



Columbia Drag Boat Racing Association

New Driver Guidelines - Dexter Reservoir

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 morning before Test N Tune or Qualifying if there are no Test N Tune opportunities at the race.

New Driver or New Boat Safety Pass

All new drivers who have not driven in competition 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/or the Race Director.

Ramp

Upon entering the ramp area, the ramp director will assign the boat a lane (Inside or Outside). The ramp director 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 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 crew have a clear course to send the boats to the starting barge holding rope, the safety director will tell you on your RACEceiver Radio 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. The starter 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).

Starting Sequence CDBA (as per Rule Book)

- Course red lights are on.
- Starter will notify the next driver (using his boat number) to watch the lights.
- Course red lights are turned off, and the amber lights will begin flashing for twenty five (25) seconds, at which time each driver may commence his starting procedure.
- After the amber lights have flashed for twenty five (25) seconds, they will go solid for five (5) seconds. This will be a warning that the countdown is about to begin.
- After the five (5) second warning, the solid amber lights will go out and the countdown will begin. The countdown will start at '9' and count down to '1'. When the '1' goes out, the green light(s) will come on. Should a boat cross the starting line before the green light comes on, a flashing red light will light, indicating that a foul start has occurred in that lane.
- After displaying either a solid green or flashing red light, the lights will go out a minimum of five (5) seconds after the lead boat has crossed the starting line, and the lights will go 'red' to await the next starting sequence.

The Course from Start to Finish

Once you start, continue in your lane between the buoys. As you go through the end of the course, there will be a turn out buoy on your right approximately 150 yards. 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. Turn out and settle into the holding area.

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 director will 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 with heavy traffic on the ramp 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: Hydros: 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.

Driver's signature

Date:

New Driver's Representative's Signature

Date: