



**FRASER VALLEY DRAG BOAT  
ASSOCIATION**

**2019**

**RULE BOOK**

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# **2019 FVDBA-RULE BOOK**

## **Rule 1.0: ADMINISTRATION**

### **1.1 DISCLAIMER:**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The competition director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

### **1.2 ASSUMPTION OF RISK:**

The participant agrees that by entering an event, the participant acknowledges that the event site is safe and suitable for racing and the participant acknowledges that by participating in the event the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of such losses and waives any claims for such losses against the FVDBA, FVDBA officials and event sponsors, the race track owner, operators and other participants, discharges such persons from responsibility for such losses and covenants not to sue such persons for such losses. All participants shall be required to as a condition of participation to sign all required entry forms, including such releases as required by the FVDBA insurance policies. For the purpose of this rule book, the term "participant" shall include any person directly or indirectly associated with any boat and/or personal water craft which has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, drivers and crew persons.

It is agreed that those participating in various FVDBA events and/or leaving property at such event sites, for themselves and/or on behalf of all owners of such property, release, waive, discharge and covenant not to sue the racetrack and or Fraser Valley Drag Boat Association, its' directors, officers, employees or representatives from and for all liability to the participant or property of others entrusted to the participant whether caused by the negligence of the releases or otherwise while the property of the undersigned is located at the site of the FVDBA event.

The FVDBA makes no representations or express or imply warranties that compliance with the rules and regulations published in this rulebook will prevent or guarantee against injury or death to spectator or participants or damage to personal property. These rules and regulations constitute the minimum acceptable standards for competition and are intended as a guide for the conduct of the sport. Safety is the responsibility of equipment manufacturers, builders and the participants in the event.

### **1.3 COMPLIANCE OF RULES:**

Each participant expressly agrees that by entering an event sanctioned by the FVDBA the participant agrees to be bound by all of the decisions, rules and regulations of the FVDBA, including all procedures provided for in this rulebook, and by decisions, rules and regulations, which are applicable to a particular event. The participant agrees to be bound by and abide by the decision of the competition director, his designee and other FVDBA officials at all FVDBA events.

The participant, by entering an event sanctioned by the FVDBA also agrees that all decisions made during or incident to this event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the competition director, his designees, the FVDBA race track operator, event sponsors and all other event officials for any loss, damage or injury caused by decisions erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment whether due to negligence or otherwise. The participant further agrees that any dispute concerning any event, the rules and regulations of the FVDBA or any decision of FVDBA officials whether or not incident to an event, shall be resolved pursuant to the procedures provided for in the rulebook. The participant agrees to indemnify and to hold the FVDBA harmless for any costs incurred by the FVDBA as a result of the participant to comply with the procedures and conditions provided for herein.

### **1.4 SUBSTANCE ABUSE POLICY:**

No owner, driver, or crew member shall inhale, ingest, use, or partake of any alcoholic beverage, intoxicant, depressant, controlled drug or substance, or illegal drug or substance at any time immediately preceding or during any sanctioned event, unless prescribed by a medical doctor. Furthermore, while participating in a sanctioned event, no owner, driver, or crew member shall inhale, ingest, use, or partake of any prescription drug that could impair his ability to properly function in a racing atmosphere. If there is any suspicion with regard to the foregoing, the event Supervisor may, at his discretion, require that the alleged offender submit to chemical analysis including, but not limited to, breath, blood, or urine tests. Such tests may be performed at the event site if there is a qualified medical doctor, EMT, or peace officer present to perform same. If requested, these tests may also be performed by any qualified medical personnel attending to a participant who has been involved in an accident. Any owner, driver, or crew member who registers for or enters any sanctioned event as a participant expressly consents to submit to such tests if requested by the event Supervisor. Refusal to submit to such tests if requested, or testing positively, will result in the immediate disqualification of that participant's registered boat at that event. Further disciplinary action, such as future race suspensions, the revocation of one's Competition Driver's License, the loss of one's racing membership, or fines could result. Even if no chemical tests are performed, the Event Supervisor may, at his discretion, disqualify a participant if the Event Supervisor has a reasonable and strong belief that the participant is impaired and/or in violation of the Substance Abuse Policy. Each owner, driver, and crew member agrees that, upon registering for any event, he understands the foregoing policy and accepts the terms and conditions as outlined herein.

Each participant further agrees to hold the FVDBA (Fraser Valley Drag Boat Association) as well as their Directors, officers, officials, other participants, event sponsors, event promoters, race track owners and/or operators, other member divisions or chapters, and their Directors and officers harmless, and each participant agrees to waive all claims against such persons for any damages, loss, or incurred

expense of any kind which might result directly or indirectly from this Substance Abuse Policy or its implementation, including, but not limited to, actions which the FVDBA might take in reliance of information produced through the Substance Abuse Policy.

#### **1.5 SPORTSMANSHIP AND CONDUCT RULES:**

- a) It is the responsibility of each driver to be completely familiar with all FVDBA rules and to comply with these rules at race events.
- b) It is the responsibility of the driver to ensure that his/her crew handles trailer parking properly, using minimum space and keeping launch and drive throughs from being blocked (courtesy to others).
- c) It is the responsibility of the driver to be ready to race when called.
- d) Unnecessary arguing with pit boss, timing tower officials or referee will result in disqualification.
- e) Only driver or registered crew member allowed to protest to either the referee or race representative.
- f) Any alcohol or drugs consumed before or during race event will result in disqualification from that and the next FVDBA event.
- g) Racers and/or crew may drink outside of pit area after they have signed out (by registered driver) and have changed from their racing attire. Any driver consuming alcohol inside of pit area will be disqualified from that event and, at the discretion of the rules committee, suspended from further events.
- h) It is the responsibility of the driver to inform tower or pit boss if he cannot complete the race program.
- i) Any driver performing before or after races (insurance still in effect) without due care or causing a hazardous situation will be suspended for a minimum of the next two events. No warning necessary by judges, automatic suspension.

#### **1.6 CONDUCT & ACTION OF PARTICIPANTS:**

The owner of any boat registered at a sanctioned event shall be directly responsible for not only his own conduct and actions, but he shall be held directly accountable for the conduct and actions of his driver(s) as well as each individual crew member. Misconduct, rude behavior, abusive language, deliberate disruption of the race program, actions detrimental to drag boat racing, or any other serious infraction of the rules and regulations contained herein by either the boat owner(s), driver(s), or individual crew member(s) could result in punishment including, but not limited to, verbal or written reprimand, disciplinary action, suspension, disqualification, revocation of membership, revocation of Competition Driver's License, loss of Points Championship Series points, or fines. Any participant or association official who initiates a physical confrontation and/or physically assaults another individual at a sanctioned event will automatically be suspended until further notice. The offender will be notified by the event Supervisor as to the disposition of the suspension. Any of the aforementioned actions by a crew member or driver will be binding upon any and all other driver(s) as well as any and all other owner(s) of said race boat.

