



**2010**

**Racing Rules  
and  
Reference Guide**

**[www.dsraonline.com](http://www.dsraonline.com)**

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Printed in the United States

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## **Officers**

Owner – Nick Giardelli

Owner – Casey Weaver

Owner – Russ Rogers

## **2010 DSRA Advisory Board**

Benji Gulett

T-Garrell Chiasson

Larry Dominique

## **2010 DSRA Officials**

**Starter** - TBA

**Engine Tech** - John Wyatt

**Fuel Tech** - Russ Rogers

**Finish Line Judge** - TBA

**Announcer** - Russ Rogers

**Safety Tech** - Sport Rescue

## **Advisory Board Duties**

- 1) Assist in developing yearly race schedule by helping with race site procurement and scheduling.
- 2) Assist in setting up the racecourse before each event (either personally or by finding volunteers), should Sport Rescue require assistance.
- 3) Assist in setting up starting barge, finish line tent, video & audio equipment. Personally or by finding volunteers.
- 4) Coordinate race site flow of traffic.
- 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. unless announced.
- 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.

# 2010 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 owners 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.
- 6) The drag race course will be 1320 feet (1/4 mile). Outlaw Class will be 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.
- 7) All decisions made by the starting line judge, the finish line judge and/or Officers are final.
- 8) 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.
- 9) 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.**  
**Race Starts at 11:00 a.m.**
- 10) Any driver 10 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.

## **SAFETY**

- 1) There will be a visual inspection by assigned Safety Personnel before any class races. The assigned Safety Personnel will determine whether or not a boat will be allowed to race. The Tech Sheet must be completed by an appropriate person(s) as named in the driver's meeting. 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 on boat ramp or in pit area with propellers on.
- 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 racing helmets (Snell or DOT approved) and certified racing lifejackets (Security or Lifeline recommended). 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 restrains or Neck Brace.
- 9) Driver will be disqualified, for that day, if helmet and safety gear is off while boat is on plane.
- 10) All boats must have a fire extinguisher mounted and accessible to driver. Extinguisher must be fully charged.
- 11) Boat Floatation is required. A Large Tractor inner tube will work.

## 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 ---- \$110.00

- 2) Entry Fee will be \$100.00 per class, per weekend. High Points Fund received \$10.00 (for that particular class); Safety Crew Services receive \$40.00 with the remaining \$65.00 added to the prize for that particular class.
- 3) Insurance Fee will be \$40 per racer per weekend event.
- 4) NO registration will be allowed once the Drivers Meeting has begun. No refunds will be made after start of Drivers Meeting.
- 5) Roll call will be taken at the start of both the Saturday and Sunday Drivers Meeting. If the boat driver is not present (doesn't answer roll call) at Drivers Meeting he/she will not be allowed to race that day unless driver pays a \$25.00 fine to the DSRA General Fund prior to start of the first race of the first class that day. Driver is also required to have already registered to race that day AND must have knowledge what was covered in Drivers Meeting in order to race.
- 6) 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:

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

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

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

For example (four boat class):

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

- 7) Disqualification (minor infraction) of a boat will result in no points being awarded toward weekend total for the day of DQ.
- 8) Before any prize monies will be awarded each driver must turn in a completed Tech Sheet (see rules Safety#1 and Fuel/Technical #1).
- 9) Each class with one (1) or (2) boats entered will pay first and second (if applicable) as follows:

1st place 70% of "entry fee"  
2nd place 30% of "entry fee"

Each class with three (3) through six (6) boats entered will pay first and second place as follows:

1st place 70% of "entry fee" class total prize money  
2nd place 30% of "entry fee" class total prize money

If there are seven (7) through fifteen (15) boats entered in a class first, second and third will pay as follows:

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

If there are sixteen (16) or more boats entered in a class first, second, third and fourth place will be pay as follows:

1st place 60% of class total prize money  
2nd place 20% of class total prize money  
3rd place 12% of class total prize money  
4th place 8% of class total prize money

