



# 2018 Reference Guide

Mission:

To develop and maintain a **reference-standard boat racing organization** with the most effective resources available.

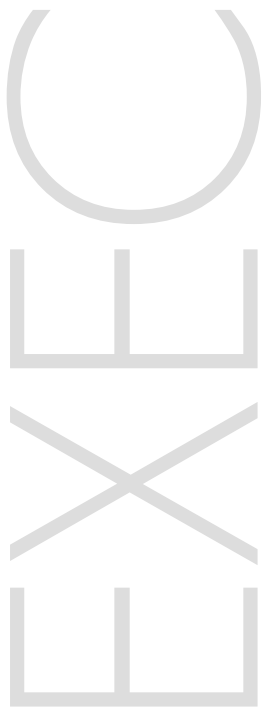
Commitment:

Compelling racing. Consistency. Fairness.

Modus operandi:

**Drag racing dun right.**





**PRESIDENT**  
JASON FAMME



**VICE-PRESIDENT**  
GREG KEELING



**SECRETARY/TREASURER**  
TED BIGLOW



**SAFETY-TECH**  
DEAN AARON

OPBRA executives and its board of directors (BOD) collectively offer decades of race and performance boat club organizational experience, including presiding over and running TORC, presiding over and running the Performance Boat Club of Canada, and managing everything specific to outboard drag boat racing, including rule establishment and publication, officiating, course setup, and sponsorship generation.

## OPBRA

### ▶ ARTICLE I - TITLE

1. The name of this organization shall be Ontario Power Boat Racing Association, hereinafter referred to as OPBRA.
2. The location of the principal OPBRA office shall be in the city/township of the office of OPBRA's legal counsel. Board of Director (BOD) meetings shall be announced in writing, by conference call, email, online, or in person.
3. OPBRA is a nonprofit organization, and all business shall be conducted as a nonprofit organization.

### ▶ ARTICLE II – PURPOSE

The purposes for which OPBRA is organized are:

1. To stimulate interest in owning, racing or watching outboard power boats.
2. To encourage family participation in all phases of boating motor sports.
3. To promote cooperation among similar clubs and broaden viewer awareness in the sport of outboard power boat racing.
4. To promote an inclusive environment and joint racing events.

### ▶ ARTICLE III – MEMBERSHIP

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

1. Full Competition Membership (\$100): Required for the participating driver of the registered race boat. If the driver is not the registered race boat owner, then the owner must be a Full Competition Member also. Each Full Competition Member in good standing is entitled to one vote in regard to Elected Officers and General Rules at the OPBRA Annual General Meeting (AGM). Each Full Competition Membership includes a complimentary Associate Membership valid for the current year.

## OPBRA CONT'D

### ▶ ARTICLE III - MEMBERSHIP CONT'D

2. Associate Membership (\$60, unless part of a Full Competition Membership): For any non-competition member who wishes to have voting privileges. Each Associate Member in good standing is entitled to one vote in regard to Elected Officers and General Rules at AGM. Associate membership registration and fee must be submitted no later than July 1.
3. Single Event Competition Membership (\$60): For any driver and/or owner wishing to compete with OPBRA for a single event. Single Event Membership fee can be applied towards a Full Competition Membership at a later event within the same season. Single Event Members are not entitled to any voting privileges. Driver and race boat owner (if different) must be at least Single Event Competition Members to participate on race day, and driver will receive no OPBRA High Points. High Points are not retroactive and will be awarded only once Full Competition Membership status is established.
4. Any new driver wishing to participate in OPBRA competition will have to first pass a driving test witnessed by a minimum two BOD members.
5. All membership applications must be complete and require approval by BOD majority before acceptance into OPBRA. Each applicant must also sign OPBRA's Arbitration Agreement.

### ▶ ARTICLE IV - DUES

1. OPBRA fiscal year is January 1 through December 31. Current-year annual dues are due prior to the first race of the year or June 30—whichever comes first—to be eligible for voting rights for that year.
2. No proxy voting allowed.
3. Annual dues amount will be voted on and decided by BOD. Changes in dues will become effective only upon BOD majority vote.
4. Membership cards will be issued to those having paid current dues.

## OPBRA CONT'D

### ▶ **ARTICLE V - BOARD OF DIRECTORS (BOD)**

1. The property and business of OPBRA shall be managed and controlled by BOD or their approved designates.
2. Only Full Competition or Associate Members 18 years of age or older are eligible to serve on BOD.
3. BOD will consist of a maximum 10 members—appointed by the existing BOD—for a minimum of two years. BOD is to be approved by general membership at AGM.
4. President will be a BOD member. BOD will elect a Chairman of the Board to preside over BOD meetings.
5. Any BOD member who fails to perform duties of his/her office in a satisfactory manner or whose actions are deemed unethical or below OPBRA standards may be recommended for replacement by BOD.
6. If any BOD member misses three consecutive meetings he/she may be asked to resign. If so, new BOD member will be appointed by President, with BOD approval, to fulfill remainder of existing term.

### ▶ **ARTICLE VI - OFFICERS**

1. Officers will be: President, Vice-President, Secretary-Treasurer, Safety-Tech.
2. President will be elected at AGM. Vice-President, Secretary-Treasurer, and Safety/Tech will be appointed by incoming President subject to general membership approval at AGM. Terms for all officers will last approximately one calendar year beginning at BOD and Rules Committee's meeting typically held in January for upcoming race season. There is no limit for terms served.
3. President will be OPBRA Chief Executive Officer and will preside at all general membership meetings unless delegated by President to another officer. President will ensure BOD decisions are carried out. President will execute all contracts and agreements authorized by BOD and will have general powers and duties of supervision and management usually vested in President of an organization.

## OPBRA CONT'D

### ▶ ARTICLE VI - OFFICERS CONT'D

4. Vice-President will be vested with all powers and perform President duties in his/her absence and will perform any others duties as from time to time may be assigned him/her by President or BOD.
5. Secretary-Treasurer will perform duties normally performed by Secretary-Treasurer of any organization, including attending meetings, keeping minutes of same, and keeping accurate records of receipts and disbursements. Secretary-Treasurer shall give notice of all meetings of membership and BOD, will make all deposits of money and other valuable effects in the name of OPBRA in such a depository as will be designated or agreed to by BOD, will only collect and disburse OPBRA funds as ordered by BOD, will submit to BOD and President any and all receipts or vouchers for said disbursements, will give an accurate account of all transactions and render a statement of the financial condition of OPBRA at AGM, and will perform other duties as assigned by President or BOD.
6. Each officer has to provide a suitable officer or BOD replacement in his/her absence at a scheduled race and inform President or BOD member of said replacement prior to that race.
7. Any Officer vacancy may be filled for the unexpired term portion by a successor chosen by President and approved by BOD, excepting position of President which shall be filled by a Vice-President.
8. Any Officer who fails to perform duties of his/her office in a satisfactory manner or whose actions are deemed unethical or below OPBRA standards may be recommended for replacement by BOD.
9. Membership reserves the right to propose removal/replacement of an Officer or BOD member by providing a written submission to BOD. Submission shall include defining reasons, justification, and 51% or more membership signatures.

## OPBRA CONT'D

### ▶ **ARTICLE VII - MEMBERSHIP AND BOARD OF DIRECTOR MEETINGS**

1. There will be an AGM for general membership at a time and place selected by current President and approved by BOD. Secretary-Treasurer will inform general membership of all open meetings.
2. BOD meetings will occur as needed during racing season.
3. President, by BOD request, may call special general membership meetings.
4. At least 4 BOD members 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 OPBRA Secretary-Treasurer.
2. Failure to abide by OPBRA rules.
3. For cause(s) as determined by and upon official action of BOD, if said cause(s) would or could bring discredit to OPBRA.

### ▶ **ARTICLE IX - COMMITTEES**

1. OPBRA will have such standing and other committees as may be adopted or prescribed by President or BOD. Such committees shall have powers, duties, and obligations as prescribed by President or BOD. President is empowered to appoint chairpersons of such committees when necessary.
2. Rules Committee will be presided over by President. President and Vice-President will be voting members. Rules Committee shall include President, Vice-President, and selected general membership and BOD members. President will serve as mediator.



## OPBRA CONT'D

- ▶ **ARTICLE X – BYLAW ALTERATION OR AMENDMENT**  
BOD may suggest new bylaws or amendments to current bylaws. Such new or amended bylaws so suggested may be added, changed, or amended by majority BOD vote present at any special or regular BOD forum.
- ▶ **ARTICLE XI - LIABILITIES**  
Refer to arbitration agreement and release forms in appendix.
- ▶ **ARTICLE XII – CONFIDENTIALITY**  
All pertinent sensitive information discussed in any meeting is strictly confidential as are decisions decided on by BOD and/or any committee member (including, but not limited to, Rules Committee).

## ▶ INITIAL

The CBF General Racing Rules will prevail over the following rules in any conflict or where a situation is unclear. The Drag classes continue to evolve, and rules and regulations may be changed or revised at any time prior to or during an event in order to promote safety and/or fair competition of the sport by OPBRA Rules Committee. It is the boat driver and boat owner's responsibility to adhere to all OPBRA rules.

1. Boats must maintain minimum required weight plus fuel during the entire race.
2. Outboard-powered boats only.
3. 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.)
4. Members are expected 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 OPBRA-sponsored event while displaying any lewd, abusive, vulgar, or obscene language and/or image, etc. Issues resulting from such activity can be considered either a minor or major infraction (see infraction details).
5. Race course will be 800 feet for all three classes—Formula, Lake Racer, Outlaw. OPBRA reserves the right to shorten or change course length as necessary for safety purposes.
6. All decisions made by President, Race Chairman, and Officials and/or Rules Committee/BOD is final.
7. No congregation of persons around the judge's stand (start or finish line), weight scales, safety/tech area without the judge's permission. Exceptions must be approved by OPBRA.

## INITIAL CONT'D

8. Approximate race times/deadlines (unless noted otherwise in race flyer, online, or at drivers' meeting) are as follows:
  - Race registration: prior to event as communicated separately
  - Drivers' meeting: 9:00 a.m. each day for approximately 20 minutes
  - First race: 10:00 a.m. each day
  - Ramp call: 9:30 a.m. each day
9. If required, sponsor decals/logos must be displayed on boats during competition.
10. OPBRA and its race teams reserve the right to sell and distribute OPBRA and team merchandise at all OPBRA events and online.
11. Any exhibition runs must have prior BOD approval, are subject to safety protocols, and will be allowed only as time and weather conditions permit. Exhibition boat owner/driver must sign standard liability release forms before these boats or teams are allowed on the race course.
12. Technical specifications or weight requirements in any class may change to ensure parity and quality of competition between various boat/motor combinations.
13. All officials, BOD, and work detail should be at race site by 7:00 a.m. each day.
14. If applicable, first class to run Saturday will be first class at scale that morning; second class to run should be second class at scale, etc. Sunday boats will be permitted at scale on Saturday only after all Saturday classes have completed their pre-race weigh-in.
15. First class for each day should expect to be lined up and ready at the boat ramp before the 9:00 driver's meeting. Once first class is in water, next class should begin lining up at ramp.
16. For any given class, if boat and driver are not in ramp lineup when that class's first boat enters the water, that driver may not race and may lose his/her entry fee.
17. Anyone involved with a race team as a crew member, or OPBRA as a volunteer, must sign a general liability release.

# RULES

## ▶ SAFETY

1. Participants are responsible for all his/her safety requirements, no exceptions.
2. Boats must pass visual boat safety inspection by Safety/Tech Official before any class races. Tech records will be kept by OPBRA. Inspection will cover, at minimum, seaworthiness, safe construction, sound mechanical devices for steering, throttle, lifting bridle, etc. Inspection doesn't guarantee safety or seaworthiness. Safety is driver's responsibility. OPBRA can disqualify a driver if minimum requirements are not apparent. Correction or substitution to become legal may be permitted if made previous to competing in race, but race start shall not be delayed to facilitate compliance. Full safety capsule boats not permitted.
3. Propellers installed on motors on land must have proper propeller covers (no towels) and remain covered until entering water. Drivers/owners who violate this rule are subject to \$50.00 fine that must be paid prior to racing.
4. Shiftable propellers are not permitted.
5. No cranking/starting of engines with propellers, thrust washer, lock washer, or prop nut installed while boat is out of the water at race site. Driver/owner violators are subject to disqualification for that day.
6. Engines must be directly bolted to hulls or via jackplate. No adjustment of moveable/powered jackplates/transoms is allowed during races. Energy supply to moveable/powered jackplates must be disconnected during competition.
7. Kill switches mandatory. Kill switch must stop power to both engine and electric fuel pump(s). Boats with a restraint system require rollover-type kill switch.
8. Foot throttles with spring return and trim buttons on wheel or floor required.
9. Steering must be dual mechanical steering (string or Ride-Guide) or hydraulic.
10. Added weight, if required, must be securely bolted or cabled in place; no rubber straps). Safety/Tech Official will determine if weight is properly secured.
11. Full-face competition helmets are mandatory and must meet Snell 2010 standards or equivalent or newer. Any colour is permitted. Helmet restraints recommended for all classes.