## **1.7 GENERAL RULES:**

- a. Any major decisions concerning the race, safety of the race or deviations in the race program will be made by a committee of no less than one tower person, one executive member and one member of the rules committee. All decisions from this committee will be final.
- b. Pitt boss coordinates movement of all boats. No boats are allowed on course unless called for. Failure to cooperate with designated pit boss will result in disqualification.
- c. Going to track from launch ramp and returning, drivers are asked to drive with safety in mind, using the shortest possible route. Disqualification will be at the discretion of the referee or pit boss. No air shows.
- d. No boats to be run on course or same body of water from Friday to Sunday midnight on scheduled race weekend without the race coordinators direction.
- e. Drivers to have approved life jacket and helmet on at all times when operating boat and any time the boat is on the water.
- f. All boats must run in a straight line within assigned lane. Any boat veering from a straight line into crowding or fouling another boat will be subject to disqualification.
- g. If a spokesman for a boat or driver continues to be argumentative that boat and driver may be barred from FVDBA events.
- h. All boats going to start area whether from shore (pits) or holding area are to return down centre of course for wave distribution.
- i. Times turned in, either time trials or eliminations, are eligible for records and fastest trophies of the day. Exhibition passes will not be eligible for records or trophies.
- j. In case of emergency (accident or fire) all race boats are to remain where they are, shut off, so as not to hamper divers or safety patrol boats. Yellow and white flags will be raised to indicate when it is safe to return to boat ramp.
- k. No "warm ups" allowed either up or down the course.
- l. All disputes to be submitted in writing to the official referee within one hour after last heat of the day.
- m. In the event of an official protest a decision will be reached by race referee and rules committee on that race date.
- n. In the event that a race is cancelled, no boats are to be put in the water. Racers are to leave the site as soon as possible.
- o. Boats running 9.99 e.t.'s and faster are entitled to a 30 minute cool down period between rounds. Any boat electing to take a cool down period between qualifying rounds (time permitting) must compete in a cool down bracket during eliminations (i.e. 9.99 seconds and faster)
- p. Any driver or crew failing to comply with any of the rules can result in the disqualification of the boat and driver from that event.
- q. All complaints to be voiced to driver's representatives. No complaints to be voiced directly to tower or race officials.
- r. Only registered crew to hold boats in the water prior to, during and after time trials or elimination runs.

- s. On a bye run or legal single, aside from a safety infraction, there is no way that a racer could take a loss. (e.g. a red light or breakout would still be considered an allowable run)
- t. If a red light is lit on the tree at any time boats are not to proceed through the course, but to return to the holding area, shut off, and wait for recall.
- u. Crossing center or boundary line or hitting course markers or timing equipment will result in loss of qualifying attempt or driver may be disqualified from race.
- v. Failure to clear the race course without good cause after either a qualifying pass or an elimination run will result in an automatic fine of \$100.00. Drivers who have a steering problem will be allowed to stop, retrieve their parachutes, restart their motors and drive off the race course.
- w. All boats running 10.00 seconds and slower must have the ability to run a series of races without being allowed off the water.
- x. The rules committee can institute a safety rule at any time during the race season. Any new rules will be announced at the next driver's meeting or general meeting, whichever comes first.

## **RULE 2.0: MEMBERSHIP**

### **2.1 GENERAL OFFICERS:**

- a) A minimum of four (4) general officers will be reported to Victoria each fiscal year end
- b) General officers are "race coordinators" and have the power to vote on presidential decisions
- c) Two (2) general officers signatures are required as cheque signing authorities
- d) Purchase order numbers are required on all purchases over \$1,000.00

### **2.2 ANNUAL MEMBERSHIP:**

- a) All drivers of each boat must be racing members.
- b) Dues are to cover a one-year period ending the last Wednesday in January of each year, at which time memberships are renewable. Racing and associate memberships (non-racers) are available. Rates will be assessed each year.
- c) Non-members who have not been previous members are allowed one orientation meeting per existence of club. All general meetings to be controlled by a "Sergeant at Arms".
- d) Only signed members allowed a vote.
- e) Racing and safety rules to be voted on by racing members only.
- f) The first meeting of the New Year will be considered the rules meeting. All changes to the rules will be voted on at this time. Drivers are the only ones to vote on rules. The rules committee may implement rules concerning safety at any point through the year.
- g) All proposed rule changes must be submitted, in writing, to the rules committee no later than December 31<sup>st</sup>.

### **2.3 SINGLE EVENT MEMBERSHIP:**

Single event memberships are available for racers who wish to race for that event's advertised purse only. A single event member is ineligible to receive points in the High Points Championship, set records, and has no voting privileges.

## **RULE 3.0: RACING CLASSES & STRUCTURES**

### **3.1 CLASSIFICATION OF BOATS**

All boats running a 7.50 elapsed time and faster will be required to have a driver's safety capsule. It is currently recommended that all boats be equipped with a driver's safety capsule.

<b>Classes:</b>	<b>6.99 e.t. &amp; quicker</b>	<b>Unlimited</b>	<b>Safety Capsule Required</b>
	<b>7.00 to 7.99 e.t.</b>	<b>Pro Modified</b>	<b>Safety Capsule Required @ 7.50 e.t.</b>
	<b>8.00 to 8.99 e.t.</b>	<b>Pro Eliminator</b>	
	<b>9.00 to 9.99 e.t.</b>	<b>Top Eliminator</b>	
	<b>10.00 to 10.99 e.t.</b>	<b>Modified Eliminator</b>	
	<b>11.00 to 11.99 e.t.</b>	<b>Stock Eliminator</b>	
	<b>12.00 to 12.99 e.t.</b>	<b>Sportsman Eliminator</b>	
	<b>13.00 to 13.99 e.t.</b>	<b>Pro Gas</b>	
	<b>14.00 to 14.99 e.t.</b>	<b>Super Gas</b>	
	<b>15.00 and slower</b>	<b>Ski/Drag</b>	

## **RULE 4.0 RACING FUELS**

### **4.1 GASOLINE:**

Gasoline, as refined, is a mixture of hydrocarbons. Gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant (D.C.). The average D.C. for the hydrocarbons which comprise gasoline is 2.025. This is defined as a reading of zero (0) with the Fuel Check Meter. The additions of compounds containing nitrogen and/or oxygen may produce a mixture with a D.C. greater than zero. Most gasoline will meet this criteria. The addition of nitro compounds, hydrazine or its derivatives, or soluble inorganic material is forbidden. It is recommended that any unknown gasoline be checked before use at a race.

### **4.2 ETHANOL:**

Ethanol (commonly referred to as grain alcohol) when used as a propellant must test pure. Testing is to be by specific gravity. Test results must measure within .002 degrees, plus or minus, or the manufacturer's purity tolerance.

### **4.3 METHANOL:**

Methanol (commonly referred to as alcohol) when used as a propellant must test pure. Testing is to be by specific gravity. Test results must measure within .002 degrees, plus or minus, of the manufacturer's purity tolerance.

### **4.4 NITRO - METHANE:**

Nitro Methane may be reduced by methanol only. No other chemical is allowed.

### **4.5 OIL ADDITIVES:**

The lubricating oil used within the engine is not intended to enhance the power output of the engine through the introduction of foreign chemicals or substances into the internal combustion chambers of the engine. Thus, it is strictly prohibited to add any chemical or substance to the engine lubricating oil or oil pan which is not manufactured solely for the purpose of improving the lubricating qualities of the oil itself.