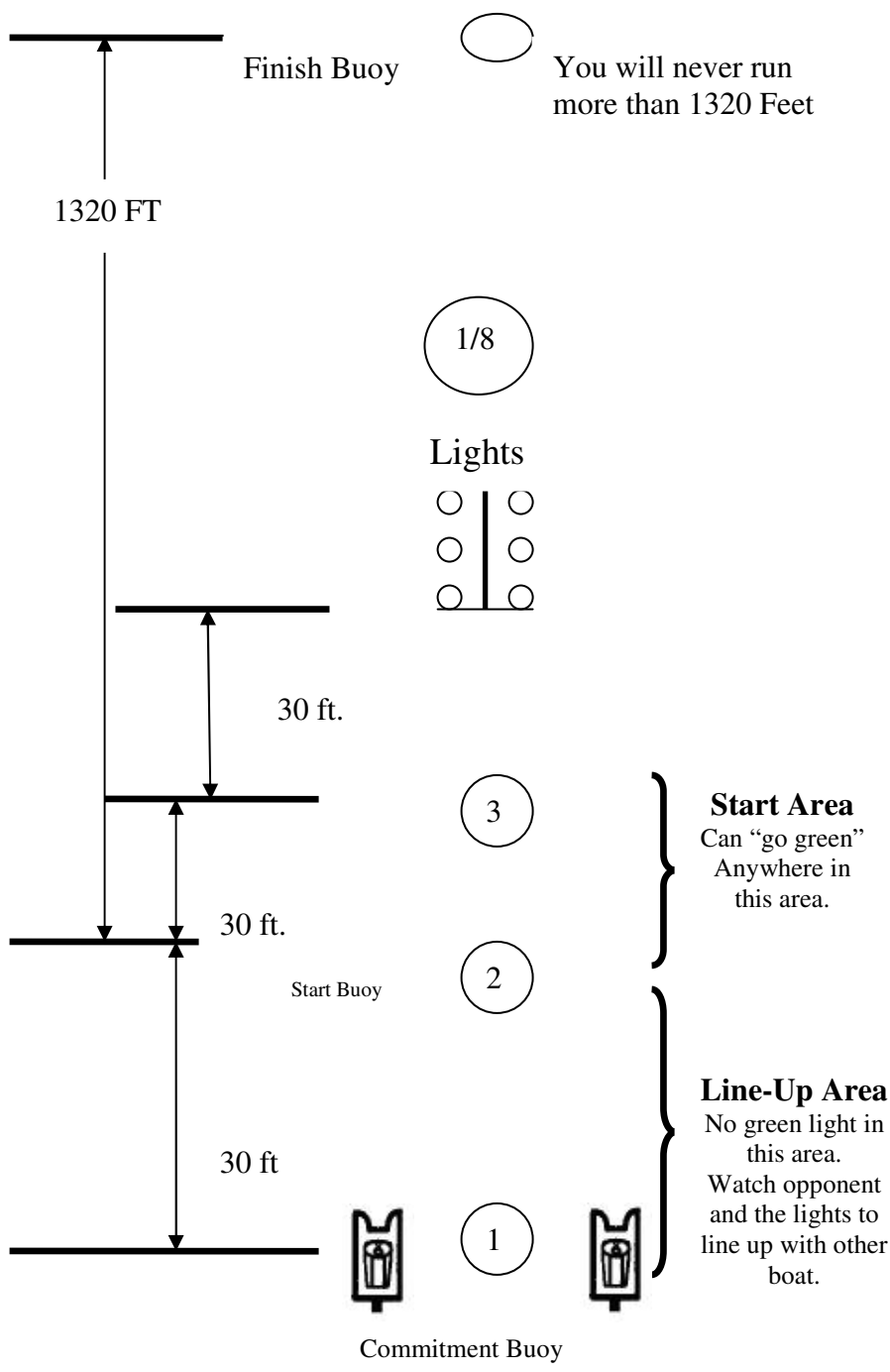
- 10) At least two (2) boats are needed to make a class. The driver(s) must pay standard entry fee. Weekend prize money and High Points will be awarded according to Rules in this section.
- 11) Race sponsor provided prize money would be paid out as follows: \* Insurance fees will be deducted, and then DSRA will deduct 20% for the DSRA General Fund. 100% of the remaining monies will be distributed equally among the classes.
- 12) 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.
- 13) There will be no "compounding" of points/per class by one owner being listed as owner of more than one boat in each class.
- 14) Based on the weekend finishing order for the race held that weekend. 1st place receives 5 points, 2nd place receives 4 points, 3rd place receives 3 points, 4th place receives 2 points and all remaining boats in the class receive 1 point each (see example in rule #6).
- 15) 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" point).
- 16) If a racer is DQ'ed (minor infraction) on one race day, but is allowed to race (but does not have to) on the other race day, he will receive 1 DSRA High Point. In the event of a one day race any disqualification will result in no "legal" racing days for the event thus no High Points can be awarded.
- 17) If a scheduled race is cancelled due to weather or unforeseen conditions those racers who have registered will get "show up point" one (1) point added to their DSRA High Points total, unless racer has been DQ'ed from previous race day.
- 18) High Points prize money and plaque is awarded to first place. Second place will receive recognition with a plaque only.

## Competition Procedure

- 1) At no time after the first pair of boats approaches the start line in a particular 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 7 X 7. 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 3 race format.
- 3) No refueling will be allowed during competition, unless deemed necessary by DSRA Advisory Board. Details will be covered in Driver's meeting.
- 4) Flags and their meaning:  
Black Flag: Anyone in the water should proceed safely to their trailer. The racecourse will be black flagged upon mishap such as an accident on the course, etc.  
Colored Flag: Yellow flag indicates return to start barge. Red flag indicates a closed course.  
Other Flags will be covered on race day at the Drivers Meeting, if their use is deemed necessary.
- 5) Race heats are official after starting flag is waved, dropped or raised OR when 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 turning out of the staging lane PRIOR to the start of the race heat.
- 6) 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.
- 7) In the event of a dead heat (race winner cannot be determined) racers will remain in the same lanes and rerun same race heat.
- 8) During a race heat, boats must not cross the finish line on the "wrong" side of the centerline buoy. Boat "A" must not enter boat "B's" lane, or vice versa or go outside any marked lanes doing so will result in a loss for that heat.
- 9) Finish line video equipment will be used to help Finish Line Judge determine the winner of each race heat. This equipment will be used as weather and conditions permit. There will be no public viewing of the finish line video tape racers will not ask Finish Line Judge to "prove" his decision.
- 10) If a boat fails to approach the start line, under its own engine power and take the green flag/light when his/her draw number is held up, that boat is considered broken and out of competition for that particular class, for that day, even if this is his/her "first loss". 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 in order 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).
- 11) All boats must return to starting area under their own power to advance to the next round of racing. Failure to return to the starting area upon waving of the yellow flag deems that boat will be considered broken and out of competition for that particular class, for that day, even if this is his/her "first loss." In the event neither boat can return to starting area, both boats are "out" at that point in the day/weekend.
- 12) During Competition a racer is allowed only one 5 minutes repair per class per racer.
- 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.

## **DSRA Starting Line Procedures**

- 1) All boats must remain no further than 50-100 yards from the starting barge. Watch the cards for your draw number.
- 2) Fire up and approach the start line as soon as your draw number is held up. If you fail to approach when your number is displayed you will be considered broken and out of the race at that time. (See Competition Procedures, rule #9)
- 3) Boats must pair up before approaching the first white buoy.
- 4) Boats in lane closest to judge's stand set the pace. The pace boat must hold a steady speed and not rush the line. CHARGING will result in a FALSE START.
- 5) Outside boat must keep up, but not attempt to slingshot or pass the pace boat. Attempts to PASS or SLINGSHOT the pace boat will result in a FALSE START.
- 6) Flashing yellow light in your lane means SLOW DOWN. This can apply to BOTH BOATS.
- 7) If you ignore the flashing yellow light you will receive a false start. This can apply to BOTH BOATS.
- 8) Boats may receive the green light anytime after either boat passes the second buoy.
- 9) If the boats pass the third buoy without a green light, turn around and try to keep the wake to a minimum. A red light indicates a false start that has been given to one boat. If there is no red light, there is not a false start.
- 10) After a red light, turn around. If your draw number is held up, then you have received a false start. Two false starts by the same boat equal one loss. A third false start will result in immediate elimination from competition per class per day.



## 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 designated supplier. 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 and Technical Inspector and personnel designated by Technical Inspector will be allowed in the inspection area.
- 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 Gas and Outlaw 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 Gas & Outlaw 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 Gas & Outlaw 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 Gas & Outlaw excluded.
- 13) The engine may have only one fuel supply line and one fuel return line to engine cowl. Pro Gas & Outlaw 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.

**These items are NOT allowed in any Class:**

\*\*\* Outlaw class is excluded from these rules with the exception of Multi engines, Blowers, Turbochargers and Nitrous Oxide. \*\*\*

- 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 the Treasurer, Vice President, or 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. Slander 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). 7oz 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 any and 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.
  - 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 and wishes to be reinstated within that calendar year, the driver or owner may pay a \$500 fine. However, points earned prior to and including infraction date cannot be reinstated. The reinstatement fee will go toward the violator's class/classes High Points Fund in the racing season that the fee is paid. If a Racer receives a gross infraction, the racer will not be allowed to participate in DSRA High Points for that year of racing.
- 6) If a Racer is assigned to a work detail and does not show up for said detail he or she will be fined \$250.00. Fine must be paid before he or she will be allowed to join race competition.

# Class Rules

## ***Performance Bass & Ski***

### ***Entry Level racing for Lake Boats at minimal cost***

- 1) Hull: Any open cockpit, full interior Bass or Ski boat.
- 2) Fuel: 93 Octane Pump Gas. Must use fuel and oil purchased at the race site. No fuel or oil additives allowed.
- 3) Trolling Motor must be removed.
- 4) Kill switch must be operational.
- 5) No modifications to power heads unless specifically noted.
- 6) Must have matching gear case housing for like engine.
- 7) Low Water pick-ups allowed.
- 8) Electronic Fuel Pumps allowed, but must run through the manual pump.
- 9) Aftermarket reeds allowed.
- 10) Up to .30 overbore allowed.
- 11) Oil Injection may be removed.
- 12) Solid motor mounts allowed.
- 13) All Engines must use stock ignition and fuel injection.
- 14) Air box may be removed.
- 15) Stock OEM detonation modules and timing boxes allowed on engines originally equipped with them.
- 16) ECU box may have rev limiter removed.
- 17) Must use ECU from like motor. (e.g. 200 motor = 200 ECU).
- 18) Must have stock OEM appearing cowl.
- 19) Exhaust buckets may be removed.
- 20) No modifications to the adapter plate.
- 21) No modifications to the Tuner.
- 22) Different tuners from same OEM with no modifications add 30 lbs.
- 23) Oil injection motors are required to run DSRA supplied oil.
- 24) Engines using the Pro Stock power head also use all Pro Stock engine rules.
- 25) Engines using the Super Stock power head also use all Super Stock engine rules

