



**2010**

**Racing Rules  
and  
Reference Guide**

[www.odbaonline.com](http://www.odbaonline.com)

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## 2010 Outboard Drag Boat Association Officers

### **President:**

Shane Stovall (334) 657-5774

### **Vice Presidents:**

Jack Barsh (904) 448-4029

Jay Jackson (334) 618-4802

### **Secretary:**

Erica Agee (334) 381-1545

### **Treasurer:**

Jenni Stovall (334) 657-5774

### **Safety**

Mike Clemmons (706) 564-6372

### **Fuel Tech:**

Mike Clemmons (706) 564-6372

### **Motor Tech:**

Mike Clemmons (706) 564-6372

## **2010 Board of Directors & Rules Committee**

- Andy Driver (813) 363-9870
- John Gore (850) 527-5446
- Darrin Baxter (334) 430-0983
- Ray Leach (904) 744-6996
- Shane Stovall (334) 657-5774
- Jack Barsh (904) 880-1885
- Jimmy Hensley (423) 587-2151
- Jay Jackson (334) 618-4802
- Glenn Reynolds (865) 882-9623

### Alternates

- Bryan Welch (336) 442-8442
- Tom Parden (334) 456-2762

# ODBA BYLAWS

## **ARTICLE I: Title**

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

## **ARTICLE II: Purpose**

*The purposes for which ODBA is organized are as follows:*

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

## **ARTICLE III: Membership**

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

1. FULL COMPETITION MEMBERSHIP: The participating driver of the registered race boat. If the **DRIVER IS NOT** the **OWNER** of the race boat then the **OWNER MUST** be a full competition member also. Each Full Competition Member in good standing shall be entitled to **ONE** vote per membership to be cast in regard to Elected Officers and General Rules at the yearly General Meeting. Each Competition Membership receives a complimentary Associate Membership valid for the current year for **\$150**.
2. ASSOCIATE MEMBERSHIP: Any non-competition member who wishes to have voting privileges. Each Associate Member in good standing shall be entitled to one vote per member to be cast in regard to Elected Officers and General Rules at the yearly General Meeting. **\$50 DURING THE RACING SEASON**.
3. SINGLE EVENT COMPETITION MEMBERSHIP: Any person wishing to compete with ODBA for a single event. The Single Event Membership fee can be applied towards a Competition Membership at a later event that season. Single Event Membership entitles the driver to **NO** voting privileges. **DRIVER AND BOAT OWNER** must be at least single event competition members to participate race day and the driver will receive **NO** ODBA High Points. **(HIGH POINTS ARE NOT RETROACTIVE AND WILL BE AWARDED AT THE FIRST RACE WHEN FULL COMPETITION MEMBERSHIP STATUS IS ESTABLISHED.) \$75 for a Single Event.**
4. Any driver under the age of 18 years wishing to participate in competition with ODBA must have written and signed parental consent and must pass a driving test witnessed by a minimum of two members of ODBA's Board of Directors. The driving test must have been passed prior to being allowed to enter an event. The **MINOR DRIVER AND BOTH PARENTS** *must* be Full Competition Members of the ODBA. Single Event Competition Membership will NOT apply.
5. All applications for membership must be complete and are subject to approval by the majority of the Board of Directors before acceptance into ODBA. Each applicant must also sign the arbitration agreement.

## **ARTICLE IV: Dues**

1. Fiscal year is January 1 through December 31 of the current year. All annual dues for the current year shall be due prior to the conclusion of the final race of the year or October 31 whichever comes first to be eligible for voting rights for that year.
2. The amount of annual dues shall be decided and voted on by the Board of Directors. Any changes in dues shall become effective only upon vote of the majority of members of the Board of Directors.
3. Membership cards shall be issued to those paying current dues. Single Event memberships will have **NO** voting privileges.
4. No proxy voting allowed.
5. See III, 2010 ODBA Rules, Registration and Points, for dues and entry fees.

## **ARTICLE V: Board of Directors**

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

## **ARTICLE VI: Officers**

1. The Officers shall be as follows: President, Vice President(s), Secretary, and Treasurer.
2. The President shall be elected at the Annual Meeting. The Vice President(s), Secretary, Treasurer, and Motor Tech shall be appointed by the incoming President, subject to approval by the General Membership at the Annual Meeting. Terms for all officers shall last approximately one calendar year beginning at the Board of Director's and Rules Committee's meeting usually held in January of the upcoming race season. There shall be no limit to the number of terms served.
3. The President shall be the Chief Executive Officer of ODBA and shall preside at all meetings of the general membership. Further, the Board of Directors shall be responsible for the general management of ODBA and the President shall see that all decisions of the Board of Directors are carried out. The President shall execute all contracts and agreements authorized by the Board and shall have the general powers and duties of supervision and management usually vested in the office of President of an organization, which include volunteer assignments covering each race site (i.e. scales, pit area and ramp duty).
4. The Vice President shall be vested with all the powers and shall perform the duties of President in his/her absence and shall perform any others duties as from time to time may be assigned him by the President or by the Board of Directors.

5. The Secretary shall perform the duties normally performed by the Secretary of any organization, shall attend meetings and keep minutes of same. The Secretary shall give notice of all meetings of the membership and the Board of Directors and shall perform other duties as assigned by the President and/or Board of Directors.
6. The Treasurer shall perform the duties normally performed by the Treasurer of any organization, shall keep accurate records of receipts and disbursements. The Treasurer shall make all deposits of money and other valuable effects in the name of ODBA in such a depository as may be designated by the board or selected by the Treasurer and approved by the Board. The treasurer shall disburse the funds of ODBA as ordered by the Board of Directors and shall submit to the board and to the President, receipts or vouchers for said disbursements. The Treasurer shall give an accurate account of all transactions and render a statement of the financial condition of ODBA at the annual meeting of the General Membership.
7. It is the duty of each principal officer to provide a replacement in his /her absence at a scheduled race and to inform the President or Board of Director Member of said replacement by an alternate officer prior to that race.
8. Any office vacancy may be filled for the unexpired portion of the term by a successor chosen by the President and approved by The Board of Directors, except the office of President which shall be filled by a Vice President.
9. Any officer who fails to perform the duties of his/her office in a satisfactory manner or whose actions are deemed unethical or below the high standards set by ODBA may be recommended for replacement by the President and voted on by a majority vote from the Board of Directors.

### ***ARTICLE VII: Meetings of Membership and Board***

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

### ***ARTICLE VIII: Loss of Membership***

*Membership may be lost because of the following reasons.*

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

## ***ARTICLE IX: Committees***

1. The ODBA shall have such standing and other committees as may be adopted or prescribed by the President or by the Board of Directors. Such Committees shall have the powers, duties and obligations as prescribed by the President or the Board of Directors. The President is empowered to appoint chairpersons of such committees when necessary.
2. The rules committee will be presided over by the President. The President and Vice President(s) will be voting members. The Rules Committee shall include President, Vice-President and selected members of the General membership and the Board of Directors. The President shall be the tiebreaker

## ***ARTICLE X: Alteration or Amendment of Bylaws***

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

## ***ARTICLE XI: Liabilities***

Refer to the separate arbitration agreement and release forms.

## ***Article XII: Confidentiality***

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

**ARBITRATION AGREEMENT:**

Boat Owner/Driver acknowledges and agrees that the ODBA travels and deals in interstate commerce, holding events in Alabama, Georgia, Louisiana, Tennessee, Texas and other states, and marketing in multi-state participation. Boat Owner/Driver thus acknowledges that the Boat Owner/Driver and the ODBA and other aspects of participation in any ODBA event is involved in, affects, or has a direct impact upon interstate commerce.

