



2025

Racing Rules and Reference Guide

www.deepsouthracing.org

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Officers

Owner/President – Randy Wheat

Board of Directors:

Nick Chiasson (Rep for classes: Super Mod, Bass & Ski)

Scott Alleman (Rep for classes: Pro Stock, Pro Mod)

Cody Tarver (Rep for classes: 3-cyl, Pro Carb)

Darrell Pettefer (Rep for classes: V6 Pro, Lake Racer)

Board of Directors Duties

1. Assist in developing annual race schedule including race site procurement.
2. Attend annual Rules Meeting and vote on proposed changes.
3. Communicate with officers and other board members throughout the year to address matters concerning the club and share ideas/suggestions to improve the club.
4. Assist the President and other Board members with clarification and/or interpretation of rule(s) for a Race Associate, should the need arise for such, using the letter of the rule and the spirit and intent under which the rule was written.
5. Assist in setting up and tearing down the racecourse at appointed events (personally and/or securing volunteers), along with DSRA Rescue and Racers.
6. Assist in setting up starting barge, finish line tent, audio & video equipment (personally and/or securing volunteers).
7. Secure crane operator for each site and assist in setting up the scales prior to competition.
8. Assist with layout for engine tech area, setting fuel truck position and ensuring adequate work area for Safety Tech.
9. Assist Engine Tech if an illegal issue is found and the President is not available.
10. Formulate work detail list and distribute necessary tools and supplies to assignees including ramp, scales, fuel tech (radio, fuel jars, etc.).
11. Help coordinate Drivers Meeting prior to every competition day. Drivers Meeting will be held **10:00am on each race day** (unless announced differently).
12. Maintain radio communication throughout race day with other Board members and Officials to assist in matters that may arise.
13. Verify personnel/racers on work detail for accountability.
14. Two members from the Board of Directors will be assigned to each race site to coordinate logistics and oversee all the forementioned tasks are completed.

**NOT participating in work detail duties will result in
DISQUALIFICATION and SUSPENSION for **1** race day.**

Absentees should be reported to a DSRA official or Board member.

2025 DSRA Officials

Starter: Roddy Breaux

Engine Tech: Taco Wyatt

Fuel Tech: Ricky Perez

Finish Line Judge: Class Rep, Officer, or other assigned racer

Announcer: Russ Rodgers/Anthony Marshall

DSRA Rescue: Jason McDanal, Melvin Sheppard, Bruce Nelson, Michael Lazzarus

Weigh Master: Cathy & James Brown, Jr.

Equipment Coordinator/Rescue Boat Driver: Dale Prados

Merchandise Sales: Louise Prados

Registration/Race Brackets: Ashley Tarver and Blaire Chiasson

2025 DSRA RULES

PLEASE NOTE it is the responsibility of every **RACE ASSOCIATE**
to adhere to **ALL** the following rules:

General

No rule or set of rules can be devised to cover all aspects of racing. Situations may arise in which a rule may not seem clear. In the event clarification is needed for a specific rule, it is the responsibility of the DSRA President and/or BOD to interpret and/or clarify the rule in question, using the letter of the rule and the spirit and intent under which the rule was written.

1. DSRA races outboard powered boats only.
2. Any driver 14 to 17 years of age wishing to participate in a DSRA race requires parental consent and must pass a “driving test” conducted and witnessed by two DSRA Officials prior to any scheduled race.
3. ALL DRIVERS **MUST** attend the Driver’s Meeting prior to **EACH** day of competition.
4. Any driver late to the Drivers’ Meeting will result in a \$25 fine for the first offense, \$50 for any subsequent offense. This fee is to be paid prior to competition.
5. The racecourse will be 800 feet. Unless the race site is not logistically suitable for such distance. In that circumstance, a distance of 660’ will be used for the race course. The length and survey of the course will be announced at the Drivers Meeting.
6. Every entry for competition will be required to complete a Tech Sheet.
7. Race teams are required to maintain communication between the driver and ONE designated person (aka Crew Chief) who is not in the water. *It is the responsibility of each race team to provide radio communications that are adequate for the purpose intended.*
8. The Crew Chief for each boat entry will report to Race Command before their respective class’s competition begins and **REMAIN** at Race Command until the driver and boat have been removed from the water upon elimination or at the conclusion of their class’s competition.

9. There will be no congregation of people around the Race Command. Unless approved by the Starter or Finish Line judge, there will be no congregation of people at those specific areas either. This includes Crew Chiefs as well.

10. All decisions made by the Starter, Finish Line Judge, and Fuel Tech are final.

11. CODE OF CONDUCT

- DSRA expects its Race Associates and other team members to conduct themselves in a professional manner. This includes but not limited to locations such as the race site, hotels, restaurants, and/or other local facilities.
- No Race Associate or race 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 will result in a GROSS INFRACTION.
- Internet slander/social media is considered a GROSS INFRACTION.
- **Absolutely NO drug or alcohol consumption at any time during competition will be allowed or tolerated.** Safety is EVERYONE'S responsibility and the use of substances that would impair a Race Associate's judgement puts EVERYONE at risk. If a Race Associate fails to adhere to this rule, they will be given a MINOR INFRACTION and disqualified for that day's competition. If the Race Associate is found to be in violation of this rule a second time, the Race Associate will be given a MAJOR INFRACTION and suspended for the entire EVENT.

12. ENGINE TECH

- Upon finding of anything in question or illegal during any engine or boat inspection, the DSRA President will be called in to inspect said part or subject in question to make the final call.
- Pictures will also be taken of parts in question for future reference if needed. If parts are deemed illegal, the Associate will be subject to a complete motor tear down to crank shaft. If the Associate refuses this process, the Associate and that specific entry will not be allowed back for 1 calendar year.
- 4th & 5th Place boats are to remain in tech until 1st, 2nd, and 3rd Place are deemed legal and released from Engine Tech.

13. RACE EVENT TIMES (*unless otherwise announced*):

- Scales open at 8:00 am
- Fuel sales open at 8:00 am
- Registration is open from 8:00 am until **10:00 am**.
- Drivers' Meeting starts at **10:00 am** on EACH race day
- Race competition begins at 11:00 am

14. Work detail is MANDATORY. Exemptions will only be made for Platinum Members. Any Race Associate refusing to participate in work detail will be given a GROSS INFRACTION. It is the responsibility of the individual Race Associate to find a replacement if he or she is unable to report for work detail.

Safety

1. All entries will be subjected to a visual inspection by an assigned Safety Personnel prior to race competition. Safety Personnel will determine whether a boat will be allowed to race.
2. Drivers must have Snell or other DOT approved full-face race helmets.
3. Helmets and other required safety gear **MUST** be in use **AT ALL TIMES** while the boat is in motion or under motor propulsion. Any DRIVER found in violation of this rule will be disqualified for that day of race competition.
4. Helmet restraints and/or neck braces are optional for all open cockpit boats.
5. Capsule suits are only to be used in closed cockpit (capsule) boats.
6. Certified racing life jackets are required (Security or Lifeline recommended). Lifeline 170 Jackets (or equal) min. to be used in open cockpit boats.
7. Life jackets must be re-certified every 4 years.
8. Closed-toed shoes are **REQUIRED** for Drivers. Long-sleeved shirts or driver suits are not required but are recommended.
9. All boats must have a fully charged fire extinguisher which is mounted **AND** accessible to the driver.
10. 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 the ignition **AND** fuel pump.
11. Foot throttles and trim buttons on wheel or floor are required in all race boats.
12. Dual steering is required for all boat entries.
13. Hydraulic steering systems must be rated for “Hi-Performance”.
14. All boats with weight added must use “legal” weight **SECURED** by bolt or cabled in place; rubber straps are acceptable. Safety personnel will determine if weight is properly secured.
15. Propellers installed on motors must be secured and covered with an approved prop cover. Prop covers must remain in place during transportation to and from the ramp. **TOWELS ARE NOT SUFFICIENT**. Propeller covers may only be removed immediately prior to launch and should be covered immediately after being removed from the water. If weight check is required, the prop cover may be removed during this process but immediately reapplied once official weight has been recorded. **ANY** Race Associate who violates this rule will be subject to a \$50.00 fine, which must be paid prior to further racing.
16. No cranking of engine in pit area with a propeller. Any violation of this rule will be subject to a \$50.00 fine.
17. **NO** practice hole shots, etc. without prior approval by Rescue Boat. If approval is given, the Rescue Boat must be in position **ON THE RACECOURSE** before any practice or hole shots are performed.
18. Upon confirmation by Rescue, hole shots will only be allowed on the course; **NOT** to the side or back of the course.
19. All Boats must be Radar Compatible to DSRA equipment for competition. No legal pass will be allowed without radar speed confirmed. If any boat does not pick up on radar the driver will be

asked to make a staged start while the boat in the opposing lane sits in staging area. If the boat still fails to be picked up by the radar, the boat will attempt to make a staged start from the opposite lane. If these attempts are unsuccessful and not detectable in either lane, the boat will be DQ'd for that day.

20. PLEASE NOTE: All Rules and Regulations listed in this document are subject to change as necessary. Race associates will have access to the most up-to-date version. It is the Race Associate's responsibility to note any changes which may affect them. It is NOT the responsibility of the President or Board of Directors to notify race associates of changes.

Registration & Points

All Race Associates (drivers AND boat owners) participating in DSRA sanctioned races must be paid and in good standing with the DSRA.

