

**2010 Lucas Oil Drag
Boat Racing Series
Rulebook**



Foreword

This rule book has been compiled and published by the LUCAS OIL DRAG BOAT RACING SERIES, which includes the CDBA (Columbia Drag Boat Association), NJBA (National Jet Boat Association), KDBA (Kentucky Drag Boat Association), SDBA (Southern Drag Boat Association), and SLDBA (St Louis Drag Boat Association), with the express purpose of making clear the standards that must be met in order to conduct or participate in a sanctioned drag boat race. The rules, regulations, and safety requirements contained herein have been adopted from the member sanctioning bodies/divisions as listed in Appendix C.

Each member, participant, sponsor, promoter, potential member, potential participant, potential sponsor, or potential promoter is strongly encouraged to contact his local sanctioning body, division or chapter in order to obtain a rule book as well as any release forms which may be required to be signed prior to entry, sponsorship, or promotion of any sanctioned event. This should be done well in advance of the first sanctioned event in order that ample time is allowed to thoroughly read the rule book and release forms, and to review them with an attorney if necessary. Refer requests to the appropriate address as found in Appendix C.

Disclaimer

The rules and 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, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 sanctioning division or chapters Board of Directors, at any time, or its Sanction Supervisor/Competition Committee, during an event, shall be empowered to permit minor deviation from any of the specifications contained herein or impose any further restrictions that, in their 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 sole discretion of the sanctioning division or chapter's officials, acting in their capacity as agents of the sanctioning division or chapter, and their decision is final.

General Provisions

All annual racing members of the LUCAS OIL DRAG BOAT RACING SERIES, or any member division or chapter, together with all single event members and all associate members, as later referred to herein, by joining LUCAS OIL DRAG BOAT RACING SERIES or said division or chapter, or by entering a single event, and all sponsors or promoters, as later referred to herein, by entering into an agreement or contract with LUCAS OIL DRAG BOAT RACING SERIES or said division or chapter to sponsor or promote a sanctioned event, agree and covenant to be bound by the rules, regulations, conditions, and other provisions contained herein this **RACING RULES and SAFETY REQUIREMENTS** booklet. If any of the rules, regulations, conditions, or other provisions contained herein, or any parts thereof, are determined to be void or unenforceable, for whatever reason and by whatever authority, it is expressly understood and agreed by all annual racing members, single event members, associate members, sponsors, and promoters that the balance of the rules, regulations, conditions, and other provisions contained herein will remain enforceable. It is further understood and agreed that all annual racing members, single event members, associate members, sponsors, and promoters shall be solely responsible for obtaining and reviewing this **RACING RULES and SAFETY REQUIREMENTS** booklet and understanding the contents of same prior to and during membership in the LUCAS OIL DRAG BOAT RACING SERIES, or any member division or chapter, or prior to and during the sponsorship or promotion of a sanctioned event. It is further understood and agreed that the rules, regulations, conditions and other provisions contained herein are not to be construed against LUCAS OIL DRAG BOAT RACING SERIES, its Directors, officers, officials, members, participants, agents, race track owners and/or operators, sponsors, promoters, or any other individual or entity, as well as any member division or chapter, their Directors, officers, officials, members, participants, agents, race track owners and/or operators, sponsors, promoters, or any other individual or entity, simply because LUCAS OIL DRAG BOAT RACING SERIES, or said division or chapter and its agents helped draft same. To the contrary, it is agreed that these rules, regulations, conditions, and other provisions contained herein shall be construed such as to give the most appropriate meaning and intent commensurate with safety and the orderly administration of the sanctioned events. It is further agreed and understood that a failure to enforce any rule, regulation, condition, or other provision of this booklet shall not constitute a waiver of same, but to the contrary, same may be enforced in any or all other relevant situations. Finally, it is agreed that the rules, regulations, conditions, and other provisions contained herein this **RACING RULES and SAFETY REQUIREMENTS** booklet shall be binding upon the successors, assigns, heirs, legatees, devisees, beneficiaries, fiduciaries, and agents of each annual

racing member, single event member, associate member, sponsor, and promoter.