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

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

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

Boat Owner/Driver and the ODBA understand that they are agreeing to resolve the disputes between them described above by binding arbitration, rather than by litigation in any court. By execution below, each applicant expressly accepts, acknowledges, and agrees to abide by the rules and the Rule Book and all of its terms and acknowledges receipt of same and the contents thereof as if set forth herein in detail.

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

## 2010 ODBA RULES

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

### General

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

1. ODBA races outboard powered boats only.
2. No drugs allowed. **No drinking of alcohol by Drivers or Crew Members before and/or during completion of all sanctioned events and inspections for that day.** Race driver/owner will be responsible for their crew. Violations will disqualify driver/owner for that day. (Crew members are defined as anyone involved with race boat preparation on race day.)
3. ODBA CODE OF CONDUCT: ODBA expects its members to conduct themselves in a professional manner at all times during the course of a race weekend. This includes, but is not limited to, personal or team conduct at locations such as the race site, hotels, restaurants, or other local facilities. No driver/owner or team will be allowed to participate in any ODBA sponsored event while displaying any lewd, abusive, vulgar or obscene language and/or image, etc. Issues resulting from such activity can be considered a Minor/Major infraction and will be dealt with as noted in Section G #13.
4. The drag race course will be Pro Series-1320 feet (1/4 mile) and Outlaw Class will be 800 feet.
5. Boats may be required to have a competition number applied to a vertical surface of the boat visible and legible at all times during competition. Numbers are to be applied for and will be approved on a first-come, first-serve basis. Approved numbers shall be protected for the current season and one additional year. Boat number should be 8" tall and 2" wide on a contrasting color.
6. All decisions made by the President, starting line judge, the finish line judge and/or the Rules Committee/Bd of Dir. is final.
7. There will be no congregation of persons around the judge's stand (start or finish line) and weight scales without the judge's permission. Any exceptions must be approved by ODBA.
8. Approximate Race Times (unless noted in race flyer, Website or at Drivers' Meeting)
  - **Race Registration 8:00 a.m. to 9:30 a.m.**
  - **Late Registration (w/ \$50.00 fine): 9:30 a.m. to 10:00 a.m.**
  - **Registration closed after 10:00 a.m. -**
  - **Drivers' Meeting 10:30 a.m. approximately 20 minutes**
  - **Race Starts 12:00 NOON Saturday & 12:00 NOON. Sunday, if permitted. RAMP CALL IS AT 11:30 AM each race day unless announced differently.**
9. ODBA reserves the rights to require certain available sponsor decals and logos be displayed on boats during competition.
10. ODBA and its race teams reserve the rights to sell and distribute ODBA and team merchandise at all ODBA events and websites.
11. Any exhibition runs must have prior approval of ODBA's Board of Directors. All exhibition runs are subject to ODBA safety protocols and will be allowed only as time and weather conditions permit. Exhibition Boat Owner/Driver must sign ODBA's standard liability release forms. These forms will be available from our ODBA Secretary at the judge's stand. These forms must be completed before these boats or teams are allowed on the race course.
12. The ODBA Rules Committee reserves the right to change technical specifications or weight requirements in any class to ensure parity and quality of competition between various boat/motor combinations.
13. All officials, Board of Directors and Work Detail should be at Race Site by 7:00 a.m. on Saturday and Sunday.
14. Assuming we run the 4 & 4 format, the first class that runs on Saturday will be the first class that can be at the scales that morning; the second class that runs should be the second class that can be at the scales, etc... Sunday boats will be permitted at the scales on Saturday only after all four Saturday classes have completed their pre-race weight-in.

15. The first class for each day may be asked to be lined up and ready at the boat ramp before the driver's meeting begins at 10:30 a.m. As soon as that class has entered the water, the next class should begin lining up at the ramp. That should not even require a Ramp Call! For any given class, if you are not in line at the ramp when the first boat enters the water, you may not race and may lose your entry fee.
16. Anyone involved with a race team as a crew member or with ODBA as a volunteer must sign a general liability release available at the judge's stand with the Secretary.

## Safety

1. There will be a visual boat safety inspection by designated safety inspectors before any class races. The Tech Sheet issued at registration must be initialed by inspector(s) named at the driver's meeting. Each participant is responsible for meeting all his or her safety requirements, no exceptions.
2. Propellers installed on motors must have a propeller cover and remained covered while in pits and on the way to ramp (NO TOWELS). Installed propellers must be covered immediately after weight check or after leaving the water if weight check is not necessary. Drivers/owners who violate this rule are subject to a \$50.00 fine to the ODBA General Fund AND THIS FINE MUST BE PAID PRIOR TO RACING.
3. No cranking/starting of engines with propellers installed, while boat is out of the water, at the race site. Drivers/owners who violate this rule will be fined \$100.00 to the ODBA General Fund.
4. Kill switches are mandatory in all classes. The kill switch is to stop power to both engine and electric fuel pump(s). Boats with a restraint system will require a roll over type kill switch.
5. Foot throttles and trim buttons on wheel or floor are required in all race boats.
6. All race boats must have dual mechanical steering or hydraulic.
7. All boats with weight added must have weight secured, bolted or cabled in place, rubber straps are not acceptable. Safety Tech will determine if weight is properly secured.
8. Racers in all classes must have approved racing helmets and certified racing lifejackets (examples: Lifeline, Security or a jacket equal to). All drivers must wear required driving apparel while on the race course. This includes, but is not limited to, suitable protective footwear (appropriate closed toe footwear and no cut-off shorts). A full driving suit is recommended, but not required. ODBA encourages all drivers and crew members to wear appropriate race site apparel while in the pit area. This includes, but is not limited to, driver and crew uniforms, appropriate footwear, eye protection, and basic protection from the sun and heat. Helmet restraints are recommended. Not only is this addendum to provide protection from elements of concern associated with this or any form of motor sports, it is intended to promote a better overall appearance of ODBA's race day program.
9. Proper approved driver restraint systems are required for all capsule race boats. Driver restraints not installed or recommended by the boat manufacturer, are not recommended.
10. All safety gear must remain on while motor is running and in gear. First offense is a fine of \$100, second offense DURING THE SAME RACE is a disqualification.
11. All boats must enter the water with engine cowling on motor, secured in place.
12. All boats must have a fire extinguisher with gauge and they must be mounted and accessible to driver from the driver's seat. Extinguisher must be fully charged. All pits should have a readily available fire extinguisher.
13. Drivers are to remain in the cockpit area of a boat at all times after leaving the ramp and during the race. No one is allowed to leave the cockpit area and move about the boat without being at the start boat or return boat. If returning to the starting barge is not possible then radio for another racer preferably an officer or board member to watch what you do while you are out of your seat. An official or another racer must observe all actions. Failure to abide by this rule is subject to a disqualification for that race day. NO WARNINGS.
14. It will be at the discretion of the ODBA's Board of Directors to cancel a race due to weather conditions.