## **RULE 5.0: WATER SAFETY**

### **5.1 ACCIDENTS:**

Any boat which is involved in an accident at an event must be re-inspected by the Safety Inspector prior to the boat being allowed to make any further qualifying, elimination, or exhibition runs. Furthermore, the boat and any part thereof is also subject to retention by the FVDBA. Any driver who is involved in an accident at an event must be examined by the medical personnel on duty at the event. Said medical personnel will make the determination as to whether the driver needs to be further examined by a physician or transported to a hospital. Refusal to allow the examination, or failure to follow the prescribed medical advice, could result in the suspension of one's Competition driver's license.

### **5.2 ACCIDENT REPORT:**

A report must be completed on any boat involved in an accident at a sanctioned event. The report will detail the events surrounding the accident, the probable causes, and possible means of prevention.

### **5.3 BOATS UNDER TOW:**

No driver, while his boat is being towed on the water, shall attempt to start his engine. While under tow, all boats must have the ignition switch as well as the fuel shut-off valve in the "off" position. In addition, the V-drive must be disengaged (out of gear). Failure to comply with any portion of this rule may result in disqualification.

### **5.4 DRIVING TO THE HOLDING ROPE:**

When driving to the holding rope is allowed, the motor will be shut off as soon as the driver has reached the holding rope.

### **5.5 EXCESSIVE ET - OPEN BOATS:**

No open boat, on any pass, will be allowed to run quicker than 7.50 sec ET on a 1320' course. Any open boat running in excess of .30 seconds of its class could be subject to disciplinary action at the discretion of the Race Director.

### **5.6 INSTALLATION AND REMOVAL OF RUDDERS AND DRAIN PLUGS ON THE RAMP:**

Rudders that drag while towed on the trailer may be installed or removed at the ramps. Due to environmental concerns, no fuel, oil, water, or mixture thereof may be drained or pumped from a boat at either the in or out ramp. Said liquids must be disposed of properly in designated areas.

### **5.7 NEW BOATS:**

Any driver driving a boat that is new to him/her, or new in construction, at the discretion of the Race Coordinator, may be required to make a half (1/2) track safety pass, before being allowed to compete.

### **5.8 SAFETY EQUIPMENT:**

All safety equipment which was required to pass the safety inspection must be operational and engaged when the boat enters the water and must remain so while the boat is on the water.

### **5.9 SMOKING IN BOATS:**

Smoking is not permitted in or on any race boat (on land or water).

**5.10 STARTING OF MOTORS:**

Firing of motors on the launch ramp while on trailer is strictly prohibited, unless instructed to do so by the Ramp Manager. Outboards will be allowed to warm up, while on the trailer, at a predetermined time and specific location, before racing begins. Only one crew member and the driver will be allowed on the ramp, no one will be allowed in the water at that time.

**5.11 STOPPING ON COURSE:**

Drivers are to make a concerted effort to drive off and clear the course, allowing the Starter and Rescue to keep the course green and the program flowing. Boats deploying parachutes shall expedite chute recovery, and drive off the course if possible. Repeated offenses COULD result in loss of points or fines up to \$250.00 per offense. "Driving off the course" means the starter can run the next pair without waiting for your boat to be towed.

**5.12 UNSAFE EQUIPMENT:**

Any participant at an event is subject to elimination at the event if, after passing the safety inspection, an official should determine that any of the required safety equipment is, in fact, unsafe. Should it be determined that said equipment was rendered unsafe, inoperable, or simply not activated by the direct and intentional actions of the participant, said participant may be immediately disqualified from the event. In addition to the disqualification, the participant as well as the boat may be suspended from competition at any future events for up to six (6) months. A notification of such suspension shall be made. A request for an appeals hearing may be made; such request should be made in writing and submitted within twenty (20) days following the date of the suspension notification. The request is to be submitted to the FVDBA Board of Directors.

**5.13 PWC SAFETY:**

Drivers must keep toes and balls of their feet in contact with the foot well. The use of permanently attached foot blocks is acceptable.

**RULE 6.0: POINTS SYSTEM**

**6.1 DURATION:**

Championship points run on a calendar year basis, commencing January 1<sup>st</sup> and ending December 31<sup>st</sup> of each year.

**6.2 ANNUAL MEMBERSHIP:**

In order to receive points and/or awards in any event, all owners and/or drivers of each boat must hold current, fully paid annual racing memberships and comply with all rules and regulations as set forth in this rule book. Points towards the current year championship shall start to accumulate on such date when the member joins the FVDBA.

**6.3 BOAT NUMBER:**

All points in any event are awarded to the boat number. Each boat participating in the series must have a separate racing number, unless an owner/driver wishes to race two or more boats that are registered and pass safety inspection, in the same class in an effort to determine which hull is the best. In this instance, the same number may be used on each boat and either boat may be run during a specific round of qualifying. However, only one boat will be permitted to run in eliminations. If an owner has

more than one boat, and separate numbers are required for each, points cannot be transferred from one boat number to another. Likewise, points cannot be transferred from one class to another should an owner decide to change classes at any time during the calendar year. If a boat is sold at any time during the racing season, points will not be transferred from the original owner to the new owner. The new owner may, however, continue to use the same boat number, subject to written authorization by the previous owner. Identical boat numbers cannot participate in simultaneous events.

Boat numbers can be transferred from one boat to another as long as the boat is not registered in competition at that event.

**6.4 REGISTRATION:**

At each event, each eligible boat, upon passing the required pre-race safety inspection, and properly completing the registration process, will be awarded one hundred (100) points.

**6.5 QUALIFYING POINTS:**

At each event, each eligible boat that qualifies for the elimination program will be awarded one hundred (100) points. The boat must make a qualifying attempt as defined under "Qualifying/Qualifying Attempt" in order to be awarded the one hundred (100) qualifying points.

**6.6 QUALIFYING POSITION POINTS:**

At each event, qualifying positions are determined based upon E.T.'s (elapsed time). Within each class, the slowest boat will be awarded two (2) points, the second slowest boat will be awarded four (4) points, and each successive qualifying position will be awarded points in increasing increments of two (2) except the number one (1) qualifier will increase an increment of four (4) points. Qualifying position points will not be awarded if the boat made no qualifying attempt as defined under "Qualifying/Qualifying Attempt." For example, if the seventh boat in a seven boat field did not make a qualifying attempt, said boat would still be placed on the ladder in the seventh position, but would not receive the two qualifying position points for that position. The sixth boat however, would still receive his normal qualifying position points (in this case, four), regardless of the fact that the boat below him received no points. Any boat which makes a valid qualifying attempt, and is subsequently declared broken or voluntarily withdrawn from the racing program, will be awarded the appropriate qualifying position points, although the boat will not be included in the class pairings for eliminations. Any boat which is inserted into the first round of eliminations as an alternate boat will not be awarded any qualifying position points. Furthermore, no qualifying position points will be awarded to any boat if qualifying is canceled and the boats are paired either by points or by drawing lots.

**6.7 ROUND WINNER POINTS:**

At each event, one (100) hundred points will be awarded to each round winner during eliminations.

**6.8 RETENTION OF POINTS:**

Any boat which is eliminated, disqualified, declared broke, or voluntarily withdrawn from the racing program at any point during an event will retain all points earned up to the point of elimination, disqualification, etc.

**6.9 INCOMPLETE RACE:**

At all events which are not completed for any reason whatsoever, round winner points will be awarded only for fully completed class rounds. If a race is stopped and subsequently canceled in the middle of any class round, no round winner points for the eliminations round which was interrupted will be awarded to any boats in the incomplete class.