## Performance Bass & Ski Minimum Weights

All weights subject to review at any time

### Mercury Outboards

- 2.4 200/225 Carb 1650 lbs.
- 2.4 200/220 XRI 1725 lbs.
- 2.5 150/175 Carb/EFI 1700 lbs.
- 2.5 200 Carb 18765 lbs.
- 2.5 200 XRI 1825 lbs.
- 2.5 225 ProMax 2050 lbs.
- 2.5 200/225, 200XS OptiMax 1925 lbs.
- 2.5 245 Carb 1980 lbs.
- 2.5 260 EFI 2125 lbs.
- 2.5 280 EFI 2125 lbs.
- 3.0 225 EFI 1975 lbs.
- 2.5 225X 2035 lbs.
- 3.0 250 XB 2025 lbs.
- 3.0 250 XS OptiMax 2110 lbs.
- 3.0 300 ProMax 2090 lbs.
- 3.0 300X 2140 lbs.
- 3.2 300XS 2140 lbs.
- 2.4 Super Stock Powerhead 1695 lbs.
- 2.5 Super Stock Powerhead 1850 lbs.
- 2.5 Pro Stock Powerhead 2000 lbs.

### Yamaha Outboards

- 2.6 200/225 1800 lbs.
- 2.6 OX66 200 1900 lbs
- 3.1 OX66 200/225 2000 lbs.
- 3.1 OX66 250 2050 lbs.
- 3.3 250 HPDI 2060 lbs.
- 3.3 300 HPDI 2100 lbs.
- 2.6 Super Stock Powerhead 1850 lbs.

### OMC Outboards

- 3.0 200/225 Carb 1870 lbs.
- 3.3 200/225 Ficht 1900 lbs.
- 3.3 200/250 ETEC 2000 lbs.
- 3.0 Super Stock Powerhead 1890 lbs.
- 3.0 Super Stock Powerhead Ficht block 1950 lbs.

## ***Pro Stock***

### ***Race Hulls utilizing Stock Production Mercury 2.5 Laser/XRI EFI 200 motors***

- 1) Boats: Any production hull. No true tunnels or hydroplane type hulls.
- 2) Fuel High Octane Pump Gas. Must use spec fuel and oil purchased at the race site only. NO fuel or oil additives allowed.
- 3) Engine must be a Stock Mercury Outboard Production 2.5 liter 200HP power head with laser injection and no changes, modifications, aftermarket parts, or parts from mercury high performance allowed other than expressly noted below.
- 4) Motor must be an original XRI or Carburetor Motor/Block.
- 5) No blocks with Special rod slots, Exhaust cavities that are different from a Normal Production Stock 200 fishing motors allowed.
- 6) No Pro Max, 240 Sport Jet, Motorola, High Performance, Special Production, Back door or Custom engine blocks allowed.
- 7) No 1991 model 14 pedal blocks allowed.
- 8) No blocks from Mercury with machined rod slots.
- 9) 10 pedal front halves only.
- 10) New motors with taller decked blocks with o-ring heads allowed.
- 11) Only 1 gasket per set of mating surfaces, Maximum thickness .065"
- 12) **HP Mercury Parts Allowed (If it is not listed it is not allowed)**
  - a) Exhaust Divider Plate to mount coils.
  - b) One-piece HP adapter plate.
  - c) HP exhaust tuner.
  - d) HP rods bolts allowed. Rod caps may not be machined or ground for clearance.
  - e) HP metal cage rod bearings allowed.
  - f) Stock HP aluminum flywheel only, no 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 only.
  - a) Fuel Injection plenum and intake manifold must retain stock exterior appearance and dimensions. No additional hoses fabrication or welding allowed.
  - b) Air inlets must remain stock size and appearance with original butterfly.
  - c) Must retain original fuel rail and injectors. The original fuel rail and injectors must be inside plenum.
  - d) Plenum cover must remain fixed in place.
  - e) All other internal modifications allowed.
- 14) After market composite reeds allowed. Only 4 or 5 pedal Mercury Production reed cages from like engine allowed. No mods to reed cages allowed. Reed cage lapping allowed.
- 15) No intake, reed, plenum, manifold and/or exhaust spacer plates allowed on any motors.
- 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 or Rapair replacement Production or High Performance, ECU reprogramming allowed.
- 19) No OEM detonation modules or timing boxes. No device at all in the boat that can monitor or alter ignition timing or fuel curve, mechanical or electronic.

- 20) Ignition must be stock 16 amp Mercury High Performance or Rapair replacement. No changes or modifications to components or wiring allowed. Charging coils must remain on stator.
- 21) No extra wiring, hoses or non-approved devices under the cowl.
- 22) Pyrometers, Water temp or Engine temp senders, Water pressure or Fuel Pressure senders allowed.
- 23) Standard ½ inch reach spark plugs only. Any heat range, style tip or brand allowed.
- 24) 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.
- 25) 0.042" minimum Piston to head clearance. Blocks may be decked to fit this spec with head gasket or o-ring heads. Any production or aftermarket head gasket or o-ring allowed.
- 26) Engines may use rubber water diverters in water jacket for improved durability.
- 27) Crankshaft must be a 2.5 Stock oil geared Crankshaft and 2.5 Rods.
- 28) No metal removal or any internal cylinder block mods allowed. No porting, polishing, feathering. No piston, rod, wrist pin, sealing ring or crankshaft modifications. No lightning, balancing or blue printing. Welding on cylinder block allowed for repair only and must be machined back to stock configuration and shape. Piston Rings may have end gap cut to racers preference. Metal may not be removed from inside or outside diameters of ring.
- 29) Up to .30 overbore allowed.
- 30) Aftermarket or OEM sleeves allowed with a max of 2 per motor. They must match the remaining sleeves in motor. No more than 2 original sleeves can be removed from block.
- 31) No swapping of sleeves from 1 motor to another motor. No moving sleeves around in a block. No Pro Max sleeves allowed.
- 32) Allowed Pistons: Additional Wrist pin washers are allowed in order to use bottom guided style pistons such as vertex
  - 2.5 Bottom Guided pistons allowed Vertex and Pro Marine 2400, 2415, 2430 series Weisco 3124 series
  - 2.5 Top Guided pistons allowed Vertex and Pro Marine 2500, 2515, 2530 series Weisco 3137 Series
- 33) All engines must use the original number of piston rings in the original location. No one ring pistons allowed.
- 34) Piston coating is allowed. No ceramic coated cylinder heads. Legal aftermarket pistons that are coated from the manufacturer are allowed. No other engine parts are allowed for coating.
- 35) Exhaust plates and tuners may be modified. NO aftermarket Tuners allowed.
- 36) Minimum mid section length is 15". OEM midsection and clamp brackets may be shortened. Aftermarket housing may be used with modified OEM clamp bracket. Aftermarket housing may be used with Aftermarket clamp bracket. Liners may be removed and housings drilled for exhaust relief. No Champ mids allowed.
- 37) No small gear cases. Gear cases must have functional forward, neutral and reverse and be shift-able from the driver's seat. Aftermarket nosecones with low water pickups allowed.
- 38) Only 1:87 or 2:1 gears. No other ratios allowed.
- 39) Any style engine cowls allowed. Must maintain stock appearance.

## Pro Stock Minimum Weights

All weights subject to review at any time

### Minimum Weight

- 153 cubic inches 1400 lbs.

## **Super Stock**

### ***Race Hulls utilizing Carbureted Motors Only***

- 1) Any production hull. No true tunnels or hydroplane hulls.
- 2) Fuel High Octane pump gas. Must use spec fuel and oil purchased at the race site. NO fuel or oil additives allowed.
- 3) Motor must be an original XRI or Carburetor Motor/Block.
- 4) No special production, Back door, Custom motors allowed.
- 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, 300XS, Pro Max 250, 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) No engines from Mercury High Performance. Production EFI or carbureted blocks allowed. No Pro Max, 240 Sport Jet, High Performance or special production engine blocks.
- 12) HP Mercury Parts allowed (If it is not listed it is not allowed)**
  - a) HP Exhaust Divider Plate to mount coils.
  - b) One-piece adapter plate.
  - c) HP exhaust tuner.
  - d) HP rods bolts allowed. Rod caps may not be machined or ground for clearance.
  - e) HP metal cage rod bearings allowed.
  - f) Stock High Performance aluminum flywheel, no modifications.
  - g) Stock High Performance 260 or drag Stator, Trigger, Switch Boxes, and Plug wires.
- 13) OEM carburetors and intakes only from like manufacturer. No carburetor modifications unless specifically noted. No Mercury OEM Hi-Performance Carburetors.
- 14) Slosh baffles allowed in OEM OMC plastic carbs.
- 15) Intake manifold must retain stock exterior appearance and dimensions. Intake manifold internal passages may be modified on all motors. (Ported, cross-drilled, etc).
- 16) No intake, reed, manifold and/or exhaust spacer plates allowed on any motors.
- 17) After market composite reeds allowed all motors. Only 4 or 5 pedal Mercury Production reed cages from like engine allowed, No modifications to reed cages allowed. Reed cage lapping allowed.
- 18) Exhaust plates and tuners may be modified. NO aftermarket Tuners allowed.
- 19) Mercury 2.5 0.042" minimum squish clearance allowed, Block maybe decked to obtain minimum clearance.
- 20) Mercury 2.4 0.042" minimum squish clearance allowed Block maybe decked to obtain minimum clearance.
- 21) Mercury 2.0 0.042" minimum squish clearance allowed Block maybe decked to obtain minimum clearance.
- 22) OMC 0.040" minimum squish clearance allowed Block may be decked to obtain minimum clearance.
- 23) Mercury Heads: No Metal removal except as noted.
  - 142 cubic in. 2.4 liter casting #15221, 37 cc min.
  - 153 cubic in. 2.5 liter casting #18488, 38 cc min.
  - 122 cubic in. 2.0 liter, 29 cc min.
  - 2.5/42 cc casting #18488 may be cut to 38 cc min.
  - O-Ring head to be 39 cc minimum.