## Registration & Points

- All drivers AND boat owners (if not the same person) participating in ODBA sanctioned races shall possess either an annual competition or a single event competition membership and be in good standing with ODBA. 2010 membership fees are as follows:
  - FULL Competition Membership \$150.00
  - Single Event Competition Membership \$75.00
  - Associate Membership (voting privileges only) \$50.00

(NOTE: A SINGLE EVENT COMP MEMBER WILL BECOME A FULL COMPETITION MEMBER WHEN THE SECOND SECM fee of \$75.00 IS PAID)

- Entry Fee will be \$100.00 + \$40.00(Insurance/Rescue fee) per class, per weekend. Entry fee payback shall then be split 80% to the respective class purse, 20% to the respective class High Points Fund for Pro Series Classes. Outlaw Classes will not contribute to High Points fund and will receive points only along with full \$100.00 payback.
- NO LATE Registration will be allowed following the roll call at the Drivers Meeting. No refunds will be made after this roll call.
- Roll call will be taken at the start of both the Saturday and Sunday Drivers Meeting. If the boat driver is not present (doesn't answer roll call) at Drivers Meeting he/she will not be allowed to race that day unless driver pays a \$50.00 fine to ODBA General Fund prior to start of the first race of the first class that day. Driver is also required to have already registered to race that day AND to know what was covered in Drivers Meeting in order to race.
- ODBA's intended weekend racing schedule is to run **Outlaw Classes on Saturday and Pro Series on Sunday**. Should low boat turnout at an event be anticipated, it shall be at the discretion of the President to run some or all classes twice per event, racing some or all classes both days. Any deviation from the usual format will be noted and announced as soon as possible.
- Should the President require all classes to run both Saturday and Sunday, ODBA shall use a points system to determine the overall winner.

**For a two (2) day race, the first day will be a ten (10) point spread; the second day will be an eleven (11) point spread.**

### WEEKEND POINTS:

Place	Saturday	Sunday
1st	100	110
2nd	90	99
3rd	80	88
4th	70	77
5th	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	Weekend	ODBA Total	Final	High
---------	---------	------------	-------	------

Saturday	Sunday	Points	Place	Points
John DQ—0pts	3rd—88 pts	88 pts	4th	7 pts
Paul 1st—100 pts	2nd—99 pts	199 pts	1st	10 pts
Harry 2nd—90 pts	4th—77 pts	157 pts	3rd	8 pts
Ringo 3rd—80 pts	1st—110 pts	190 pts	2nd	9 pts

7. Based on the weekend finishing order for the race held that weekend, 1st place receives 10 points; 2nd--9 points; 3rd--8 points; 4th--7 points; 5th--6 points; 6th--5 points; 7th--4 points; 8th--3 points; 9th--2 points; 10th place and below, each receives 1 point.
8. Disqualification (minor infraction) of a boat will result in no points being awarded toward weekend total for the day of DQ.
9. Before any prize monies will be awarded each driver must turn in a completed Tech Sheet (see Rules II-#1 and V-#1) to the Secretary, Asst. Secretary, Treasurer or Asst. Treasurer at the judges stand.
10. Classes with 11 or less boats entered shall pay three places 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

Classes with 12 or more boats entered shall pay out five places as follows:

- 1st place 57.5% of class total prize money
  - 2nd place 20% of class total prize money
  - 3rd place 10% of class total prize money
  - 4th place 7.5% of class total prize money
  - 5th place 5% of class total prize money
11. There must be at least three (3) boats to be included in sponsor provided prize money. At least 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. In the event of only one boat showing for a particular class (and there is no other classes for that boat to participate in) two (2) show up points will be awarded.
  12. A minimum of 30% of sponsor provided prize money shall be applied to pay ODBA operating expenses. The remaining % shall be divided evenly among the classes for the first \$12,500. Any prize money above the \$12,500 will be added to the classes on a per boat basis in each class. Sponsor provided prize money will be distributed among Pro Series classes only. Outlaw classes will race for entry fees only.
  13. ODBA awards High Points for each Competition Member participating in a race. All High Points will be awarded to the Boat Driver as stated on membership form and/or weekend liability release form. The boat owner and driver must be a current Competition member with ODBA to acquire High Points.
  14. A Driver can be substituted twice per year per class and Substituted Member must be a Full Competition Member and approved at registration.
  15. If a racer's entry fee is paid and he is present at the driver's meeting, but he chooses not to race Saturday and/or Sunday, they are allowed to receive one ODBA High Point.
  16. If a racer is DQ'd (minor infraction) on one race day, but is allowed to race (but does not have to) on the other race day, he will receive ODBA High Points according to the total of Weekend Points. In the event of a one day race any disqualification will result in no "legal" racing days for the event thus no High Points can be awarded.
  17. If a scheduled race is cancelled due to weather or unforeseen conditions those racers who have registered will receive "show up" points two (2) points added to their ODBA High Points total. Racers not at race site, ready to race when race is cancelled will not receive High Points.
  18. In the event of a tie in High Points at the end of the year, the winner will be determined by the number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> place finishes until the tie is broken. If a Champion cannot be determined after this procedure, Co-Champions will be named.

## Competition Procedure

1. No test runs shall be allowed after ODBA assumes control of the race site.
2. ODBAs "Class Call" protocols will be as follows:
  - a) Assuming we run the 4 & 4 format, the first class that runs on Saturday will be the first class that can be at the scales that morning; the second class that runs should be the second class that can be at the scales, etc. Sunday boats will be permitted at the scales on Saturday only after all four Saturday classes have completed their pre-race weigh-in.
  - b) The first class for each day will be lined up and ready at the boat ramp BEFORE the driver's meeting begins at 10:30 a.m. As soon as that class has entered the water, the next class should begin lining up at the ramp. that should not even require a Ramp Call!
  - c) For any given class, if you are not in line at the ramp when the first boat enters the water, you may not race and may lose your entry fee.
  - d) It is the driver's responsibility to maintain timely awareness of his or her class racing schedule and report to the boat ramp when called for class competition
3. At no time after the first pair of boats approach the start line, can a driver in that class receive any help from the bank and/or another boat. Nothing can be added or removed from the boat.
4. Refueling will be allowed in any class during competition BUT ONLY after ten (10) passes have been made BY THAT DRIVER (maximum of 2 gallons at the discretion of the PRESIDENT).
5. Flags and their meaning:
  - Black Flag: The race course is closed. Anyone in the water should proceed safely to their trailer. The race course will be black flagged upon mishap such as an accident on the course, etc.
  - Colored Flag: Yellow flag indicates return to start barge.
  - Other Flags will be covered on race day at the Drivers Meeting, if their use is deemed necessary.
6. Race heats are official after starting flag is waved, dropped or raised OR when green lights have been lit by starter. (A GREEN START RACE MAY BE RERUN AT THE DISCRETION OF THE STARTER AND/OR THE FINISHLINE JUDGE). Any desire to request a more even start must be indicated by a driver raising both hands into the air or turning out of the staging lane PRIOR to reaching the white start buoy.
7. False Starts - A false start is determined by the Starting Official. The "offending" driver will be notified of his/her infraction by the Starting Official (whose decisions are FINAL). The Starting Official may have both boats turn around and come back to the start line without charging either boat with a false start. False starts are charged to a driver per class. Upon the second false start per class charged to a driver by the official starter is a loss. The third false start charged to a driver in a class results in a second loss.
8. In the event of a dead heat (race winner cannot be determined) racers will remain in the same lanes and rerun same race heat.
9. During a race heat, boats must not cross the finish line on the "wrong" side of the center line buoy. Boat "A" must not enter boat "B's" lane, or 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. There will be no public viewing of the finish line video tape; racers will not ask Finish Line Judge to "prove" his decision. Racers, crew members and family members are prohibited from congregating at or near Finish Line Video Station. The Finish Line Official's rulings are final with no exceptions.
11. If a boat fails to approach the start line under its own engine power and take the green flag/light when his/her draw number is held up, that boat is considered broken and given a loss. In the event neither boat can approach the start line under its own power and take the green flag/light, both boats are considered broken and both are given a loss, once upon receipt of the second loss that boat or both boats are out of competition for that class. ON ANY LEGAL SINGLE BYE RUN THE DRIVER MUST TAKE THE GREEN LIGHT AND MAKE A FULL PASS. (THIS DOES NOT HAVE TO BE A FULL THROTTLE PASS, IF FULL PASS IS NOT PERFORMED WILL RESULT IN DOUBLE LOSS).

