up and tearing down the race course at appointed events (either personally or by finding volunteers), along with DSRA Rescue and Racers.
- 3) Assist in setting up starting barge, finish line tent, video & audio equipment. Personally, or by finding volunteers.
- 4) Assist Engine Tech if illegal issue is found if President is not available.
- 5) Help set up scales and find crane operator. Help layout engine tech area and position fuel truck. Ensure adequate working area for safety tech.
- 6) Make work detail list and distribute necessary tools & supplies to assignees. Ramp, Scales, Fuel Tech (radio, fuel jars, etc.).
- 7) Help coordinate drivers meeting, Drivers Meeting will always be at 9:30 a.m. on Saturday and 10:00 am on Sunday unless announced differently.
- 8) Maintain radio communication (throughout race day) with other board members and officers to assist in matters that may arise.
- 9) Attend annual rules meeting and vote on proposed changes.
- 10) Communicate with officers and other board members throughout the year. This will allow us to always share ideas about how to improve the club and address other matters that may arise.
- 11) Two directors will be committed to a designated race site to foresee all above task are manifested.

- 12) Verify personnel/racers on work detail for accountability. Not participating in work detail will result in Disqualification of one race day and Suspension of one race day. Report any absentees to DSRA Officials or Officers.

2020 DSRA RULES

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

GENERAL

- 1) DSRA races outboard powered boats only.
- 2) Absolutely no drugs or alcohol consumption during competition. If you are caught doing either of these, you will be disqualified and lose any points awarded to you for that day.
- 3) Interpretation of Rules: No rule or set of rules can be devised to cover all aspects of racing. Whenever a situation may arise in which a rule does not seem clear it will be the responsibility of the DSRA owner and/or BOD to clarify and/or interpret the rule in question, using the letter of the rule and the spirit and intent under which the rule was written.
- 4) Radio Communication: Racing teams are required to possess and use two-way communications between a designated radio person and the driver of each entered boat. It is the responsibility of each race team to provide radio communications that are adequate for the purpose intended.
- 5) DSRA CODE OF CONDUCT: DSRA 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 DSRA sponsored event while displaying any lewd, abusive, vulgar or obscene language and/or image, etc. Issues resulting from such activity can be considered a gross infraction and will be dealt with as noted in the "Protests/Infractions" section. **Internet slander/Social Media is considered a gross infraction.**
- 6) The drag race course will be 800' feet unless race site does not logistically support 800' race course we will run 660 feet (1\8 mile). DSRA will indicate if course is shorter or longer, if possible. The length and survey of the course will be announced at the drivers meeting. 3-Cylinder Outlaw will run 660'
- 7) All decisions made by the starting line judge, the finish line judge, fuel Tech are final.
- 8) Engine Tech: upon finding of anything in question or illegal during any engine or boat inspection DSRA President or DSRA board of director will be called in to also inspect said part or subject in question in order to make a final call.

Pictures will also be taken of parts in question for future reference if needed. If parts are deemed illegal Driver/boatowner will be required to then complete motor tear down to crank shaft. If refused Driver/boatowner will not be allowed back for 1 calendar year. 4th & 5th boats are to remain in tech until 1-3 are released and have been deemed legal.

9) There will be no congregation of persons around the judges' stand (start or finish line) without the judge's permission. The judge or Officer must approve any exceptions.

10) Approximate Race Times (unless noted in race flyer or at Drivers' Meeting).

Race Registration starts at 8:00 a.m. to 9:30 a.m.

Scales Open at 8:00 am

Fuel Open at 8:00 am

Drivers' Meeting starts at 9:30 a.m. on Saturday and 10:00 a.m. on Sunday

Race Starts at 11:00 a.m.

Any driver late to meeting will result in a \$25 fine on the first offence then \$50 every offence after. To be paid before racing and money will go into general fund.

11) Any driver 14 to 17 years of age wishing to participate in a DSRA race requires parental consent and must pass a "driving test" conducted and witnessed by two DSRA officials prior to any scheduled race weekend.

12) Not participating in work detail will result in a GROSS INFRACTION. No one is exempt. It is the racers responsibility to find a replacement if he or she can't report for work detail. A work detail release form will have to be signed by the racer or replacement by an official at the end of the race weekend.

SAFETY

- 1) There will be a visual inspection by assigned Safety Personnel before any class races. The assigned Safety Personnel will determine whether a boat will be allowed to race. An appropriate person(s) as named in the driver's meeting must complete Tech Sheet's. Any exceptions must be approved by DSRA assigned Safety Personnel.
- 2) Propellers installed on motors must have a propeller cover and remain covered while in the pits and on the way to ramp. Installed propellers must be covered immediately after weight check or after leaving the water if weight check is not necessary. Drivers/owners who violate this rule are subject to a \$50.00 fine, which must be paid prior to further racing.
- 3) No cranking of engine in pit area with propellers on. Fine \$50.00.
- 4) Kill switches are mandatory in all classes. Boats with a restraint system will require a roll over type kill switch. Kill or rollover switches must kill ignition and all fuel pumps.
- 5) Foot throttles and trim buttons on wheel or floor are required in all race boats.
- 6) All race boats must have dual steering.

- 7) All boats with weight added must use “legal secured” weight, bolted or cabled in place rubber straps are acceptable. Safety personnel will determine if weight is properly secured and DSRA requires that all added weight be secured in the boat.
- 8) Racers in all classes must have approved full face racing helmets (Snell or DOT approved).
- 9) Certified racing lifejackets (Security or Lifeline recommended). Lifeline 170 Jackets (or Equal) min. to be used in open cockpit boats. Must be re-certified after 4 years.
- 10) Helmet restraints optional for all open cockpit boats.
- 11) Capsule suits only to be used in closed cockpit (capsule) boats.
- 12) Driver’s suits are recommended, but not mandatory. Shoes are required, and long sleeve shirts are recommended in all class. Optional but recommended safety equipment: Helmet restraints or Neck Brace.
- 13) Driver will be disqualified, for that day, if helmet and safety gear is off while boat is in motion or motor propulsion.
- 14) All boats must have a fire extinguisher mounted and accessible to driver. Extinguisher must be fully charged.
- 15) Boat floatation (Fun Noodles) is required. Fun noodles 3.5-inch diameter minimum of 120 linear feet. Fun noodles 2.5-inch diameter minimum of 168 linear feet. Noodles may be cut to install in the nose of the boat so that it does not interfere with safe operations.
- 16) **NO** practice hole shots, etc. without Rescue being ready on the course.
Hole shots must be done on the course, not to the side or back of the course.
- 17) **One** crew chief needs to be at Race Command with radio contact with driver or boat will be DQ’ed for that race day.
- 18) **Hydraulic Steering Systems must be Hi-Performance rated.**
- 19) **All Boats must be Radar Compatible to DSRA equipment for competition. No legal pass will be allowed without radar speed confirmed. If any boat does not pick up on radar the driver will then be asked to make a staged start while opposing lane boat sits in staging area. If the boat still does not pick up radar the driver will then be asked to make a staged start in the opponent’s lane. If the boat does not pick up on radar in either lane the boat will return to the pits with no points for that day.**

