



2019 Reference Guide

Mission:

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

Commitment:

Spectator oriented, Compelling racing. Consistency. Fairness.

Modus operandi:

Powerboat racing done right.



EXEC

- ▶ **PRESIDENT**
JASON FAMME
- ▶ **VICE-PRESIDENT**
GREG KEELING
- ▶ **TREASURER**
TED BIGLOW
- ▶ **SAFETY-TECH**
DEAN AARON
- ▶ **SECRETARY**
BRENT VALOIS

BOD

- ▶ **Board of Directors**
ANTHONY SANTOCONO
RICHARD BRYCK
SHAUN WILSON
CRAIG FERRIER
ROB TWIBLE
MIKE WINSTONE
GARTH DINAN
JOHN BIGLOW
GORD RAVEN
MATT MAKASKAS

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 Incorporated, 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.
3. OPBRA is a not-for-profit organization, and all business shall be conducted as such.

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 (\$150): 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 (\$75, 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 (\$75): 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 permitted.
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 and 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. Time limit of two years per position.
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. Treasurer will perform duties normally performed by Treasurer of any organization, including attending meetings and keeping accurate records of receipts and disbursements. Treasurer 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. Secretary will perform duties normally performed by Secretary of any organization, including attending meetings, keeping minutes of same, shall give notice of all meetings of membership and BOD.
7. Each officer must 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.
8. 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.
9. 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.
10. 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 - MEETINGS

1. There will be an AGM for general membership at a time and place selected by current President and approved by BOD. Secretary 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.
5. All meetings shall be announced in writing, by conference call, email, online, or in person, directed to the specific parties involved.

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.
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 Secretary. President and Vice-President will review and approve all submissions. Rules Committee shall include Secretary, and selected general membership and BOD members. Secretary will serve as mediator.

BYLAWS

▶ 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).

▶ GENERAL REGULATIONS

The OPBRA race 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 permitted, inclusive of prescription and recreational. 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.) Random testing may occur at any race site.
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, all Social Media platforms, hotels, restaurants, or other local facilities. No driver/owner or team will be permitted 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 courses will be set due to site conditions. 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 are 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.

▶ GENERAL REGULATIONS 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: 8:30 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 permitted only as time and weather conditions permit. Exhibition boat owner/driver must sign standard liability release forms before these boats or teams are permitted 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 8:30 a.m. 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.

▶ GENERAL REGULATIONS CONT'D

RULE 1 • CONTESTANT ELIGIBILITY

1. To be eligible to compete in OPBRA events an individual:
 - a) Must be a Full Competition racing member in good standing for the particular race category.
 - b) Must register themselves and their equipment with OPBRA by deadline specified.

RULE 2 • RACE ENTRIES

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

▶ GENERAL REGULATIONS CONT'D

RULE 3 • RACE COMMITTEE MANAGEMENT

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.
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. Referee or Start/Score Official will report results to the OPBRA Executive 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 the OPBRA Representative sees fit in his/her judgment to extend the time.

RULE 4 • DRIVERS' MEETING

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.
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 REGULATIONS CONT'D

RULE 5 • SUPERVISION-DISCIPLINE

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.
2. Race Committee will serve as an appeal board for owners and drivers.
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 LAYOUT

1. All DRAG races will be a maximum of 800' in length and consist of two lanes.
2. All OVAL races shall be laid out in a manner to provide 1400' straights, where possible

RULE 7 • BUOYS AND PENALTIES

1. Contestants failing to stay in their proper lane shall be disqualified for that run.
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 REGULATIONS CONT'D

RULE 8 • STARTS

1. DRAG
 - a. will start idling, in gear, and off plane.
 - b. See COMPETITION PROCEDURE –DRAG CLASSES for defined method
2. OVAL
 - a. may use Moving or Lemans starts
 - b. See COMPETITION PROCEDURE –OVAL CLASSES for defined method

RULE 9 • FINISH

- a. In all classes, DRAG and OVAL, one or two Finish Officials will communicate heat results back to Starter/Scorer for record-keeping.
- b. First boat to cross finish line without infraction is heat winner.
- c. See COMPETITION PROCEDURE – DRAG or OVAL CLASSES for defined method
- d. Boat must be running under its own power at finish to score.

▶ 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 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 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 including all forms of Social Media. 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.