- No heads cut with beveled squish. (Mercury Only)
  - 14 Pedal non-finger port 2.4 use stock heads with no metal removal.
- 24) 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.
  - 25) 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.
  - 26) Standard ½ inch reach spark plugs only. Any heat range, style tip or brand allowed.
  - 27) Mercury's must use production steel flywheel with no modifications or stock aluminum high performance flywheel with specified weight penalty.
  - 28) OMC may use any OEM flywheel or Gold flywheel with no modifications.
  - 29) Yamaha may use any OEM flywheel with modification to OEM materials with specified weight penalty. Must have stock number of magnets and they must remain in stock location.
  - 30) OEM electrics from like engine manufacturer allowed.
  - 31) No detonation modules or timing boxes on any engine.
  - 32) No extra wiring, hoses or non-approved devices under engine cowl or in the boat.
  - 33) Pyrometers, temp senders, pressure senders allowed.
  - 34) Oil injection and mechanical fuel pumps may be removed and blocked. Filling the remaining crankcase volume is not allowed. Carbureted motors may use in the boat electric fuel pumps and after market adjustable fuel regulators.
  - 35) Aftermarket or OEM sleeves allowed with a max of 2 per motor. They must match the remaining sleeves in motor. No more than 2 original sleeves can be removed from block.
  - 36) No swapping of sleeves from 1 motor to another motor. No moving sleeves around in a block. No Pro Max sleeves allowed.
  - 37) Up to .30 overbore allowed (Mercury and OMC). Up to 1mm overbore allowed for (Yamaha).
  - 38) All engines must use the original number of piston rings in the original location. No one ring pistons allowed.
  - 39) 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.
  - 40) Allowed Pistons: Piston rings may have end gap cut to racer preference. Metal may not be removed from the inside or outside diameters of the ring.
    - 2.5 Top Guided pistons allowed Vertex and Pro Marine 2500, 2515, 2530 series Weisco 3137 Series,
    - 2.5 Bottom Guided pistons allowed Vertex and Pro Marine 2400, 2415, 2430 series Weisco 3124 series,
    - 2.4 Bottom Guided pistons allowed, Vertex and Pro Marine 2100, 2115, 2130 series Weisco 3100 series.
    - 2.0 Bottom Guided pistons allowed, Vertex and Pro Marine 8000, 8015, and 8030 Series Weisco 3108 series,
    - 2.0 Top Guided pistons allowed, Vertex and Pro Marine 4000, 4015, and 4030 series Weisco 3140 series,
    - OMC 3.0 liter standard pistons allowed Vertex and Pro Marine 1900, 1920, 1930, 4300, 4320, 4330 series Weisco 3119 Series
    - OMC 3.0 liter Ficht pistons allowed Vertex and Pro Marine 6000, 6020, 6030 series Weisco 3178 Series.
    - Yamaha Pistons allowed Vertex and Pro Marine 1600, 1620, 1640, 4500, 4520, 4540, 4600, 4020, and 4040 series Weisco 3116, 3146 and 3200 series,
  - 41) 2.5 Mercury, You must run a 2.5 Stock oil geared Crank Shaft and 2.5 Rods.  
2.4 Mercury, You must run a 2.4 Stock Crank Shaft and 2.4 Rods.

- 2.0 Mercury, You must run a 2.0 Stock Crank Shaft and 2.0 Rods. Oil gear may be removed.
- 42) Mercury's must use 10 Petal front halves except as noted: Mercury 1980-1982 14 pedal 200/225 non-finger ported 2.4 liter is allowed. Must use stock OEM cylinder head.
  - 43) Motors with taller decked blocks with o-ring heads allowed.
  - 44) 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.
  - 45) OMC engines may use the 3.0 liter standard block or Ficht block only. No HO blocks allowed.
  - 46) Relief hole in OMC block must remain stock.
  - 47) Engines may use rubber water diverters in water jacket.
  - 48) Minimum mid section length is 15". OEM midsection and clamp brackets may be shortened. Aftermarket housing allowed. Aftermarket Trim cylinders are allowed. Liners may be removed and housings drilled for exhaust relief. No Champ mids allowed.
  - 49) 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.
  - 50) Any gear ratio allowed must use gears and gear case from OEM.
  - 51) No small gear cases.
  - 52) Any style engine cowl allowed. Must maintain stock appearance.