12. In the event that a competition class is halted for accident recovery, inclement weather conditions, darkness or other forces beyond ODBA's control, the class will be restarted, from the existing brackets, at the point where competition was stopped.
13. Drivers failing to report to the ramp RACE READY by FINAL CALL will be disqualified for that class, that day. "Final call" will be determined by ODBA official and announced. (See Section IV, #2).
14. If a boat needs to be towed from the course in the name of safety, the driver is NOT OUT OF COMPETITION unless he has 2 losses.
15. A boat that TAKES A ROPE OR RECEIVES HELP FROM THE BANK OR ANOTHER BOAT OR is towed to the ramp is OUT OF COMPETITION at that point. (IF YOU RECEIVE ANY ASSISTANCE OR HELP).

## Fuel/Technical

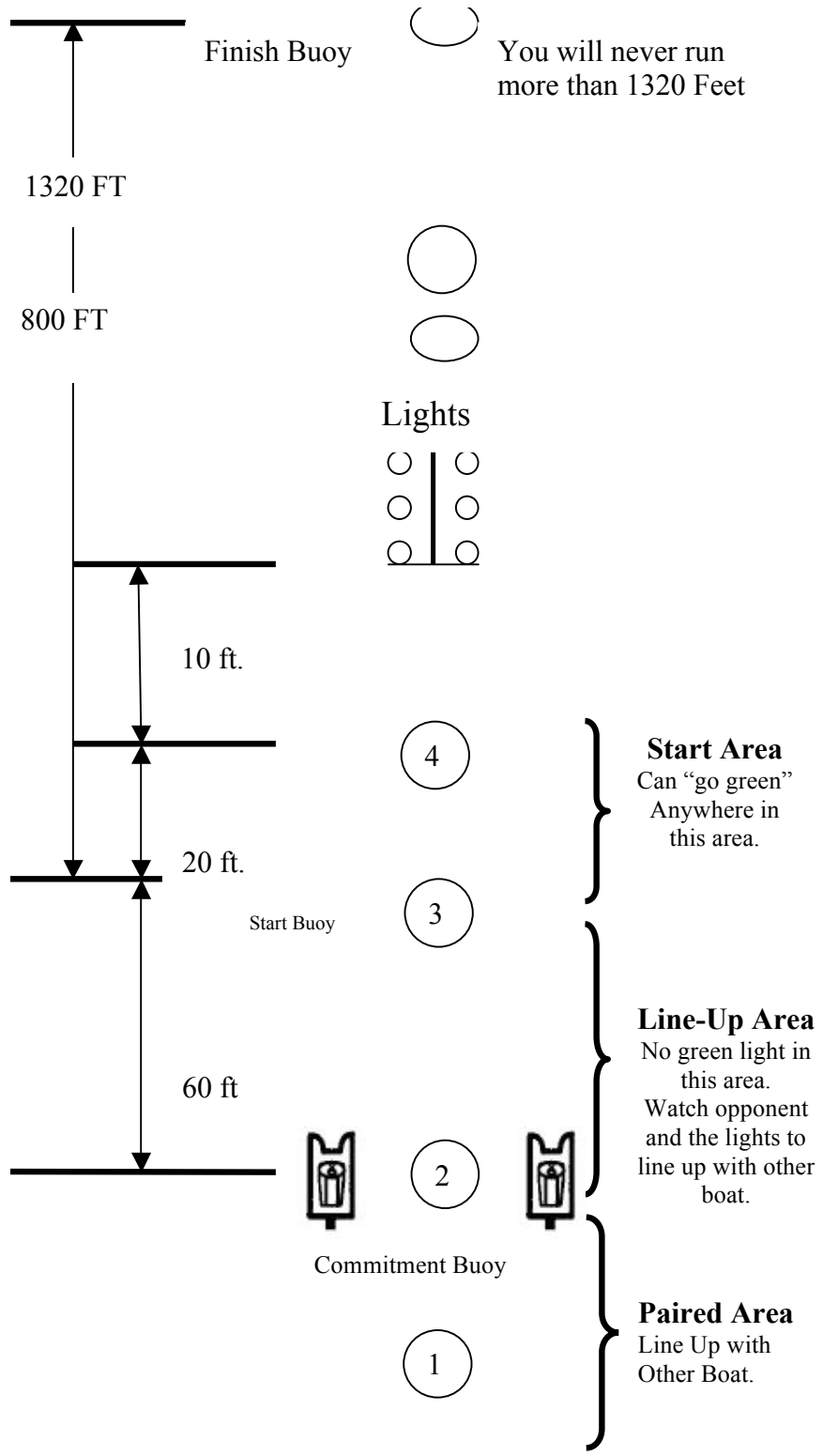
1. All drivers will be issued a Tech Sheet for each class entered. It is the driver's responsibility to have their Tech Sheet completed by appropriate persons as described in Drivers Meeting. Failure to do so could result in disqualification from that class for that weekend. You must turn in your Tech Sheet to get prize monies.
2. All gasoline and oil used in competition must be purchased at THAT race site during that weekend in specified quantities from the designated supplier. Tech Sheets must be completed accordingly. This rule applies to all gas classes.
3. Items not allowed in any boats in competition unless expressly noted in class rules:
  - Variable pitch propellers
  - Ignition stutter boxes for controlling start line RPM
  - Throttle activation devices, electronic or mechanical
4. The following items are only allowed in the Unlimited Class unless specifically allowed by individual class rules:
  - Multi Engines
  - Turbochargers
  - Superchargers
  - Transmissions with more than one forward speed
  - Cool Cans
  - Expansion Chambers
  - Speedmaster Type Gearcases
  - Non-production based outboard blocks must be based on production outboard block.
5. The following are not allowed except in Pro Carb, Pro Gas, Pro Fuel and Unlimited unless expressly note in the class rules:
  - ECU box must be mounted on engine. This is to be the one and only ECU box. Carrying an additional ECU in boat is not allowed.
  - No unapproved devices, extra wiring or hoses allowed under the engine cowl beyond that of the normal engine and gauge wiring and associated hoses.
  - Any and all fuel pumps must be activated by single switch. Regulator must be mounted in back of boat or on engine outside of the reach of the driver. Fuel pressure may not be changed or adjusted or manipulated during the race. Fuel pressure may not be changed or manipulated from the start of competition of its class until the boat clears tech. Fuel return line must be contained in back of boat outside the reach of the driver. Devices to restrict or manipulate the flow of the return line are not allowed.
  - Mechanical or electrical devices to alter total timing, timing curve, fuel curve or over all fuel mixture other than original ecu adjustment pot are not allowed. No OEM detonation modules or timing boxes allowed. No device at all in the boat that can alter ignition timing or fuel mixture from the time competition begins until the boat clears tech.
  - The engine may have only one fuel supply line and one fuel return line.