Race Associate Dues:

• Annual membership	\$175
• <i>Single Event Membership</i>	<i>\$100</i>
• Entry Fee (per class, per weekend)	\$100
• Safety Crew Services	\$70
• Event Insurance	\$85
• Fuel (10 gallons min.)	\$150
• <i>5 gal min. for MOD 90</i>	<i>\$75</i>
• Oil (1qt min.)	\$20

No refunds will be made after the first Drivers' Meeting

DRIVER'S MEETING

1. Will be @ 10:00am on BOTH race days (unless otherwise specified).
2. Roll call will be taken at the beginning of the Driver's Meeting for both Saturday and Sunday.
3. If the DRIVER is not present (doesn't answer roll call) at the Drivers Meeting, that driver will be charged a late fee of \$25 for 1st offense and \$50 each offense thereafter.
4. Any racer who has not registered prior to Roll Call for the Drivers Meeting will be charged an additional \$25 fee in order to register to race.

POINTS

1. DSRA uses a point system to determine the overall weekend winner and High Points Champion at the end of the race season.
2. Points are accrued each race day and awarded to the boat OWNER not the DRIVER.

3. The boat OWNER must be a current race associate and in good standing w/ DSRA to accrue High Points for the season.
4. No boat ownership can be purchased over a race weekend.
5. The points each entry accrues for the two-race days are added together.
6. Compounding of points (i.e. owner of boat has multiple entries in the same class) by one owner is prohibited.
7. The boat w/ the highest points is 1st Place, second highest is 2nd Place and so on.
8. If a racer is DQ'd on one race day but is allowed to race on the other race day, he/she will receive 0 Weekend Points for the day of DQ but would be eligible to accrue points on the non-DQ race day.

WEEKEND POINTS

1. For a 2-day race, the first day will be a 10-point spread; the second day will be an 11-point spread and awarded as follows:

WEEKEND POINTS:

<u>PLACE</u>	<u>SATURDAY</u>	<u>SUNDAY</u>
1 st	100	110
2 nd	90	99
3 rd	80	88
4 th	70	77
5 th	60	66
6 th	50	55
7 th	40	44
8 th	30	33
9 th	20	22
10 th	10	11

HIGH POINTS

1. For a 2-day race, each day will have a 10-point spread and awarded as follows:

HIGH POINTS:

<u>PLACE</u>	<u>SATURDAY</u>	<u>SUNDAY</u>
1 st	10	10
2 nd	9	9
3 rd	8	8
4 th	7	7
5 th	6	6
6 th	5	5
7 th	4	4
8 th	3	3
9 th	2	2
10 th	1	1

2. If a racer's entry fee is paid but does not make a legal start on Saturday and/or Sunday, they will receive 1 DSRA High Point ("Show Up" or "Rain Out" point).
3. In the event of a ONE DAY ONLY race event (cancelled due to weather or other unforeseen condition), all entries will be awarded (1) point as a "Rain Out" or "Show up" will be awarded to entry's HIGH points total unless the entry was DQ on the single race day.
4. In the event of a ONE DAY RACE event, if an entry was DQ'd for that race day which results in no "legal" race day for the event, (0) Weekend and (0) High points will be awarded.
5. High Point Champion will receive the High Points prize money as well as a plaque.
6. High Points Runner Up will be recognized and receive a plaque only.

PRIZE MONEY

1. At least three (3) boats are needed to make a class.
2. Tech Forms must be completed and turned into Race Command at the end of competition on Sunday. ***NO TECH – NO CHECK***
3. If a boat enters the competition on Sunday but did not race on Saturday, the "boat count" will be reconfigured based on the number of entries for Sunday.
4. Prize money will be paid for each class as follows:

3 Boat field - 1st Place 100%

4-9 boats - 1st Place 75% 2nd Place 25%

10 or more - 1st Place 65% 2nd Place 25% 3rd Place 10%

Competition Procedure

1. LEGAL PASS - A legal pass includes taking a green light/flag from the Starter, running the full length of the racecourse without crossing the center, through the finish line buoy (speed to be determined by the Driver) and return to the Starting barge when signaled by the yellow flag in order to advance to the next round of racing.
2. BYE ROUND - When the bracket does not allow for a racer to have a competitor for that particular round or heat, the racer advances to the next round automatically and does not make a pass during that round or heat of the competition.
3. NO LEGAL START (NLS) – Occurs when one racer is unable to make the Starter's call for that round, the racer will be given NLS. In the event of NLS, their opponent must make a legal pass in order to advance to the next round of heat.
4. FALSE START- If a racer is given a "red light" by the Starter.
5. At no time after the first pair of boats approach the start line, will an entry be allowed to receive any help from the bank.
6. At no time after the first pair of boats approach the starting line can anything be added or removed from the boat.
7. Race format will be 8 X 8. If 60 boats enter 4 X 4 race format may be selected.
8. Cards are drawn to determine pairing line up during Drivers' Meeting.
9. Grudge racing call outs will be allowed before cards are drawn. Both drivers must accept call out. If both drivers accept, they will be card A&B and so on if additional call outs are accepted.

10. No call outs on Sunday, brackets will fall as normal.
11. No refueling will be allowed during competition, unless deemed necessary by DSRA Officials and/or Board of Directors.
12. If you receive assistance for any reason other than safety, such as repairing your boat and/or motor, you will be DQ'd from competition. **This will be enforced.**
13. "Last Call" will be determined by DSRA Officials and announced accordingly.
14. Drivers failing to report to the ramp as RACE READY by LAST CALL will be DQ'd for that class on that day.
15. Race heats are official after the starter has given the GREEN light. In the event the starting barge is unable to signal electronically by lights, the Starter may wave or drop a starting flag.

16. FLAGS

- **Black Flag:** The racecourse is closed; Any remaining boats in the water should proceed safely to the ramp and be loaded on their trailer.
- **Yellow Flag:** Return to starting barge for the next round of racing.
- **Checkered Flag:** Winner will proceed to Starting barge or Rescue boat for their Victory Lap.

17. FALSE STARTS

- Each boat is allowed ONE false start (red light) per boat per heat.
 - If a boat receives a false start (red light) in the same heat, that boat will be given a loss for that round.
 - Official Starter determines a false start and their decisions are FINAL. The Starter will notify the offending driver of his/her infraction.
 - Starter may elect to have both boats turn around and reapproach the Starting Line without charging either boat with a false start.
 - Both boats can be charged with a false start if deemed necessary.
18. 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 racer may request "more time" from the Starter. Each racer is allowed only ONE 5-minute repair per class per racer per day.
 19. Prior to the racer's heat, if a racer needs time to make repairs, the racer must notify the Starter or Race Command (if unable to communicate this to the Starter). Once the Starter and Safety boat is made aware of time needed, Race Command will start the 5-minute timer.
 20. All repairs made during this time must be supervised by the Starter or other Official.
 21. Repairs such as tuning adjustments or propeller changes are PROHIBITED. The spirit of this rule is intended to allow racers a chance to make quick fixes in order to remain in the competition.
 22. If to make the necessary repair, the boat must be picked up from the water, the repair will be supervised by an Official at the ramp. At no time will the boat be allowed to return to their pit area or accept any help from anyone on the bank.
 23. In the event, a racer is unable to make the Starter's call to the starting line after their ONE (5) minute repair time has elapsed, the boat will be given a "No Legal Start" (NLS) for that heat but

will matriculate through the bracket accordingly. If that is the racer's second loss, the boat will be eliminated from competition.