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. 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 permitted 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. Any competitor operating a 24V trim system, shall have a mechanical or electronic method of limiting trim.
11. 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.
12. Full-face competition helmets are recommended, $\frac{3}{4}$ open face helmets permitted and must meet Snell 2010 standards or newer. Any colour is permitted, high visibility colours recommended. 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 mandatory. All colours permitted, high visibility colours recommended.
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/Cellular 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 permitted to move about his/her boat, unless boat needs to be towed from course in the name of safety, without being in presence of an OPBRA official. 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.
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. APBA, ODBA) 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 permitted 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. Any boat and motor will be permitted to compete in any class in which it qualifies according to class rules.
6. Drivers receive points in the class(es) in which they run.
7. OPBRA awards High Points Champions, post season, at the AGM. High Points Champions will be determined by accumulation of points over the race season. In the event of a tie, award will go to the competitor with the most wins. Before any prizes or recognition will be awarded, Safety/Tech Official must confirm compliance.
8. Disqualification (minor infraction) results in no points being awarded for the disqualification day. If racer is disqualified (minor infraction) on one race day and can 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.

► REGISTRATION & POINTS CONT'D

9. If a scheduled race is completely cancelled due to weather or unforeseen conditions, registered racers will receive 25 "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.
10. 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.
11. Points will not be awarded unless a minimum four boats start race in any given class.
12. If any top three finisher is subsequently disqualified, his/her additional points will be reassigned to the next-placing legal driver
13. DRAG Double-elimination and OVAL format scoring shall be as follows:

DRAG CLASSES

Race Day One;

25 "show-up" points for finishing at least one heat.
25 points for each heat won, including bye runs.
125 additional points First Place
75 additional points Second Place
25 points additional Third Place

Race Day Two;

25 "show-up" points for finishing at least one heat.
25 points for each heat won, including bye runs.
140 additional points First Place
85 additional points Second Place
30 points additional Third Place

OVAL CLASSES

Race Day One;

25 "show-up" points for finishing at least one heat.
25 points for each heat finished
125 additional points First Place
75 additional points Second Place
25 points additional Third Place

Race Day Two;

25 "show-up" points for finishing at least one heat.
25 points for each heat finished
140 additional points First Place
85 additional points Second Place
30 points additional Third Place

► COMPETITION REGULATIONS – DRAG CLASSES

1. No test runs shall be permitted 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 unless approved by Race Officials.
5. Refueling will not be permitted 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.
 - Yellow 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 REGULATIONS – DRAG CLASSES 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. Driver must report to Start Barge prior to re-entering competition. Failure to do so will result in disqualification.
18. Boat that takes a rope or receives help from shore or another boat or is towed to ramp without direct Supervision of Race Official(s) is out of competition at that point.

► COMPETITION PROCEDURE – DRAG CLASSES

1. All boats must remain no further than 50-100 yards from the starting barge.
2. Watch the starting boat for your draw number and lane position. *(Remain in the staging area until the Starting Official holds up your number)*
3. Start your boat and proceed to alignment zone.
4. Hold up your hand to acknowledge your call to start. *(You will have 30 seconds to perform this task or be given a loss)*
5. Boats must pair up, traveling 7 mph or slower, before approaching the first buoy. *(travelling any faster than 7 mph will be considered a false start and the STARTING OFFICIAL will give you a warning. Two warnings on the same day will be considered a loss.)*
6. Remain paired with your competitor as you approach the second buoy.
7. At any time any part of the boats cross the second buoy, the STARTING OFFICIAL can start the race.
8. If the STARTING OFFICIAL 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.
9. 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.
10. GREEN LIGHT = GO! Operate your boat safely to the end of the course, staying in your designated lane.
11. After crossing the FINISH line, decelerate and when safe to do so, proceed to the finish milling area.
12. Once all heats are completed, the STARTING OFFICIAL will wave the Yellow flag calling all boats back to the start milling area.
13. STARTING OFFICIAL will inform all competitors who have received two losses to return to the pits. *(Method will be discussed in Driver's meeting)*
14. Repeat until you have won or are eliminated.
15. Once Eliminated, return to the pit area in a manner as not to disturb the continuing races.