**6.10 SERIES/DIVISION WINNERS:**

Each class winner and runner-up in the series will be determined by total points accumulated in their class throughout the year. The boat that has earned the highest total points in each class is the winner in that class; the boat with the second highest total points is the runner-up in that class.

**6.11 TIE BREAKING:**

If there is a tie in total points within a class at the end of the year, the series winner and runner-up shall be determined by using the following criteria, in the order listed, to break the tie:

- The total number of events won by each boat;
- The total number of second place (runner-up) finishes by each boat at events;
- The total number of eliminations rounds won by each boat at events;
- The greater number of wins by each boat in heads-up competition between the tying boats at events;
- The total number of series events at which each boat qualified.

If the above fails to break the tie, the two (or more) boats shall be declared co-winners.

A) Points awarded to FVDBA members only as follows:

- Registration by race date specified time
- Qualifying in the field, one or two passes
- Third place in eliminations
- Second place in eliminations
- First place in eliminations
- Round Win

\*\*\*\*NOTE Any boat declaring into a bracket other than what they qualified in must run at least one pass in the declared bracket in order to collect elimination points.

**8 BOAT FIELD**

#1 Qualifier	32 points
#2 Qualifier	30 points
#3 Qualifier	28 points
#4 Qualifier	26 points
#5 Qualifier	24 points
#6 Qualifier	22 points
#7 Qualifier	20 points
#8 Qualifier	18 points

**16 BOAT FIELD**

# 9 Qualifier	16 points
#10 Qualifier	14 points
#11 Qualifier	12 points
#12 Qualifier	10 points
#13 Qualifier	8 points
#14 Qualifier	6 points
#15 Qualifier	4 points
#16 Qualifier	2 points

**\*\*\*\* All boats registered and paid up on time at first race of the season will receive 300 bonus points.**

- B) Points awarded to paid club members only, after membership date and to boats running 14.99 or quicker.
- C) Unlimited Class and Ski/Drag Class to have a separate points system.
- D) Points are awarded to boat number, not boat driver.
- E) In the event of a year-end tie, placings in the high points championships will be decided first by taking in to account class wins. If the racers are still tied the amount of races attended would determine the winner. If the drivers are still tied the driver with the most round wins would receive the higher placing.
- F) If there is only one boat in a class that boat will receive second place points (200) and a first place trophy. Upon qualifying the boat will receive 32 points.
- G) Best Appearing Boat and Crew (points breakdown: tow vehicle 5 points; race boat 20 points; crew 5 points – total possible per race is 30 points).
- H) Annual Best Appearing Award given to team with most accumulated points at the end of racing year.
- I) High Points Champion has the option to run #1 on their boat for the year they are Champion. They will also retain their existing number to be returned to the boat on the following year.

## **Rule 7.0 COMPETITION RULES**

### **7.1 SAFETY/TECH INSPECTION:**

Driver's personal safety equipment as well as the boat and its related safety equipment must pass Safety/Tech inspection, before being allowed to test and tune, qualify, or run in eliminations.

### **7.2 DRIVERS MEETING:**

If roll call is taken, any driver who is absent will be required to meet with the Race Director to explain the reason(s) for their absence, prior to participating. Failure to attend mandatory Drivers Meetings may result in the driver's disqualification for the event.

### **7.3 DRIVING LICENSE:**

- a) Drivers competing in all FVDBA classes are required to have a valid Pleasure Craft Operator Card issued by Transport Canada. An Operator Card can be obtained through an on-line exam at Boaterexam.com;
- b) Drivers competing in all FVDBA classes are further required to have a valid FVDBA driving license. This license will be issued for a two (2) year period. The license issued by the FVDBA is to be used only by the driver to whom it is assigned and it is restricted to the categories listed on the license. The license is valid until its expiration date or until revoked by the FVDBA. The license is intended only to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified. The license does not convey a privilege to engage in racing events.
- c) All licensed drivers (9.00 sec. & faster) are required to have an FAA Class III or DOT type physical examination. Physicals are valid for two (2) years and should be valid in conjunction with the

competition driving license. FAA & DOT physical examination results submitted to FVDBA must be by a licensed physician. Failure to comply with this rule will result in suspension.

- d) Arrangements for the driving examination must be made with the race coordinator prior to the driver's flight being called to the ramp.
- e) No driver will be allowed in competition until he/she has received a competition license.
- f) A driver that has never been licensed with any boat racing organization or raced with the FVDBA will be required to complete all test procedures outlined in these rules.
- g) Drivers that have not competed in the past two (2) years may be asked to do a check out pass.

#### **7.4 LICENSE TESTING PROCEDURES:**

The driving test must be conducted at an FVDBA event. The following will be conducted at the race site by FVDBA licensing officials. Tech officials at the event site will conduct a special cockpit orientation test. All test runs for new drivers shall be single lane runs. The following test runs are required, in order of their listing:

- A staging pass – the driver is to stage the boat, accelerate through the start line, then finish the pass as no more than 1/4 throttle.
- A 1/3 – track pass – the driver is to stage the boat and accelerate to full throttle for 1/3 of the track then decelerate to ½ throttle through the finish line.
- A full course pass – this run is to a full ¼ mile run, representative of the class being applied for.
- All drivers' tests will be called to the ramp together.

#### **7.5 UPGRADE/CROSS GRADE REQUIREMENTS:**

A licensed driver may drive a boat classed under his/her license limitation. No driver will drive a boat classed over his/her limitation, nor be allowed to cross between hydro, flatbottom or jet categories unless specifically licensed for each. It will be at the discretion of licensing officials as to how many passes are required. No new FAA Class III or DOT physical will be required unless current applicant's license has expired.

#### **7.6 LICENSE SUSPENSION:**

Any driver found violating any rules of the FVDBA or directions of its' officials will be subject to disciplinary action/suspension. All participants involved in an accident must be examined by a physician or on site EMT. Refusal to do so could cause suspension from further competition. After an accident when a driver has been hospitalized, a doctor's release will be required before he/she will be permitted to race again. NOTE: drivers in all classes required to conform to above guidelines if involved in an accident.

#### **7.7 REGISTRATION RULES:**

At their discretion, the Fraser Valley Drag Boat Association reserves the right to refuse to allow any person or persons to register and/or participate in any sanctioned event.

- a) Cut OFF time for points to be determined prior to race season and fixed.
- b) Any boat registered after cut OFF will receive no time trial points.
- c) Completion of registration requires a release of liability (waiver) form fully completed and signed by driver, owner and crew, a successfully passed tech form and full payment of race fees.

- d) Any driver under the age of 19 must have a parent or legal guardian also sign the release of liability on the entry form.
- e) Only one driver allowed per boat – he/she who signs the waiver during registration period is the driver. A driver may drive more than one boat provided each boat is in a different bracket and individually registered during registration period only.
- f) Filing false or incorrect information shall be cause for disqualification of driver and boat. Any driver not informing race officials of a potentially dangerous medical condition is also subject to disqualification.
- g) Driver to be present at boat during technical inspection with boat cover off, helmet, lifejacket, skid pants and goggles ready for inspection.
- h) Pre-registration may be asked for certain events during the race season. Pre-registration is simply a notice of intent to attend and does not imply a completed registration. Driver must still complete all forms in the registration period and attend the driver’s meeting to qualify for registration points.
- i) Driver and crew of registered boat must have names on technical inspection and waiver forms.
- j) Driver to pay appropriate racing fees as a non-racing member or a racing member. Not necessarily the owner of the boat.
- k) If a boat is registered in more than one bracket, the boat must be registered using a separate number for the second bracket thus preventing the accumulation of points in two classes.