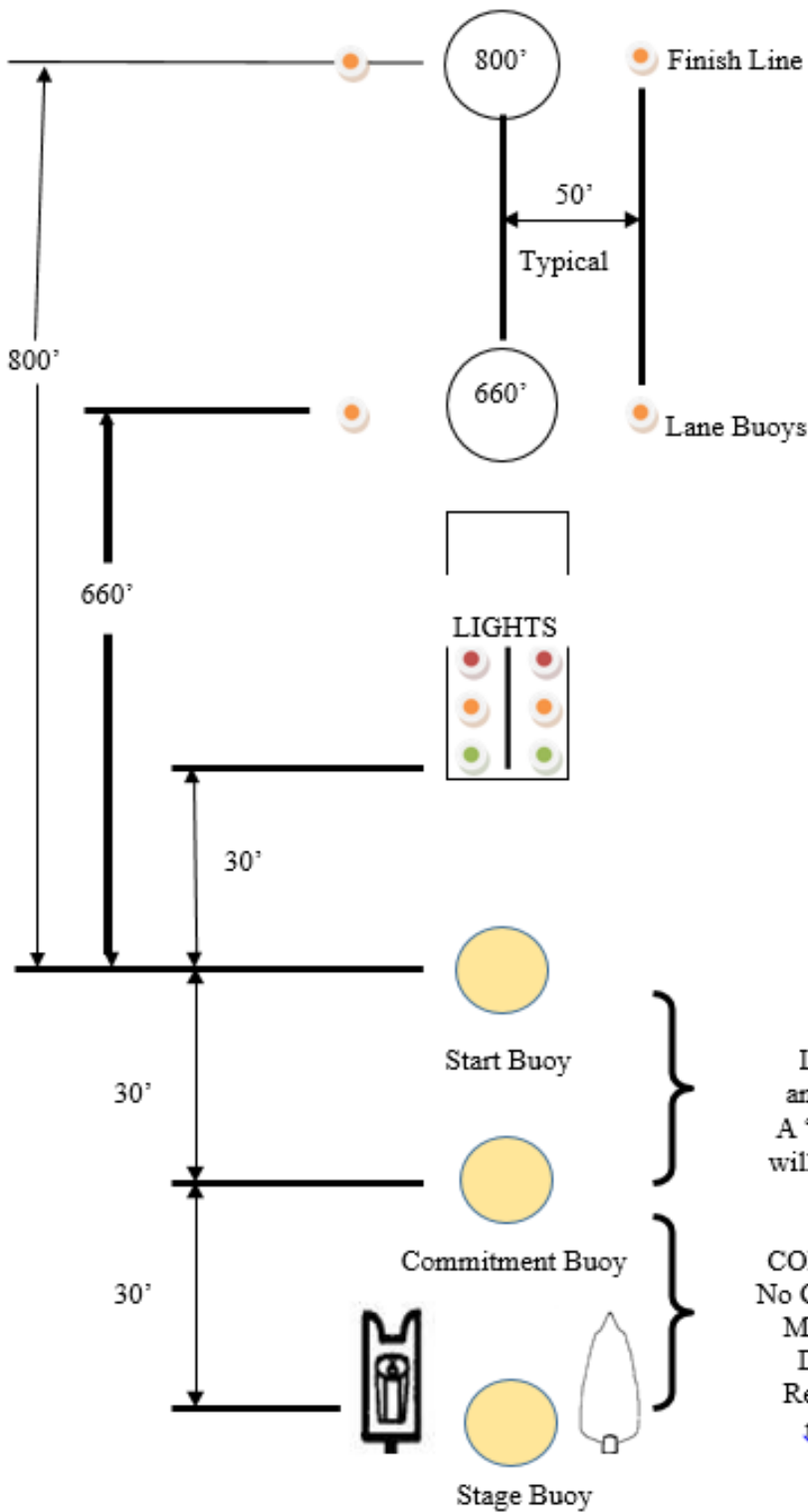
24. If a racer's competition for that heat is unable to answer to the Starter's call as described above, that racer **MUST** make a **LEGAL PASS** in order to "win" the pass.
25. In the event neither boat can approach the start line under its own power and make a **LEGAL PASS**, both racers will matriculate through the remaining competition as set by the bracket.
26. When the Starter is ready to call the first pair of boats to the starting line, this marks the start of that race heat.
27. If a boat has reported to the ramp but has not left the trailer and there is no other boat in that class left to enter the competition, the racer may request their **ONE (5) minute** repair and the aforementioned rules will apply during this time period.
28. If the boat has reported to the ramp as called, but unable to put in the water, or enter the competition prior to the **START** of the race, the racer/boat will be considered "scratched" from the competition and awarded (1) "Show up" point and the bracket will be reconfigured.
29. If a racer/boat is "scratched" the race bracket will be adjusted accordingly.
30. **NOTE:** If racing competition for that racers class has started and a racer is unable to make the Starter's call as described above, that racer/boat will matriculate through the bracket as if they remained in competition.
31. Boat "A" is not allowed to enter boat "B's" lane and vice versa; Boats are not allowed to go outside any marked lanes. Doing so will result in a loss for that heat.
32. Boats must cross the finish line in the lane in which they started. Boats are not permitted to cross over any of the center lane buoys at any time during competition.
33. If any of the center line buoys are damaged to the point of deflation, this will be considered "crossing" and result in a loss of the heat.
34. **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.
35. **In the event a winner cannot be determined, the Finish Line judge will call "DEAD HEAT".**
36. For a "DEAD HEAT" racers will be recalled to the Starting barge to rerun the pass. Racers will remain in the lane they were previously assigned for that round to rerun the pass.

DSRA Starting Line Procedures

1. All boats must remain within 50-100 yards from the starting barge while awaiting their heat.
2. Drivers should be able to read the display panel on the starting barge (or number cards).
3. **RED LIGHTS** will remain on while you are in the staging area. Drivers should remain in the staging area until the Starter turns **OFF** the **RED LIGHTS** in **BOTH** lanes.
4. Once the red lights have been turned off, drivers should start their motors and approach the Starting line in the appropriate lane as displayed prior to the start of the heat.
5. Boats must pair up as they approach the Starting line, maintaining a speed no faster than 7.5 mph 7.5mph (8.5mph for Pro Drag, Unlimited).

6. Prior to approaching the first buoy, boats must prepare and attempt to pair up with one another. Do NOT CHARGE the starting line. CHARGING will result in a FALSE START.
7. Attempts to PASS or SLINGSHOT the other boat will result in a FALSE START.
8. Flashing yellow light in your lane means your speed is above the 7.5mph allowed speed and you should SLOW DOWN. This can apply to BOTH BOATS.
9. If you ignore the flashing yellow light, you will receive a false start. This can apply to BOTH BOATS.
10. If a Driver requests a more even start, the Driver must communicate such to the Starter by raising both hands or raising the boat's canopy PRIOR to the commitment buoy.
11. Once a Driver has passed the commitment buoy, the driver forfeits his/her ability to opt out of the race and the race at that point can only be cancelled by the Starter.
12. Boats may receive a GREEN LIGHT any time after ANY PORTION of EITHER boat passes the second buoy.
13. If the starting Judge does not give the GREEN LIGHT prior to the boats COMPLETELY passing the third buoy, drivers are to turn around and keep the wake to a minimum.
14. A RED LIGHT IN YOUR LANE indicates you have received a FALSE START. If there is no red light, there is not a false start.
15. If you fail to approach the starting line when your number is displayed, and the course is ready, and the red lights have been turned off, you will receive a FALSE START. The starting judge will turn the other boat around and, in an attempt, to have both boats approach the starting line for the second time. If you fail to approach the starting line again you will receive your SECOND FALSE START.
16. If a driver receives a RED LIGHT or false start, drivers should turn their boat around and return to the staging area. If you see the starting Judge holding the red flag in your lane of travel, you have received a false start.
17. Two false starts by the same boat in a single heat constitutes a loss for that heat. The driver of the other boat may opt to run down the course and/or return to the staging area to wait on the next round of competition.
18. Drivers who attempt to line up outside of the RADAR VIEW will be given a false start.
19. Lane Buoys will be located at starting and finish line. Anyone not staging or running inside of these buoys will have a loss for that race heat.
20. Racers will be signaled w/ the YELLOW FLAG when it is safe to return up the race course for the next round of competition. When returning up the race course, racers should return in single file, keeping their wake to a minimum.
21. Failure to follow this process on return, racers will be given a verbal warning. Subsequent offenses after the verbal warning or if deemed intentional, racers will receive MINOR infraction.

Track Layout



START AREA
Light can go green anywhere in this area. A "RED LIGHT" foul will be received by the speeding boat.

COMMITMENT AREA
No Green light in this area. Maintain speed limit. Do not accelerate. Red light will flash to the speeding boat.

LINE UP AREA
Watch opponent and lights to line up evenly. Yellow light may flash to the speeding boat.

Fuel/Technical

1. All drivers will be issued a Tech Sheet at Registration for each class entered. It is the DRIVER'S responsibility to keep their Tech Sheet through the entire race competition and completed by appropriate Official as outlined in this book. 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.
 - Mod 40, Mod 90, and specified Perf. Bass & Ski classes 5 gal minimum
 - All classes except Mod 90 and Perf. Bass & Ski - 10 gal minimum
3. The DSRA President and BOD reserve the right to adjust minimum weights throughout the race season to promote competition.
4. If minimum weights are adjusted, owner/driver will be given sufficient notice of the adjusted weight to allow test/tune prior to the next race.
5. The top (5) finishing boats (*unless otherwise specified during the Driver's Meeting*)
 - Report to Tech area at the conclusion of their class's competition for the race day
 - Weigh
 - Submit fuel sample
 - Remain in Tech area until 1st, 2nd, and 3rd Place are deemed "Legal"
6. All drivers must remain in their boat until weighed unless otherwise instructed by Weigh Master.
7. No person(s) other than the registered 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 day's competition.
8. 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.
9. Any boat in any class may be subject to a motor tech inspection (and fuel sample, 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.
10. During a teardown motor/boat inspection, the boat's owner, driver, Crew Chief, Motor Tech Official and other necessary Officials will be permitted in the Motor Tech area.
11. A copy of the Rule Book will be available for reference.
12. In the event anything is found to be "illegal", "suspicious" or "in question" with the boat or its motor during inspection, the Owner will be required to complete a total motor tear down to crank shaft.
13. DSRA President (or other Official designated by the President) will be called in to the inspection for any total motor tear downs.

14. The DSRA President (or other Official/Director designated by the President) will make a final call.
15. Pictures of the part found to be in violation of Rules will be obtained and retained by the DSRA President for future reference.
16. Owner and/or Driver will receive the official decision by the DSRA President or Official/Director designated by the DSRA President prior to being dismissed from the Tech area.
17. Head studs are allowed in all classes.
18. Aftermarket top & bottom end caps are allowed on all Hi-Performance big bearing motors.
19. No compression bottles of any kind are permitted.
20. Boats are allowed ONE ECU which must be MOUNTED on the engine. Carrying any additional ECUs or one which is NOT mounted on the engine is STRICTLY PROHIBITED. *Pro Mod, Pro Drag, and Unlimited classes are excluded from this rule.*
21. The following ECU Boxes are allowed in all classes:
 - Mercury ECU
 - Brucato Power ACU or PCU
 - Power Performance Engineering ECU
22. Mechanical or electrical devices to alter total timing, timing curve, fuel curve or overall fuel mixture other than original ECU adjustment pot are not allowed.
23. No aftermarket electronic or manual device to aid in green-light read.
24. No OEM detonation modules or timing boxes allowed. Any device that can alter ignition timing or fuel mixture is PROHIBITED from the start of competition through the boat being released by Tech officials. *Pro Mod, Pro Drag and Unlimited are excluded from this rule.*
25. Extra wiring, hoses, and other non-approved devices under the engine cowl (beyond that of normal engine, gauge wiring and hoses) are also PROHIBITED. *V6 Pro, Pro Mod & Pro Drag and Unlimited classes excluded from this rule.*
26. All fuel pumps must be activated by a single switch.
27. Adjustable fuel pressure regulators are allowed in all classes but must be mounted on the engine and will be sealed during Safety tech prior to the race. If this seal is broken at Fuel or Motor Tech, a racer will be DQ'd. *Pro Mod, Pro Drag and Unlimited excluded from this rule*
28. Regulators must be mounted in the back of boat or on engine outside of the reach of the driver.
29. Adjusting or manipulating fuel pressure after race competition has started is PROHIBITED. Fuel pressures are to remain unchanged from the start of competition until AFTER the Boat is cleared by all Tech.
30. Only ONE fuel supply line and ONE fuel return line to the engine cowl are allowed.
31. Fuel return line must be contained in the back of boat outside the reach of the driver. Devices to restrict or manipulate the flow of the return line are not allowed. *Pro Mod, Pro Drag, Unlimited classes excluded.*
32. Engine water pickup must be integrated into the Gear Case. No external or hull mounted water pickups will be allowed.
33. No testing while course is being set up or on race day.

