



## 2018 NIDBA Class Rules

### ProSport

1. **Overview:** ProSport is designed for racers who are not competitive in other classes. Each potential entry may be reviewed before and/or after racing at any point of the season in order to ensure fairness, accessibility and even competition. Any boat may be required to run a faster class depending on the boat/motor combination. The following guidelines are flexible based upon the motor/boat combination.
2. Inboard and outboard motors/boats allowed
3. Entrants must be full racing members. There is no prize money and no points are recorded. The racing brackets may be setup intentionally to pair boats together in the most competitive fashion possible. ProSport will not race late in the season when other classes are limited to top four boats.
4. **Required safety equipment includes:** Foot Throttle, trim in/at the wheel, kill switch (must also kill the fuel pump if utilizing an external fuel pump), any life jacket with leg straps, Snell approved helmet, long sleeves and long pants.
5. Boats should be sport boat designs – not specifically designed for racing
6. Prop changes, weight additions or other changes may be required to ensure competitiveness and preserve the spirit of the class

### Lake Racer Outboard

1. Hulls: Any hull originally designed and manufactured for seating a minimum of 3 people.
2. Engines: Any modifications allowed except as noted. Only OEM outboard motor components from like manufacturer may be used except as noted. Powerheads and components must be or have been available to the public via a traditional dealer or manufacturer including high performance divisions except as noted. Natural aspiration only. Aftermarket pistons allowed. No nitrous or any other type bottle pressure injection. No bottles in boat, solenoids disconnected.
3. Block: Max of .030" overbore allowed on Nikasil motors. Max of .060" overbore allowed on steel sleeve motors. If metal has been removed from deck, appropriate thickness head gaskets must be used in order to meet compression limits. Modifications to exhaust chest are not allowed.
4. Any single plug head allowed subject to compression and displacement rules.
5. Reed cages must be OEM from like manufacturer and may not be modified. Aftermarket reeds allowed. Aftermarket or OEM 1" spacer plate allowed. Modified OEM (airhorn and/or reed plate) and/or Aftermarket intake systems (i.e. SVS, MadEFI, DBR) allowed with 25 pound weight addition.
6. Ignition/ECU: Only OEM or spec replacement (i.e. CDI/Rapair) ignitions allowed. Any motor may run any brand of OEM ignition including required part modifications (i.e. OMC may run Yamaha ignition). Aftermarket ECUs allowed – i.e. Brucato ACU/PCU. Devices that can alter fuel curve or ignition within reach of driver's seat are NOT allowed.
7. Gearcases: Must have forward-neutral-reverse shiftable from the driver's seat. No small Gearcases (e.g. XR-6, V4, SpeedMaster type).
8. Flywheels must be OEM. They may be lightened but must maintain OEM magnets and be comprised of all OEM parts and materials (i.e. no titanium/aftermarket flexplates).
9. Midsections: Minimum mid-section length is 15". OEM midsection and clamp brackets may be shortened. Aftermarket clamp bracket are allowed. After-market mid-section housing are allowed, must be OEM like (no "stick" style mids). Inner liners can be removed and housings drilled for exhaust relief. No Champ type midsections allowed
10. Cowls: Aftermarket lightweight cowls allowed, but must maintain OEM appearance.
11. No modifications to port timing, size, or shape between the piston top and head when piston is at bottom dead center. Welding on cylinder block allowed for repair only and must be machined back to stock configuration and shape.

12. Compression values based on 12 volt starting subject to  $\pm 3\#$  (pound) variance. Only post-race compression readings shall be deemed official readings. If first cylinder measured is above maximum compression values, all six shall be checked and an average of all six be used to adhere to compression rules.
13. Any switching of powerheads during the year MUST BE reported and submitted for re-inspection.