Registration & Points

- 1) All drivers AND boat owners (if not the same person) participating in DSRA sanctioned races must be paid Racing Associates in good standing with DSRA.
Annual Racing Associate Dues ---- \$150.00 Associate Member -- \$50.00.
- 2) : Entry Fee will be \$100.00 per class, per weekend. High Points Fund received \$20.00 for that class with the remaining \$80.00 added to the prize for that class.
: An additional \$45.00 for Safety Crew Services and \$45.00 for weekend insurance coverage will be collected from each participant.
: Fuel will be paid in full at registration, 10 gallons \$120.00

: A total for 1 entry per weekend = \$310.00 plus \$15 per qt of oil.

- 3) NO refunds will be made after start of Drivers Meeting.
- 4) Roll call will be taken at the start of both the Saturday and Sunday Drivers Meeting. If the boat driver is not present (doesn't answer roll call) at Drivers Meeting driver will be charged the late of \$25 1st offence and \$50 each offence- thereafter. If a driver is late for the drivers meeting and has not registered to race, he/she will be charged an additional \$25 fee in order to register to race.

DSRA uses a point system to determine the overall weekend winner. For a two (2) day race, the first day will be a ten (10) point spread; the second day is an eleven (11) point spread.

WEEKEND POINTS:

Each day is a race day and points will be awarded accordingly.

PLACE	SATURDAY	SUNDAY
1 st	100	111
2 nd	90	99
3 rd	80	88
4 th	70	77
5 th	60	66
6 th	50	55
7 th	40	44
8 th	30	33
9 th	20	22
10 th	10	11

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

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

*** Points go to the boat/owner not the driver.

- 4) Disqualification (minor infraction) of a boat will result in no points being awarded toward weekend total for the day of DQ.
- 5) Before any prize monies will be awarded each driver must turn in a completed Tech Sheet (see rules Saftey#1 and Fuel/Technical #1).
- 6) All Prize money will be paid for every class as follows:

: 3 Boat field = 1st Place 100%

: 4-9 Boat field = 1st Place 75% 2nd Place 25%

: 10 or more boat field = 1st Place 65% 2nd Place 25% 3rd Place 10%

- 7) At least three (3) boats are needed to make a class. The driver(s) must pay standard entry fee. Weekend prize money and High Points will be awarded per the Rules in this section.
- 8) DSRA awards High Points for each boat participating in a race. All High Points will be awarded to the boat as stated on membership form and/or weekend liability release form not to the driver of the boat. The boat owner must be a current Racing Associate with DSRA to acquire High Points. No boat ownership can be purchased over a race weekend.
- 9) There will be no “compounding” of points/per class by one owner being listed as owner of more than one boat in each class.
- 10) High Points will be awarded for both Saturday and Sunday race days.
- 11) One-day High Points awarding:
 - 1st place receives 10 high points
 - 2nd place receives 9 high points
 - 3rd place receives 8 high points
 - 4th place receives 7 high points
 - 5th place receives 6 high points
 - 6th place receives 5 high points
 - 7th place receives 4 high points
 - 8th place receives 3 high points
 - 9th place receives 2 high points
 - 10th place and so on receives 1 high point
- 12) If a racer’s entry fee is paid but does not make a legal start on Saturday and Sunday, they will receive 1 DSRA High Point (“Show Up” or “Rain Out” point).
- 13) If a racer is DQ’ed (minor or major infraction) on one race day but is allowed to race (but does not have to) on the other race day, he will receive 0 DSRA High Points for the day of DQ but is eligible for points of non DQ’ed race day. 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.
- 14) If a scheduled race is cancelled due to weather or unforeseen conditions those racers who have registered will get “show up point” one (1) point added to their DSRA High Points total, unless racer has been DQ’ed from previous race day.
- 15) High Points prize money and plaque is awarded to first place. Second place will receive recognition with a plaque only.
- 16) All prize money winnings will go to (name of) the boat owner.

Competition Procedure

- 1) At no time after the first pair of boats approaches the start line in a class, can a driver in that class receive any help from the bank. Nothing can be added or removed from the boat.
- 2) Race format will be 8 X 8. DSRA has the right to split the race weekend if we have more than 60 boats. With 60 boats or more DSRA will run a 4 X 4 race format.
- 3) Cards are drawn to determine pairing line up.
Grudge racing call outs will be allowed before cards are drawn. Both drivers must accept call out. If both drivers accept, they will be card A&B and so on if additional call outs are accepted. No call outs on Sunday, brackets will fall as normal from Saturday.
- 4) No refueling will be allowed during competition, unless deemed necessary by DSRA Advisory Board. Details will be covered in Driver's meeting.
- 5) Flags and their meaning:
 - Black Flag: Anyone in the water should proceed safely to their trailer. The race course will be closed upon mishap such as an accident on the course, etc.
 - Yellow Flag: Indicates return to start barge.
 - Red Flag: Indicates a closed course.
 - Checkered Flag: Will be picked up at start barge for victory lap.
- 6) Race heats are official after starting flag is waved, dropped or raised OR when starter has lighted the green lights. Any desire to request a more even start must be indicated by driver raising both hands into the air or raising your canopy PRIOR to the commitment buoy. Once a Driver has passed the commitment buoy, he may not opt out of start of the race heat.
- 7) False Starts – Only one false start per boat per heat. A second false start in the same heat will result in a loss for the boat charged. The Starting Official determines a false start. The Starting Official will notify the offending driver of his/her infraction (whose decisions are FINAL). The Starting Official may have both boats turn around and come back to the start line without charging either boat with a false start. Both boats can be charged with a false start if deemed necessary.