34. 12" midsection allowed in all classes.
35. Fuel Sample must be taken from engine fuel rail with the engine cowl removed.
36. Fuel samples are required with an 8oz. minimum.
37. Nitrous Oxide is ONLY permitted in UNLIMITED classes.
38. **PROHIBITED** items (*unless otherwise explicitly stated*):
 - Blowers
 - Turbo chargers
 - Nitrous Oxide (this includes solenoids or bottles in the boat)
 - Other forced air induction
 - 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 in Bass & Ski class)

Protests

If a competitor feels that there is a technical rules infraction, the protest form is the ONLY approved method of settling the issue. **Slander will not be tolerated.**

1. Protests must be filed in written form. Protest forms may be obtained from the Finish Line Judge or Race Command.
2. Protests must be filed within 60 minutes after that class has finished racing for that day.
3. Protests must be signed by the Race Associate who is filing the Protest.
4. Written protests and/or Protest forms are to be turned into a BOD, Official, or DSRA President.
5. Boat inspection protest fee is \$300
6. Motor inspection protest fee is \$500
7. Fuel protest fee is \$375 (non-refundable)
8. Appropriate fees, as listed above, must be paid in CASH and accompany the Protest at the time it is filed.
9. If steps 1-8 are not followed, the Protest is null & void.
10. After inspection:
 - If boat/motor is found to be legal, the protest fee is paid to owner/driver being protested.
 - If boat/motor is found to be illegal, the protest fee is returned to person/persons filing protest. Other actions by DSRA will result.

Infractions

1. MINOR INFRACTIONS

- a. In the event of a MINOR infraction, the Driver and/or Owner will be DQ'd for one race day and lose all points accumulated for that race day.
- b. Examples of MINOR Infractions include but are not limited to:

- Failure to meet weight requirement for specified class
- Failure/inability to submit fuel sample (8oz minimum).
- Failure to report for assigned work duties.

2. MAJOR INFRACTIONS

- In the event of a MAJOR infraction, the Driver and/or Owner will be DQ'd for the entire Race Weekend and lose all points for that Race Weekend.
- Examples of MAJOR infraction include but not limited to:
 - Inability to submit fuel sample on both race days (8oz minimum).
 - Failure to PASS Motor Tech inspection.

3. GROSS INFRACTIONS

- In the event of a GROSS infraction, OWNER forfeits ALL accrued points (WEEKEND and HIGH points) in all classes, up to and including the infraction date.
- If an owner and/or driver are charged with a gross infraction, the Owner/Driver will be required to pay a \$2,000.00 fine to be reinstated for that race season.
- If reinstated for the current race season, all accrued WEEKEND and HIGH Points prior to and on the date of the infraction remain forfeited.
- If an owner and/or driver receive a GROSS infraction and does not pay the reinstatement fee listed above, the owner and/or driver will not be allowed to race for 1 year.
- If driver/owner choose to wait the 1 year from the infraction date, a \$1000 fine will be required prior to being allowed to race again. This \$1000.00 fee will be made payable to the High Points winner for the race season in which the GROSS infraction occurred.
- BOTH the boat owner AND driver may be given a GROSS infraction and subject to the aforementioned rules.
- Examples of GROSS infractions include but are not limited to:
 - 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. Always keep one hand on the wheel!!!
 - Refusal to weigh (not showing up at the scales is considered a refusal).
 - Final weight of more than 30lbs under specified race weight.
 - Refusal to submit adequate fuel sample to Fuel Tech (8oz minimum).
 - Failure to pass Fuel Tech
 - Refusal to tear down during Motor Tech inspection.
 - Failure to pass Motor Tech inspection (2nd Offense).
 - 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 Official or engaging in conduct which reasonably leads any race official to anticipate an offensive touching.
 - Any direct OR implied threat toward a DSRA Official.
 - 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.
 - Derogatory or destructive comments made post-race may also result in GROSS Infraction.
4. PLEASE NOTE: Some offenses may be punishable by LIFETIME banishment. Offenses such as this need not necessarily occur at a race event, at an event location or even during ANY race event for that season to warrant disqualification for life. These offenses may occur anytime, anywhere. Upon the submission to the President or any Officers of an acknowledged affidavit by the Official so aggrieved, the President and/or Officers shall implement whatever penalty they see fit, not excluding banishment from all DSRA events and functions.
 5. If a boat owner and/or driver has a LIFETIME ban from another club due to cheating, conduct or any other action the DSRA deems applicable, they will also be banned from DSRA. This is circumstantial and can be reconsidered.
 6. Owner/Driver subject to a Lifetime Ban may be allowed back at the discretion of the President of majority of the Board of Directors.

Class Rules

MOD 40 Class

1. FUEL: Required to purchase 5 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
2. Any original factory 2 or 3-cylinder outboard engine block 60 ci or lower.
3. Powerhead, midsection can be safely modified.
4. Lower unit may be modified but MUST be shiftable.
5. Nosecones are allowed but must have been a production outboard lower unit before modifications.
6. **PROHIBITED:**
 - a. No Quicksilver racing lower units.
 - b. No nitrous oxide.

MOD 90 Class

1. Required to purchase 5 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
2. Any original factory 3 cylinder up to 90 HP fishing motor up to 72 ci.
3. From 72.1 ci up to 80 ci will need to add 100 lbs. for a total minimum weight 960 lbs*.
4. No motors allowed over 80 ci.
5. Powerhead can be safely modified.
6. Built midsections allowed.
7. No electronic Fuel Injection allowed.
8. Lower unit may be modified- MUST be OEM unit and OEM parts
9. Nosecones allowed but must have been a production outboard lower unit before modifications.
10. **PROHIBITED:**
 - a. No Quicksilver racing lower units.
 - b. No nitrous oxide.

Performance Bass & Ski

Lake Boats with Stock, Modified & Hi-Performance Motors

1. Any open cockpit, full interior production hull with 3 seats or more configuration (Seats can be removed).
2. A 100 MPH life Jacket is required and is required to pass DSRA safety crew inspection.
3. Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil (unless otherwise specified) from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
4. DSRA will sell pump gas when needed. For example: 4 stroke engines or engines with knock sensors must be verified by DSRA officials before registration.
5. Must use fuel and oil purchased at the race site only. No fuel or oil additives allowed.

6. Any engine not conforming to a DSRA existing combination may bring your oil if required.
7. Aftermarket stock-appearing lightweight cowls allowed.
8. OMC, Yamaha, and Suzuki may use aftermarket lightweight flywheels in 1430 Modified and Super Gas Spec
9. No trim computers. No trim delay boxes, no slides attached to limit switches that control when the trim stops.
10. Cylinder stiffeners allowed where allowed by engine rules.
11. NO dual plug heads. Yamaha, OMC, and Suzuki may use aftermarket single plug heads in 1430 Modified & Super Gas.
12. "Behind the Liner" inlet porting allowed per engine spec. Reference specific engine rules for clarification.
13. Stuffing allowed w/ Modified Production motors as per their rules.
14. After market, composite reeds allowed. OEM reed cages for like motor only.
15. Multiple fuel pump setups must be wired in series and one switch must start all pumps.
16. Aftermarket, adjustable fuel regulators allowed as per engine rules.
17. Over bore carbs & velocity stacks allowed/OEM air box removed. Carb stuffers & slosh tubes allowed
18. Oil injection may be removed.
19. Pyrometers, temp sensors, pressure sensors allowed
20. NO aftermarket tuners. OEM tuners may be modified. Any tuner can be used under SUPER GAS RULES unless noted otherwise.
21. No trim computers. No trim delay boxes, no slides attached to limit switches that control when the trim stops.
22. Liners may be removed, and housings drilled for exhaust relief.
23. EFI, MSD, not allowed. They can only be used under SUPER GAS RULES unless noted otherwise.
24. The following ECU Boxes allowed: Mercury ECU's, Brucato Power ACU, Brucato Power PCU, Power Performance Engineering ECU, Rapair CDI ECU.
25. Maximum voltage allowed to be used on the trim system is 14.5 volts.
26. Engines spec combinations allowed
 - a. Pure Stock
 - 260\280 Mercury.
 - ProMax 2.5 Mercury
 - b. Pro Stock
 - Mercury 2.4 200 PS legal Powerhead
 - Mercury 2.5 200 PS legal Powerhead
 - ACU allowed for Pro Stock combo.
 - c. Super Gas
 - 2.4 Mercury, No Drag Motors or Bridge Ports allowed.
 - 2.5 Mercury 200, 225, 260 & 280; No Drag Motors allowed.
 - Mercury 3.0 & 3.2

- Yamaha 2.6, 3.1 & 3.3
 - OMC 3.0 & 3.3
 - Etec 2.6, 3.3 & 3.4
- d. 1430 Modified
- All motors conforming to DSRA 1430 Modified specs.
 - No welding or fabrication on plenum. Fuel system must utilize OEM fuel rail, injectors, temp sensor, and ECU.
 - After market air inlet cover may be used.
 - Stock Fuel rails, injectors, fuel outlet and inlets must remain in stock location and configuration.
- e. No 1991 model 14-pedal blocks allowed
27. Pure Stock motors must retain all stock hardware and electronics. Rev limiters may be removed from stock ECU's, alternators must be in place and functional.
28. Super Gas motors do not allow metal removal or addition from block, crank, pistons, connecting rods or front case half. Rotating assembly needs to be Pure Stock unless noted otherwise.
- a. Any Clamp Bracket allowed.
 - b. Aftermarket Midsection allowed 12" min.
 - c. Any tuner allowed.
 - d. Any Bolt on induction systems allowed.
 - e. Any Flywheel and ignition systems allowed. Outside of block maybe altered to support ignition.
 - f. Any cylinder heads allowed.
 - g. 3.0/3.3 OMC may modify the crank snout or flywheel hub assembly only for Yamaha ignition conversion.
 - h. 2.6 Yamaha may modify crank snout only for ignition upgrade.
 - i. Early model 260's with small bearing cranks are allowed to machine the block to fit big bearing cranks.
29. Max of .030" overbore allowed on plated cylinder motors. Add weight penalty of 5 lbs. per cubic inch calculated from standard bore.
- a. 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.
 - b. Pistons must be forged and or cast aluminum.
 - c. Ring thickness must be greater than 1.1mm.
 - d. No Dykes rings are allowed; Keystone or Flat rings only.
 - e. Motors running under stock 260 or 280 rules must use OEM pistons or aftermarket made to OEM specs.)
 - f. Pistons may be OEM, Wizard Marine Piston part #10592, Wiseco piston #11061(single ring) or #11062(dual ring), CRT Part #12608.
 - g. All must utilize unmodified.

30. If your engine is not specified in the rules and you would like to race, please reach out to the President or someone on Board of Directors to discuss possible accommodations for your setup.
31. Gear cases must have F-N-R and shift from the driver's seat.
32. After market nosecones allowed.
33. Minimum midsection length is 12". OEM midsection and clamp brackets may be shortened. Aftermarket housing may be used with modified OEM clamp bracket.
34. **PROHIBITED:**
 - a. No aftermarket fuel injection or ignition systems allowed. Motec, MAD/SDS
 - b. NO lightened crankshafts. Metal may be added to balance but not removed. Stock stroke only.
 - c. NO small gear cases
 - d. NO extra wiring, hoses, or non-approved devices under the under the engine cowl or in the boat.
 - e. 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.

Lake Racer

Lake Boats with Modified & Hi-Performance Motors

1. Any open cockpit, full interior production hull with 3 seats or more configuration (Seats can be removed).
2. Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. Must use spec. fuel and oil purchased at the race site only. No fuel or oil additives allowed. All motors, all spec, No exceptions.
4. After market stock appearing lightweight cowls allowed.
5. Engines spec combinations allowed:
 - a. Pure Stock – *NO* modifications *unless otherwise noted*
 - MERC 260, 280, 300 DRAG w/ 0.32" minimum squish
 - All heads 37cc
 - Billet heads allowed, 37cc
 - Billet fuel rails allowed
 - EFI 260 w/ 26cc or 37cc heads
 - EFI 280 w/ stock o-ring heads and stock electronics
 - EFI 280 w/ stock o-ring or tight heads and OEM Drag electronics
 - ProMax 2.5 MERC
 - ProMax (37cc heads)
 - Must retain all stock hardware and electronics, rev limiters may be removed, alternators must be in place & functional

- 260 EFI motors in this group may use OEM Drag ECU (A-48, A-63, A-6, A-13) and fuel pressure regulator.
- EFI 280 using stock electronics, functional alternator & belt can run this spec.
- 260-1.490" to 1.520" exhaust port height specs.
- 280-1.500" to 1.520" exhaust port height specs.
- All components must retain stock factory configuration from the adapter plate up except as noted.
- 2:1, 1:87 or 1:75 gear ratio only.

b. Pro Stock

- MERC 2.5L 200 P/S legal powerhead
- P/S legal motor w/ 32cc heads
- ProMax w/ ProStock setup
- ACU allowed for Pro Stock combo

c. Super Gas

- 2.4L MERC, no DRAG or bridge ports allowed
- 2.5L MERC 200, 225, 260, 280 no DRAG motors allowed
- MERC 3.0, 3.2L
- Yamaha 2.6, 3.1, 3.3L
- OMC 3.0, 3.3L
- Etec 2.6, 3.3, 3.4L
- No 1991 7-pedal 200
- No metal removal or addition from block, crank, piston, connecting rods, or front case half
- Rotating assembly should be Pure Stock unless otherwise noted
- Any clamp bracket allowed
- After market mid-section, 12" minimum
- Any tuner allowed
- Any Bolt on induction systems allowed.
- Any Flywheel and ignition systems allowed. Outside of Block maybe altered to support ignition.
- Any cylinder heads allowed.
- 3.0/3.3 OMC may modify the crank snout or flywheel hub assembly only for Yamaha ignition conversion.
- 2.6 Yamaha may modify crank snout only for ignition upgrade.
- Early model 260's with small bearing cranks allowed to machine the block to fit big bearing cranks.

d. 1430 MODIFIED

- 2.4L Modified production

- 2.5L w/ carbs, horn, or Slide SVS
 - Laser & ProMax EFI MERC
 - 153ci
 - Aftermarket air inlet cover may be used
 - Stock fuel rails, injectors, fuel outlet & inlets must remain stock location & configuration
 - Must conform to DSRA 1430 MOD specs
 - No welding or fabrication on the plenum
 - Fuel system must utilize OEM fuel rail, injectors, temp sensor, and ECU
6. Max of .030" overbore allowed on plated cylinder motors. Add weight penalty of 5 lbs. per cubic inch calculated from standard bore.
 - a. 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.
 - b. Pistons must be forged and or cast aluminum.
 - c. Ring thickness must be greater than 1.1mm.
 - d. No Dykes rings are allowed. Keystone or Flat rings only.
 - e. Motors running under stock 260 or 280 rules must use OEM pistons or aftermarket made to OEM specs.)
 - f. Pistons may be OEM, Wizard Marine Piston part #10592, Wiseco piston #11061(single ring) or #11062(dual ring), CRT Part #12608.
 - g. All must utilize unmodified.
 7. Aftermarket light weight flywheels allowed.
 8. OMC, Yamaha, and Suzuki may use aftermarket lightweight flywheels in 1430 Modified and Super Gas Spec
 9. NO lightened crankshafts. Metal may be added to balance but not removed. Stock stroke only.
 10. Cylinder stiffeners allowed where allowed by engine rules.
 11. NO dual plug heads. Yamaha, OMC, and Suzuki may use aftermarket single plug heads in Mod Prod & Super Gas
 12. "Behind the Liner" inlet porting allowed per engine spec. Reference specific engine rules for clarification.
 13. Stuffing allowed on 1430 Modified motors as per their rules.
 14. After market, composite reeds allowed. OEM reed cages for like motor only.
 15. Billet heads and Billet top and bottom caps are allowed.
 16. BVI front halves allowed.
 17. Verdi Rods allowed
 18. No extra wiring, hoses, or non-approved devices under the under the engine cowl or in the boat.
 19. 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.
 20. Multiple fuel pump setups must be wired in series and one switch must start all pumps.
 21. Aftermarket, adjustable fuel regulators allowed as per engine rules.

22. Over bore carbs & velocity stacks allowed/OEM air box removed. Carb stuffers & slosh tubes are allowed.
23. Oil injection may be removed.
24. Pyrometers, temp sensors, pressure sensors allowed.
25. No aftermarket fuel injection or ignition systems allowed. Motec, MAD/SDS
26. EFI, MSD, not allowed. They can only be used under SUPER GAS RULES unless noted otherwise.
27. The following ECU Boxes allowed. Mercury ECU's, Brucato Power ACU, Brucato Power PCU, Power Performance Engineering ECU, Rapair CDI ECU.
28. NO aftermarket tuners. OEM tuners may be modified. Any tuner can be used under SUPER GAS RULES unless noted otherwise.
29. Minimum midsection length is 12". 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.
30. No Champ midsections allowed
31. NO small gear cases.
32. Gear cases must have F-N-R and shift from the driver's seat.
33. After market nosecones allowed.

Super Mod

- *Refer to the rules of the class you are running.*

1430 Modified

Race Hulls with Modified motors utilizing OEM parts

1. Boats: Any production hull.
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil (unless otherwise specified) from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. No fuel additives allowed
4. Any modifications allowed.
5. No V8 motors allowed.
6. BVI front halves are allowed.
7. No computers mounted in the cockpit that can be manipulated by driver.
8. No adjustable fuel pressure regulators mounted in reach of the driver
9. Manipulating or changing fuel pressures is PROHIBITED during competition.
10. No Steam Wheels allowed in the boat.
11. Any midsection allowed minimum 12"
12. Big gearcase only.