► COMPETITION REGULATIONS – OVAL CLASSES

1. All OPBRA General Regulations, where applicable
2. Eye protection is mandatory. (*Protection may take the form of goggles or a helmet visor*)
3. Full face helmets only. (*All other OPBRA helmet rules apply*)
4. Cut suits are mandatory. (*Must be full length pants and full length sleeves*)
5. New driver probationary period of 2 heats. (*Must start at the back of the pack and not pass*)
6. All boat must have identification numbers. (Minimum 6" tall with 1" stroke)
7. Hull must be fitted with a towing eye on the bow
8. Safety cells are not permitted.
9. Cable and pulley steering systems recommended. Mechanical or hydraulic systems permitted.
10. Flotation mandatory, as below:
 - a. T-750 – minimum of 0.1485m³ (5.24ft³)
 - b. T-850 - minimum 0.1815m³ (6.41ft³)
 - c. Or minimum of 0.055 m³ flotation per 100kg of boat weight.
 - d. Flotation is to have a maximum density of 30kg/m³.
11. Only fiber composite construction molded V bottom are permitted. The running surface of the hull may be straightened and modified and a transom turn fin is optional.
12. Outboard engines only
13. Permitted Engine Alterations, and Restrictions, for Two Stroke Carbureted motors:
 - a. **Compression:** All motors are restricted to a maximum compression of 160psi while cranking. The cranking compression test starter battery and cables must be within tolerance* and not be restricting electrical current or voltage to the starter.
 - b. **Pistons:** Aftermarket pistons are permitted so long as their intended use engine model is correct. Over-boring the cylinders for up to 0.040" oversize factory or aftermarket pistons is the maximum bore size permitted. No piston modifications or custom made pistons are permitted.

► COMPETITION REGULATIONS – OVAL CLASSES CONT'D

- c. **Factory Parts:** Any combination or configuration of factory available parts, from the original manufacturer of the engine on which they are installed, is permitted so long as the parts' original intended factory motor is legal within the class. *Example1: OMC 2cyl 60hp carbs from the 1984 model are permitted to be used on an OMC 1979 50hp 2cyl in T750. Example2: You can convert your 1992 OMC 60hp 3Cyl Long shaft to short shaft using 1975 OMC 75hp midsection parts in T850.*
- d. **Aftermarket Parts:** Any direct replacement aftermarket parts are permitted so long as their intended fitment is for a legal motor in the racing class. *Example: glass fibre or carbon reeds.*
- e. **Trim/Tilt and Steering Swivel Bracket:** It is permitted to convert to, or add, power trim using any manufacturer's parts, even if those parts require modification for fitment purposes. Built from scratch parts are not permitted. Through-transom trim is permitted. Power Trim is defined as a system that changes the angle of the entire motor and prop shaft relative to the surface of the water. Engine height adjustment while racing is not permitted. Engine height must be locked or fastened before racing begins. Hydraulic jack plates or any engine height adjustment actuators that allow the driver to raise or lower the prop shaft height while in motion must be disabled prior to the race.
- f. **Intake:** Adding or removing, or modifying items from the engine's air intake path is permitted so long as the Factory carburetors that fit the above factory parts rule are not modified by removing any material. *Example1: you can remove the air box and add velocity stacks. Example2: you can increase the air intake port size in the cowl.*

► COMPETITION REGULATIONS – OVAL CLASSES CONT'D

- g. **Exhaust and Midsection casing:** Modifications, or custom parts, or removal of factory parts, that are part of the exhaust system, are permitted below the engine block to adapter plate gasket, so long as the primary portion of the exhaust still exits through the gearcase. Changes to the mid-section casing are not permitted. Custom midsection housing are permitted so long as their sole intent is to convert the motor to a 15” short shaft. *Example1: you can use a bespoke adapter plate and megaphone exhaust tuner while removing the “can” or “muffler”. Example2: you are not permitted to relieve exhaust by drilling holes or creating openings in the midsection housing. Example3: you may add exhaust relief holes to the lower gearcase housing.*
- h. **Engine Mounts:** Engine mounts may be replaced by any replacement or custom made mount so long as the mount points remain factory stock. *Example: you can build mounts from any materials so long as they match factory mount fitment.*
- i. **Engine Block and Rotating Assembly:** No modifications are allowed to the cylinders, internal engine block, or rotating assembly parts aside from blueprinting* and balancing. *Example: you are not allowed to add finger ports to the cylinders*
 - i. You are allowed to blend cylinder liner port openings to the main block casting without altering the cylinder liner itself, and to maximum depth of 10mm in to the block casting port passageway. This is solely to remove mis-alignment, or abrupt flanges and edges, from the liner to block casting transition.
 - ii. For engines that have UIM or APBA Homologation Specification documents available, those documents will provide the maximum or minimum measurements for allowed changes to cylinder and block features, and for blueprinting.
 - iii. Where Homologation Specifications do not exist, no alterations are allowed other than matching the best factory feature for the remaining cylinders; and this reference feature must remain completely unaltered and factory stock. . *Example: you may remove just enough material from a connecting rod to match a lighter, un-altered, factory connecting rod as part of the balancing of the rotating assembly; one reference connecting rod must remain completely unaltered in the engine.*