## SAFETY CONT'D

12. Certified race life jackets (e.g.: Lifeline, Security) with leg straps and skid collars mandatory. 360-degree flak protection recommended. All colours permitted.
13. Drivers must wear appropriate apparel while on race course. This includes, but is not limited to, suitably protective footwear (closed-toe, proper outsole), and long-sleeve pants and shirts. Full driving suits recommended, but not required.
14. Drivers and team members in pits must wear appropriate race site apparel. This includes, but is not limited to, closed-toe footwear, eye protection, and basic sun/heat protection.
15. In the event any safety gear is used for its intended purpose, recertification will be needed (if reused) before racing next race.
16. Safety gear must remain on while vessel is launched. First offense is \$100 fine (to OPBRA General Fund). Second offense during same race is a disqualification.
17. Radio communication from boat to shore will be required for all racers, all classes. Failure to do so will result in a \$100 fine for first offense (to OPBRA General Fund) and disqualification for second offense.
18. Boats must enter water with engine cowling on motor and secured in place. Cowlings must be on during races.
19. Boats must have a fully charged fire extinguisher with gauge mounted and accessible to driver from driver's seat. Pit crews should also have a readily available fire extinguisher.
20. Drivers must remain in boat's cockpit area after leaving ramp and during race. No driver is allowed to move about his/her boat without being in presence of an OPBRA official or other racer to watch what is done while out of the seat. Failure to comply may result in disqualification for that race day.
21. Contestants may need to report boat/motor directly after race finish for inspection. Boat/motor shall remain in OPBRA custody until dismissed. Boat/motor shall be assumed to have been raced in same condition in which they appear post-race. Driver responsible for boat/motor as raced. Manufacturer, mechanic, or prior owner(s)' errors do not excuse noncompliance.
22. It is at the discretion of OPBRA to cancel a race due to weather.

## ▶ REGISTRATION & POINTS

1. Entry fee for OPBRA members will be \$25.00 per boat per class per weekend (\$50 for members of affiliated organizations; e.g. TORC, APBA) to pay for insurance and rescue costs.
2. Registration deadlines will typically be end-of-day Wednesday before race weekend.
3. Roll call will be taken at start of both Saturday and Sunday drivers' meetings. Boat drivers who do not answer roll call will not be allowed to race that day unless driver pays \$50.00 fine (to OPBRA General Fund) prior to start of first race of first class that day and unless driver knows what was covered in drivers' meeting.
4. Intended weekend racing schedule will be a standardized two-day format where all classes run Saturday and Sunday. Two-day cumulative point system will determine class winners and finishing order.
5. Double-elimination format scoring shall be as follows:
  - Drivers receive 25 "show-up" points for finishing at least one heat.
  - Drivers receive 25 points for each heat won, including bye runs.
  - Class winner receives 125 additional points.
  - Second-place receives 50 additional points.
  - If any first- or second-place driver is subsequently disqualified, his/her additional points will be reassigned to the next-placing legal driver.
6. Any boat and motor will be allowed to compete in any class in which it qualifies according to class rules.
7. Drivers receive points in the class(es) in which they run.
8. OPBRA awards High Points for each participating Full Competition Member. High Points will be awarded to driver identified on membership form and/or weekend liability release form. If a racer's entry fee is paid, and he/she is present at driver's meeting but chooses not to race Saturday and/or Sunday, he/she will receive one High Point. To be credited with High Points, at least three legal starters of any class are required. There will be a separate High Point record for each class. Points will be credited to the driver of record (not owner, if different).

## REGISTRATION & POINTS CONT'D

9. Before any prizes or recognition will be awarded, Safety/Tech Official must confirm compliance.
10. Disqualification (minor infraction) results in no points being awarded for the disqualification day. If racer is disqualified (minor infraction) on one race day, and is allowed to race on the other race day, he/she will receive High Points according to total weekend points. In the event of a one-day race (e.g. due to inclement weather), any disqualification will result in no “legal” racing days for the event. Thus no High Points can be awarded.
11. If a scheduled race is completely cancelled due to weather or unforeseen conditions, registered racers will receive 2 “show-up” points to be added to their High Points total. Racers not at race site and ready to race when race is cancelled will not receive High Points.
12. In the event of an end-of-season High Points tie, class winner will be determined by number of first-, second- and third-place finishes until the tie is broken. If a class champion cannot be determined after this procedure, co-champions will be named.
13. Points will not be awarded unless a minimum three boats start race in any given class.