**7.8 QUALIFYING:**

Roll call will take place prior to the start of time trials. Failure of driver to be present, registered and teched for roll call will result in loss of all points for that day and may be cause for disqualification. All drivers are required to stay until meeting is dismissed. Due to extenuating circumstances this rule may be adjusted by the race coordinator only. Any boat running its engine during driver’s meeting will be disqualified.

**7.9 DRIVER LIMITATION:**

Each driver who enters competition at an event will be permitted with approval from the event Supervisor to drive more than one boat during qualifying. If driving boats in different classes, the driver must be licensed for each class. Qualifying will not be held up at any point to accommodate a driver wishing to drive a second boat.

**7.10 QUALIFYING ATTEMPT:**

All boats will be given an opportunity to qualify by class in order to compete in eliminations. Any boat that does not report to the launch ramp and complete a qualifying attempt when called by class will receive no time as well as no makeup pass. A qualifying attempt is defined as a boat starting its engine and leaving the holding rope when so instructed, under its own power and subsequently crossing the start line. No repair work, requiring outside assistance will be allowed for any boat once it has been launched into the water. Two time trials are an option. Only one pass is required to establish an elimination bracket. When making only one time trial pass, all boats are to wait in designated holding area until the end of heat then return to beach when yellow flag is displayed. A five (5) minute call out period will be sounded to all drivers. At the end of the five minute period any boat not across the start

line and ready to time in will not be allowed to time trial – Yellow flag to be displayed during full five minutes.

Any boat, which did not time in must pick an elimination bracket. 200 points for time trials not awarded. During qualifying, in the event of a clock malfunction within a class and there is not opportunity for a make up run, the boat (or boats) with no qualifying time will be paired by order of registration and will be given qualifying and position points.

A white and yellow flag will be displayed to signal the end of each bracket.

There will be a minimum of fifteen minutes from the finish of driver's meeting until the first boats are required in the water.

All boats must declare a bracket within 30 minutes after the last boat is out of the water or qualifying. This must be done by the driver or the boat owner. All boats registered must declare a bracket that they will run in during eliminations. Failure to do so will result in loss of 200 points awarded for timing in. The boat will then be placed by its quickest elimination pass.

Either of a driver's two (2) elimination passes may be used for bracket placement.

**7.11 QUALIFYING ATTEMPT VOIDED:**

On any qualifying attempt, any driver who snags the holding rope due to his or his crew's own negligence, hits any of the timing equipment, or runs outside of his lane boundaries, will forfeit that qualifying attempt and receive no makeup. The owner of any boat which damages any association equipment may be held liable for the cost of said equipment.

**7.12 CLASS CHANGES:**

If any competitor wishes to change from the class in which he registered, it is his responsibility to notify the timing tower within thirty (30) minutes of the cancellation or conclusion of qualifying as to what class in which he wishes to compete. If any owner or driver changes classes pursuant to this rule, the qualifying E.T. will be transferred to the declared class and be used for pairing purposes accordingly. Likewise, all points including registration, qualifying, qualifying position, etc. will be awarded in the declared class. No boat will be permitted to move to a quicker class if the safety requirements for that class have not or cannot be met. Only the owner or driver may request to change classes, and he must sign the appropriate form at the timing tower of a desire to change classes will result in the boat remaining in the class in which it was registered

**7.13 DRIVER LIMITATION - ELIMINATION:**

Each driver who enters competition at a sanctioned event will be permitted to drive only one boat in the same class during eliminations, unless that boat is eliminated, declared broken, or voluntarily withdrawn from the racing program during eliminations. At that point, said driver will be eligible to drive one other boat, and one other boat only. If the driver is driving a second boat pursuant to this rule, and the second boat is either eliminated, declared broken, or voluntarily withdrawn from the racing program, that driver would not be eligible to drive any other boat at that event. At the discretion of the event



Supervisor, a driver may be allowed to drive a second boat in another Class. Eliminations will not be held up at any point to accommodate a driver wishing to drive a second boat.

#### **7.14 ELIMINATION RULES:**

**\*\*\* Note - A boat must break the starting beam under engine power to constitute a pass.**

Roll call will take place prior to the start of eliminations. Failure of a driver to be present, registered and teched for roll call will result in loss of all points for that day and may be cause for disqualification. All drivers are required to stay until meeting is dismissed.

- a) Bye runs are mandatory. In situations where the driver is making a legal single or bye run during eliminations, he/she is considered the winner of that pass once the boat crosses the starting line under engine power. If a competitor crosses the boundary line on a single or bye run the elapsed time is voided for record consideration. Bye runs and legal singles must cross the start line under the boat's own engine power. Bye runs and legal singles may be waived by the competition director in the interest of time. A foul start does not cause elimination nor does a breakout on a bye run or legal single run.
- b) The slower boat in all classes shall be run in the inside (spectator) lane when practical. Lane choice by previous round ET for final round only.
- c) All boats running 15.00 seconds or slower will compete in "Ski/Drag Class" for trophies only and will have a separate points system.
- d) Any boat declaring a bracket other than what they qualified in must run at least one pass in that declared bracket in order to collect elimination points but failure to run a time in the declared bracket would not exclude the driver from any trophy earned in the class.
- e) A driver must be beaten twice to be eliminated (double knock out). Unlimited Class to single knock out unless there are only two (2) boats in the class and both drivers agree. It can also be determined by the race coordinator to make it a best 2 out of 3 situation.
- f) Five minute warning will be in effect during eliminations. Any boat not across the start line or will not start when called to race will be given a loss. At this time the boat driver will wait for the yellow flag to be raised for start of next 5 minute warning.
- g) In the event a boat is not able to run (or make the call up), the pairings will stay fixed for one round – even if they declare broke. If the boat makes the next round it will be inserted in the pairing as slowest boat.
- h) In order to win a class trophy when there is only one boat qualified in to the class it shall be necessary for the boat to run the course at the time the class is scheduled to run.
- i) Any boat proceeding through the course without the starter's call will be automatically disqualified.
- j) If a boat cannot fire within 30 seconds when called to stage this will be counted as one loss for that boat.
- k) The only time a Boat is allowed back to the beach during eliminations (or time trials) is on a displayed yellow flag minute period will be allowed. At the end of this 5 minute period the boat must be across the start line and ready to continue eliminations or time trials.

- l) First or worst – the primary objective of each race is to have one winner and one loser. Should a double rules infraction occur on the same race run the driver committing the major infraction shall be given the loss, the other driver with the lesser offense shall be given the win.
- m) If the timing system fails during a run the first boat across the finish line wins that run.
- n) In the event of a partial systems failure that is not covered by any existing rules, the tower officials will determine the win.
- o) Three boats constitute a full bracket in relation to any prize money. If two boats run in a class they will receive 75% of the prize money for that bracket. If only one boat runs that bracket 50% of the prize money for that bracket will be awarded.
- p) In a double red light situation, only one driver will take a loss. Reaction times will be used to determine which boat red lit first.
- q) In a double breakout situation only one driver will be given the loss, and that will be the driver that broke out of his bracket the most.
- r) In pairings for next round, a break out elapsed time will not be used to determine a bye run. Red light times are valid for qualifying and bye runs.
- s) If a race cannot be completed due to inclement weather, etc., the boat with the quickest e.t. from the previous completed round still in the racing program shall be declared the winner. At no time shall the e.t. of a boat that has been eliminated or run quicker than his/her index be used to determine quick e.t. If the first round of a bracket is not completed the winner shall be the boat with the quickest e.t. (in the bracket) from qualifying. The e.t. from a bye run or legal single will not be used to determine the winner if there was a foul on the run. Under no circumstances will an e.t. from a previous round be used.
- t) In the event of the race being cancelled part way through the program, there will be only placement points awarded (no round win points) – keeping the point race fair for all. Note: Any point class that is complete, (i.e. bracket boats 7.0 – 14.99 sec., Ski/Drag class, Unlimited class), will retain full points as they each have a separate points system.
- u) At the discretion of tower personnel, due to time restraints all remaining brackets can be changed to single round knockout.
- v) Double run points will be given to any bracket that is single round knockout.

**\*\*\* Disqualification can occur for an infraction of a rule as stated in the rule book (Any interpretation of the rules are to be clarified by the tower committee only)**

**\*\*\* Exhibition passes are at the discretion of the race coordinator only**

## **RULE 8: BOAT SAFETY EQUIPMENT - GENERAL**

### **8.1 GENERAL:**

All hulls must conform to Transport Canada guidelines. They must be in good, sound condition, fully capable of withstanding the rigors of drag boat racing. All air tanks, batteries, cables, fuel pumps, fuel tanks, impellers, mountings, paddles, propellers, propeller shafts, seats, steering assemblies, struts, rudders etc. must be both firmly secured and in good operating condition. In addition, any boat participating in an event must be presentable in appearance at all times. Those with objectionable or

obscene names, graphics, or pictures will be rejected by the Safety Inspector. Likewise, the appearance of owners, drivers, and individual crew members is of equal importance, and is subject to the same considerations. In case of a disagreement, all members of the Board of Directors present at the event will immediately meet and decide the issue. Their decision will be final.

All boats which are to be registered to compete at an event in any class must have the following items inspected by the Safety Inspector. All determinations as to whether or not any piece of equipment, including both the driver's as well as the boat's, complies with these safety requirements shall be at the discretion of the Safety Inspector. Any boat which has passed safety inspection at any event is still subject to re-inspection or random inspection at the discretion of the Safety Inspector at that event. Likewise, the boat remains subject to inspection at any subsequent event.

### **8.2 BILGE PUMP:**

All open boats must have an electric bilge pump. All automatic pumps must have a manual over ride switch.

### **8.3 BOW EYE:**

All boats shall be equipped with a bow eye located at the bow (front) of the boat. All pickle fork type boats shall also have installed an additional towing eye on the inside front tip of the left sponson or the extreme forward center point of the boat.

### **8.4 BOAT NUMBER/CLASS DESIGNATOR:**

All boats must have two (2) sets of racing numbers on each side of the boat that are contrasting in color to the color of the boat. Only numbers are allowed; alpha/numeric combinations are not permitted. One set must be a minimum of three (3) inches high and located above the level of the engine's valve covers. The other set of numbers must be on the sides of the boat itself and must be a minimum of six (6) inches high.

Any boat displaying a number which is already assigned to another boat, or displaying a number which has been retired, must obtain a new number at registration, and change said number on the boat prior to entering the water. Failure to do so will result in the boat forfeiting any qualifying points which it would normally have earned. Failure to change the number prior to eliminations will result in the boat being disqualified at the ramp when the first round of eliminations is called. The class designator must also be displayed on both sides of the boat. It should be in close proximity and proportionate in size to the boat number which is located above the level of the engine's valve covers.

### **8.5 TOW VEHICLE - TRAILER NUMBERS:**

The boat number and class designator (minimum three (3) inches high) must be displayed in white on the passenger side of both the front and rear glass of all tow vehicles.

### **8.6 BATTERY DISCONNECT SWITCH:**

An electrical power cut off switch (one only) must be installed near the batteries and be easily accessible from outside the boat. This cut off switch must be connected to the positive side of the electrical system and must stop all electrical functions. The "off" position must be clearly indicated with the word "OFF". If the switch is a push/pull type, "push" must be the action for shutting off the electrical system. (Pull to turn it on.) Any rods or cables used to activate the switch must be a minimum of 1/8<sup>th</sup> diameter. Plastic or key switches prohibited. The power cut off switch must be placed in a location so if there's a

fire in the engine, driver's area or compartment, rescue crew or track officials can reach it. Location must be clearly marked.

### **8.7 CHROME PLATING:**

Chrome plating or coating is NOT permitted on any boat in any class whatsoever. Chrome will not allow the ability to crack check underwater hardware.

### **8.8 DRIVE LINE COVER:**

All open inboard V-drive boats must utilize a 360 degree driveline cover. A driveline is described as a drive shaft of any length which has u-joints attached, or a splined coupler. The cover must be constructed from one quarter (1/4") minimum steel. No perforations are allowed, and must be designed, constructed and installed in such a manner that it will maintain total structural integrity in the event of failure of the drive shaft or attached u-joints.

No cover is required with a splined coupler, if installed on a capsule or jet boat. Jet boats may use a 360 or 180 degree cover, a loop as described in the following section, or a device that will deter the driveline from exiting the boat in case of failure. No cover is required if the drive line is covered by the hull or transom.

### **8.9 DRIVE LINE LOOP:**

Jet boats utilizing a drive shaft with one or two U-joints may use a drive line loop instead of a drive line cover. The loop can be made of the following materials:

1. 7/8 inch x .065 wall welded steel tubing
2. ¼ inch x 2 inch wide flat steel
3. ¼ inch wall steel tube x 2 inch wide

All of the above must be three hundred sixty (360) degrees around the shaft, located and mounted within six (6) inches of the U-joints. For shafts longer than fourteen (14) inches, two (2) loops must be used. All loops must be mounted securely through the stringers to support the shaft in the event of a U-joint failure. A round loop must be used so as to minimize the load on the loop. Maximum clearance around the shaft is to be one inch.

### **8.10 ENGAGEMENT AND DISENGAGEMENT DEVICE:**

All inboard propeller driven boats shall have installed a device making possible the engagement and disengagement at will of the propulsion device while the engine is running.

### **8.11 FIRE EXTINGUISHER:**

A fire extinguisher which is quickly and easily accessible, is required to be in the rear of all tow vehicles used during any event. Said fire extinguisher must have a minimum five (5) pound capacity with a 10 B.C. (U.L.) rating, and must be fully charged as indicated by a visual gauge on the fire extinguisher. Although not required, it is permissible to have another fire extinguisher (securely mounted) in the boat itself. The size of this second fire extinguisher will be per the owner's discretion.

**8.12 FLYWHEEL COVER:**

All inboard powered boats must have a three hundred sixty (360) degree flywheel cover made of production cast aluminum (or the equivalent).