► COMPETITION REGULATIONS – OVAL CLASSES CONT'D

19. Rev limiters may be altered or removed
20. The fuel connectors may be removed and the fuel hose from the fuel tank connected directly to the fuel pump.
21. Fuel pumps (electric or vacuum) permitted provided the fuel still runs through the original style fuel system layout.
22. Plastic reeds permitted and reed stops maybe removed
23. Engine must be able to start without assistance
24. 24V onboard systems permitted
25. The cooling water must be provided by the water pump.
26. Motors cannot be dry stacked, water must exit the motor as designed by the engine manufacturer. The size of the exit holes maybe increased. The tattle tail nipple can be relocated.
27. All gearcases must shiftable to forward and neutral, reverse recommended
28. The gear case trim tab may be altered or removed, gear cases maybe blue printed and a nose cone added.
29. No low water pickups permitted.

► COMPETITION PROCEDURE – OVAL CLASSES

1. See typical Track Layout, page 31
2. Typical procedure below. Actual Race Site procedures will be set at Driver's meetings
3. Each class will race two, consecutive heats per race day
4. Heats will be 5 laps each
5. Start/Finish line will be mid track, front straight. (Where practical)
6. See Flag Chart for flag colour identification and use
7. STARTS:
 - I. MOVING START;
 - a. The green flag is raised and drivers may enter the race course.
 - b. Drivers mill the course, and within 2 to 4 minutes the white flag is raised. Once raised the drivers approach the starting chute and head towards the start line as a pack at reduced speed and lineup as best they can in a row.
 - c. If the starter approves the lineup of the pack, they drop the white flag and the race has started.
 - c. If the starter does not approved the start they shall leave the white flag up and also wave the green flag to signal the pack to mill around for another run at the start line as a pack.
 - d. The timer is started once the white flag is dropped.

► COMPETITION PROCEDURE – OVAL CLASSES CONT'D

II. LEMANS START;

- a. Starting order of all heats to be determined by the Race Committee and announced at the Drivers meeting.
- b. Boats are staged/lined up in the starting area.
- c. The white flag is raised for 1 minute. *(This signals that drivers may test fire their engines)*
- d. After one minute the white flag is dropped and engines shall stop.
- e. Once all engines are stopped, the drivers shall signal they are ready by raising a hand. Once all drivers are ready, or 2 minutes have elapsed, the Green flag is raised for a minimum of 10 seconds and maximum of 20 seconds.
- f. At the drop of the green flag the race is started and the drivers may start their motors. Anyone starting prior, will be penalized 1 minute.
- g. The timer is started once the green flag is dropped.

8. PASSING

- a. An overtaking boat shall keep clear of the boat which is being overtaken.
- b. Boats in passing shall allow at least one(1) boat width of clear water between them, and the leading boat shall not alter course.
- c. The overtaking boat must not alter course until, one (1) boat length of open water exists.
- d. An overlap may only be established when two (2) boats are on the same course *(approximately)* and the overtaking boat no longer has free choice on which side she shall pass. The inside boat may gain the right of way by establishing an overlap even after the outside boat has altered her helm for purpose of rounding the mark.