## ▶ COMPETITION PROCEDURE

1. No test runs shall be allowed after OPBRA assumes control of race site.
2. It is driver's responsibility to maintain timely awareness of his/her racing schedule and report to the boat ramp in a timely fashion.
3. Driver is eliminated from that day's class competition after 2 losses.
4. At no time after first pair of boats approach start line can a driver in that class receive any help from shore and/or another boat. Nothing can be added or removed from boat.
5. Refueling will not be allowed in any class during competition
6. Flags and their meaning:
  - Black flag: race course is closed (e.g. due to accident on the course). Anyone on water should proceed safely to trailer.
  - White flag: return to start barge.
  - Other flags, if required, will be covered at drivers' meeting.
7. Race heats are official when green lights have been lit by Starter. A "green start" race may be rerun at the discretion of the Start and/or Finish Official.
8. To request a more even start, driver must raise both hands into the air or turn out of the staging lane prior to reaching start buoy.
9. False start is determined by Start Official. Offending driver will be notified of his/her infraction by Start Official, whose decisions are final. Start Official may have both boats turn around to restart without charging either boat with a false start. False starts are charged to a driver per class. Upon driver's second false start per class, driver is assigned a loss. Third false start charged to a driver in a class results in a second loss.
10. In the event of a dead heat, racers will rerun same race heat in the same lanes.
11. During a race heat, boat "A" must not enter boat "B's" lane or vice versa. Doing so will result in a loss for that heat.
12. Finish Official's rulings are final.



## COMPETITION PROCEDURE CONT'D

13. If boat fails to approach start line under its own engine power when his/her draw number is held up, that boat is considered broken and given a loss. In event neither boat can approach start line under its own power, both boats are considered broken and both are given a loss.
14. On any legal single bye run, driver must take green light and make a full pass (does not have to be a full-throttle pass). Loss is assigned otherwise.
15. In event that class competition is halted for accident recovery, inclement weather, darkness, or other forces beyond OPBRA's control, class will be restarted—if possible—from existing brackets when competition was stopped.
16. Drivers failing to report to ramp "race-ready" by "final call" will be disqualified for that class that day. Final call will be determined by OPBRA and announced.
17. If boat needs to be towed from course in the name of safety, driver is not out of competition unless he/she has 2 losses.
18. Boat that takes a rope or receives help from shore or another boat or is towed to ramp is out of competition at that point.

## ▶ FUEL/TECHNICAL

1. Tech inspection results will be recorded by Safety/Tech Official.
2. Top finishers must meet immediately with Safety/Tech Official upon exit from ramp for review without getting out of boat. Failure to do so could result in disqualification from that class for that day or weekend.
3. Any boat in any class may be subject to a motor or boat tech inspection at any time after race registration. Failure to comply could result in a gross infraction. OPBRA cannot be held responsible for loss or damage of any part/component during inspection.
4. Dumping of any oils, fuels, lubricants, or chemicals at any race site is prohibited. It is the responsibility of each member to dispose of these items in accordance to local, provincial, federal, MOECC and OSHA regulations.

## ▶ INFRACTIONS

1. Rule infractions will not be tolerated. There are three levels of infractions: minor, major, and gross.
2. Derogatory or destructive comments made during, pre-, or post-race can be construed as either minor or major infraction at BOD's discretion.
3. Minor infraction: An infraction deemed by OPBRA BOD to be unintentional. Minor infraction may result in loss of points at an event. Examples include, but are not limited to not wearing proper safety gear, removal of safety gear while on race course, not checking in for inspection, being 15 pounds or less under specified class weight, or not putting boat in water when instructed.
4. Major infraction: An infraction deemed by OPBRA BOD to be intentional. This may, upon review by BOD, result in a 1-year membership suspension from date of infraction. If a driver accrues more than one major infraction, penalties shall run consecutively. Examples of major infractions include, but are not limited to being 16 or more pounds under specified class weight, refusal to weigh, refusal of motor or boat inspection.
5. Gross infraction: The most serious infraction, deemed by OPBRA BOD to intentionally disrupt or discredit OPBRA operations. May, at the discretion of BOD, result in up to lifetime loss of membership by an individual or group responsible. Examples of gross infractions include, but are not limited to, directing any nature of reprehensible conduct toward any race official, driver, or event patron (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, driver, or event patron to anticipate an offensive touching).