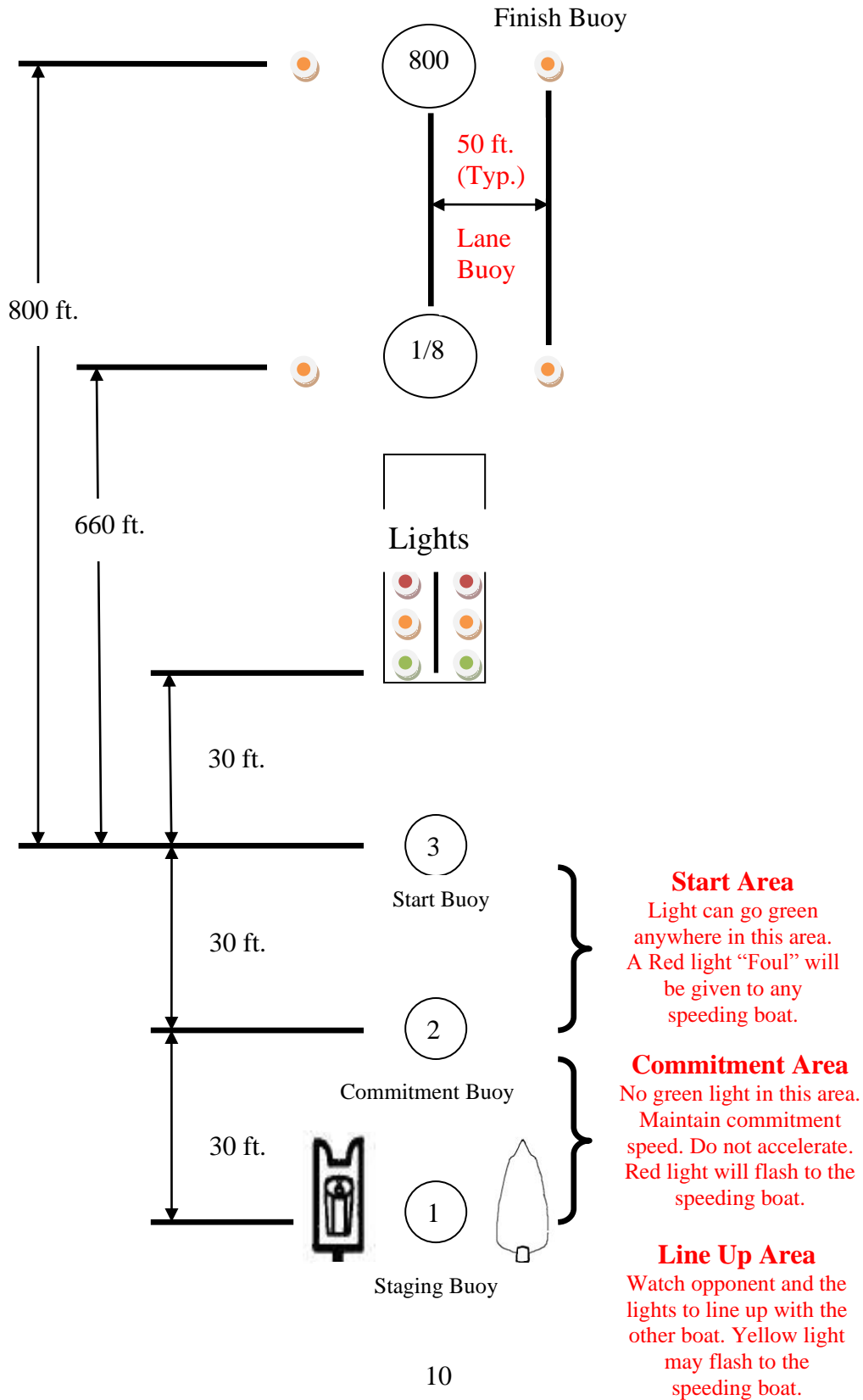
- 5 False starts on a race day will result in immediate elimination from competition for that class and that race day
- 8) In the event of a dead heat (race winner cannot be determined) racers will remain in the same lanes and rerun same race heat.
 - 9) During a race heat, boats must cross the finish line in the lane in which they started and are not permitted to cross over any of the center lane buoys. The large inflatable center lane marker buoy will be considered 'crossed' if damaged to the point of deflation and will result in the loss of that heat and the offending driver will be required to pay for its replacement. 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.
 - 10) Finish line video equipment will be used to help Finish Line Judge determine the winner of each race heat. This equipment will be used as weather and conditions permit. Finish line TV screen will be up for crew chiefs to view in order to not congregate on top of finish line judge.
 - 11) If a boat fails to approach the start line, under its own engine power and take the green flag/light when his/her draw number is held up, that boat is considered broken for that heat, if it is his/her "first loss", the boat remains in the race bracket until his/her boat can't make the next call. The boat in the other lane must take the green light/flag, run the entire quarter mile (speed to be determined by driver) and return when yellow flag is displayed to advance to the next round of racing. In the event neither boat can approach the start line under its own power and take the green flag/light, (See "Registration & Points" #5 for example).
 - 12) During Competition, a racer is allowed only **one** 5-minute repair per class per racer per day. Before the race heat begins if a racer needs to pick up to make repairs the racer must notify the starting barge, race command and/or Safety first and then the repair time will start, not when the boat is picked up. The repair will be supervised by DSRA Official or Board of Director. Also, if repair is required while in the water, repair must be conducted and supervised by starting barge or safety official.
 - 13) Drivers failing to report to the ramp RACE READY by LAST CALL will be disqualified for that class, that day. "Last call" will be determined by DSRA officials and announced.
 - 14) If you receive assistance for any reason other than safety, such as repairing your boat and/or motor, you are eliminated from competition. **This will be enforced.**

DSRA Starting Line Procedures

- 1) All boats must remain no further than 50-100 yards from the starting barge. The RED LIGHTS will remain on while you are staged. Watch the starting barge display panel or the cards for your draw number. Remain in the staging area until the starting Judge turns OFF the RED LIGHTS in both lanes.
- 2) Once the red lights have been turned off, fire up and approach the start line in the lane in which your draw number is displayed.

- 3) Boats must pair up, traveling below 7.5mph and 8.5mph for Pro Drag, Unlimited before approaching the first buoy and not rush the line. CHARGING will result in a FALSE START.
- 4) Attempts to PASS or SLINGSHOT a boat will result in a FALSE START.
- 5) Flashing yellow light in your lane means SLOW DOWN. This can apply to BOTH BOATS.
- 6) If you ignore the flashing yellow light you will receive a false start. This can apply to BOTH BOATS.
- 7) Boats may receive the green light any time after ANY PORTION of either boat passes the second buoy.
- 8) If the starting Judge does not give the GREEN LIGHT prior to the boats COMPLETELY passing the third buoy, drivers are to turn around and keep the wake to a minimum.
- 9) A RED LIGHT IN YOUR LANE indicates you have received a FALSE START. If there is no red light, there is not a false start.
- 10) If you fail to approach the starting line when your number is displayed, and the course is ready, and the red lights have been turned off, you will receive a FALSE START. The starting judge will turn the other boat around and, in an attempt, to have both boats approach the starting line for the second time. If you fail to approach the starting line again you will receive your SECOND FALSE START.
- 11) After a red light, turn your boat around and return to the staging area. If you see the starting Judge holding the red flag in your lane of travel, you have received a false start. Two false starts by the same boat equal one loss. The driver of the other boat may opt to run down the course and/or return to the staging area waiting on the next round of races.
- 12) Drivers who attempt to line up outside of the RADAR VIEW shall be given a false start.
- 13) Lane Buoys will be added at starting Line and finish line. Anyone not staging or running inside of these buoys will have a loss for that race heat.

Track Layout



Fuel/Technical

- 1) All drivers will be issued a Tech Sheet for each class entered. It is the driver's responsibility to have Tech Sheet completed by appropriate persons as described in Driver's Meeting. Failure to do so could result in disqualification from that class for that weekend.
- 2) All fuel and oil used in competition must be purchased at race site in specified quantities (10 gallons) from DSRA. Tech Sheet must be completed accordingly.
- 3) Head studs will be allowed in all classes.
- 4) The top (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. 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. Fuel Tech/Weigh Master must complete Tech Sheet.
- 5) The top (5) finishing boats must submit to fuel check unless another number is specified at the Driver's Meeting in all gas classes. Fuel Tech and Weigh Master must complete Tech Sheet.
- 6) DSRA 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 DSRA points will be withheld until a decision regarding part/component is made. DSRA will accept cost of shipping and insurance when sending part/component to an authority (i.e., Mercury, OMC, Yamaha, etc.) for confirmation and authenticity. DSRA cannot be held responsible for loss or damage of part/component during shipping.
- 7) Any boat in any class may be subject to a motor tech inspection (and fuel check, if applicable) and/or boat inspection by DSRA's Technical Inspector at any time after race registration. Failure to comply could result in a gross infraction. (See "Protests/Infractions", #4)
- 8) During a teardown motor/boat inspection, only the owner/driver, crew chief and Technical Inspector and personnel designated by Technical Inspector will be allowed in the inspection area.
Upon a case of finding anything in question or illegal during any engine or boat inspection DSRA President or DSRA board of director will be called in to also inspect said part or subject in question in order to make a final call. Pictures will also be taken of parts in question for future reference if needed. If parts are deemed illegal Driver/boatowner will be required to then complete motor tear down to crank shaft. Driver/boatowner will receive decision of infraction by the DSRA President or Official Board member before dismissed from Tech area. This **WILL** be strictly enforced! 4th & 5th place boat are to remain in tech unless told by tech to go back to pit area but must stay at race site until 1-3 are deemed legal.

- 9) 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. Pro Mod, Pro Drag, Unlimited and 1400 Modified classes excluded from this rule.
- 10) No extra wiring, hoses or non-approved devices under the engine cowl (beyond that of normal engine and gauge wiring and hoses). Pro Mod & Pro Drag and Unlimited classes excluded.
- 11) 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. Pro Mod, Pro Drag, Unlimited and 1400 Modified classes excluded.
- 12) : 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. Pro Mod, Pro Drag and Unlimited excluded.
: 1400 Modified may adjust fuel curve on ECU mounted in reach of driver and adjust fuel regulator in reach of driver. ECU cover must remain on ECU and may be sealed by tech if desired. NO vacuum pumps allowed. NO mechanical or electrical devices to alter total timing, timing curve and no OEM detonation modules or timing boxes allowed. No device at all in the boat that can alter ignition timing from the time competition begins until the boat clears tech.
- 13) The engine may have only one fuel supply line and one fuel return line to engine cowl. Pro Mod, Pro Drag and Unlimited excluded.
- 14) DSRA reserves the right to adjust minimum weights at any time deemed necessary for any combination in any class to assure even competition.
- 15) Engine water pickup must be integrated into the Gear Case. No external or hull mounted water pickups allowed.
- 16) If an official says not to return with an item and the motor and/or boat returns with said item, it may be construed as a gross infraction.
- 17) If you run a fuel regulator, it will be sealed during safety tech, if seal is broken at Fuel/Motor Tech you will be Disqualified.
- 18) No compression bottles of any kind allowed in boat.
- 19) Fuel Sample must be taken from Engine Fuel Rail with Engine Cowl Removed 8oz. minimum.
- 20) Fuel tank must be empty (no foam in tank), fuel jugs empty and inspected by a DSRA official before fuel is added at the ramp in the presence of the DSRA official. Oil will be given at that time.
- 21) Aftermarket Top and Bottom End Caps allowed on all All High Perf Big Bearing motors

These items are NOT allowed in any Class:

*** Pro Drag is excluded from these rules except for Multi engines, Blowers, Turbochargers and Nitrous Oxide. ***

Unlimited is also excluded and Nitrous Oxide allowed in Unlimited ONLY.

- Multi Engines.
- Blowers, Turbochargers or other forced air induction.
- Nitrous Oxide, no solenoids on motors, no bottles in boat.
- Transmissions with more than one forward speed.
- Cool Cans
- Expansion Chambers.
- Speed Master Type Gear cases.
- Electric water pumps for engine cooling.
- Water for ballast or weight.
- Variable pitch propellers (allowed for Performance Bass & Ski).

Protests/Infractions

- 1) Official protests must be written and filed within 60 minutes after that class is through racing. Protest forms may be obtained from the finish line Judge's stand. The completed protest forms (and any money) are to be turned over to BOD Official or DSRA President. Only a written protest signed by the boat owner and/or driver will be accepted. The boat and/or motor inspection protest fee is \$200.00. This fee is to be paid in cash when protest is filed. **Slender will not be tolerated.** If a competitor feels that there is a technical rules infraction, the protest form is the ONLY approved method of settling the issue.
- 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 DSRA will result.
- 3) Gas Protest Fee is whatever the going rate (nonrefundable). Fee must be paid in cash at time protest is filed.
- 4) In the event of a gross infraction, the driver and/or owner will be disqualified from racing with DSRA for one year from infraction date. Boat owner loses all accrued points, in all classes, up to and including the infraction date. The following are examples of gross infractions:
 - A. A final race weight of 30 lbs or more under specified race weight.
 - B. Refusal to weigh, not showing up at the scales is considered a refusal to weigh.
 - C. Refusal to tear down during motor inspection.
 - D. Not passing motor tech inspection.