River Racer

1. Any production hull allowed (no tunnel or hydro allowed)
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil (unless otherwise specified) from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. No fuel or oil additives allowed)
4. Any modifications allowed; compression limited to 150 lbs. for all motors.
5. Compression will be checked with craftsman compression gauge with long adaptor.
6. BVI front halves allowed.
7. No steam wheels allowed in boat.
8. No adjustable fuel pressure regulator mounted in reach of driver allowing fuel pressure to be adjusted during competition.
9. No computers mounted in cockpit that can be manipulated by driver.
10. Any mid-section all motors

Super Comp

Race hulls w/ Stock motors

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil (unless otherwise specified) from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. Aftermarket lightweight stock configuration motor cowls allowed all motors.
4. After market lightened flywheels allowed.
5. Pistons may be OEM, Wizard Marine Piston part #10592, Wiseco piston #11061(single ring) or #11062(dual ring), CRT Part #12608. All must utilize unmodified stock weight (OEM weight) wrist pin unless expressly noted. Pistons listed above must have flat tops. NO one off sets with rounded, curved, sphered, or edges lowered tops.
6. Maximum of three over bored cylinders of .030" overbore maximum, allowed only on steel bores.
7. Pyrometers allowed.
8. Aftermarket lightweight stock configuration motor cowls allowed all motors. No air induction attached to cowling or engine allowed.
9. After market composite reeds allowed all motors. OEM reed cages for like motor, no modifications to reed cages allowed.
10. Carbureted motors may remove OEM air boxes and use aftermarket velocity stacks.
11. Oil injection and mechanical fuel pumps may be removed and blocked off. Carbureted motors may use in the boat electric fuel pump and aftermarket adjustable fuel pressure regulators.
12. Standard ½" reach spark plugs only. Any heat range, style tip or brand allowed.
13. The following ECU Boxes allowed. Mercury ECU's, Brucato Power ACU, Brucato Power PCU, Power Performance Engineering ECU, Rapair CDI ECU. Adjustments from the cockpit ARE NOT ALLOWED. (e.g. No steam wheels or like.)
14. Support rings allowed all motors.

15. Aftermarket adjustable fuel regulator allowed on all engines.
16. Billet heads and billet top and bottom caps are allowed w/ stock configuration.
17. BVI front halves allowed.
18. Verdi rods allowed.
19. Rev limiters may be removed
20. EFI motors in this group may use OEM Drag ECU (A-48, A-63, A-6, A-13) and fuel pressure regulator
21. 280 may use 260 electronics
22. 2:1 or 1:87 gear ratio only
23. Specific Motor Rules
 - a. MERC 245, 260, 280, 300 DRAG
 - Rev limiters may be removed
 - EFI motors may use OEM Drag ECU (A48, A63, A6, A13)
 - May use fuel pressure regulator
 - b. MERC 280 w/ standard electronics
 - Rev limiter may be removed
 - 2:1, 1:87, 1:75 gear ratio allowed
 - Alternator belt to remain functional while in competition
 - Components must retain stock factory configuration from adapter plate up
 - c. ProMax or Laser style EFI MERC (factory prod. steel sleeve block only)
 - Rev limiters may be removed
 - OEM light-weight flywheel allowed, no modifications
 - HP early style 16-amp alternator allowed
 - OEM 1" thick reed manifold spacer plate allowed
 - 26mm minimum chamber OEM heads allowed
 - Throttle body may be bored; no welding or other mod 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 adapter plate up.
 - d. OMC 3L looper
 - OEM looper carbs only, boring not allowed any jetting
 - Rev limiter may be removed
 - Aftermarket light flywheel allowed
 - Early OEM small charging system may be used
 - Aftermarket or cut OEM heads may be used w/ 36cc min. chamber volume
 - e. Yamaha 2.6L
 - OEM looper carbs only, boring not allowed any jetting
 - Rev limiter may be removed
 - Aftermarket light flywheel allowed

- No long rod motors in this class
- Early OEM charging system and spark advance allowed
- OEM Looper carbs only, boring not allowed any jetting
- Aftermarket or cut OEM heads 33cc min chambers
- OEM carbs for like motor, boring is allowed

24. Exhaust Port Height Specs

- 260 - 1.490" to 1.520"
- 280 - 1.500" to 1.520"
- 300 - 1.490" to 1.510"
- 300 (eyebrow) - 1.460 to 1.475

25. Heads

- Billet heads allowed, Billet top and bottom caps allowed, stock configuration
- All except 260 - 37cc min heads
- 260 may use 26cc heads
- ProMax or Laser style EFI MERC 26cc min. chamber OEM heads

26. Minimum Squish: 260, 280, 300 DRAG

- 260 w/ 26cc heads = 0.032 minimum squish
- 280 w/ factory 40cc O-ring head & 37cc chamber = 0.032 minimum squish.
- 300 Drag w/ factory 40cc O-ring head & 37cc chamber or 37cc gasket heads = 0.032 minimum squish.

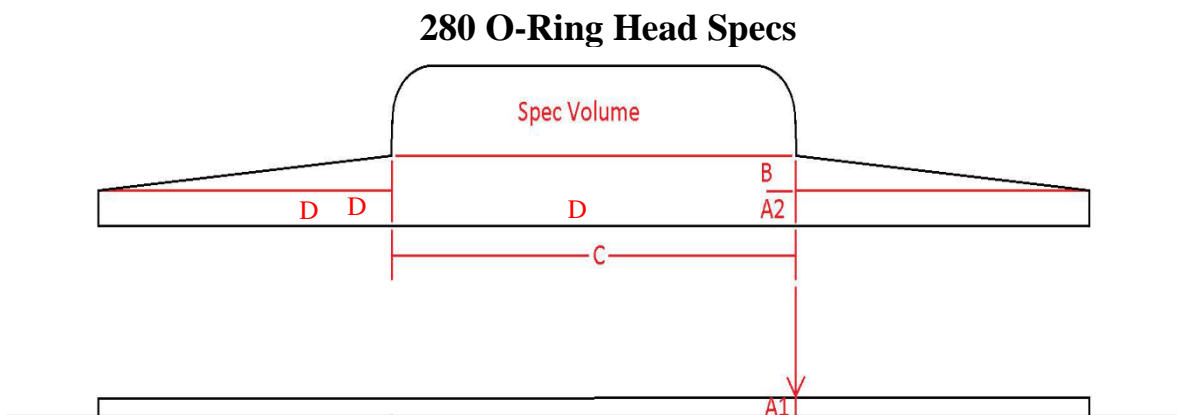


Figure-A1: The amount measured in .000th's of the amount the piston protrudes beyond the deck of the block with the deck of the block measurement being .0000"

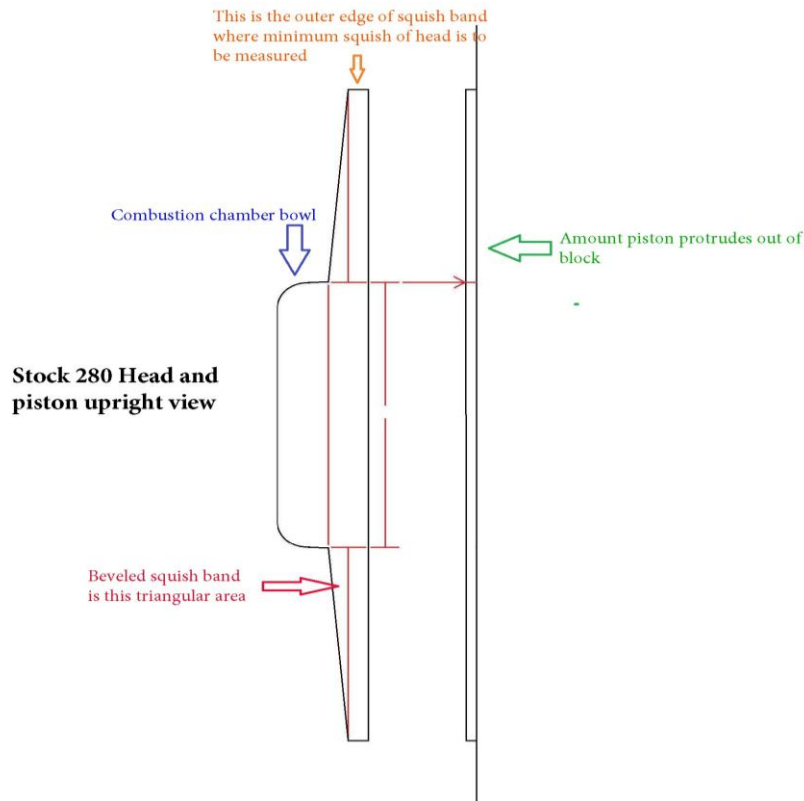
Figure-A2: .041" is the minimum squish of the head measured at the outer edge of the squish band.

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

Figure C: 2.273" is the width of the combustion chamber Figure D) Spec volume: CC volume of combustion chamber bowl, bevel of squish and factory pocket depth. Entire volume of head below the flat deck surface of head is measured in CC's.

To achieve minimum squish measurement: *Note this can be used in any motor to determine squish*

1. If the piston protrudes out from block deck
 - Figure A1 is subtracted from A2
2. If the piston resides below the block deck
 - Figure A1 is added to Figure A2



27. Components must retain stock factory configuration from adapter plate up except as specifically noted in squish rule for deck heights for 260 & 280 only.
28. Minimum mid-section length is 12". OEM midsection and clamp brackets may be shortened. OEM clamp bracket may be shortened and aftermarket 12" minimum housing used. Inner liners may be removed, and housings drilled for exhaust relief. No Champ type mid sections allowed. Aftermarket clamp brackets and trim allowed.
29. No small gear cases.
30. Gear cases must have functional F-N-R and be shiftable from the driver's seat.
31. Aftermarket nosecones with low water pickups allowed.
32. PROHIBITED:
 - a. No fuel additives allowed.
 - b. No nitrous oxide or any other type of bottle pressure injection used to enhance engine performance. No nitrous bottles in boat, nitrous solenoids must be disconnected.
 - c. No air induction attached to cowling or engine allowed.
 - d. No aftermarket tuners. OEM tuner and exhaust adapter plate may be modified.

- e. No variable tuners allowed.
- f. No potentiometers, fuel bypass solenoids or any other devices to alter the fuel curve or pressure allowed. Multi fuel pump setups must be wired so that one switch must start and stops both pumps.
- g. No aftermarket ignition systems or component parts; no spark retard/advances, electronic or mechanical allowed.
- h. No metal removal or any internal cylinder block modifications allowed except as specified in squish for Mercury 280 HP, 260 HP and 300 Drag deck heights.
- i. No porting, polishing, feathering. No piston, rod, or crank modifications. No balancing or blueprinting.