6. The top five (5) finishing boats must weigh unless another number is specified at the Drivers Meeting. All drivers must remain in their boat until weighed unless otherwise instructed by Weigh Master and Fuel Tech. No persons other than boat driver will be allowed on the trailer or in the boat until all inspections are complete. Failure to comply can result in disqualification from that class for that day. Tech Sheet must be completed by Weigh Master. Any boat receiving a DNF must report to the Scales.
7. The top five (5) boats or number specified at Drivers Meeting, in a gas class must submit to and pass a fuel check. Tech Sheets must be completed by Fuel Master in order to receive prize money.
8. ODBA reserves the right during motor tech inspection to seize any controversial part(s) or component(s) until origin, class legality or authenticity of part/component is confirmed. Any prize money and ODBA points will be withheld until a decision regarding part/component is made. ODBA will accept cost of shipping and insurance when sending part/component to an authority (i.e., Mercury, OMC, Yamaha, etc.) for confirmation and authenticity. ODBA cannot be held responsible for loss or damage of part/component during shipping.
9. Any boat in any class may be subject to a motor tech inspection (and fuel check, if applicable) and/or boat inspection by ODBA's Technical Inspector at any time after race registration. Failure to comply could result in a gross infraction. (See Rule VI, #4.)
10. During a tear-down motor/boat inspection, only the owner/driver and Technical Inspector and personnel designated by Technical Inspector will be allowed in the inspection area. Two (2) persons per boat only.
11. Spec fuel and oil may not be modified in anyway. Although the racer may use any fuel oil ratio he chooses. The use of additives or any other process which alters the properties of the spec fuel oil mixture is prohibited.
12. No dumping: No oils, fuels, lubricants, or chemicals are to be "dumped" at any of our race sites. It is the responsibility of each ODBA member to dispose of these items in accordance to local, state, federal and OSHA regulations.

## Protests/Infractions

1. Official protests must be written and filed prior to, or within 1 hour, after the final heat for that class. Protest forms may be obtained from the Secretary or Asst. Secretary at Judges Stand. Completed protest forms and any fees are to be turned over to the Secretary, Asst. Secretary, Treasurer or Asst. Treasurer. Only a written protest signed by the boat owner and/or driver will be accepted. The boat inspection protest fee is \$300.00. The engine inspection fee is \$1000. This fee is to be paid in cash when protest is filed.
2. After inspection:
  - If boat/motor is found to be legal, protest fee is paid to owner/driver being protested
  - If boat/motor is found to be illegal, protest fee is returned to person/persons filing protest. Other actions by ODBA will result.
3. Gas Protest Fee is \$375.00 (nonrefundable). Fee must be paid in cash at time protest is filed. ODBA performed fuel tests only.
4. ODBA rule infractions will not be tolerated. ODBA has three separate and distinct levels of infractions, each carrying its own distinct level of punishment.
5. Minor Infraction: an infraction deemed by ODBA's Board of Directors to be unintentional. A minor infraction may result in loss of points and event. Examples include, but are not limited to:
  - Not wearing proper safety gear (i.e., life jacket, helmet, etc.).
  - Removal of safety gear while on plane.
  - Not showing up at scales.
  - 15 pounds or less under specified class weight.
  - Not putting the boat into the water when instructed.
6. Failing fuel test.
7. Derogatory or destructive comments made post race can be construed as a Minor/Major infraction.

8. If a Racer is assigned to a work detail and does not show up for said detail he or she will be fined \$100.00 for 1st offence, \$250.00 for 2nd offence. Fine must be paid before he or she will be allowed to join race competition.
9. Major Infraction: an infraction deemed by ODBA's Board of Directors to be intentional. This may, upon review of the ODBA Board of Directors, result in a one calendar year suspension of membership and/or the boat from date of infraction. In the event of more than one Major Infraction, the penalties shall run consecutively. Examples of a major infraction include, but are not limited to:
  - 16 or more pounds under specified class weight.
  - Refusal to weigh.
  - Refusal to submit to fuel test.
  - Not passing fuel test.
  - Refusal of motor or boat inspection.
  - Not passing motor or boat inspection.
  - Two minor infraction disqualifications for the same reasons in a single race season.
10. Gross Infraction: A most serious infraction deemed by ODBA's Board of Directors to intentionally disrupt or discredit the operations of ODBA. May, upon review of the ODBA Board of Directors, result in lifetime loss of membership by an individual or the group responsible. Examples of a gross infraction include, but are not limited to:
  - Directing any nature of reprehensible conduct toward any race official, including but not limited to, obscene, abusive, or threatening language.
  - Threatening gestures, including, but not limited to, touching any race official or engaging in conduct which reasonably leads any race official to anticipate an offensive touching.
  - Offenses punishable with lifetime penalty need not necessarily occur at a race event or even at an event location or even during the race event season to warrant disqualification for life. They need only occur anytime, anywhere. Then, upon the submission to the Board of Directors of an acknowledged affidavit by the official so aggrieved, the Board of Directors shall implement at least a one year disqualification and may, upon majority vote of a quorum of the Board of Directors assembled by any means, issue the lifetime banishment from any and all ODBA events or functions. (i.e. slanderous public comments)
  - Each owner/driver is responsible for the conduct of his crew and the foregoing penalties shall be imposed upon an owner/driver for violations committed by his crew. Crewmembers participating in the infraction of any owner/driver may result in consecutive disqualifications to the owner/driver.
  - Removal of hand or hands from the wheel or other dangerous moves, while boat is under race conditions, will constitute a loss. The second careless action is a disqualification.



## **ODBA Starting Line Procedures**

1. All boats must remain no further than 50-300 yards from the starting barge. Watch the cards for your draw number.
2. Fire up and approach the start line as soon as your draw number is displayed or you will be considered broken and given a loss. (See Competition Procedures, rule #9)
3. The pace is set by the Starting Official. There is no "pace boat".
4. Boats should pair up between the first white (#1 buoy) and the first orange buoy (#2). They should be paired after passing this first orange buoy. The starter will not turn the green lights on prior to the START BUOY (2ND WHITE BUOY). If the you feel the pairing is not fair turnout or raise your hands (Do not abuse this!) prior to reaching the START BUOY.
5. Boats must remain paired and not attempt to "slingshot" or pass the other boat. Lagging behind and then speeding up to catch the other boat will be considered a "slingshot". Attempts to pass or "slingshot" the other boat can result in a false start.
6. A flashing yellow light in your lane signals to SLOW DOWN. Failure to slow down will be considered charging. Charging the line will result in a false start. This applies to both boats.
7. Boats may receive the green light anytime after either boat passes the second buoy.
8. If the boats pass the third buoy without receiving a green light, both boats are to reduce to minimum speed and turn around. A red light indicates a false start that has been given to one boat. If there is no red light, there is not a false start.
9. After a lane has been given a false start (red light), both boats will turn around at minimum speed. If your draw number is held up, then you have received a false start. Three false starts by the same boat equal two losses. (Competition Procedures, rule #7)
10. Drivers failing to follow the pre-starting or returning boat instructions will be given a loss.
11. Drivers running past the pre-start buoy, out of set race course, or failing to return down the center of the course in single file can be issued a loss.

## **Class Rules**

### ***Green Stock (Pro Series)***

#### ***( EPA Emissions Compliant)***

1. Boats: Any Production Hull 17ft Min.
2. Nose cones/low water pick-ups allowed.
3. Must be STOCK/UNTOUCHED Green motors only, with the exception of rule 2.
4. Pump gas is allowed with no additives.
5. Stock Rev limiters will be enforced.

