



# Columbia Drag Boat Racing Assoc.

## New Driver Guidelines - Dexter & Ten Mile Lake

These guidelines are put in place to inform all new drivers of basic safety etiquette and procedures that they and their crew are responsible for during this drag boat competition. We ask that all drivers review these guidelines.

All new drivers are required to read these guidelines and turn in a signed copy with their registration papers before being cleared to race. You will meet with a new driver representative who will also sign this guideline sheet before you turn it in. You will have the opportunity to attend a new driver's meeting on the ramp the evening prior to qualifying.

All new drivers are required to make a safety pass which consists of a half-track pass. A full track pass can be made on the second run providing the driver shows good control and a safe handling boat. All safety pass requests have to be approved by the Technical Inspector and the Race Director.

### Ramp

Upon entering the ramp area, the ramp director will assign the boat a lane (Inside or Outside). He/She will also assign a lane position that corresponds with your placement on the holding rope. AT THE STARTING BARGE. You will then proceed to the water. The ramp crew will assist your crew with putting the boat in the water. At this time all your safety gear must be in place and race ready. At Dexter as well as Tenmile you will be placed on a holding rope near the ramp with the rest of the drivers in your flight.

In the event of a large flight, you may be asked to stay on your trailer until the boats on the holding rope have gone out to the starting barge. The ramp crew will direct you in to the water and get you off of your trailer. If they tell you to go, you will start your engine and proceed to your assigned lane and on down to your assigned position on the rope near the starting barge. This is called a "bump and run" or a "turn and burn". This is ONLY if the ramp crew instructs you to do so. Otherwise you will wait on the first holding rope.

### Going to the Starting Barge

When the safety and rescue has a clear course to send the boats to the starting barge holding rope, they will raise a red safety flag and tell you to go to the rope at the starting barge. You will then start your motor and carefully proceed, in order (the driver to your left will go before you), to the starting barge holding rope. Courtesy dictates that everyone watch the height of the rope and hold it up as drivers leave. Once you are in the correct assigned lane you may accelerate toward the holding rope, but with caution giving yourself plenty of time to slow down well before the timing lights and barge. Be aware as you come to the rope that you must grab the rope and turn your boat around. DO NOT DRIVE UNDER THE ROPE OR GO AROUND THE END BOUYS OF THE HOLDING ROPE. (Caution: Do not switch lanes at any time while approaching the rope. THIS CAN CAUSE DAMAGE TO THE TIMING SYSTEM)

When approaching the rope you know your position (1,2,3,4...). If, for example, you are #3 in your lane, you are to leave adequate room for the #1 and #2 position boats between you and the starting barge. After you position yourself on the rope, hold up the number of position you are with your fingers (indicating what position you are to help oncoming drivers get into the correct order on the rope).

### At the Starting Barge

Once all the boats are in position on the rope and the course is clear with safety and rescue in position, the starter will acknowledge each of the drivers next to the barge. He will ask you if you are ready. After both drivers have acknowledged that they are ready, the starter will start the countdown clock, or sequence. At this time and ONLY AT THIS TIME are you allowed to start your motor (unless directed by the starter during a delay in the program to put heat in your motor).

## Countdown Clock

The clock will start to countdown from thirty (30) seconds. At any time during this countdown you may start your motor and prepare to leave the rope. At the end of thirty (30) seconds, the countdown clock will reset to Nine (9) seconds and countdown in ½ second intervals. The driver may start his / her run at any time during the Nine (9) ½ second countdown sequence on the clock. When the clock reaches four (4) the countdown tree lights will start down.

## The Course from Start to Finish

Once you start, continue in your lane between the bouys. As you go through the end of the course, there will be a turn out buoy on your right approximately 100 yards. At Ten Mile there will be a Coast Guard boat positioned at the entrance of the turn out area. Go well beyond that buoy and proceed right into the holding area. Be aware of where your paired boat is from your run as the inside lane has the “right of way” at Dexter to the turn buoy first. At Tenmile the outside lane will have the “right of way”. Turn out and settle into the holding area. At Tenmile do not drive around in the holding area , doing so can send a roller across the top end of the track causing a dangerous situation for drivers coming down the track or a delay in the program. **DO NOT PROCEED TO THE TAKE OUT RAMP.** Shut down your motor safely and wait to go in. All drivers, after completing a run, will remain in their safety gear until they are loaded on to their trailer. When your flight has finished, you will wait for a tow boat or jet ski to take you to the take out ramp. At any time after your entire flight has finished, the safety and rescue or Coast Guard boat may raise a red/orange flag indicating it is “OK” to start your motor and proceed to your trailer. The safety and rescue director may also instruct the drivers by radio to proceed to the take out ramp. **DO NOT START OR DRIVE YOUR BOAT TO THE RAMP** unless the signal has been given. ***Driving a boat to the ramp can cause a roller back up the course creating a dangerous situation for the boats making a pass.*** Common sense will tell us that the first boats in the water will have their trailers positioned in the water for you to load. Be aware of what order you were unloaded. This helps heavy traffic and keeps things flowing smoothly.

The ramp crews are volunteer people and are invaluable to us all. All crews will be required to assist the ramp crew Please show patience and courtesy to them at all times.

No one is allowed to ride on the trailers or boats (except the boat driver in the seat) to and from the pit area. Our pits are open to spectators, please have you and your crews be aware of their safety at all times. This is an opportunity our sport enjoys and other sports have had taken away. Safety is our goal at CDBA, respect and honor the sport we love.

If you have any questions regarding these guidelines, please ask new driver's representative or your driver's representative:

New Driver's Representative: Jim DeBoard

Driver's representatives:

HydrosL: Rick Coffman / Pete Collett Flats: Joe Willis Jets: Jim DeBoard

Please sign, date, and return this form back to registration. You have been given 2 copies in order to keep one for reference. By signing below, you are acknowledging that you fully understand all of the aforementioned guidelines and are subject to disqualification if guidelines are breached. New Drivers are required to sign this form.

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Driver's signature

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Date:

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New Driver's Representative's Signature

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Date: