



2019 NIDBA Class Rules

ProSport

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

Lake Racer Outboard

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

12. Compression values based on 12 volt starting subject to $\pm 3\#$ (pound) variance. Only post-race compression readings shall be deemed official readings. If first cylinder measured is above maximum compression values, all remaining cylinders shall be checked and an average of all undamaged cylinders will be used to adhere to compression rules.
13. Pump/race fuel/**E85** only. Additives allowed. No nitrous
14. Any switching of powerheads during the year **MUST BE** reported and submitted for re-inspection.

Weights and Engine Specific Rules (add 25 pounds to weights below for SVS or similar slide intake:

Mercury Outboards

1. **2.5 200XRi (must be 5 pedal front half) Any OEM bolt on allowed with 150# max compression – 1475 lbs.**
2. 2.5 ProMax: Any OEM bolt on with 150# max compression – 1500 lbs.
3. 3.0 liter: Any OEM bolt on with 130# max compression – 1525 lbs.
4. 3.2 liter 300XS – 1600 lbs.
5. 2.5EFI 260 (140# of compression on 12v starting max) 1600 lbs.
6. 2.5EFI 280 (w/260 Electronics and 145# max compression) 1625 lbs.
7. 2.5EFI 280 (w/280 Electronics and 145# max compression) 1575 lbs.
 - o Alternator and belt must be in use.

OMC/BRP Motors

1. 3.0 Liter Carb/EFI – 1500/1550 lbs (maximum of 170# compression)
2. 3.3 Liter Carb/EFI – 1525/1575 lbs (maximum of 115# compression)
3. 3.4 Liter Carb/EFI – 1600/1650 lbs (maximum of 115# compression)

Yamaha

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

Outlaw

1. **Hulls: Any production hull allowed – no true tunnels or hydros**
2. Engines: V6 engines only. Any modifications allowed, but limited to 180 lbs. maximum compression. Natural aspiration only.
3. **Minimum mid-section length of 15”.** No “stick” style midsections.
4. Pump/race fuel/**E85** only. Additives allowed. No nitrous
5. Minimum Weight:
 - a. **V6 motors less than 3.0 liters: 1400 lbs.**
 - b. **V6 motors 3.0 liters and larger: 1500 lbs.**

Pro Gas

1. Any boat allowed
2. Any motor allowed
3. Any modifications allowed. Natural aspiration only.
4. Any mid section allowed. **No “stick” style midsections.**
5. Pump/race fuel/**E85** only. Additives allowed. No nitrous.
6. Minimum weights as follows:
 1. V6 Motors Under 3.0 liters – 1250 lbs
 2. V6 motors 3.0 liters and larger – 1325 lbs.
 3. V8 motors – 1500 lbs.

Lake Racer Inboard:

1. No lightweight hulls. Minimum length 18' and must be lake legal with current registration, number, and conservation stickers displayed on boat.
2. Boats must have full interior, side-steering only, and side mounted gas tanks.
3. Blocks limited to maximum of 500 cubic inches. No bow-tie or aftermarket blocks or heads and must be all factory production iron.
4. Cast aluminum intakes are allowed. No sheet metal intake or tunnel rams.
5. Single (1) 4-barrel carburetor – 850CFM max, no dominator or race carburetors. No fuel injection. Natural aspiration only.
6. Pump/race gas/**E85** only. Additives allowed. No Nitrous.

Single Carb:

1. Bow-tie and all production-type blocks allowed. Any iron block allowed.
2. Any production iron or aluminum heads allowed. No Pontiac, Olds, or Big Chief Heads allowed.
3. Cast aluminum intakes only. No custom or sheet metal intakes allowed.
4. Single carburetor only. No fuel injection. Natural aspiration only.
5. Pump/race gas/**E85** only. Additives allowed. No nitrous

Multi-Carb:

1. Any blocks, any heads, any intakes.
2. Two carburetors allowed. Fuel injection allowed. Natural aspiration only.
3. Pump/race gas/**E85** only. Additives allowed. No nitrous

Open:

1. Any block and intake system allowed.
2. Fuel injection allowed.
3. **Gas/E85 engines must have Nitrous, supercharger, or turbocharger installed and operational during the race. Alcohol engines must be naturally aspirated with no nitrous..**
4. **V-bottoms must be naturally aspirated - nitrous allowed**
5. Any fuel except for nitromethane allowed.

Unlimited:

1. If there are 2 or more rule-conforming Unlimited boats entered, no step-ups will be allowed
2. **If more than 4 rule-conforming Unlimited boats are entered, the first round of competition may be held earlier in the event.**
3. Blown alcohol motor required unless step up required to make class
4. **No V-Bottoms**
5. Any fuel except for nitromethane allowed