Weights are as follows:

1. 350 HP - 1900
2. 300 HP - 1775
3. 275 HP - 1710
4. 250 HP - 1650
5. 225 HP - 1585
6. 200 HP - 1525
7. 175 HP - 1465
8. 150 HP - 1400

Being this is a new class rules may be adjusted before the season starts as well as during the season. Weights and boat types are subject to change, but will be posted as soon as any change takes place.

## ***Lake Racer (Pro Series)***

1. Boats: Regular production open cockpit Ski or Bass boats originally configured with seating for 3 or more people. Passenger seats may be removed during competition.
2. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
3. See Fuel/Technical rule # 5 applies.
4. No nitrous or any other type bottle pressure injection. No bottles in boat, solenoids disconnected.
5. ALL ODBA general, safety and fuel/technical rules must be adhered to.
6. Minimum of 5 gal. fuel purchase at race site.

## ***Specific Motor Rules and Minimum Weights***

### ***Super Stock Setup***

7. With motors/rigging conforming to Super Stock rules:
  - Mercury HP 2.5 liter 260 EFI
    - ❖ 1625 lbs minimum weight
  - Mercury HP 2.5 liter 300 Drag
    - ❖ 1635 lbs minimum weight
  - Mercury Eyebrow Drag with air horn
    - ❖ 1645 lbs minimum weight
  - Mercury Eyebrow Drag with SVS (stock configuration.)
    - ❖ 1655 lbs minimum
  - 280 with 260 EFI electronics
    - ❖ 1600 lbs minimum weight
  - Mercury HP 2.5 liter 280 EFI
    - ❖ 1475 lbs minimum weight
  - Mercury HP 2.5 liter 240 carb
    - ❖ 1550 lbs minimum weight
  - Mercury Pro Max/Laser 2.5 liter EFI
    - ❖ 1550 lbs minimum weight
  - OMC 3.0 liter Looper carb
    - ❖ 1550 lbs minimum weight
  - Yamaha 2.6 liter carb
    - ❖ 1550 lbs minimum weight

### ***Super Gas Setup***

8. With motors/rigging conforming to Super Gas rules:

### ***1750 pounds minimum weight***

- Production short-blocks, assembled, built or manufactured by a high-performance division, group or subsidiary of current APBA marine product manufacturers will be allowed except as noted. Engines must be marketed and distributed in the U.S. Engines must be available through a normal or high-performance dealer network and offered for sale with a warranty from the original manufacturer or the original manufacturer's authorized high-performance division.
- Short-block alterations of any kind are not allowed except as noted. No blueprinting, polishing, grinding, balancing, feathering, etc.
- Short-blocks with steel sleeves may be decked a maximum of .010". Cylinder overbore limited to size of available OEM service parts.
- Any modifications external to the short-block are allowed except as noted. Neither ignition stutter boxes nor throttle positioning devices are allowed. (see page 19, rule 3.)
- Clamp and swivel bracket must be an OEM part. Clamp and swivel bracket may be lightened, but not removed. No custom clamp or swivel brackets allowed.
- Gearcase must be shiftable (forward, neutral, reverse) from the driver's seat. Gearcase must be an OEM part for LIKE MANUFACTURER. No small gearcases.
- Short shaft midsections are allowed. 15" minimum length as measured from the powerhead flange to gearcase flange. Midsections shortened to 15" must use OEM parts for that model motor. No Champ-type midsections.
- Mercury/Mariner 2.5 liter Drag/S3000 powerhead is not allowed.

### ***Modified Production Setup***

8. With motors/rigging conforming to Modified Production rules (no small gearcases or aftermarket ignition):
  - Mercury Center Horn 2.5 liter EFI
    - ❖ 1785 lbs minimum weight
  - Mercury Center Horn 2.4 liter EFI
    - ❖ 1645 lbs minimum weight
  - Mercury SVS Drag 2.5 EFI 2001 & newer
    - ❖ 1800 lbs minimum weight
  - Mercury 2.5 liter carb
    - ❖ 1670 lbs minimum weight
  - Mercury 2.4 liter carb
    - ❖ 1595 lbs minimum weight
  - Mercury 2.5 liter Pro Max/Laser
    - ❖ 1745 lbs minimum weight
  - OMC 3.0 liter carb
    - ❖ 1720 lbs minimum weight
  - OMC 3.0 liter Factory EFI
    - ❖ 1795 lbs minimum weight
  - Yamaha 2.6 liter carb
    - ❖ 1695 lbs minimum weight
  - Yamaha 2.6 liter Factory EFI
    - ❖ 1795 lbs minimum weight

- Mercury 300X EFI
  - ❖ 1820 lbs minimum weight
- Mercury 3.0 Promax
  - ❖ 1795 lbs minimum weight
- Mercury 3.0 Carb
  - ❖ 1695 lbs minimum weight

### ***Pro Gas Setup***

9. With motors/rigging conforming to Pro Gas rules:
  - Mercury & Yamaha Small Block
    - ❖ 1900 lbs minimum weight
  - OMC, Yamaha & Mercury Big Block
    - ❖ 1925 lbs minimum weight
10. With OMC V8 motors/rigging conforming to Pro Gas rules:
  - 1950 lbs minimum weight

### ***Pro Carb Setup***

11. With engines conforming to Pro Carb rules (Pro Carb engines must run under these Pro Carb rules):
  - Mercury 153ci.
    - ❖ 1800 lbs minimum weight
  - Mercury 142.2ci. "behind the liner"
    - ❖ 1675 lbs minimum weight
  - Mercury 142.2ci.
    - ❖ 1600 lbs minimum weight
  - Mercury 122ci. "behind the liner"
    - ❖ 1550 lbs minimum weight
  - Mercury 122ci.
    - ❖ 1475 lbs minimum weight
  - OMC V6 Looper
    - ❖ 1825 lbs minimum weight
  - Yamaha 2.6 liter
    - ❖ 1800 lbs minimum weight
  - Yamaha 2.6 liter "long rod"
    - ❖ 1825 lbs minimum weight
  - OMC 3.3 liter carburetor
    - ❖ 1900 lbs minimum weight

## ***Super Stock (Pro Series)***

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
3. See Fuel/Technical rule # 5 applies.
4. No nitrous oxide or any other 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 by pass solenoids or any other devices to alter the fuel curve or pressure allowed. Multi fuel pump setups must be wired so that one switch must start and stops both pumps.
8. No after market ignition systems or component parts; no spark retard/advances, electronic or mechanical allowed.
9. No metal removal or any internal cylinder block modifications allowed. No porting, polishing, feathering. No piston, rod or crank modifications. No balancing or blueprinting.
10. Pistons must be OEM or Wizard Marine Piston part # 10592 with 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 after market 15" minimum housing used. Inner liners may be removed and housings drilled for exhaust relief. No Champ type mid sections allowed.
13. Gear cases must have functional forward, neutral and reverse and be shift able from the driver's seat. After market nosecones with low water pickups allowed.
14. Pyrometers allowed.
15. Aftermarket lightweight stock configuration motor cowls allowed all motors.
16. After market composite reeds allowed all motors. OEM reed cages for like motor, no modifications to reed cages allowed.
17. Carbureted motors may remove OEM air boxes and use after market velocity stacks.
18. Oil injection and mechanical fuel pumps may be removed and blocked off. Carbureted motors may use in the boat electric fuel pump and after market adjustable fuel pressure regulators.
19. Standard 1/2" reach spark plugs only. Any heat range, style tip or brand allowed.
20. Flywheels must be OEM. They may be lightened BUT MUST maintain OEM MAGNETS.
21. Minimum of 5 gal. fuel purchase at race site.