- E. Refusal or inability to submit an adequate sample to process all fuel checks (in application classes). 8oz is the minimum amount needed to complete all fuel checks.
 - F. Not passing fuel checks.
 - G. Directing any nature of reprehensible conduct toward any race official, including but not limited to, obscene, abusive, or threatening language.
 - H. 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.
 - I. 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 Officers (owners) of an acknowledged affidavit by the official so aggrieved, the Officers shall implement whatever penalty they see fit, not excluding banishment from all DSRA events or functions. (I.e. slanderous public comments)
 - J. 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.
 - K. Removal of hands from the wheel or other dangerous moves, while boat is under race conditions, will constitute a loss and may, depending upon circumstances be interpreted as a gross infraction. Keep one hand on wheel at all times!!!
 - L. Any direct or implied threat toward a DSRA official.
 - M. Derogatory or destructive comments made post-race can be construed as a gross infraction.
- 5) If owner and/or driver are charged with a gross infraction, the driver or owner must pay a \$2000.00 fine. Points earned prior to and including infraction date will be forfeited for race season of the infraction. The FINE fee will be split (if it is a racing action infraction) by the Class High Points fund and the DSRA General Fund in the racing season that the fee is paid. Any other gross infraction goes into the DSRA General Fund. If a Racer receives a gross infraction, the racer will not be allowed to participate in DSRA High Points for that year of racing and up to the calendar date of the infraction. If a racer is disqualified and does not pay the reinstatement fee listed above, he is not allowed to participate in a DSRA event for one calendar year from date of infraction but, still cannot race until \$1,000.00 fee is paid to the high points winner of the race season that the infraction occurred.
 - 6) If a Racer is assigned to a work detail and does not show up for said detail, he or she will be Disqualified for one race day and Suspended for one race day.
 - 7) If a driver/owner has a life ban from another club due to cheating, conduct or anything DSRA deems irrational, they will also be banned from DSRA. This is circumstantial and can be reconsidered.

- 8) If a Boat is receiving a Gross infraction the boat Owner and Driver both are subject to the rules set forth in the above #5 rule.

Class Rules

3-Cylinder Outlaw

- 1) Hulls will be limited to Flat, V Bottom and Tunnel. No **Hydro or Outrigger style hulls**
- 2) Boat must meet all DSRA safety regulations. Battery and fuel tank secured (bolted, strapped) Lifejacket with leg straps (lifeline or equiv. ect.) Working fire extinguisher within reach of driver. Hulls must have means of strapping for weighing.
- 3) Entry fee and safety/insurance same as Registration & Points page 4
- 4) **Fuel:** Race Gas allowed.
No alcohol, methanol, E85 or nitromethane allowed.
Fuel will be tested for by specific gravity and water test for nonallowed fuels.
- 5) Timing computers, controllers allowed
- 6) No power adders. (NOS, turbo, blower, etc....)
- 7) You need enough fuel for the entire class. No refueling after race starts. 8 oz. fuel sample required.
- 8) If someone gets a buy run that boat still needs to make a complete pass.
- 9) Maximum bore in both Mod 40 & Mod 90 will not exceed .060".
Bore will be checked through spark plug hole.
- 10) Racecourse is 660'

MOD 40 Class

- 1) Any original factory 2 or 3-cylinder 40-60 HP fishing motor.
- 2) Must be 60 CI or lower.
- 3) Powerhead, midsection can be safely modified.
- 4) Lower unit can be modified-must be shiftable. Nosecones allowed, must have been a production outboard lower unit before modifications.
- 5) No Quicksilver racing lower units.
- 6) No nitrous oxide. See fuel note.
- 7) Weights for this class:
Boat and driver race ready = **800 lbs. minimum
Small bore <45 CI boat and driver = **700 lbs. minimum

Continued Page 17

MOD 90 Class

- 1) -Any original factory 3 cylinder up to 90 HP fishing motor up to 72 CI.
 - From 72.1 CI and up to 80 CI will need to add 100 lbs. for a total minimum weight 960 lbs.
 - No motors allowed over 80 CI.
 - This weight will be adjusted as needed to keep fair racing.
- 2) -Powerhead, midsection can be safely modified.
 - Lower unit can be modified- must be shiftable.
 - Nosecones allowed, must have been a production outboard lower unit before modifications.
- 3) No Quicksilver racing lower units.
- 4) No nitrous oxide. See fuel note.
- 5) Weights for this class:
 - Boat and driver race ready
 - 72 CI = **860 lbs. minimum**
 - 72.1 CI – 80 CI = **960 lbs. minimum**

Pro Stock

Race Hulls utilizing Stock Production Mercury 2.5 Laser/XRI EFI/Carburetors, 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. Aftermarket stock rods may be used, must be identical to OEM specs and appearance.
 - e) HP metal cage rod bearings allowed.
 - f) HP aluminum flywheel can be modifications.
 - 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 throttle linkage allowed all motors.
- 34) Aftermarket or OEM sleeves allowed with a max of 6 per motor. They must match motor.
- 35) No swapping of sleeves from 1 motor to another motor. No moving sleeves around in a block. No Pro Max sleeves allowed.
- 36) Allowed Pistons: Additional Wrist pin washers are allowed in order to use bottom guided style pistons such as vertex
 - 2.5 Stock Cast MERCURY Piston Allowed (no high perf pistons)
 - 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
 - 2.4 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,
- 37) All engines must use the original number of piston rings in the original location. No one ring pistons allowed.
- 38) 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.
- 39) Exhaust plates and tuners may be modified. Aftermarket Tuners allowed.
- 40) Any mid bracket assembly allowed, 15 in minimum. No champ style midsections of any type.
- 41) 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.
- 42) Any Gear Ratio Allowed. Must be OEM
- 43) Any style engine cowls allowed. Must maintain stock appearance.

44) Light Weight aftermarket flywheel allowed.

1) Mercury Heads: No Metal removal except as noted.

- 122 cubic in. 2.0-liter, 23 cc min.
- 2.5 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.

*Needs clarification to be discussed at Drivers meeting if someone show up to race one of these set-ups.

Pro Stock 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-1410lbs
- 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.

LAKE RACER

Lake Boats with Modified & Hi-Performance Motors

- 1) Any open cockpit, full interior production hull with 3 seats or more configuration
 - a. (Seats can be removed).
- 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. All motors, all spec, No exceptions.
- 3) Engines spec combinations allowed.
 - **Pure Stock**
 - 260\280 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 DSRA Modified Production specs. No welding or fabrication on plenum. Fuel system must utilize OEM fuel rail, injectors, temp sensor and ECU.
- 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.
 - **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.

- 5) Max of .030" overbore allowed on plated cylinder motors. Add weight penalty of 5 lbs. per cubic inch calculated from standard bore.
 - 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.
 - 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.)
 - Pistons may be OEM, Wizard Marine Piston part #10592, Wiseco piston #11061(single ring) or #11062(dual ring), CRT Part #12608.
 - All must utilize unmodified
- 6) NO lightened crankshafts. Metal may be added to balance, but not removed. Stock stroke only.
- 7) Cylinder stiffeners allowed where allowed by engine rules
- 8) NO dual plug heads. Yamaha, OMC, and Suzuki may use aftermarket single plug heads in Mod Prod & Super Gas
- 9) "Behind the Liner" inlet porting allowed per engine spec. Reference specific engine rules for clarification.
- 10) Stuffing allowed on Modified Production motors as per their rules.
- 11) After market, composite reeds allowed. OEM reed cages for like motor only.
- 12) No extra wiring, hoses or non-approved devices under the under the engine cowl or in the boat.
- 13) 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.
- 14) Multiple fuel pump setups must be wired in series and one switch must start all pumps.
- 15) After market, adjustable fuel regulators allowed as per engine rules.
- 16) Over bore carbs & velocity stacks allowed\OEM air box removed. Carb stuffers & slosh tubes allowed.
- 17) Oil injection may be removed.
- 18) Pyrometers, temp sensors, pressure sensors allowed.
- 19) NO aftermarket tuners. OEM tuners may be modified. Any tuner can be used under SUPER GAS RULES unless noted otherwise.
- 20) Gear cases must have F-N-R and shift from the driver's seat.
- 21) After market nosecones allowed.
- 22) NO small gear cases.
- 23) OMC, Yamaha and Suzuki may use aftermarket lightweight flywheels in Mod Prod and Super Gas Spec

- 24) Aftermarket light weight flywheels allowed.
- 25) 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.
- 26) After market stock appearing lightweight cowls allowed.
 - 27) No aftermarket fuel injection or ignition systems allowed. Motec, MAD/SDS
 - 28) EFI, MSD, Brucato PCU etc. not allowed. They can only be used under SUPER GAS RULES unless noted otherwise.
 - 29) 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
- No 1991 7 Peddle 200's

Modified Production Mercury

- 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 style slide) 1,715 lbs.
- Laser and Pro Max EFI Mercury
 - 153 cubic inches 1670 lbs. minimum weight.
 - After market air inlet cover may be used.
 - Stock Fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.

➤ **MERCURY 2.5 SUPER GAS**

- 200 = 1500 lbs.
- 225 = 1550 lbs.
- 260 = 1650 lbs.
- 280 = 1700 lbs.
- No 1991 & Peddle 200's

➤ **MERCURY 3.0 & 3.2xs SUPER GAS** 1650 lbs.

- **Pure Stock Mercury 260, Stock 280, Stock 300 Drag: This is a Stock Motor, No Modifying allowed unless noted otherwise.**

- **All 40cc heads with 37cc chambers listed below are measured with the recessed piston pocket and bevel of the squish band. See diagrams in Super comp rules.**
 - Mercury 260 Hp, 280 Hp, 300 Drag = 0.032" minimum squish
 - EFI 260 1550 lbs. (26cc heads)
 - EFI 260 1500 lbs. (37cc heads)
 - EFI 280 1425 lbs factory (40cc heads) min. with head gaskets or a stock 280 O-Rings)
 - EFI 280 using conventional OEM Drag Electronics & (tight heads) =1650 lbs.
 - EFI 280 using conventional OEM Drag Electronics (40cc heads) = 1550 lbs.
 - All 3 drags below 40cc heads factory oring heads with 37cc chamber or 37cc gasket heads
 - EFI Stock 300 Drag = 1550 lbs.
 - EFI Stock Eyebrow Drag with Horn = 1550 lbs.
 - EFI Stock Eyebrow Drag with SVS = 1565 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.
- 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.

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.

1400 Modified

Race Hulls with Modified motors utilizing OEM parts

- 1) Boats: Any production hull. No true tunnels or hydroplane type hulls.
- 2) Fuel: 112 Octane Sunoco Race Gas. Must purchase and use fuel and oil sold at race site only. No fuel or oil additives allowed.
- 3) Engine modifications are allowed. All modifications, other than expressly noted, must use OEM identification numbered outboard motor components from like engine manufacturer. Except pistons unless noted.
- 4) Pistons must be forged or cast aluminum. Ring thickness must be greater than 1.1mm. No Dykes rings are allowed. Keystone or Flat rings only.
- 5) Maximum of .030" overbore allowed on Nikasil motors with a weight penalty of 5 lbs. per cubic inch calculated from standard bore.
- 6) Maximum of .060" overbore allowed on Steel sleeve motors with a weight penalty of 5 lbs. per cubic inch calculated from standard bore.

- 8) No fabricated “Z” port motors.
- 9) No 2.5-liter Bridgeport Mercury.
- 10) Crank shafts may be lightened and balanced. Stock stroke required on all motors.
- 11) Cylinder stiffeners (and flange sleeves allowed).
- 12) No dual plug heads. After market billet heads allowed.
- 13) No aftermarket tuners. OEM tuners may be modified.
- 14) “Behind the liner” inlet porting allowed all motors.
- 15) Stuffing allowed all motors, block and front half only.
- 16) No aftermarket fuel injection or ignition systems allowed. No Motec, MAD/SDS EFI, MSD etc.
- 17) After market adjustable fuel pressure regulators are allowed and may be adjustable from the driver seat.
- 18) ECU may be installed in cockpit and adjusted by driver. ECU Map hose must be continuous with no splices from ecu to connecting port on intake. NO vacuum pumps allowed. No steam wheels allowed. Brucato PCU/ACU may be used. CDI, Promarine, or other aftermarket ignition made to mirror OEM allowed. (Possibly add the Brendan Power ecu when its available).
- 19) Oil injection and mechanical fuel pumps may be removed. Carbureted motors may use in the boat electric fuel pump and aftermarket adjustable fuel pressure regulators.
- 20) Carburetors may be bored, air boxes removed, and aftermarket velocity stacks used. Carburetor stuffers allowed.
- 21) After market, composite reeds allowed all motors. OEM reed cages for like motor.
- 22) No extra wiring, hoses, fittings or non-approved devices under the engine cowl or in the boat.
- 23) No potentiometers, fuel bypass solenoids or any devices, electronic or mechanical, to alter the fuel curve allowed in the boat or under the engine cowl. Multi fuel pump setups must be wired in series and one switch must start both pumps.