## INFRACTIONS CONT'D

6. Offenses punishable with lifetime penalty need not occur at a race event or even at an event location or even during the race event season. They need only occur anytime, anywhere. Then, upon the submission to the Board of Directors of an acknowledged affidavit by the official or person so aggrieved, BOD shall implement at least a one-year disqualification and may, upon majority vote of a BOD quorum assembled by any means, issue the lifetime banishment from any and all OPBRA events or functions.
7. Each owner/driver is responsible for conduct of his/her crew and foregoing penalties shall be imposed upon owner/driver for violations committed by his/her crew. Crewmembers participating in infraction of any owner/driver may result in consecutive disqualifications to owner/driver.
8. Removal of hand or hands from steering wheel or other dangerous actions, while boat is under race conditions, will constitute a loss. Second careless action is a disqualification.

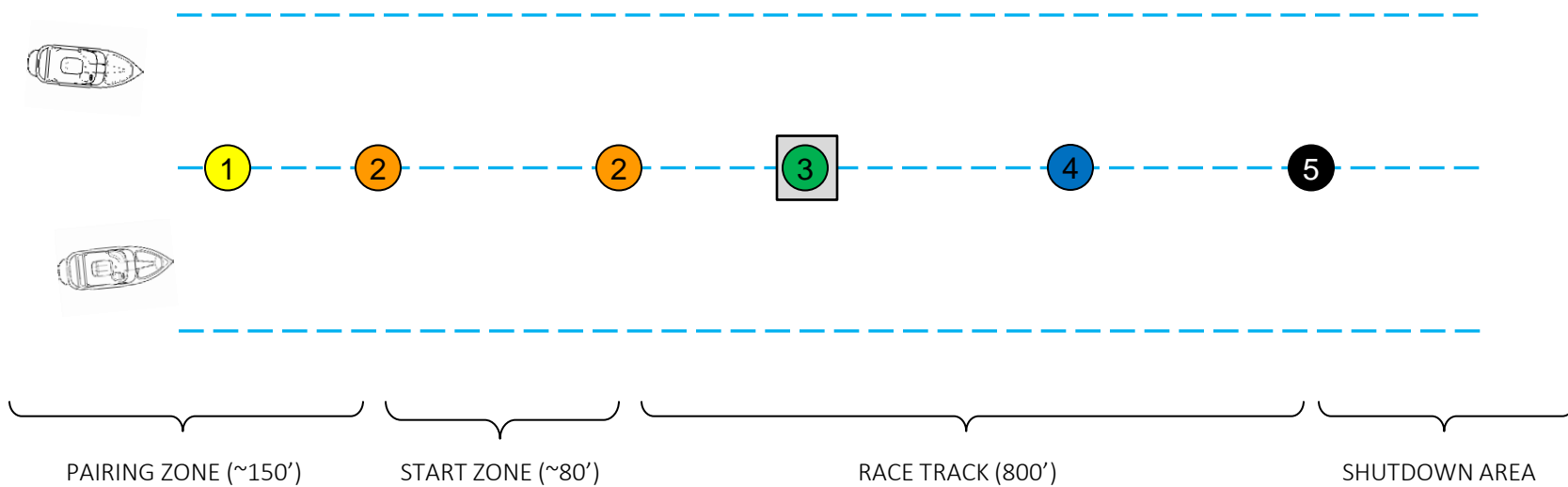
## ▶ STARTING LINE PROCEDURES

1. Boats must safely mill no further than 200 yards from start barge. Drivers must watch start boat for cue cards indicating draw numbers and lanes. Boats can be idling or powered off while milling.
2. Approach start buoys in proper lane without making wakes as soon as your draw number is displayed. Failure to do so will result in a loss.
3. Start Official will guide both drivers with hand gestures (reviewed in drivers' meeting) to slow down or gently speed up to pair fairly and evenly. Failure to respond can result in a false start. Boats in the staging area must remain paired and not attempt to "slingshot" (lagging behind and then accelerating to catch up) or pass. Passing or sling-shotting can result in a false start.
4. Boats pair up at idle between first two staging buoys and should be paired evenly and fairly before passing second buoy (first commitment buoy). Starter will not turn on green lights prior to first commitment buoy.
5. To request a more even start, driver must raise both hands into the air or turn out of his/her staging lane prior to reaching second commitment buoy. Abuse of this process will result in a loss.
6. Green light may happen any time after either boat passes first commitment buoy but before second commitment buoy. If boats pass second commitment buoy without receiving a green light, both boats are to slow to minimum speed and turn around.
7. Drivers will be advised if they false start by Starter.
8. Drivers failing to follow instructions can be given a loss.
9. Drivers waiting in finish milling area must watch start boat for flag instruction. When white flag is raised by start boat, all boats must return to start milling area by returning single file down center of course. Failure to do so can result in a loss.
10. Upon passing start boat, drivers must watch for their draw number being held up by Starter indicating their second loss and instruction to return to their trailer.