## ***Specific Motor Rules and Minimum Weights***

### ***Mercury***

#### 22. HP Mercury, 245 HP, 260 HP, 280 HP and 300 HP Drag:

- Carbureted 245
  - ❖ 1350 lbs minimum weight
- EFI 260
  - ❖ 1400 lbs minimum weight
- EFI 280
  - ❖ 1375 lbs minimum weight
- EFI 300 Drag, center horn
  - ❖ 1410 lbs minimum weight
- EFI “eyebrow” Drag with horn
  - ❖ 1420 lbs minimum weight
- EFI “eyebrow” Drag with SVS (blue or gold) in stock configuration.
  - ❖ 1430 lbs minimum weight.
- Rev limiters may be removed.
- EFI motors in this group may use OEM Drag ECU (A-48, A-63, A-6,A-13) and fuel pressure regulator
- (1) 260 1.490” to 1.520” exhaust port height specs
- (2) 280 1.500” to 1.520” exhaust port height specs
- (3) 300 1.490” to 1.510” exhaust port height specs
- (4) 300 (eyebrow) 1.460 to 1.475 exhaust port height spec
- Required standard head gasket on Drag Engine.
- (1) 260 27-814658-1 0.45 to 0.50
- (2) 300 Drag 27-822844-1 0.55 to 0.60
- If during repair, any metal was removed from deck, thick head gaskets must be used.
- (1) 260 27-822844-1 head gasket part number
- (2) 300 27-840322-1 head gasket part number
- 2:00 or 1:87 gear ratio only.
- All motors this group must use OEM 37cc minimum heads except 260.
- All components must retain stock factory configuration from the adapter plate up except as noted.
- 260 Mercury may use 26cc heads.
- 280 Mercury may use 260 electronics

#### 23. 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.

24. Pro Max or Lazer style EFI Mercury: factory production steel sleeve block only.
- 1350 lbs minimum weight
  - Rev Limiter may be removed.
  - OEM light weight flywheel allowed. No modifications.
  - High performance early style 16 amp alternator allowed.
  - OEM 1" thick reed manifold spacer plate is allowed.
  - 26cc minimum chamber OEM heads allowed.
  - Throttle body may be bored. No welding or other modifications to plenum.
  - Stock fuel injection configuration must be maintained, (injectors, fuel rail, regulator etc.)
  - Fuel injection ECU must remain in stock configuration inside and out.
  - All components must retain stock factory configuration from the adapter plate up except as noted.

## **OMC**

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

## **Yamaha**

26. Yamaha 2.6 liter:
- OEM looper carbs only, boring not allowed, any jetting.
  - 1350 pounds minimum weight.
  - After market light flywheel allowed.
  - Rev limiter may be removed.
  - Early OEM charging system and spark advance allowed.
  - After market or cut OEM heads, 33cc minimum chambers.
  - No long rod motors in this class.
  - OEM carbs for like motor, boring is allowed.

## ***Modified Production (Pro Series)***

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

29. Minimum mid section length is 15". OEM midsection and clamp brackets may be shortened. OEM clamp bracket may be shortened and after market 15" minimum housing used. Inner liners may be removed and housings drilled for exhaust relief. No Champ-type mid sections allowed (except carbureted engines).
30. No X front halves by any manufacturer.
31. Minimum of 5 gal. fuel purchase at race site.

## ***Specific Motor Rules and Minimum Weights***

### ***Mercury***

- 32. Center air inlet HP EFI Mercury:
  - 153 cubic inches
    - ❖ 1430 lbs minimum weight
  - 142.2 cubic inches
    - ❖ 1300 lbs minimum weight
  - Plenum may be bored, 3.500" maximum with aftermarket throttle shutter. No welding or fabrication on plenum
  - Fuel system must utilize OEM ECU, injectors, fuel rail and temp sensor.
- 33. SVS (blue or gold) air inlet HP EFI Mercury:
  - 153 cubic inches
    - ❖ 1445 lbs minimum weight.
- 34. Carbureted Mercury:
  - 153 cubic inches
    - ❖ 1300 lbs minimum weight
  - 142.2 cubic inches
    - ❖ 1200 lbs minimum weight
- 35. Laser and Pro Max EFI Mercury:
  - 153 cubic inches
    - ❖ 1400 lbs minimum weight
  - After market air inlet cover (SVS only) may be used. Stock throttles cannot be bored.
  - Stock Fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.
- 36. Mercury 3.0/3.2 liter big block:
  - Promax fuel injection
    - ❖ 1450 lbs minimum weight.
  - After market air inlet cover (SVS only) may be used.
  - Stock throttles cannot be bored.
  - 300X fuel injection
    - ❖ 1475 lbs minimum weight.
  - Carbureted
    - ❖ 3.0-1325 lbs minimum weight.
    - ❖ 3.2-1400 lbs minimum weight

## **OMC**

37. 3.3 liter OMC:

- With Carburetors
  - ❖ 1400 lbs minimum weight.

38. OMC Loop Charged 3.0 liter:

- With OEM fuel injection
  - ❖ 1430 lbs minimum weight
- With carburetors
  - ❖ 1325 lbs minimum weight

## **Yamaha**

39. Yamaha 2.6 liter:

- With OEM fuel injection
  - ❖ 1430 lbs minimum weight
- With carburetors
  - ❖ 1325 lbs minimum weight

## **Suzuki**

40. Suzuki 2.7 liter:

- With OEM fuel injection
  - ❖ 1430 lbs minimum weight
- With carburetors
  - ❖ 1325 lbs minimum weight

## ***Pro Carb (Pro Series)***

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. Fuel: Must purchase and use fuel and oil sold at race site only. No additives allowed.
3. No nitrous oxide or any other type bottle pressure injection used to enhance engine performance. No nitrous bottles in boat, nitrous solenoids must be disconnected.
4. Engine modifications are allowed. All modifications, other than expressly noted, must use OEM identification numbered outboard motor components.
5. Gear case may use after market nosecones with low water pickups.
6. After market Dual plug cylinder heads allowed all motors.
7. No lightened crankshafts. Weight (metal) may be added to balance, but not removed. Stock stroke required.
8. Modified OEM or after market tuners allowed.
9. Aftermarket ignition allowed on all motors.
10. Pistons must be forged and or cast aluminum. Ring thickness must be greater than 1.1mm. No Dykes rings are allowed. Keystone or Flat rings only.
11. Up to .030" overbore with no weight penalty on steel bore motors only. Overbore of .060" max all motors with a weight penalty of five (5) pounds per cubic inch calculated from standard bore. Nicasil sleeve motors with overbore must carry five pound weight penalty per cubic inch calculated from standard bore.
12. No V8 engines.
13. "Behind the liner" inlet porting allowed all motors.
14. Aftermarket lightweight engine cowls allowed.
15. After market composite reeds allowed all motors, reed cages for like manufacturer.
16. Electric fuel pump and adjustable fuel pressure regulator allowed.
17. Pyrometers are allowed.
18. Air boxes may be removed and after market velocity stacks are allowed.
19. After market lightweight flywheels are allowed.
20. Any Outboard marine carburetor allowed. Must remain in stock configuration.
21. See Fuel/Technical for after market and other parts not allowed.
22. No X Front halves by any manufacturer allowed, all carburetors must remain in stock configuration.
23. Minimum of 5 gal. fuel purchase at race site.