- 24) No device at all in the boat that can monitor or alter ignition timing mechanical or electronic.
- 25) Pyrometers and wiring relevant to them are allowed.
- 26) Aftermarket lightweight flywheels allowed.
- 27) Minimum mid-section length is 15". OEM midsection and clamp brackets may be shortened. Aftermarket housing, clamp bracket, and Trim cylinders are allowed. Liners may be removed, and housings drilled for exhaust relief. No 12" Champ mids allowed.
- 28) 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.
- 29) No small gear cases.
- 30) After market "stock appearing" shape lightweight cowls allowed all motors. No air induction attached to cowl or engine allowed. CRT cowl allowed.
- 33) No X front halves by any manufacturer.
- 34) Plenum may be bored. No welding or fabrication on plenum
- 35) Aftermarket SVS slide style intakes allowed.
- 36) Mercury Laser Injection may use aftermarket slide style intake cover.
- 37) Any Mercury 2.5, 2.4, 2.0 block conforming to above rules (no bridgeports)

➤ **1400 Pounds Minimum Weight**

Pro Gas

Race Hulls using Modified Motors with Aftermarket Parts

- 1) Boats: Any production hull configuration allowed.
- 2) Fuel: 112 Octane Sunoco Race Gas. Must purchase and use fuel and oil sold at race site only. No additives allowed.
- 3) Minimum weights based off original engine size designation.
- 4) See Fuel/Technical for aftermarket and other parts not allowed.
- 5) No aftermarket blocks allowed.
- 6) All weights to be reviewed after first race.
- 7) CRT Billet small block motor allowed.
- 8) 7.5 mph start speed
- 9) Engine Liters may be checked by paid protest only.

Pro Gas Minimum Weights

Can weights be adjusted if needed ? Mais Yahhhhhh

Small Block Outboards

- **(2.5 L – 2.98 L Mercury, OMC, CRT, Yamaha)**
Spec fuel motors 1250 lbs. min.

Big Block Outboards

- **(2.98L- 4.0+ L Mercury, OMC, CRT, Yamaha)**
Spec fuel motors 1375 lbs. min.

- **OMC V8 Outboards**
Spec fuel motors 1575 lbs. min.

Pro Drag

Race Hulls using Modified Motors with Aftermarket Parts

1. Boats: Any Production Hull 16ft or longer.
2. Any fuel allowed.
3. No Nitrous Oxide.
4. No weight requirement. 8.5 mph start speed limit.

River Racer

Competition type Lake Boats with engine modifications

- 1) Any production hull allowed (no tunnel or hydro allowed)
- 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) Any motor combination allowed (No Aftermarket Blocks)
- 4) Any modifications allowed (No Nitrous Oxide)
- 5) Compression limited to a maximum of 150 psi. Compression will be checked by motor tech inspection with a Craftsman compression gauge
- 6) Minimum of 15-inch midsections on all motors
- 7) Any Clamp Bracket Allowed.

River Racer Minimum Weights

- Small Block Outboards 1325 lbs.
- Big Block Outboards 1455 lbs. (3.0 Liter & Above V-6)
- OMC V8 Outboards 1625 lbs.

Super Comp

Race Hulls with Stock motors utilizing OEM parts

- 1) Boats: Any production hull. No true tunnels or hydroplane type hulls.
- 2) Fuel: 112 Octane Sunoco Race Gas. 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 type bottle pressure injection used to enhance engine performance. No nitrous bottles in boat, nitrous solenoids must be disconnected.
- 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 bypass 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 aftermarket ignition systems or component parts; no spark retard/advances, electronic or mechanical allowed.
- 10) No metal removal or any internal cylinder block modifications allowed except as specified in squish for Mercury 280 HP, 260 HP and 300 Drag deck heights. 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), CRT Part #12608. 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 may be shortened. OEM clamp bracket may be shortened and aftermarket 15" minimum housing used. Inner liners may be removed, and housings drilled for exhaust relief. No Champ type mid sections allowed. Aftermarket clamp brackets and trim allowed.
- 13) 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.
- 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 aftermarket 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 aftermarket adjustable fuel pressure regulators.
- 19) Standard 1/2" reach spark plugs only. Any heat range, style tip or brand allowed.

- 20) After market lightened flywheels allowed.
- 21) Brucato PCU/ACU may be used but adjustments from the cockpit ARE NOT ALLOWED. (e.g. No steam wheels or like.)
- 22) Support rings allowed all motors.

Specific Motor Rules and Minimum Weights

Mercury

- 23) HP Mercury, 245 HP, 260 HP, 280 HP and 300 HP Drag:
- Carbureted 245 1325 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” or Drag with SVS (blue or gold) in stock configuration. 1385 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
 - 260 1.490” to 1.520” exhaust port height specs
 - 280 1.500” to 1.520” exhaust port height specs
 - 300 1.490” to 1.510” exhaust port height specs
 - 300 (eyebrow) 1.460 to 1.475 exhaust port height spec

- Minimum Squish 300 drag, 260 HP, 280 HP
 - 300 Drag using factory 40cc oring head with 37cc chamber or 37cc gasket heads = 0.032 minimum squish
 - 260 Using 26cc heads = 0.032 minimum squish
 - 280 using factory 40cc oring head with 37cc chamber = 0.032 minimum squish