V6 Pro

1. Any type of hull allowed
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. No fuel additives allowed.
4. Black or ProMax motors only.
5. Only steel or chrome bore Mercury blocks allowed
6. Steel sleeves only except for 2.0- & 2.4-liter Mercury motors.
7. No billet cranks.
8. No stroker cranks
9. Max 2.699 Liter.
10. Any internal modifications allowed; Must be within specs for listed weights
11. Any internal aftermarket rods allowed
12. No Crank Case injected engines.
13. No stand-alone or aftermarket electronics allowed.
14. XRI injection 5-pedal with slide intake, homemade intakes, or alteration of stock set up allowed.
 - Must retain stock Mercury laser injection plenum
 - Stock injectors in original location.
 - No high perf front halves allowed.
15. Compression
 - a. 2.0, 2.4 motors and 2.5 steel sleeve carb motor allowed
 - Unlimited compression.
 - b. Mercury 5-pedal front & back half motors with stock XRI. (No HP front halves)
 - Unlimited compression.
 - c. XRI injection 5-pedal with slide intake
 - Unlimited compression.
 - d. 7-pedal front with or without SVS.
 - Unlimited compression.

e. Carbs

- Unlimited compression – but weight specified per configuration

16. 12” minimum midsection

Pro Stock

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

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
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. Any style engine cowls allowed. Must maintain stock appearance.
5. Light Weight aftermarket flywheel allowed.
6. Motor must be an original XRI or Carburetor Motor/Block.
7. No blocks with special rod slots or exhaust cavities that are different from a Stock production 200 fishing motor allowed.
8. No Pro Max, 240 Sport Jet, Motorola, High Performance, Special Production, Back door, or Custom engine blocks allowed.
9. No 1991 model-14 pedal blocks allowed.
10. Crankshaft must be a 2.5 Stock oil geared crankshaft and 2.5 Rods.
11. No piston, rod, wrist pin, sealing ring or crankshaft modifications.
12. No lightning, balancing or blue printing.
13. Billet heads allowed
14. 32 cc minimum head volume
15. Squish area must remain flat, beveled squish area is not allowed.
16. Chambers must retain stock configuration, shape, and diameter. No hemi-style chambers allowed.
17. No metal removal or any internal cylinder block mods allowed. No porting, polishing, feathering.
18. Welding on cylinder block allowed for repair only; must be machined back to stock configuration and shape.
19. Piston rings may have end gap cut to racer's preference. Metal may not be removed from inside or outside diameters of ring.
20. Up to .40 overbore allowed.
21. Aftermarket throttle linkage allowed all motors.
22. Aftermarket or OEM sleeves allowed with a max of 6 per motor. They must match motor.
23. No Pro Max sleeves allowed.
24. All engines must use the original number of piston rings in the original location.

25. No single-ring pistons allowed.
26. Additional Wrist pin washers are allowed to use bottom guided style pistons such as vertex.
27. Piston to head clearance = 0.042" minimum. Blocks may be decked to fit this spec with o-ring or head gaskets. Any production or aftermarket head gasket or O- ring allowed.
28. No blocks from Mercury with machined rod slots.
29. 10-pedal front halves only.
30. New motors with taller decked blocks with O-ring heads allowed.
31. Any Mercury Production Bathtub or Top Hat Style Cylinder Head, no angle-cut heads allowed.
32. Piston coating is allowed. Legal aftermarket pistons that are coated from the manufacturer are allowed. No other engine parts are allowed for coating.
33. HEADS:
 - a. Mercury Heads:
 - No Metal removal except as noted.
 - 2.5 may be cut to 32 cc minimum.
 - O-Ring head to be 32 cc minimum.
 - No heads cut with beveled squish. (Mercury Only)
 - 3.0 may be cut to 61cc minimum.
 - b. Yamaha 2.6 L
 - Min head volume is 49 cc.
 - Head may be cut to this volume.
 - * Motor is built with dome piston and beveled squish.
34. Only 1 gasket per set of mating surfaces, Maximum thickness .065"
35. Squish area must remain flat, beveled squish area is not allowed.
36. Chambers must retain stock configuration, shape, and diameter. No hemi-style chambers allowed.
37. No ceramic coating on cylinder heads.
38. No metal removal or any internal cylinder block mods allowed. No porting, polishing, feathering.
39. Piston coating is allowed. Legal aftermarket pistons that are coated from the manufacturer are allowed. No other engine parts are allowed for coating.
40. PISTONS allowed:
 - a. 2.5 Stock Cast MERCURY Piston Allowed (no high perf pistons)
 - b. 2.5 Bottom Guided pistons allowed Vertex and Pro Marine 2400, 2415, 2430 series Wiseco 3124 series.
 - c. 2.5 Top Guided pistons allowed Vertex and Pro Marine 2500, 2515, 2530 series Wiseco 3137 Series
 - d. 2.5 WSM Top Guided Pistons Part #100-21-065K
 - e. Yamaha Pistons allowed Vertex and Pro Marine 1600, 1620, 1640, 4500, 4520, 4540, 4600, 4020, and 4040 series Wiseco 3116, 3146 and 3200 series
41. **HP Mercury Parts Allowed (If it is not listed it is not allowed)**

- a. Exhaust Divider Plate to mount coils.
 - b. One-piece HP adapter plate.
 - c. HP exhaust tuner.
 - d. HP rods bolts allowed. Rod caps may not be machined or ground for clearance. Aftermarket stock rods may be used, must be identical to OEM specs and appearance.
 - e. HP metal cage rod bearings are allowed.
 - f. HP aluminum flywheel may be modified.
 - g. Stock High Performance 260 or drag Stator, Trigger, Switch Boxes, and Plug wires.
 - h. Mercury HP ECU allowed. (A2, A4, A5, A6, A8, A10, A13, A14, A63, A48)
 - i. Mercury HP ECU mounting Bracket.
 - j. Mercury HP Fuel Pump allowed.
 - k. Mercury HP Fuel Regulator allowed.
42. Mercury Laser Throttle Body Fuel Injection with matching intake manifold and OEM carburetors and intakes only from manufacturer. No carburetor modifications unless specifically noted. No Mercury OEM Hi-Performance Carburetors.
- a. Fuel Injection plenum and intake manifold must retain stock exterior appearance and dimensions. No additional hoses fabrication or welding allowed.
 - b. Slosh baffles allowed in OEM OMC plastic carbs.
 - c. Air inlets must remain stock size and appearance with original butterfly.
 - d. Fuel rail and injectors must remain original and located inside the plenum.
 - e. Plenum cover must remain fixed in place.
 - f. All other internal modifications allowed.
43. Standard ½” reach spark plugs only. Any heat range, style tip or brand allowed.
44. After market, composite reeds allowed; Only 4 or 5-pedal Mercury production reed cages from like engine allowed; Reed cage lapping allowed but no other mods to reed cages allowed.
45. No intake, reed, plenum, manifold and/or exhaust spacer plates allowed on any motors.
46. Any fuel pump and regulator allowed.
47. Oil injection and mechanical fuel pumps may be removed and blocked. Filling the remaining crankcase volume is not allowed.
48. ECU Box must be Mercury, Brucato ACU/PCU, Rapair (CDI) or Brendan Power replacement and mounted on the engine. ECU re-programming allowed.
49. Ignition must be stock 16-amp Mercury High Performance or Rapair replacement. No changes or modifications to components or wiring allowed.
50. Charging coils must remain on stator.
51. No extra wiring, hoses, or non-approved devices under the cowl.
52. Pyrometers, water & engine temp sensors allowed
53. Water & Fuel Pressure sensors allowed.
54. Engines may use rubber water diverters in water jacket for improved durability.
55. No Steam Wheels allowed or adjustments to fuel once boat enters the water.

56. No mods to upper bearing cap or trigger assy. No material removal from either part allowed.
57. No OEM detonation modules or timing boxes. No device at all in the boat that can monitor or alter ignition timing or fuel curve, mechanically or electronically.
58. Exhaust plates and tuners may be modified.
59. Aftermarket Tuners allowed.
60. Any mid bracket assembly allowed; 12" minimum.
61. No tube midsections.
62. No small gear cases.
63. Gear cases must have functional F-N-R and be shiftable from the driver's seat.
64. OEM Gear ratio 1.87 & 2:1
65. Aftermarket nosecones with low water pickups allowed.
- ** Needs clarification; To be discussed at Drivers meeting if someone enters to race w/ this setup configuration.

Pro XRI

Race Hulls utilizing Stock Production Mercury 2.5 Laser/XRI EFI Pro Stock-legal Motors

1. Boats: Any production hull. No true tunnels or hydroplane type hulls.
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. Engine must be Pro Stock-legal and must follow Pro Stock rules unless expressly noted below.
4. Billet heads allowed
5. 26cc minimum head volume
6. Piston to head clearance = 0.042" minimum, blocks may be decked to fit this spec with o-ring or head gaskets; Any production or aftermarket head gasket or O- ring allowed.
7. XRI injection 5-pedal with slide intake allowed
8. Small gearcases allowed
9. No stand alone or aftermarket electronics allowed

Pro Mod

Race hulls using modified Motors w/ Aftermarket parts

1. Boats: Any production hull configuration allowed.
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. No additives allowed.
4. Minimum weights based off original engine size designation.
5. Any modifications allowed.
6. No aftermarket blocks allowed.
7. BVI front halves allowed
8. Billet small block motors allowed
9. Configurations allowed:
 - a. Small block

- Stock bore and stroke 2.5L MERC or aftermarket block w/ same specs or any outboard engine w/ smaller displacement
- Maximum measurement for each cannot exceed 3.505 bore size & 2.65 stroke length or combine for >2.699L – minimum specified weight (May be checked at any time by DSRA Official)
- Any engine block measuring 2.7 – 2.97L – minimum specified weight

b. Big block

- 3.0 – 3.099L MERC, OMC, Yamaha or Billet – minimum specified weight
- 3.1 – 4.0+ MERC, OMC, Yamaha, or Billet – minimum specified weight

c. OMC V8 - minimum specified weight

10. Weights to be reviewed after first race.

11. 7.5 mph start speed.