### **Weights and Engine Specific Rules:**

#### Mercury Outboards

1. 2.5 ProMax: Any OEM bolt on and SVS allowed with 150# max compression – 1525 lbs.
2. 3.0 liter: Any OEM bolt on and SVS allowed with 130# max compression – 1550 lbs.
3. 3.2 liter 300XS – 1600 lbs.
4. 2.5EFI 260 (140# of compression on 12v starting max) 1600 lbs.
5. 2.5EFI 280 (w/260 Electronics and 145# max compression) 1625 lbs.
6. 2.5EFI 280 (w/280 Electronics and 145# max compression) 1575 lbs.
  - o Alternator and belt must be in use.

#### OMC/BRP Motors

1. 3.0 Liter Carb/EFI – 1500/1550 lbs (maximum of 150# compression)
2. 3.3 Liter Carb/EFI – 1525/1575 lbs (maximum of 115# compression)
3. 3.4 Liter Carb/EFI – 1600/1650 lbs (maximum of 115# compression)

#### Yamaha

1. 2.6 liter Carb/EFI – 1475/1550
2. 3.1/3.3 liter EFI – 1550/1575
3. 4 Stroke SHO – 1600

## **Outlaw**

1. Hulls:
  - a. Any hull originally designed and manufactured for seating a minimum of 3 people (except as noted).
  - b. Hulls designed and manufactured with fewer than 3 seats and/or designed for drag racing (i.e. Allison XR-2001, Mirage QuarterMaster/PoleCat/WildCat, or STV ModVP/Drag) may race Outlaw class powered by a Lake Racer legal powerhead except they may run 180 lbs. of compression.
2. Engines: V6 engines only. Any modifications allowed, but limited to 180 lbs. maximum compression. Natural aspiration only.
3. Any midsection allowed. No “stick” style midsections.
4. Pump/race fuel only. Additives allowed. No nitrous
5. Minimum Weight: 1500 lbs.

## **Pro Gas**

1. Any boat allowed
2. Any motor allowed
3. Any modifications allowed. Natural aspiration only.
4. Any mid section allowed.
5. Pump/race fuel only. Additives allowed. No nitrous.
6. Minimum weights as follows:
  1. V6 Motors Under 3.0 liters – 1250 lbs
  2. V6 motors 3.0 liters and larger – 1325 lbs.
  3. V8 motors – 1500 lbs.

## **Lake Racer Inboard:**

1. No lightweight hulls. Minimum length 18' and must be lake legal with current registration, number, and conservation stickers displayed on boat.
2. Boats must have full interior, side-steering only, and side mounted gas tanks.
3. Blocks limited to maximum of 500 cubic inches. No bow-tie or aftermarket blocks or heads and must be all factory production iron.
4. Cast aluminum intakes are allowed. No sheet metal intake or tunnel rams.
5. Single (1) 4-barrel carburetor – 850CFM max, no dominator or race carburetors. No fuel injection. Natural aspiration only.
6. Pump/race gas only. Additives allowed. No Nitrous.

## **Single Carb:**

1. Bow-tie and all production-type blocks allowed. Any iron block allowed.
2. Any production iron or aluminum heads allowed. No Pontiac, Olds, or Big Chief Heads allowed.
3. Cast aluminum intakes only. No custom or sheet metal intakes allowed.
4. Single carburetor only. No fuel injection. Natural aspiration only.
5. Pump/race gas only. Additives allowed. No nitrous

## **Multi-Carb:**

1. Any blocks, any heads, any intakes.
2. Two carburetors allowed. Fuel injection allowed. Natural aspiration only.
3. Pump/race gas only. Additives allowed. No nitrous

## **Open:**

1. Any block and intake system allowed. Fuel injection allowed.
2. Nitrous, blowers, and/or turbochargers allowed on gas engines only. Alcohol engines must be naturally aspirated with no nitrous.
3. No blown V Bottoms
4. Any fuel except for nitromethane allowed.

## **Unlimited:**

1. If there are 2 or more rule-conforming Unlimited boats entered, no step-ups will be allowed
2. Blown alcohol motor required unless step up required to make class
3. No blown V bottoms.
4. Any fuel except for nitromethane allowed