▶ FUEL/TECHNICAL

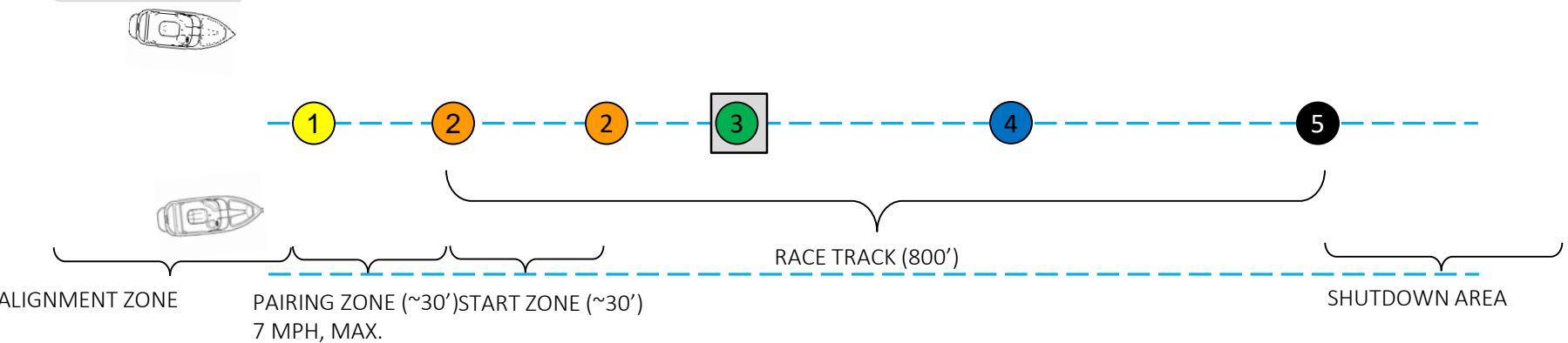
1. Tech inspection results will be recorded by Safety/Tech Official.
2. Top five (5) finishers must meet immediately with Safety/Tech Official, post race, prior to exiting their boat. Failure to do so could result in disqualification from that class for that day or weekend.
3. Top five (5) - Nothing can be transferred from boat to shore or vice versa prior to Tech Official instruction.
4. 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.
5. 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.

RULES

▶ RACE COURSE SETUP - DRAG

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

With this track layout, you will never race more than 800'

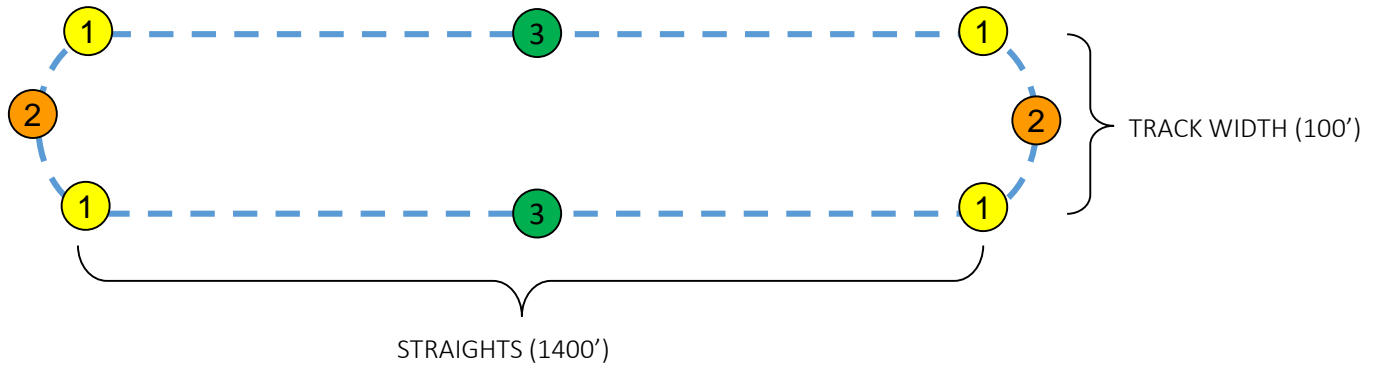


▶ RACE COURSE SETUP - OVAL

- 1 ENTRY/EXIT BUOY
- 2 APEX BUOYS
- 3 MID-TRACK BUOYS

TYPICAL TRACK LAYOUT

Changes May Be Necessary Due To Location Conditions



Typical Site Set Up Would Have The Drag Course Set Up Along Centreline Of Oval Track

