



# Rule Book

Northern Illinois Drag Boat Association

# GENERAL RACING RULES

## **CLASS ASSIGNMENTS AND INSPECTION PROCEDURES**

- All race equipment must be inspected and receive class assignment each year prior to being able to compete.
  - Boats are required to weigh-in at least annually if their class has minimum weight requirements. It is the Racers responsibility to contact the NIDBA and plan to have this process completed at least two weeks prior to the first points race of the year. The NIDBA will create at least one “Inspection and weigh-in day”.
  - Rule(s) adjustments may be made for boats that are “in between” printed class rules. Those accommodations will be noted publicly, and others will be allowed the same leeway.
- During pre-season inspection (or prior to your first race if season is underway), your equipment will be thoroughly safety inspected and the motor thoroughly inspected. Internal engine inspection may be performed if the NIDBA Race Committee deems it necessary. Your equipment at that time will be given a class assignment by the appropriate Race Committee (Outboard or Inboard). NIDBA cannot guarantee a pre-race inspection can occur on the day of the race. Contact the NIDBA at least one week prior to your planned first race day to schedule a pre-race inspection. The NIDBA official will share the driver’s intent with the appropriate race committee to prepare for pre-race inspection.
- No Local Racers will be allowed to participate without pre-race inspection.
- Out of town Racers or competitors coming in from out of town for a special event are required to contact the NIDBA to make special arrangements. Out of town racers are not guaranteed to be able to show up on Thursday and race that night. NIDBA will make every effort to accommodate this but cannot guarantee it.
- Considerations for someone who purchases new equipment after the first race of the year may be made. It is the racers responsibility to make sure this process is completed promptly. Any equipment receiving a re-rig, re-power, or has changed hands must be re-inspected.

*See class rules below for any additional, class-specific inspection and reporting requirements.*

## **MINIMUM BOAT COUNT REQUIREMENTS**

- Each class will require a minimum of at least 1 legal boat and 1 approved step-up for a given class to constitute a class.
- If a given class has no legal entries, boats from the next lower class may be approved to step up. Racers will be awarded normal points and prize money. The race committee may limit the number of entries and/or step-ups depending on daylight.
- If a class has only one boat registered for the class and the race committee chooses to run that boat in the next faster class, the racer will receive points for the class they registered in and none for the class they were moved into.

## **SCORING**

Racers will accumulate the following points:

- 100 pts. for participation
- 50 pts. for each completed pass, including a bye run.
- 75 pts. for winning the final
- To be eligible for participation points, you must register, and your equipment must be able to leave the pit area and cross the starting line under its own power.
- No participation points will be given to a racer who shows up without a legal boat for that class. If an existing racer has failed equipment, he may utilize an approved boat from a lower class to acquire points. The driver must receive approval from the referee for an alternate boat to be used.
- If races are cancelled for any reason BEFORE the drivers' meeting, no points will be given for the day. If the races are cancelled DURING or AFTER the drivers' meeting, the drivers in attendance will be given participation points if their equipment qualifies them to receive participation points.
- In the event of a tie at the end of the season, the first tiebreaker will go to boat with highest # of weeks with at least one completed pass and second tiebreaker (if needed) will be # of winning weeks. If tie still exists, tied competitors will be considered "co-champions".
- For the last 4 race dates, classes will be pared down to a maximum of 4 boats each based on points standings at that time. The person in 5<sup>th</sup> should be prepared to race and may be allowed to race if any of the top 4 racers are unable to race that day. No step-ups allowed unless the racer has at least 3 previous weeks of competing in the step-up class.

## **PAIRINGS**

- Pairings will be made via card draw at registration. The highest card will receive the bye in cases of odd number of boats. The 2<sup>nd</sup> highest card will be next in the bracket, then the 3<sup>rd</sup> highest card, etc. For Pro Sport, pairings may be made by an NIDBA Official to promote fun and fair competition. See attached example for # of boats in each class and how card draws are assigned in the bracket.

## **DRIVER SAFETY REQUIREMENTS**

- Life jackets in all classes Lake Racer and above must be a competition racing life jacket (i.e., Lifeline, Security, etc.). All competitors in Lake Racer and above with short jacket are recommended to wear ballistic pants or similar.
- Life jackets in Pro Sport should be a minimum of a 100mph Ski Vest and must have leg straps. Lifeline and/or Security competition race vests are strongly recommended.
- Helmets should be 2015 Snell approved or newer, open, or closed face, face shield or goggles must be in place.
- All drivers are encouraged to wear long sleeves, long pants, or a one-piece driving suit. Close-toed shoes required unless given a waiver at drivers' meeting due to heat.
- All Racers, Lake Racer and above are highly encouraged to wear a helmet restraint that wraps around the chest and connects to the helmet via D-Rings.

## **BOAT SAFETY EQUIPMENT**

- All boats are required to have a tether assembly that will disable the ignition and fuel pump.
- During your pre-season inspection, we will be checking for proper mounting of batteries, fuel tanks, steering, wiring, motor mounting, added weight and many other items. The NIDBA Official will cover these details with you at inspection because different equipment may have unique requirements.
- Any loose gear that does not affect your class assignment must be removed or secured while racing.
- Throttle return springs are required at the foot throttle, throttle linkage, and the butterfly.
- Capsule drag boats will comply with safety rules outlined by the sanction they commonly race in (ODBA/DSRA/KDBA, etc.). They will have roll over shut-off systems that will shut off ignition and fuel pumps as well as external battery and ignition shut offs. OPC-style Capsule boats used for drag racing will comply to all APBA OPC safety rules. Air systems are recommended for capsule style outboard drag boats, air systems will be mandatory for OPC-style capsule boats.

## **TECHNICAL INSPECTION, RACING INFRACTION AND REPORTING PROCEDURE**

- A Technical Inspection may be called at any time. They may occur pre-race or after the race and they may occur on land or at the race site. If the Inspector asks you to tech and you don't launch your boat at the ramp, it's the owner's responsibility to get the boat into a position that the tech inspectors can do their job.
- During any Inspection the only people allowed to participate are the Inspector, the boat Owner/Driver, and one Crew member.
- Anyone who refuses pre-race inspection loses the right to race that day. Anyone who refuses inspection post-race loses ALL points for the day, as well as their previous race. If it is the first night of racing, you will give up the points from the next race. Anyone who refuses any type of inspection or has failed inspection will be required to be inspected prior to any further racing.
- A driver's representative will be assigned each week at the drivers' meeting. All interaction between the driver and the race committee will be made through the driver's rep. Absolutely no direct communication between the driver (or driver representative) and the race committee regarding possible infractions or resulting decisions is allowed. If a driver or driver representative approaches a race committee member directly to dispute a decision or to make an accusation, that driver will be disqualified for the day and lose all points accumulated that day. The starter, finish line judge and/or inspector report their findings to the Referee, who will review the situation and report their decision back to the boat Owner/Driver via the driver's rep.
- After any inspection it is the Owners/Drivers responsibility to verify his equipment is reassembled correctly and in running order.
- Drivers and their crew must sign the insurance waiver form prior to competition. No alcohol may be consumed prior to – or during – racing by race officials, drivers, or their crew members. Any driver or driver representative who has consumed alcohol MAY NOT be involved with protests or appeals.
- For outboards, compression values based on 12 volts starting subject to  $\pm 3\#$  (pound) variance. Only post-race compression readings shall be deemed official readings. If the 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.
- Any switching of powerheads/motor during the year MUST BE reported and submitted for reinspection.
- The Referee's decision is final and can only be appealed through the appropriate appeal procedure.

## **PROTESTS/APPEALS**

- After competition drivers retain the right to protest a possible violation of the rules affecting ONLY their class of registration. If the protest concerns disqualification, eligibility or legality of an entry, the protest must be filed with the driver's rep. The protest must be received by the driver's rep no more than one hour after the finish of the last heat in the class that the infraction occurred. Or less than one half hour after the last heat of the day's racing, whichever comes last. A protest carries a \$50 filing fee. Protests should be specific, factual, rule based, and as complete as possible. **Appeal must be filed within 30 minutes of the last heat of racing.**
- At this point the Referee will make the determination of what action will follow. The protested equipment will remain at the slip until the Referee has decided what actions need to be taken.
- If the protest is determined to be correct, the person who filed is reimbursed his fee. If the protest is found to be incorrect, the fee is retained by the NIDBA.
- Starting violations cannot be protested – Starter Judge and Referee's decision is final.
- Any Racer who has been caught with an infraction, been protested against, or handed down a penalty may appeal that decision.
- The appropriate referee, appropriate racing committee (inboard or outboard), and any involved race official will confer to determine if the appeal is valid, and the infraction should be overturned. The Referee will notify the driver of the final decision.
- The appeal must be filed in writing within 24 hours of being notified you have been penalized. There will be a \$50 filing fee. If your appeal overturns a decision against you, the fee is returned to you. If the appealed decision stands, the NIDBA retains the fee.
- There will be no "re-inspection" for the appeal process. Only information gained during the original inspection will be considered.