**8.13 FUEL SHUT-OFF VALVE:**

All fuel injected boats must have a quick action push/pull fuel shut off valve, the valve control must be in front of and within easy reach of the driver. The valve itself must be installed in the fuel line between the main fuel pump and the fuel injectors.

**8.14 HARMONIC BALANCER:**

Two-piece cast iron (stock type) harmonic balancers must be enclosed within a shield made of either one quarter (1/4) inch minimum thickness aluminum or one eighth (1/8) minimum thickness steel. The design, construction and installation of the shield must be such that it will afford three hundred sixty (360) degrees of protection while maintaining total structural integrity should the balancer inadvertently explode. SFI approved aftermarket balancers do not require a shield.

**8.15 HOLDING ROPE DEFLECTOR:**

A holding rope deflector is required on all boats in order to deflect the holding rope over the highest point of the boat and provide clearance from the widest point from the drivers' seat rearward. The design of the deflector should be such that a driver may simply drop the holding rope behind his helmet as he proceeds away from the rope, and the rope should not subsequently snag, hang, pull, or catch any part whatsoever of the boat, engine, carburetor scoop, injector hat or tubes, flat bottom wing, miscellaneous hardware, and so forth. On open boats, the holding rope deflector must be solidly attached at both ends as well as attached or supported at the highest point behind the driver with no protruding points to catch the holding rope or to injure the driver in the event of an accident. The deflector must extend rearward at approximately a forty-five (45) degree angle, which should be sufficient to deflect or guide the holding rope up, over, and around whatever is located behind the driver. Construction is to be of 3/4 inch O.D. (outside diameter) x .049 inch wall thickness tubing or any material or combination of materials having the same structural strength and integrity.

**8.16 IMPELLER:**

All Professional and Sportsman class jet boats must use either stainless steel or bronze impellers only. In addition to stainless steel or bronze, Bracket E.T. classes will also be permitted to utilize aluminum impellers. However, all classes are prohibited from using any impeller which is designed and manufactured using either two piece or multiple piece construction. Only impellers which are manufactured as a solid one piece unit will be accepted.

**8.17 IMPELLER RELEASE DEVICE/PRESSURE RELEASE SYSTEM:**

T.E., P.E., and Q.E. class jet boats are required to use either a ratchet type release device or a pressure relief valve. The pressure relief valve is required on jet boats that run 7.99 sec. or quicker. Both mechanisms may be used. The pressure relief valve must be designed to open automatically in case of engine or jet drive failure. Once activated, the valve must remain open until such time as the boat has come to a complete stop, and the engine shut down. Valves that reset pneumatically or electronically, may do so with the boat at rest and the engine shut down. Manual resetting must be done when the boat is back on the trailer. The valve piston size must be a minimum of four (4) inches in diameter,

resulting in a minimum of thirteen (13) square inches of unrestricted exhaust opening. The pressure relief valve, if used, must be installed on the intake side of the jet pump bowl. A ‘tattletale’ pressure gauge (0-200 psi) must be installed on the suction pressure tap used to sense high pressure to automatically open the valve, and shall be mounted as close to the packing nut as practical. In lieu of a pressure gauge a data collection system that records pressure during automatic activation may be used. A manual override button must be installed on the steering wheel of the boat. If only a pressure relief is used, it must function properly on each pass.

**8.18 KILL SWITCH:**

All open boats must have an electrical ignition kill switch device which will immediately and automatically shut off the engine in the event the driver is thrown from the driver’s seat. All open fuel injected blown boats utilizing nitro-methane for fuel shall be equipped with two automatic kill switches – an electrical ignition kill switch as well as a fuel shut-off device. The electrical kill switch shall be mounted directly alongside of or in front of the driver’s seat, and within an arm’s length of the driver. The automatic fuel shut-off device shall be installed in the main fuel supply line between the fuel pump and the injectors. Both the electrical kill switch and the fuel shut –off device should be mounted and release cords routed so as to disconnect should the driver’s posterior move more than eighteen (18) inches in any direction from the driver’s seat. Any kill switch device that is attached to the driver must have a maximum breaking point of fifty (50) pounds within a maximum distance of six (6) inches from the driver.

**8.19 PADDLE:**

All open boats, at the option of the driver, may have a paddle, securely mounted, within easy reach.

**8.20 PROPELLER:**

No chrome plated, brass, or aluminum propellers will be allowed on any flat bottom, hydro, or outboard boat. The propeller must fit on the propeller shaft in such a manner that the propeller hub is within three quarters (3/4) of an inch of the strut barrel. Propeller retention must include a cotter pin, one eighth (1/8) inch minimum diameter, through the shaft, with a lock nut or double nut in front of the cotter pin, or a castle nut indexed by the cotter pin.

**8.21 PROPELLER SHAFT:**

The minimum diameter for the propeller shafts (prop shafts) for all inboard powered hydro’s and flat bottoms shall be 1 inch. Primary and Secondary shafts.

- If a two piece prop shaft is utilized, the coupler used to connect the two pieces together must meet the following criteria (depending on the type of coupler used);
- **Through Bolt Coupler** – Bolt must be indexed into propeller shaft. The bolt must be the same size as the hole in the coupler.
- **Split Coupler** with set screw retainer. Propeller shaft must be dimpled with a drill bit that will fit into the set screw hole in the coupler the full depth of the drill bit point. The set screw must be secured in the hole.

**8.22 PROPELLER SHAFT RELEASE (WHIRLAWAY):**

All inboard powered flat bottoms and hydro’s must be equipped with a propeller shaft (prop shaft) release mechanism installed in the boat’s drive line.

**8.23 PUMP LOADER:**

All jet boats are required to have the pump loader secured with a minimum of four (4) size five sixteenths (5/16) inch grade 8 steel bolts. A minimum of two (2) of the bolts must be drilled completely through and secured with nuts. Flathead stainless steel bolts are NOT allowed.

**8.24 RUDDER:**

Rudders are not required on jet boats. No chrome plating or coating that prohibits the ability to crack check rudders will be permitted on any boat. Pro Mod and Sportsman class boats shall have a minimum half ½" inch steel rudder. All rudders must extend to at least the bottom tip of the propeller when said propeller is installed on the boat and positioned in a vertical manner. Rudders on any outboard running in a class with an index of 8.99 or quicker shall be a minimum of three eighths (3/8) inch thick at the clamshell, and the clamshell itself shall be a minimum of three eighths (3/7) inch thick on each side of the rudder. The rudder must extend a minimum of one (1) inch below the bottom tip of the propeller when said propeller is installed on the motor and positioned in a vertical manner. All boats using a through-the-hull rudder are required to utilize a safety collar which will prevent the rudder from disengaging itself from the boat.

**8.25 SAFETY COLLAR:**

All inboard powered flat bottoms and hydro's must utilize a safety collar on the propeller shaft (normally directly in front of the prop shaft log) which will prevent the propeller shaft from moving backward. In addition to the aforementioned safety collar, all hydro's must also utilize a two piece split steel safety collar on the prop shaft under the boat. This second collar shall be located at a maximum distance of one half (1/2) inch directly forward of the main strut.

**8.26 SAFETY CHAIN:**

All trailers must have and use a safety chain.

**8.27 STEERING:**

All boats using open cable steering must use a minimum three (3/16) inch cable with cable ends at turnbuckles double clamped and taped.