## **Super Stock Minimum Weights**

All weights subject to review at any time

### **Mercury Outboards**

- 2.5 Liter 1,400 lbs.
- 2.4 Liter 142.2 cubic inches 1,300 lbs.
- 2.0 Liter 1,075 lbs.
- 3.0 Liter, 1500 lbs.

### **Yamaha Outboards**

- 2.6 Liter (Standard rod motors ONLY) 1,375 lbs.
- 3.0 Liter 1,500 lbs.

### **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-Perf Motors**

- 1) Any open cockpit, full interior production hull.
- 2) Fuel: Race Gas. Must use spec fuel and oil purchased at the race site only. No fuel or oil additives allowed. Stock 280 may use Pump Gas.
- 3) Engine modifications allowed. All modifications must utilize OEM outboard motor components from like manufacturer unless specifically noted.
- 4) Max of .030" overbore allowed on Nikasil motors. Add weight penalty of 5 lbs. per cubic inch calculated from standard bore.
- 5) 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.
- 6) 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.
- 7) NO lightened crankshafts. Metal may be used to balance, but not removed. Stock stroke only.
- 8) Cylinder stiffeners allowed.
- 9) NO dual plug heads. Yamaha, OMC, and Suzuki may use after market single plug heads
- 10) "Behind the liner" inlet porting allowed.
- 11) Stuffing allowed on all motors, block and front half only.
- 12) After market composite reeds allowed. OEM reed cages for like motor only.
- 13) No extra wiring, hoses or non-approved devices under the engine cowl or in the boat.
- 14) 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.
- 15) Multi fuel pump setups must be wired in series and one switch must start both pumps.
- 16) After market adjustable fuel regulators allowed.
- 17) Carburetor may be bored. After market velocity stacks used, OEM air boxes removed. Carburetor stuffers allowed.
- 18) Oil injection may be removed.
- 19) Pyrometers, temp senders, pressure senders allowed.
- 20) NO after market tuners. OEM tuners may be modified.
- 21) Gear cases must have F-N-R and shift from the driver's seat.
- 22) After market nosecones allowed.
- 23) NO small gear cases.
- 24) OMC, Yamaha and Suzuki may use after market lightweight flywheels.
- 25) All flywheels, all motors, must retain OEM magnets.
- 26) Minimum mid section 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 mids allowed.
- 27) After market stock appearing lightweight cowls allowed.

## Lake Racer Minimum Weights

All weights subject to review at any time

### Mercury Outboards

- **Mercury 2.5 EFI**
- 2.5 Liter 1400 Modified Production 1,700 lbs.
- 2.5 Fabricated Z port motors 1,750 lbs.
- 2.5 Bridgeport motors 1,750 lbs.
- 2.4 Liter 1,570 lbs.
- No welding or fabrication on plenum, 3.50" Max butterfly.
- Fuel system must utilize OEM fuel rail, injectors, temp sensor and ECU.
- Blue SVS allowed with 15 lbs. weight penalty
- **MERCURY 3.0 EFI**
- With stock injection 1750 lbs.
- **MERCURY CARBURATED**
- 2.5 OEM Carb 1630 lbs.
- 3.0 OEM Carb 1700 lbs.

### Stock Mercury 260, Stock 280: This is a Stock Motor, No Modifying allowed unless noted.

- EFI 260 / 280 1550 lbs.
- 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
- Required standard head gasket.
  - ❖ 260 27-814658-1 0.45 to 0.50
  - ❖ 280 O-ring
- If metal has been removed from deck, thick head gaskets must be used.
  - ❖ 260 27-822844-1 head gasket part number.
- All components must retain stock factory configuration from the adapter plate up except as noted.
- Early model 260's with small bearing cranks are allowed to machine the block to fit big bearing cranks.
- 260's must use side pin OEM pistons.
- 260 Mercury may use 26cc min heads.
- 280 Mercury may use OEM 37cc min heads with head gaskets or a stock 280 O-Ring head.
- 280 Mercury may use 260 electronics.
- 2:00 or 1:87 gear ration only
- Mercury HP 280 with stock 280 electronics 1500 lbs.
  - Rev limiter may be removed.
  - 2:00, 1:87, 1:75 gear ratios allowed.
  - Alternator belt must remain functional while in competition.
  - All components must remain in stock factory configuration from adapter plate and up.

### **Yamaha Outboards**

- **YAMAHA 2.6 LITRE**
- OEM EFI 1,725 lbs.
- OEM Carb 1,650 lbs.

### **OMC Outboards**

- **OMC 3.0 LITRE**
- OEM 6X1 Carb, 1,650 lbs.
- OEM 6X1 Carb, Yamaha Ignition 1700 lbs.
- OEM 6X1 Carb, Aftermarket Crankcase/Ignition 1800 lbs.
- OEM Ficht/Etec injection 1,700 lbs.

### **Pro Gas Setup**

#### **With motors/rigging conforming to Pro Gas rules:**

Mercury & Yamaha Small Block:

- 1815 lbs minimum weight.