## ***Specific Motor Rules and Minimum Weights***

### ***Mercury***

- 153 cubic inches
  - ❖ 1425 lbs minimum weight
- 142.2 cubic inch "behind the liner"
  - ❖ 1300 lbs minimum weight
- 142.2 cubic inches
  - ❖ 1250 lbs minimum weight

- 122 cubic inch “behind the liner”
  - ❖ 1175 lbs minimum weight
- 122 cubic inch motors
  - ❖ 1100 lbs minimum weight
  
- 3.0 Liter
  - 1450 lbs minimum weight
  
- 3.3 Liter
  - 1500 lbs minimum weight

## **OMC**

- OMC Loop Charged V6
  - ❖ 1450 lbs minimum weight
- OMC 3.3 liter carbureted
  - ❖ 1500 lbs minimum weight
- OMC 2.7 liter (165 cubic in)
  - ❖ 1425 lbs minimum weight

## **Yamaha**

- Yamaha 2.6 liter Standard length rod motors
  - ❖ 1425 lbs minimum weight
- Yamaha 2.6 liter Long length rod motors
  - ❖ 1450 lbs minimum weight

## ***Pro Gas (Pro Series)***

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

## ***Specific Motor Rules and Minimum Weights***

### ***Mercury***

- Mercury small block motors:
  - ❖ 1350 lbs minimum weight
- Mercury big block motors:
  - ❖ 1400 lbs minimum weight

### ***Yamaha***

- Yamaha small block motors:
  - ❖ 1350 lbs minimum weight
- Yamaha big block motors:
  - ❖ 1400 lbs minimum weight

### ***OMC***

- OMC big block motors:
  - ❖ 1400 lbs minimum weight
- OMC V8 motors:
  - ❖ 1475 lbs minimum weight

### ***Pro Fuel (Pro Series)***

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

### ***Specific Motor Rules and Minimum Weights***

- 1250 lbs spec gas and oil purchased at that race site during that weekend with NO additives, tech fuel.
- 1300 lbs all other non tech fuels.

### ***Unlimited (Pro Series)***

1. Boats: Any hull configuration allowed.
2. Any fuel, oil and any additives allowed.
3. Turbochargers or blowers may not be used in conjunction with nitrous oxide.
4. No minimum fuel purchase required.

### ***Specific Motor Rules and Minimum Weights***

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

## ***ODBA CLASS RULES (OUTLAW SERIES)***

### ***Specific Motor Rules and Specifications***

1. Race will be for 800 feet.
2. 2.4 PRO - Any 2.4 Motor, any Mods, and Boat. 2.5 Steel Sleeve only, laser injections, or carb block must be production with oil injection capable laser injection with SVS limit of 165 lbs compression, stock injection setup 185 lbs compression, carbs unlimited compression, minimum 15 inch Mid Section.
3. BASS AND SKI- Any Motor, any mods, boats must be originally configured for 3 or more seats, except for typical Bass Boats that have 2 seats, BULLET, STROKER, ALLISON, NORRIS CRAFT etc. Seats must also be OEM or OEM like. Mids must be 15 inches or more. Minimum weight 1600 lbs.
4. RIVER RACER- Any Motor, any mods. Compression limited to 150 lbs. Boats must be originally configured to seat 3 or more. Seats must also be OEM or OEM like. Mids must be 15 inches or more.
5. PRO MOD- Any Boat, any Motor, any Mod. Must use 15 inch or more midsection. Must use Gasoline. NO NITROUS.
6. PRO DRAG- Any Boat, any Motor, any Midsection, any Mods. Can use any fuel. NO NITROUS.
7. UNLIMITED- Any Boat, any Motor, any Mods , any Midsection, any Fuel, NITROUS ALLOWED.
8. No Minimum Fuel Purchase requires for OUTLAW CLASSES. Fuel will be available on Site.

## ***Definitions***

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

## **2010 ODBA Race Site Requirements**

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

### **Items provided by ODBA:**

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

ODBA reserves the right to display series sponsor banners and signage and sell ODBA merchandise at all events.

### **Event Sponsor Provided Items:**

1. Sponsor must obtain ALL necessary Permits and Licenses to hold an event of this nature as required by Federal, State and local laws.
2. Sponsor required minimum financial commitment is \$\_\_\_\_\_ due to ODBA Saturday morning prior to the drivers meeting at 10:00 A.M., in the form of a cashier's check. #19-Prize Monies
3. Dedicated paramedics and ambulance service must be provided and be on site by 11:00 A.M. on Friday Testing, Saturday Race Day and Sunday Race Day until sanctioned racing and testing is completed.
4. A crane or boom/winch truck with a minimum 2500 pound lifting capacity and a ten foot reach is required. It must be on site and ready for operation by 8:00 A.M. on both days. (ODBA will provide scales and lift harness). If a crane operator is NOT provided, keys for our operation must be provided.
5. We require a powered pontoon boat or barge that is a minimum of 20 feet. This vessel is used as a personal platform to operate our starting light equipment. It must be ready for operation by 7:30 A.M. both days. (Anchors and anchor lines provided by ODBA)
6. This vessel and all other vessels provided for official ODBA use must be in compliance with all state and local laws.
7. ODBA will require two manned support boats for official use. They may be used for towing and recovery of stranded race boats, taxing personnel to and from the starting barge and/or as safety patrol to assist in regulating traffic control on navigatable waters. An 18-20 foot runabout with adequate towing power and PWC (jet ski) makes for a good combination of support boats. Both should be equipped with tow ropes with hooks, fire extinguishers, etc.
8. Race site must have adequate room to hold events. This includes pit area for 50 -100 boats, tow vehicles, support equipment/vehicles, and concession/vendor displays.
9. Race site (waterway) must have adequate "Pre stage", "Track", and "Shut down" room. This will require an area approximately 2500 to 3000 feet in total length. A surveyed ¼ mile course with plot map and pin/flag locations will be required. Location and placement of the surveyed race course must take into consideration the above mentioned "pre-stage", "track =1/4 mile course", and the "shut down" areas. The track or the surveyed ¼ mile course is defined by the starting line and the finish line and these should be 1320 feet apart. A diagram will be provided; in addition to using the assistance of your local ODBA racing representative. This local representative DOES NOT have the authority to CHANGE any requirements.

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

I agree to and accept these terms.

\_\_\_\_\_ Date \_\_\_\_\_  
 President ODBA

\_\_\_\_\_ Date \_\_\_\_\_  
 Authorized Race Site Coordinator

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## **2010 ODBA Sponsors**

Diamond Marine  
Contact Person: Marty Signorelli  
1215 N.E 8th Avenue  
Fort Lauderdale, FL 33304  
Phone: (954) 525-3600  
Fax: (954) 525-2601  
<http://www.diamondmarine.com>

Full Throttle Powerboats  
Contact Person: Jack Barsh  
4549 St. Augustine Road, Suite 16  
Jacksonville, FL 32207  
Phone: (904) 448-4029  
<http://www.fullthrottlepowerboats.com>

Gene's Marine  
Contact Person: Kim Cleckler  
3521 Wetumpka Hwy  
Montgomery, AL 36110  
Phone: (334) 277-5500  
Fax: (334) 272-0914  
<http://www.genesmarinemontgomery.com>

Allison Performance Boats  
Contact: Darris and Nancy Allison  
106 Main St.  
Louisville, TN 37777  
Phone: 865-983-5920  
<http://www.allisonboats.com>