Jet boats may use one eighth (1/8) inch cable if the cable is exposed only from the transom outward.

Any sportsman outboard with an ET index of 8.99 or quicker, utilizing a hydroplane hull may not use the motor to steer. The motor must be locked in a straight ahead position and steering accomplished by a separate rudder assembly.

**8.28 THROTTLE:**

Throttle butterflies (carburetor, injector hat, injectors) must be manually operated by the driver's foot (or hand in a handicap approved application) via a direct cable connection. No electronic, pneumatic, hydraulic or any other mechanism may be installed in line between the foot (hand device) pedal and the butterflies that would apply throttle beyond the position of the pedal. Nothing will be installed in the throttle assembly that will keep the throttle from returning the idle when released under any situation.

**8.29 THROTTLE RETURN SPRING:**

All boats utilizing carburetors or fuel injectors must have one quick action return spring attached to that part of the throttle plate lever which is connected to the butterfly shaft arm per carburetor. Two quick action springs are required on single carburetor/injector systems. All boats using the “bug catcher” type injector hats must have a spring on both sides of the hat. Throttle spring ends must be looped, and attached between a solid point and the throttle plate lever, avoiding the cable attach point.

**8.30 THROTTLE STOP:**

All boats which are equipped with a foot operated accelerator pedal must incorporate a functional mechanical stop in the pedal mechanism which will limit the forward motion of the pedal. The stop must be positioned so as to prevent the throttle linkage from passing over center and thus sticking or locking in a full open throttle position.

**RULE 9: DRIVERS SAFETY EQUIPMENT - GENERAL**

**9.1 BALLISTIC SHORTS:**

All open boats and PWV's running 11.99 seconds and quicker will be required to wear ballistic shorts. (Recommended in all classes)

**9.2 HELMETS:**

All crash helmets must be proper fitting, and meet as a minimum either the “SNELL” specification, “SFI 31.1” specification (open face), or “SFI 31.2” specification (full face). All helmets will be within twelve (12) years of the SFI/Snell rating. A label indicating the rating must be permanently attached to the inside of the helmet, or the rating must be stamped into the helmet itself. All helmets must fully cover the head, neck, and ears. With the exception of the driver’s boat being under tow, helmets must be worn by drivers at all times while on the water.

**Helmet Expiration Date**

\*Snell 2007 1/1/2019 expired

\* Snell 2008 1/1/2020 valid

PWC and River Racer – DOT helmets allowed

**9.3 HELMET HEAD AND NECK RESTRAINTS/HANS TYPE DEVICE:**

Helmets must be held on with approved straps, commercially manufactured straps for the purpose of restraining the helmet and preventing its inadvertent removal. Helmet restraint straps must attach to a body harness. They must attach to helmet on the right side, left side and back for open face helmets full face helmets requires the same with front strap added. No “Inflatable” type neck collars allowed. A Hans type style helmet restraint is acceptable in lieu of traps. If SFI rated, must comply with re-certification dates.

Restraints are not required in River Racer class or PWC's that run under 70 mph.



#### **9.4 EYE PROTECTION:**

All drivers, while on the water, must wear approved eye protection made with safety glass or a flexible, shatterproof material which is commercially manufactured for use in racing. Either goggles or full face shields are acceptable. No Sunglasses will be permitted.

#### **9.5 DRIVING SUIT:**

**PWC** – Full cover shoes and socks, shorts/swim trunks that reach mid-thigh, and short sleeve tee shirt/jersey.

**River Racer, Stock and Modified Eliminator** – All drivers, while on the water, must wear long sleeved shirts, full legged pants, full cover shoes and socks. If using Alcohol, Nitro, or nitrous oxide, a fire resistant driver suite, and gloves must be worn.

**Professional, PE and TE** – while engine is running on the water drivers must wear approved driving suits which have been commercially manufactured specifically for racing. Said suits must be fire resistant, long sleeved, and have closed cuffs (either elastic or Velcro). Full cover shoes and socks must be worn.

#### **9.6 LIFE JACKET/NON-CAPSULE:**

All drivers in non-capsule boats must wear, while on the water, an approved life jacket. Capsule type life jacket suits are not allowed in open boats.

PWC, River Racer, drivers in boats that run 100 mph or slower – minimum of Coast Guard approved impact type jacket.

Drivers, except PWC and River Racer, in open boats must wear an approved torso type life jacket which is commercially manufactured with a harness specifically designed for drag boat racing. Life Jackets must be worn at all times while the boat is on the water. All life jackets must be returned to an approved life jacket manufacturer for safety inspection and recertification/dating every two (2) years from date of manufacture for a parachute jacket and every three (3) years for a non-parachute jacket. The driver is responsible for ensuring that a new date tag was sewn into the jacket after recertification.

## ***DRIVER'S SAFETY CAPSULES***

All hulls running 7.50 second elapsed times and quicker will be required to have a driver's safety capsule

- It is recommended that all boats be equipped with an SFI or APBA certified driver's safety capsule
- It is the owner's and/or manufacturer's responsibility to prove to the FVDBA that the device floats
- In the event a driver of an open boat exceeds 7.50 there will be one warning per event. Upon the second infraction the boat and driver will be disqualified for the remainder of the event. If the driver continues to exceed the 7.50 rule, the Race Directors may, at their discretion, disqualify the boat and driver for one or more races.

### **AIR SUPPLY**

- Recommended 30 minute supply (30 cubic ft bottle)
- Must have a visual gauge (showing 2000 lbs at all times)
- Must be attached to frame of capsule
- Must have some type of quick release

### **SEAT BELT**

- Minimum 5 – point harness
- Must be fastened to frame work
- Must be re-certified at two year intervals from date of manufacture

### **FIRE SYSTEM**

- Halon fire system mandatory (must be certified every 2 years)
- Must have visible gauge registering in the safe zone
- Minimum 10lb bottle
- Minimum 2 nozzles directed at each side of motor

### **INTERIOR**

- All capsules must have a locating pinger
- Locating pingers must be securely mounted to interior of capsule
- All brackets and levers must be mounted on the outside of frame so as not to interfere with the driver's movements or exit in case of impact
- Seat must be attached securely to framework and reinforced as to not allow seat to flex or un-attach itself from framework
- Side load pins required at latching end of capsule windshield, minimum 5/8" chrome moly only
- All cables and hoses must be of a breakaway design (2 piece). No 1- piece cables will be allowed. Cables and hoses must break outside of the capsule

- There must be a minimum of 2" clearance from the top of the driver's helmet to the bottom of the roll cage

#### **FLOTATION**

- All capsules must have flotation
- Owner of manufacturer must prove, at the discretion of the FVDBA, that the capsule will float on surface of water (while full of water)
- Flotation must be attached in an irremovable fashion, no bolts, clamps, etc.

#### **DRIVER'S EQUIPMENT**

- Driving suit; must be non-flammable, long sleeved, elastic or Velcro closed
- Life jacket; must be APBA approved diver's capsule jacket. (must be certified every 5 years)
- Helmet; must meet "Snell 75" specifications. Must fully cover the head, neck and temple areas. "Snell 75" will be allowed in capsule boats only

#### **EXTERIOR**

- Recommended that 4 lifting eyehooks installed on opposite sides of capsule, secured to roll cage.