OMC, Yamaha & Mercury Big Block V6:

- 1840 lbs minimum weight.

OMC V8 motors/rigging conforming to Pro Gas rules:

- 1865 lbs minimum weight.

## **1400 Modified Production**

### ***Race Hulls with Modified motors utilizing OEM parts***

- 1) Boats: Any production hull. No true tunnels or hydroplane type hulls.
- 2) Fuel: 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 and 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.
- 7) Cylinder Support Rings Allowed.
- 8) No fabricated "Z" port motors.
- 9) No 2.5 liter Bridgeport Mercury.
- 10) No lightened crankshafts. Metal may be added to balance, but not removed. Stock stroke required on all motors.
- 11) Cylinder stiffeners allowed
- 12) No dual plug heads. Yamaha, OMC, Mercury 3.0 liter big block, and Suzuki may use any single plug heads.
- 13) No after market 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 or Brucato PCU.
- 17) After market adjustable fuel pressure regulators are allowed.
- 18) Oil injection and mechanical fuel pumps may be removed. Carbureted motors may use in the boat electric fuel pump and after market adjustable fuel pressure regulators.
- 19) Carburetors may be bored, air boxes removed and after market velocity stacks used. Carburetor stuffers allowed.
- 20) After market composite reeds allowed all motors. OEM reed cages for like motor.
- 21) No extra wiring, hoses, fittings or non-approved devices under the engine cowl or in the boat.
- 22) No potentiometers, fuel by pass 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.
- 23) No device at all in the boat that can monitor or alter ignition timing or fuel curve, mechanical or electronic.
- 24) Pyrometers and wiring relevant to them are allowed.
- 25) OMC, Yamaha and Suzuki may use aftermarket lightweight flywheels.
- 26) All flywheels, all motors, must retain OEM magnets.
- 27) Minimum mid section length is 15". OEM midsection and clamp brackets may be shortened. Aftermarket housing may be used with modified OEM clamp bracket. Aftermarket Trim cylinders are allowed. Liners may be removed and housings drilled for exhaust relief. No 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.

## 1400 Modified Production Minimum Weights

All weights subject to review at any time

### Mercury Outboards

- **High Performance EFI Mercury**
- 153 cubic inches 1430 pounds min
- 142.2 cubic inches 1300 pounds min
- Plenum may be bored, 3.500" maximum with aftermarket throttle shutter. No welding or fabrication on plenum
- Fuel system must utilize OEM ECU, injectors, fuel rail and temp sensor.
- OEM Blue SVS add 15 lbs.
- **Carbureted Mercury**
- 153 cubic inches 1350 pounds minimum weight
- 142.2 cubic inches 1250 pounds minimum weight
- **Laser and Pro Max EFI Mercury**
- 153 cubic inches 1400 pounds minimum weight
- After market air inlet cover (SVS only) may be used.
- Stock throttles cannot be bored.
- Stock Fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.
- **Mercury 3.0 liter**
- Promax fuel injection 1450 pounds min
- After market air inlet cover (SVS only) may be used.
- Stock throttles cannot be bored.
- 300X fuel injection 1475 pounds min
- Carbureted 1350 pounds min

### Yamaha Outboards

- 2.6 OEM fuel injection 1430 pounds min
- 2.6 With carburetors 1350 pounds min

### OMC Outboards

- OMC Loop Charged 3.0 liter
- OEM Ficht/ETEC injection 1430 pounds min
- 6 X 1bbl carburetor 1350 pounds min
- 6 X 1bbl carburetor, Yamaha ignition 1430 pounds min
- 3.3 OMC 6 X 1bbl carburetor 1430 pounds min

### Suzuki Outboards

- Suzuki 2.7 liter
- OEM fuel injection 1430 pounds min
- Carburetors 1350 pounds min

## **Pro Gas**

### ***Race Hulls using Modified Motors with Aftermarket Parts allowed***

- 1) Boats: Any production hull configuration allowed.
- 2) Minimum weights based off of original engine size designation.
- 3) See Fuel/Technical for after market and other parts not allowed.
- 4) No aftermarket blocks allowed.

## **Pro Gas Minimum Weights**

All weights subject to review at any time

### **Small Block Outboards (Mercury, Yamaha & OMC 2.5, 2.6)**

- Spec fuel motors 1300 lbs min
- Non Spec fuel motors 1350 lbs min

### **Big Block Outboards (Mercury Yamaha OMC 3.0,3.1,3.2, 3.3)**

- Spec fuel motors 1350 lbs min
- Non Spec fuel motors 1400 lbs min

### **OMC V8 Outboards**

- Spec fuel motors 1440 lbs min
- Non Spec fuel motors 1480 lbs min

## ***Outlaw***

### ***Race Hulls using Modified Motors with Aftermarket Parts allowed***

1. Boats: Any Production Hull 16ft or longer.
2. No Nitrous Oxide.
3. No weight requirement.

## Trailer Layout