▶ STOCK

RULE 10 • STOCK

1. Age requirement 16 minimum.
2. Follow General/Competition Regulations - Drag classes and Safety
3. Boat must be a typical standard boat, bass boat, or any other non-competition-built boat with complete interior installed.
4. Fair Competition Rule applies to weight in this Class. No “specific” minimum weight assigned , at this time.
5. Motors:
 - a. No engine modifications whatsoever. Engines as per factory.
 - b. Maximum 250 hp, two stroke engine.
 - c. No factory-made high-performance blocks/motors.
 - d. Rev limiters as per factory settings
 - e. Oil injection may be removed
 - f. Minimum 20" midsection
 - g. Gearcase must be shiftable from driver’s seat
 - h. Nose cones permitted
 - i. 12 volt systems only
 - j. Pump gasoline only
 - k. No nitrous oxide systems
 - l. No fuel additives
 - m. Class rules may change at any time to allow for equality and growth

▶ FORMULA CLASS

RULE 10 • FORMULA

1. Age requirement 16 minimum.
2. Follow General/Competition Regulations - Drag classes and Safety
3. Boat must be a typical standard boat, bass boat, or any other non-competition-built boat. Interiors may be removed.
4. Post-race minimum weight 1550 lbs (*includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc..*)
5. Motors:
 - a. No factory-made high-performance blocks/motors.
 - b. Factory-rated 225hp max
 - c. No internal modifications to block, pistons, rods and/or front half
 - d. Lightweight flywheels allowed
 - e. Compression cranking pressure increase to 145psi max
 - f. Carburetor re-jetting allowed, must retain stock carburetors
 - g. ECM re-calibration and aftermarket ECM's allowed (*no "steam wheels" in any form to change fuel curve once launched for competition*)
 - h. Rev limiters may be removed (*Mercury 225 Promax must retain factory rev limiter*)
 - i. Unmodified Mercury 200XS qualifies
 - j. Oil injection may be removed
 - k. Minimum 15" midsection Gearcase must be shiftable from driver's seat
 - l. 12 volt trim only, no trim computers
 - m. Nose cones allowed
 - n. Pump gasoline only, no additives, no nitrous
 - o. Class rules may change at any time to allow for equality and growth

▶ LAKE RACER CLASS

RULE 10 • LAKE RACER

1. Age requirement 18 minimum
2. Follow General/Competition Regulations - Drag classes and Safety
3. Boat must have been produced/offered by manufacturer with minimum 2 adult seats. Interior may be removed or reconfigured. No true tunnel-hulls.
4. Post-race minimum weight 1550 lbs (*includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc..*)
5. Motors:
 - a. No internal powerhead modifications
 - b. External bolt on components permitted, except cylinder heads
 - c. Motors must retain stock electronics
 - d. No Mercury Drag/S3000 blocks
 - e. Minimum 15" midsection
 - f. Gearcase must be shiftable from driver's seat with F-N-R
 - g. Nose cones permitted
 - h. No XR6 4.25" gear cases
 - i. Rev limiters may be raised or removed
 - j. 12V onboard electrical systems only
 - k. Trim computers not permitted
 - l. Aftermarket parts/electronics permitted only if OEM replacement
 - m. Power transom lifts /jack plates must be disabled
 - n. Pump gasoline with no additives only
 - o. No nitrous oxide systems
 - p. Class rules may change at any time to allow for equality and growth

▶ MODIFIED CLASS

RULE 10 • MODIFIED

1. Age requirement 18 minimum
2. Follow General/Competition Regulations - Drag classes and Safety
3. Boat must have been produced/offered by manufacturer with minimum 2 adult seats. Interior may be removed or reconfigured. No true tunnel-hulls.
4. Post-race minimum weight 1400 lbs (*includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc..*)
5. Motors:
 - a. Internal/external powerhead modifications permitted
 - b. Any midsection permitted
 - c. Mercury Drag/S3000 limited to 180 psi compression
 - d. Any gearcase except SSM
 - e. Nose cones permitted
 - f. Any type/brand ECU, but no "steam wheels" in any form (to change fuel curve once launched for competition)
 - g. Rev limiters may be raised or removed
 - h. 24-volt trim system permitted (*must retain 12-volt activation circuit*)
 - i. Trim computers mandatory with 24V trim. (*Must be outboard purpose-built approved by Safety/Tech with 12V control circuit.*)
 - j. Power transom lifts /jack plates must be disabled
 - k. Race fuel permitted
 - l. No nitrous oxide systems
 - m. Class rules may change at any time to allow for equality and growth