# RULES

## RACE COURSE SETUP

- ① STAGING BUOY
- ② COMMITMENT BUOYS
- START BOAT
- ③ START LIGHTS
- ④ MID-TRACK BUOY
- ⑤ FINISH BUOY



## GENERAL

### ▶ RULE 1 • CONTESTANT ELIGIBILITY

(1-1) To be eligible to compete in OPBRA drag races sanctioned by Canadian Boating Federation (CBF), an individual:

- Must be a full CBF racing member in good standing for the particular race category.
- Must register themselves and their equipment online with OPBRA by deadline specified online.
- Must belong to a club that is a current CBF member.

### ▶ RULE 2 • RACE ENTRIES

(2-1) Filing false or incorrect information to OPBRA in any form shall be sufficient cause for suspension of owner and/or driver for one year from all racing.

(2-2) Serial numbers are unnecessary and will not be cause for disqualification.

(2-3) By entering a race, driver guarantees compliance with all organization rules for crew, equipment, and themselves.

(2-4) Any driver who races a motor or hull or outfit which does not meet with specifications as quoted in these rules will be disqualified and warned. A second illegal equipment disqualification within a period of six months will result in automatic suspension of the driver for a period of six months from the date of the second disqualification.

(2-5) Drag races are two-up double-elimination.

## GENERAL CONT'D

### ▶ RULE 3 • RACE COMMITTEE MANAGEMENT

(3-1) Failure of any Official directly or indirectly connected with handling of a race to carry out any provision of the rules or regulations shall have no bearing whatsoever on the rights of any participant or upon a participant's duty to obey all rules.

(3-2) Should any driver or owner commit a rule breach of a minor or technical nature and, in the Race Committee's judgment, has had no direct effect on boats' finishing order, said Committee shall have power to decide whether or not such boat shall be disqualified. Referee shall record member infractions. After two minor infractions within a six-month period, that driver shall be disqualified from that heat and all other heats of that day's race.

(3-3) Referee or Start/Score Official will report results to CBF via means bearing a date mark not later than fifteen (15) days after final event day. Results received after this will not be considered eligible for championship tabulation or record claims unless CBF Drag Racing Representative sees fit in his/her judgment to extend the time.

### ▶ RULE 4 • DRIVERS' MEETING

(5-1) Race Committee will hold a mandatory drivers' meeting each day before any on-water competition ensues. In case a driver cannot attend because of extenuating circumstances, it shall be the privilege of the Race Committee to permit the driver to be subsequently apprised privately with a possible maximum penalty of \$100.00.

(5-2) Race Committee must apprise drivers of, among other things, track layout, safety concerns, milling locations, and hand signals. Race Committee must also review race day-specifics such as rookie drivers, weather contingencies, ramp etiquette, and safety protocol.



## GENERAL CONT'D

### ▶ RULE 5 • SUPERVISION-DISCIPLINE

(5-1) Racing will be conducted under OPBRA Officials' (Race Committee) supervision. Race Committee decisions will be final in all matters pertaining to administration and interpretation of rules for all classes.

(5-2) Race Committee will serve as an appeal board for owners and drivers.

(5-3) Should it come to the attention of any Race Committee member that any owner, driver, or assistant of these has violated any racing rule that in the opinion of the Race Committee is of significant importance or contrary to OPBRA's best interests or has acted in an unsportsmanlike manner in connection with any OPBRA racing event, then Race Committee may disqualify, place on probation, or suspend said person or persons. Such probation or suspension shall be considered temporary, but in effect until such time as the matter shall have been reviewed and decided upon by OPBRA Officials.

### ▶ RULE 6 • TRACK

(6-1) All races will be a maximum of 800' in length and consist of two lanes.

(6-2) At minimum, lanes shall consist of one (1) start buoy, one (1) mid track buoy, and one (1) finish line buoy.

### ▶ RULE 7 • BUOYS AND PENALTIES

(7-1) Contestants failing to stay in their proper lane shall be disqualified for that run.

(7-2) Any boat that fouls (damages or dislodges) a buoy, forces another boat to foul a buoy or other obstruction, or violates in any other way the rules governing right-of-way shall be given a loss for that round. Referee may, in absence or presence of a protest, penalize any boat which has committed a breach of these rules.