280 O-Ring Head Specs

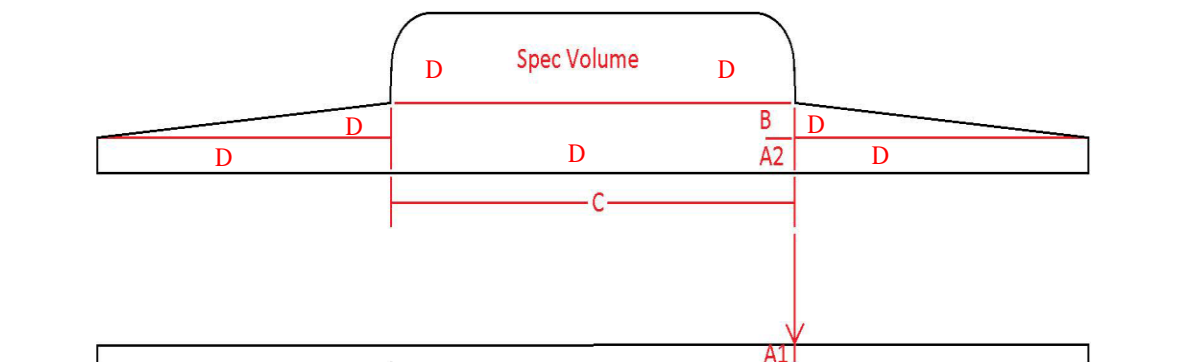


Figure-A1) The amount measured in .000th's of the amount the piston protrudes beyond the deck of the block with the deck of the block measurement being .0000"

Figure-A2) .041" is the minimum squish of the head measured at the outer edge of the squish band.

Figure B) .058" is the maximum squish of the squish band measured at the edge of the combustion chamber bowl.

Figure C) 2.273" is the width of the combustion chamber

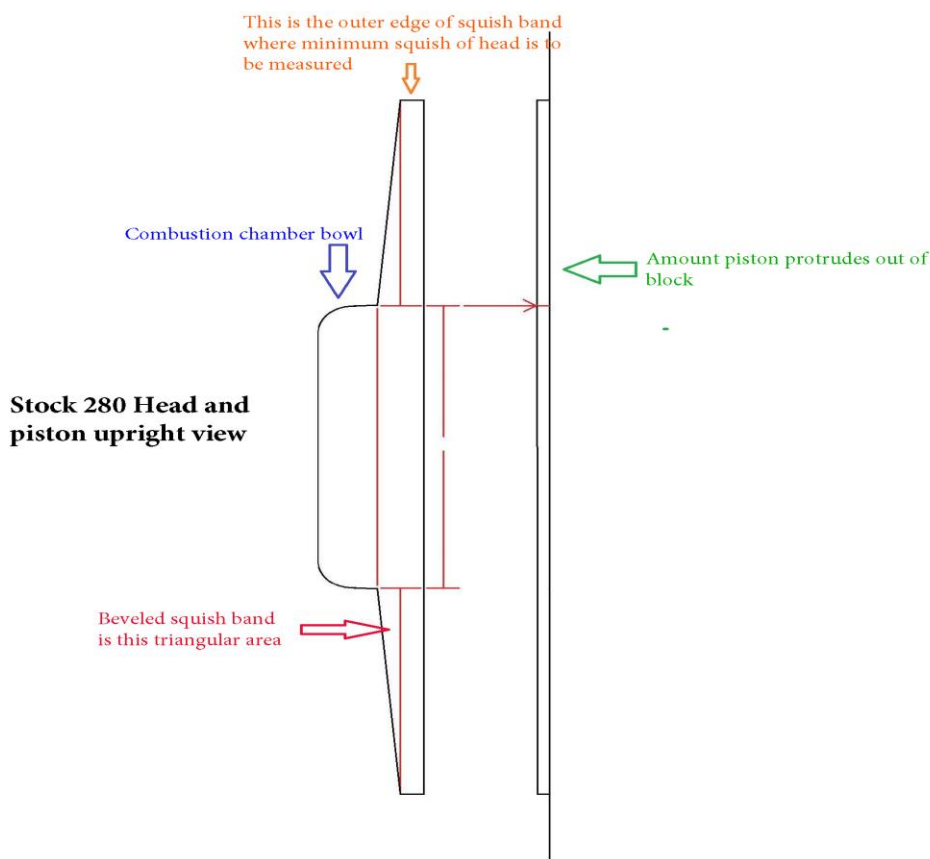
Figure D) Spec volume: CC volume of combustion chamber bowl, bevel of squish and factory pocket depth. Entire volume of head below the flat deck surface of head is measured in CC's.

To achieve minimum squish measurement the measurement from Figure A1 is

subtracted from A2 if the piston protrudes out from the block deck.

If Figure A1 resides below the block deck the measurement of Figure A1 is added to Figure A2

How to measure and calculate squish. Note this can be used in any motor to determine squish



- 2:00 or 1:87 gear ratio only.
 - All motors this group must use OEM 40cc minimum heads except 260.
 - All components must retain stock factory configuration from the adapter plate up except as noted or speced in squish rule above for deck heights 280-260 only.
 - 260 Mercury may use 26cc heads.
 - 280 Mercury may use 260 electronics
- 24) 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 unless specifically noted. n

- 25) Pro Max or Laser style EFI Mercury: factory production steel sleeve block only.
- 1325 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

26) OMC 3 Liter Looper:

- 1350 lbs. minimum weight.
- Aftermarket light flywheel allowed.
- Early OEM small charging system may be used.
- Rev limiter may be removed.
- Aftermarket or cut OEM heads may be used, 36 cc minimum chamber volume.
- OEM Looper carbs only, boring not allowed, any jetting.

Yamaha

27) Yamaha 2.6 liter:

- OEM Looper carbs only, boring not allowed, any jetting.
- 1350 lbs. minimum weight.
- Aftermarket light flywheel allowed.
- Rev limiter may be removed.
- Early OEM charging system and spark advance allowed.
- Aftermarket or cut OEM heads, 33cc minimum chambers.
- No long rod motors in this class.
- OEM carbs for like motor, boring is allowed.

Unlimited

- a. Anything goes, Nitrous Allowed

V6 Pro

- Any type hull allowed.
- Only steel or chrome bore Mercury, steel bore OMC, steel bore Yamaha allowed. No nic bores or high performance nic motors allowed except for 2.4- & 2.0-liter Mercury motors.
- All 2.4, 2.0 motors and 2.5 steel sleeve carb motor are allowed unlimited compression.
- XRI injection with stock set up allowed 185 lbs compression.
- XRI injection with SVS or alteration of stock set up allowed with 165 lbs. of compression.
- Any 2.7 L and below 1325 lbs.
- Mercury 5 peddle front half motors with stock XRI or carbs
 - 155 lbs. maximum compression
 - 1275 lbs. minimum weight
- Only 4 3/4" gearcases allowed, no small xr6 cases allowed.
- 12" minimum midsection