▶ OUTLAW CLASS

RULE 10 • OUTLAW

1. Age requirement 18 minimum
2. Follow General/Competition Regulations - Drag classes and Safety
3. Any boat except enclosed-capsule cockpits
4. Post-race minimum weight 1250 lbs (*includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc..*)
5. Motors:
 - a. Any gearcase (*except SSM*)
 - b. Any motor
 - c. Any modification
 - d. Any midsection
 - e. Any fuel type
 - f. No nitrous oxide systems

▶ TRIPLES CLASS

RULE 10 • TRIPLES CLASS

1. Age requirement 16 minimum
2. Follow General/Competition Regulations - Drag classes and Safety
3. Approved hulls are Flat, V bottom and Tunnel. Hydro or Outrigger hulls not permitted
4. Post-race minimum weight, based on cubic inch:

a) 42 to 44.9 c.i.	780 lbs
b) 45 to 62.9 c.i.	800 lbs
c) 63 to 86 c.i.	880 lbs

(includes boat/motor/propeller, running gear, driver, helmet, life jacket, etc.)
5. Motors:
 - a. 3-cylinder engine only to maximum 86 cubic inch. *(Must have been a production available engine prior to modifications, 60SST permitted)*
 - b. No tiller style steering
 - c. No power adders *(NOS, Turbo, Superchargers, etc..)*
 - d. Ignition timing computers, controllers or like, permitted
 - e. Gearcase must be shiftable from Drivers seat.
 - f. Low water pickup, nose cone permitted
 - g. Any midsection and trim permitted
 - h. 24V systems permitted
 - i. Trim computers mandatory with 24V trim. *(Must be outboard purpose-built approved by Safety/Tech with 12V control circuit.)*
 - j. Any Gasoline permitted *(No Alcohol, Nitromethane, etc.)*

▶ T-750 OVAL

RULE 10 • T-750

1. Age requirement 16 minimum.
2. Follow General/Competition Regulations - Oval classes and Safety
3. Approved hull type - fiber composite construction molded V bottom
4. Cable and pulley steering systems recommended. Mechanical or hydraulic systems permitted.
5. Gearcase must be shiftable from the Driver's seat.
6. **permitted Motors:** production stock and altered stock 40 to 60 horsepower motors
 - a. **Two Stroke:**
 - I. 3 cylinder models up to 750cc. *Examples: Yamaha Pro50; Tohatsu 50D.*
 - II. 2 cylinder models up to 849cc. *Examples: Johnson/Evinrude 50hp, 55hp, 60hp; Yamaha 55hp.*
 - III. Exception: Mercury 3 cylinder twin carburetor 49 cubic inch motor. This is a probationary motor. Status of this motor is still under evaluation.
 - b. **Low Emissions and Four Stroke:** Low Emission Engines and 4 stroke models are encouraged. Depending on performance, motors race in either T750 or T850. Their 60hp model displacement can exceed 1000cc. See more details regarding these Low Emissions motors detailed below.
 - I. *Examples: Mercury Formula Race 60hp Four Stroke; Evinrude E-Tec 2Cyl 60hp.*
7. Minimum competition boat & driver weight 594 lbs,
8. Minimum competition boat dimensions - 12' 8"L, 4' 7"W, 1' 3"D

▶ T-850 OVAL

RULE 10 • T-850

1. Age requirement 16 minimum.
2. Follow General/Competition Regulations - Oval classes and Safety
3. Approved hull type - fiber composite construction molded V bottom mono-hulls
4. Cable and pulley steering systems recommended. Mechanical or hydraulic systems permitted.
5. Gearcase must be shiftable from the Driver's seat.
6. **Permitted Motors:** Production stock and altered stock 70 to 75 horsepower motors
 - a. **Two Stroke:** 3 cylinder motors from 850 cc to 1000cc
 - b. **Low Emissions and Four Stroke:** Low Emission Engines and 4 stroke models are encouraged. Depending on performance, motors race in either T750 or T850. Their 60hp model displacement can exceed 1000cc.
7. Minimum competition boat & driver weight 330 kg (726 lbs)
6. Minimum competition hull dimensions - 12' 8"L, 4' 7"W, 1' 3"D