12. Engine liters subject to Tech by paid protest.

Pro Drag (Unlimited)

Race Hulls using Modified Motors with aftermarket Parts

1. Boats: Any Production Hull 16ft. or longer.
2. Any motor allowed including Billet motors
3. No multi-engine setups
4. Any modifications allowed.
5. Any fuel and/or additives allowed
6. Any midsection allowed.
7. No minimum weight unless Nitrous Oxide is used.
8. Nitrous boats must weigh 1100 lbs. minimum
9. Starting speed 8.5mph

Pro Carb

1. Any production hull allowed.
2. FUEL: Required to purchase 10 gal Sunoco 112 (spec fuel) at the race site as well as 1 qt of spec oil from DSRA during Registration prior to competition and follow all DSRA rules for fuel testing after the race is complete.
3. No nitrous oxide or any other type of bottle pressure injection used to enhance engine performance. No nitrous bottles in boat; nitrous solenoids must be disconnected.
4. Aftermarket lightweight engine cowls allowed.
5. Aftermarket lightweight flywheels are allowed.
6. Engine modifications allowed.
7. Aftermarket dual plug cylinder heads allowed on all motors.
8. No lightened crankshafts. Weight (metal) may be added to balance, but not removed. Stock stroke required.
9. BVI front halves allowed.
10. Aftermarket ignition allowed on all motors.
11. Pistons must be OEM or aftermarket made to OEM specs.

12. Up to 0.30" overbore with no weight penalty on steel bore motors only.
13. Overbore of 0.60" max all motors with weight penalty of five (5) pounds per cubic inch calculated from standard bore.
14. Nicasil sleeve motors with overbore must carry five-pound weight penalty per cubic inch calculated from standard bore.
15. "Behind the liner" inlet porting allowed.
16. Aftermarket lightweight engine cowls allowed.
17. Aftermarket composite reeds & reed cages for like manufacturer allowed.
18. Electric fuel pump and adjustable fuel pressure regulator allowed.
19. Air boxes may be removed, and aftermarket velocity stacks allowed.
20. Any outboard marine carburetor allowed. Must remain in stock configuration.
21. Modified OEM or aftermarket tuners allowed.
22. Gear cases must have at least forward gear.
23. No V8 motors allowed.
24. See fuel/technical for aftermarket and other parts not allowed.

***Any engine combination not listed above must go through inspection and will be provided a race weight by all DSRA Rep.**

Weights for Specific Classes

MOD 40			
	<45ci (Small bore)		700 lbs
	45.1 – 80ci		800 lbs
MOD 90			
	<72ci		860 lbs
	72.1 – 80ci		960 lbs
Performance Bass & Ski			
MERCURY	2.4 SUPER GAS		1650 lbs
	2.4L Modified		1725 lbs
	P/S Legal 2.4L (32cc heads)		1450 lbs
	P/S Legal 2.5L (32cc heads)		1600 lbs
	ProMax (Stock)		1600 lbs
	ProMax w/ Pro Stock set-up		1750 lbs
	200XS (stock) ROI Opti		1550 lbs
	3.0 Carb (stock heads)		1565 lbs
	3.0 EFI (stock heads)		1695 lbs
1430 MOD MERC	2.5L MOD Carb		1885 lbs
	2.5L MOD EFI (Horn)		1950 lbs
	2.5L MOD EFI (SVS – Slide style)		1965 lbs
	Laser & ProMax EFI 153ci		1925 lbs
MERC 2.5L Super Gas	200cc		1750 lbs
	225cc		1800 lbs
	260cc		1900 lbs
	280cc		1950 lbs
	3.0 & 3.2 XS		1900 lbs
PURE STOCK	MERC 260 EFI	26cc heads	1800 lbs
		37cc heads	1750 lbs

	MERC 280 EFI	37cc heads w/ head gaskets or stock O-rings	1650 lbs
		TIGHT heads w/ Conv. OEM Drag elect.	1900 lbs
		37cc heads w/ Conv OEM Drag elect.	1800 lbs
	DRAG 300 <40cc heads	EFI Stock 300	1800 lbs
		EFI stock eyebrow w/ horn	1800 lbs
		EFI stock eyebrow w/ SVS	1815 lbs
Yamaha	2.6L	Super Gas	1800 lbs
		1430 MOD OEM carb	1850 lbs
		1430 MOD OEM EFI	1850 lbs
	3.1/3.3L	Super Gas	2000 lbs
		1430 MOD	2050 lbs
OMC Stock	OEM	6x1 carb	1760 lbs
		Ficht/ETEC inj	1800 lbs
	2.7L	w/ carbs	1755 lbs
		EFI	1885 lbs
	3.0L	w/ carb	1815 lbs
		w/ EFI	1945 lbs
	3.3L 1430 MOD setup	w/ carbs	1865 lbs
		EFI	1995 lbs
LAKE RACER			
MERC	2.4L Super Gas		1400 lbs
	2.4L Modified Production		1500 lbs
	Pro Stock legal (32cc heads)		1375 lbs
	Stock ProMax (37cc heads)		1375 lbs
	Stock ProMax w/ P/S Setup		1475 lbs
MERC 1430 MODIFIED	2.5L w/ carb		1635 lbs
	2.5L w/ EFI (Horn)		1700 lbs
MERC 1430 MODIFIED	2.5L w/ EFI (SVS)		1715 lbs
	Laser & ProMax EFI 153ci		1670 lbs

MERC 2.5L Super Gas	200		1500 lbs	
	225		1550 lbs	
	260		1650 lbs	
	280		1700 lbs	
	3.0/3.2 XS		1650 lbs	
MERC Pure Stock	EFI 260		26cc heads	1550 lbs
			37cc heads	1525 lbs
	EFI 280	w/ Stock O- ring heads	Stock electronics	1425 lbs
			OEM Drag electronics	1550 lbs
	EFI 280	w/ tight heads	OEM Drag electronics	1650 lbs
	EFI 300 DRAG		37cc heads	1550 lbs
			Stock eyebrow w/ horn	1565 lbs
			Stock eyebrow w/ SVS	1615 lbs
Yamaha	2.6L		Super Gas	1550 lbs
			1430 MOD	1600 lbs
	3.1/3.3L		Super Gas	1750 lbs
			1430 MOD	1800 lbs
OMC	OEM 6x1 Carb			1510 lbs
	OEM Ficht/ETEC inj.			1550 lbs
	2.7L		w/ carbs	1505 lbs
			w/ EFI	1635 lbs
	3.0L		w/ carbs	1565 lbs
			w/ EFI	1695 lbs
	3.3L 1430 MOD setup		w/ carbs	1615 lbs
SUPER MOD				
	1430 MOD *w/ carbs may reduce by 130lbs		142 - 152 ci*	1265 lbs
			153 – 156 ci*	1395 lbs
			157 – 186 ci*	1520 lbs
			187 -202 ci*	1570 lbs
			203 ci* and up	1595 lbs

	River Racer	142 – 152 ci	1210 lbs
		153 – 156 ci	1340 lbs
		157 – 186 ci	1490 lbs
		186 ci & up	1525 lbs
		V8 motors	1715 lbs
	Super Comp	Carb 245	1315 lbs
		EFI 260 w/ 26cc heads	1315 lbs
		EFI 280 w/ 37cc heads Stock electronics	1240 lbs
		EFI 280 37cc heads 260 electronics	1315 lbs
		EFI 300 Drag 37cc heads w/ horn	1315 lbs
		EFI eyebrow Drag 37cc heads w/ horn	1315 lbs
		EFI eyebrow or DRAG 37cc heads w/ SVS (blue or gold) stock config.	1330 lbs
		225 Promax w/ 26cc heads	1330 lbs
		OMC 3.0L	1365 lbs
		Yamaha 2.6L	1350 lbs
		Pro Stock 2.5L 200 Merc w/ 26cc heads	1290 lbs
V6 PRO			
	MERC 5-pedal front & back half motors w/ stock XRI		1275 lbs
	XRI inj. 5-pedal w/ slide intake		1300 lbs
	7-pedal front NO SVS		1300 lbs
	7-pedal front w/ SVS		1325 lbs
	Carbs		1225 lbs
PRO STOCK			
	MERC	2.5L	1400 lbs
		3.0L	1500 lbs
	YAMAHA 2.6L w/ standard rods	w/ stock squish	1375 lbs
		w/o stock squish	1410 lbs
	Yamaha 3.0L	w/ stock squish	1500 lbs
		w/o stock squish	1535 lbs

PRO XRI			
	Pro Stock legal motor w/ 26cc heads	XRI 5-pedal injection	1235 lbs
		XRI 5-pedal injection w/ slide intake	1250 lbs
PRO MOD			
	Small block	Up to 2.699L	1200 lbs
		2.7 & 2.97L	1250 lbs
	Big block	3.0 – 3.99L	1300 lbs
		3.1, 4.0L	1400 lbs
	OMC	V8	1525 lbs
PRO CARB			
	MERC V6	122 ci	1050 lbs
		122 ci <i>(behind the liner)</i>	1125 lbs
		142 ci	1175 lbs
		142 ci <i>(behind the liner)</i>	1250 lbs
		153 ci	1350 lbs
	OMC	Loop charged V6	1425 lbs
		3.3L w/ carbs	1475 lbs
		2.7L (165ci)	1375 lbs
		Finger ported	-75lbs
	Yamaha	2.6L	1375 lbs