## **Unsportsmanlike conduct**

If a driver acts in an unsportsmanlike manor ( ie: yelling at the race committee, another competitor, fighting or other actions that are considered detrimental the sport) NIDBA can warn, disqualify, suspend or otherwise penalize a driver for such action.

*As always, if there are any questions, please contact any of the Race Committee members for clarification. The NIDBA Officials and the appropriate Race Committees (Inboard and Outboard) govern these rules and procedures and retain the right to change at any time.*

# CLASS RULES

## **PERSONAL WATERCRAFT (PWC)**

*Class specific rules currently under review.*

## **PRO SPORT**

1. Overview: Pro Sport 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 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. Prize monies will be paid out and \$50 for 1<sup>st</sup> and \$25 for second by the NIDBA (not Blarney Island) The racing brackets may be set up intentionally to pair boats together in the most competitive fashion possible. Pro Sport may not race late in the season when other classes are limited to the top four boats.
4. Required safety equipment includes foot throttle, trim in/at the wheel, kill switch (must also kill the 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 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 a 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.
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 is allowed for repair only and must be machined back to stock configuration and shape.
12. Pump/race fuel only. Additives allowed. No methanol or E85 allowed. No nitrous

**MINIMUM WEIGHT & 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 lb. max compression – 1475 lbs.
2. 2.5 ProMax: Any OEM bolt on with 150 lb. max compression – 1500 lbs.
3. 3.0 liter: Any OEM bolt on with 130lb. max compression – 1525 lbs.
4. 3.2-liter 300XS – 1600 lbs.
5. 2.5EFI 260 (140 lb. of compression on 12v starting max) 1600 lbs.
6. 2.5EFI 280 (w/260 Electronics and 145 lb. max compression) 1625 lbs.
7. 2.5EFI 280 (w/280 Electronics and 145 lb. 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 lb. compression)
2. 3.3 Liter Carb/EFI – 1525/1575 lbs. (maximum of 115 lb. compression)
3. 3.4 Liter Carb/EFI – 1600/1650 lbs. (maximum of 115 lb. 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 produced with a minimum of two seats. No 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 12". **No "stick" style midsections.**
4. Pump/race fuel only. Additives allowed. No methanol or E85 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.
5. Pump/race fuel only. Additives allowed. No methanol or E85 allowed. No nitrous
6. **MINIMUM WEIGHT:**
  - a. V6 Motors Under 3.0 liters – 1225 lbs 2. V6 motors 3.0 liters and larger – 1325 lbs.
  - b. 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 a full interior, side-steering only, and side-mounted gas tanks.
3. Blocks limited to maximum of 500 cubic inches (2% +/- variance accepted). No bowtie 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 carburetors – 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. Bowtie and all production-type blocks allowed. Any iron block allowed.
2. Any production of iron or aluminum heads allowed. No Pontiac, Olds, or Big Chief Heads allowed.
3. Cast aluminum intakes only. No custom or sheet metal intake 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 is allowed.

### **UNLIMITED:**

1. If there are two (2) or more rule-conforming Unlimited boats entered, no step-ups will be allowed.
2. If more than four (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 a step-up is required to make class.
4. No V-Bottoms.
5. Any fuel except for nitromethane is allowed.

***Blarney Island as a race site has many limitations when it comes to inspections. Although the NIDBA tries to run each class and each race as fairly and professionally as possible, we understand that there are many boats that don't fit perfectly into the rules. The NIDBA reserves the right to slot boats into a certain class or to assign a weight different than what is listed in the rules based on the boat / motor / modifications under consideration. Any differentiation from the rules will be made available to all racers.***