## GENERAL CONT'D

### ▶ RULE 8 • STARTS

(8-1) Boats will start idling, in gear, and off plane. Boats will stage in pairs according to instructions from the driver's meeting and start boat number placards. Number placards identify the next two boats to pair up and enter the pairing area. At Starter's discretion, race will be started with electronic lights. In the absence of working electronics, manual arm-drop or flag-drops will be employed to signal starts.

(8-2) Drivers will be assigned initial bracket positions with numbers. If driver draws a bye run, he/she must make the bye run unless otherwise notified by race officials.

(8-3) Drivers are to fairly pair/align themselves with their opponent in advance of the first commitment buoy. Failure to do so will result in a false start and/or drivers restaging after a turnaround.

(8-4) One false start per heat allowed; two results in a loss. Winning boat in a double-fault loss (i.e. losing driver receives two false starts in one heat) must run that pass.

### ▶ RULE 9 • FINISH

(9-1) One or two Finish Officials will communicate heat results back to Starter/Scorer for record-keeping.

(9-2) First boat to cross finish line without infraction is heat winner.

(9-3) Once across finish line, boats must slow down safely and move safely away from slowdown area to predetermined finish milling area identified in driver's meeting.

(9-4) Boat must be running under its own power at finish to score.

## FORMULA CLASS

### ▶ RULE 10 • FORMULA

1. Age requirement 16 minimum.
2. Boat must be a typical standard boat, bass boat, or any other non-competition-built boat with complete interior installed.
3. Motors:
  - No nitrous
  - No internal engine modification whatsoever
  - Factory-rated 225 hp max
  - No factory-made high-performance blocks/motors.
  - Rev limiters may be removed (Mercury 225 Promax must retain factory rev limiter)
  - Unmodified Mercury 200XS qualifies
  - 145 psi cranking compression max
  - Oil injection may be removed
  - Minimum 15" midsection
  - Gearcase must be shiftable from driver's seat
  - Nose cones allowed
  - Pump gasoline only
  - Class rules may change at any time to allow for equality and growth
  - Any winner of 3 consecutive race days will be required to add 50 lbs

## LAKE RACER CLASS

### ▶ RULE 10 • LAKE RACER

1. Age requirement 18 minimum
2. Boat must have been produced/offered by manufacturer with minimum 2 adult seats. Interior may be removed or reconfigured. No true tunnel-hulls.
3. Motors:
  - No nitrous
  - No internal/external powerhead modifications
  - Motors must retain stock electronics
  - No Mercury Drag/S3000 blocks
  - Pump gasoline with no additives only
  - Minimum 15" midsection
  - Gearcase must be shiftable from driver's seat with F-N-R
  - Nose cones allowed
  - No XR6 4.25" gear cases
  - Rev limiters may be raised or removed
  - No 24-volt trim system
  - Aftermarket parts/electronics allowed only if OEM replacement
  - Power transom lifts /jack plates must be disabled
  - Class rules may change at any time to allow for equality and growth
  - Post-race minimum weight 1550 lbs (includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc.)

## MODIFIED CLASS

### ▶ RULE 10 • MODIFIED

1. Age requirement 18 minimum
2. Boat must have been produced/offered by manufacturer with minimum 2 adult seats. Interior may be removed or reconfigured. No true tunnel-hulls.
3. Motors:
  - Race fuel allowed (no nitrous)
  - Internal/external powerhead modifications allowed
  - Any midsection allowed
  - Mercury Drag/S3000 limited to 180 psi compression
  - Any midsection allowed
  - Any gearcase allowed (except SSM) and must be shiftable from driver's seat with F-N-R
  - Nose cones allowed
  - Any type/brand ECU, but no "steam wheels" in any form (to change fuel curve once launched for competition)
  - Rev limiters may be raised or removed
  - 24-volt trim system allowed (must retain 12-volt activation circuit)
  - If used, trim computers must be outboard purpose-built approved by Safety/Tech
  - Power transom lifts /jack plates must be disabled
  - Class rules may change at any time to allow for equality and growth
  - Post-race minimum weight 1400 lbs (includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc.)

## OUTLAW CLASS

### ▶ RULE 10 • OUTLAW

1. Age requirement 18 minimum
2. Any boat except enclosed-capsule cockpits
3. Post-race minimum weight 1250 lbs (includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc.)
4. Motors:
  - Any gearcase (except SSM)
  - No nitrous
  - Any motor
  - Any modification
  - Any midsection
  - Any fuel type