Assumption of Risk

The participant agrees that by entering a sanctioned event, he acknowledges that the event site is safe and suitable for racing, and he further acknowledges that by participating in the event, he may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that he has voluntarily assumed the risk of such losses and waives any claims for such losses against the LUCAS OIL DRAG BOAT RACING SERIES, as well as the sanctioning division or chapter, their Directors, officers, officials, other participants, event sponsors, event promoters, race track owners and/or operators, other event officials, other member divisions or chapters, their Directors and officers, together with all agents and designees, and discharges such persons from responsibility for such losses, and covenants not to sue such persons for such losses. All participants shall be required, as a condition of participation, to sign all required entry forms, including such releases as shall be required by the sanctioning division or chapter. For purposes of this rule book, the term participant shall include any person directly or indirectly associated with any vehicle or boat which has been permitted to enter a sanctioned event site for the purpose of competition, including, but not limited to owners, drivers, and crew members.

THE LUCAS OIL DRAG BOAT RACING SERIES, AS WELL AS THE SANCTIONING DIVISION OR CHAPTER, MAKES NO REPRESENTATIONS, OR EXPRESS OR IMPLIED WARRANTIES, THAT COMPLIANCE WITH THE RULES AND REGULATIONS PUBLISHED IN THIS RULE BOOK, OR PUBLISHED DURING THE COURSE OF THE YEAR IN ANY OTHER PUBLICATION, WILL PREVENT OR GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS OR SPECTATORS OR DAMAGES TO PERSONAL PROPERTY. These rules and regulations constitute the minimum accepted standards for competition and are intended only as a guide for the conduct of the sport. Safety is the responsibility of equipment manufacturers, builders, and participants in the event.

Those participating in any sanctioned event, who elect to leave property at said event site(s) for themselves and/or on behalf of any and all owners of such property, release, waive, discharge, and covenant not to sue the LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter, their Directors, officers, officials, event sponsors, event promoters, race track owners and/or operators, employees, or representatives from and for all liability to the participant(s) and owners of the property, their fiduciaries, personal representatives, assigns, successors, heirs, legatees, devisees, next of kin, and all others for any and all loss or damage, and all claims or

demands which may be made on account of loss or damage to any property of the participant or owner, or property of others entrusted to the participant or owner. This provision applies while the subject property is located at a sanctioned event site incidental to a sanctioned event.

Compliance of Rules

Each participant expressly agrees that by entering a sanctioned event, the participant agrees to be bound by all of the decisions, rules, and regulations of the LUCAS OIL DRAG BOAT RACING SERIES and the sanctioning division or chapter, including, but not limited to, all provisions and procedures provided for in this rule book, and by decisions, rules, and regulations which are applicable to a specific event. The participant agrees to be bound by and abide by the decisions of the sanctioning division or chapter's Board of Directors, Sanction Supervisor, Race Director, Competition Committee, or their designee, and other officials at all sanctioned events.

The participant, by entering a sanctioned event, also agrees that all decisions made during or incidental to an event are final and may not be appealed or made the basis of litigation. The participant further agrees to and does hereby release, discharge, acquit, and waive from liability the LUCAS OIL DRAG BOAT RACING SERIES, as well as the sanctioning division or chapter, their Directors, officers, officials, other participants, event sponsors, event promoters, race track owners and/or operators, all other event officials, other member divisions or chapters, their Directors and officers, together with all agents and designees, from any alleged or actual loss, claim, damage, or injury caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligent conduct or otherwise. The participant further agrees that any disputes concerning any event, the rules and regulations of the LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter, or any decisions of the LUCAS OIL DRAG BOAT RACING SERIES, the sanctioning division or chapter, or their officials, whether or not incidental to an event, shall be resolved pursuant to the procedures provided for in this rule book. The participant agrees to indemnify and to hold harmless the LUCAS OIL DRAG BOAT RACING SERIES as well as the sanctioning division or chapter and those other individuals and entities as released, for any litigation and non-litigation costs, attorney's fees, and other expenses incurred as a result of the failure of the participant or his/her agents to comply with the procedures and conditions provided for herein.

In order to ensure compliance with the rules and regulations established herein, the LUCAS OIL DRAG BOAT RACING SERIES as well as the sanctioning division or chapter reserve the right to take action against any participant for failure to comply with any decision, rule,

or regulation of the LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter. The action taken may include a suspension of a competitor's Competition Drivers License and/or membership, revocation of said driver's license and/or membership, suspension from any sanctioned event or events, expulsion from any sanctioned event or events, fines as provided for in Appendix F, public or private admonishments or reprimands, or any combination of the aforementioned actions. The LUCAS OIL DRAG BOAT RACING SERIES and the sanctioning division or chapter reserve the right to honor and reciprocally enforce any disciplinary action or other restrictions imposed by another drag boat racing association or promoter.

Waiver of Compliance

To race with the LUCAS OIL DRAG BOAT RACING SERIES or any member division or chapter, all visiting racers from any association not utilizing this rule book must be in compliance with the rules and regulations of the sanctioning body with which they are licensed. This waiver does not pertain to capsule rules, breathing apparatus rules, or performance related criteria. These items will not be compromised and each participant must comply with all rules and regulations contained herein pertaining to these subjects in order to participate in any sanctioned event.

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 Sanction 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 Sanction 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 Drivers License, the loss of one's racing

membership, or fines as indicated in Appendix F could result. Even if no chemical tests are performed, the Sanction Supervisor may, at his discretion, disqualify a participant if the Sanction 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 sanctioned event, he understands the foregoing policy and accepts the terms and conditions as outlined herein.

Each participant further agrees to hold the LUCAS OIL DRAG BOAT RACING SERIES as well as the sanctioning division or chapter, 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 LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter might take in reliance of information produced through the Substance Abuse Policy.

Advertising and Publicity

Advertising

The LUCAS OIL DRAG BOAT RACING SERIES and the sanctioning division or chapter reserve the right to regulate by guideline, the advertising which appears on any boat participating in a sanctioned event, and may from time to time publish such guidelines.

Publicity

In consideration of being allowed to promote and/or enter and by being issued entry passes, tickets, or credentials to a sanctioned event, all participants, sponsors, and promoters as well as anyone else using said entry passes, tickets, or credentials agree as follows:

1. All rights to advertising, promotion, filming, recording, exhibition, local and/or national television coverage, registered trademarks of the LUCAS OIL DRAG BOAT RACING SERIES or sanctioning bodies, as well as any other exploitation of the event, the participants and boats entered in the event, and their activities at the site of the event before, during, and after the event, and reasonably related to the event, are reserved to the LUCAS OIL DRAG BOAT RACING SERIES, the sanctioning division or chapter, and their assigns.

2. The LUCAS OIL DRAG BOAT RACING SERIES, the sanctioning division or chapter, and their assigns are hereby granted (a) full and unconditional permission to

make still or motion pictures and any other type(s) of audio or visual recordings of any participant and their boat's participation in the event and their activities at the site of the event before, during, and after the event, and reasonably related to the event; and (b) the exclusive, worldwide, and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, the entered boat for publicity, advertising, exhibition, or exploitation, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed.

3. Without prior written consent of the LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter, no one shall take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the event for use other than personal, in-home use of the participant, or cause or permit others to do so or to use the same. The LUCAS OIL DRAG BOAT RACING SERIES and the sanctioning division or chapter shall have exclusive, worldwide, perpetual, and universal use of any pictures or recordings made or used in violation of this paragraph, and the LUCAS OIL DRAG BOAT RACING SERIES, as well as the sanctioning division or chapter, shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.

Sale of Merchandise

Only the LUCAS OIL DRAG BOAT RACING SERIES, promoter, sanctioning body, or registered participants may offer merchandise for sale at a sanctioned event. All others must register with the promoter and/or sanctioning body and pay any applicable concessionaire fees. Registered participants may sell only T-shirts, tank tops, hats and such which depict said participant's boat or race team. No participant will be allowed to sell items for any other racer who is not registered at that event.

Some race sites/promoters may have additional requirements to sell merchandise at their event. It is the participants,, responsibility to comply with any additional requirements.

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Membership

Annual Membership

Annual membership in the LUCAS OIL DRAG BOAT RACING SERIES or any of its divisions or chapters runs on a calendar year basis, commencing January 1st and ending December 31st of each year. The two types of annual memberships are:

- **Racing - Boat Owners and/or Drivers**
All owners and all drivers of each boat must be fully paid annual racing members. An owner of multiple boats will be required to have only one owner's racing membership. Also, a husband and wife who jointly own a race boat will be required to have only one owner's racing membership.
- **Associate**
Any individual, sponsor, or promoter desiring to be an associate member for the purpose of receiving newsletters, race fliers, or other related correspondence.

Racing memberships of each member division or chapter will be recognized by all other member divisions or chapters. However, owners and drivers who wish to accumulate points in the High Points Championship Series or set records within a particular division or chapter must be fully paid annual racing members of that division or chapter.

Membership is open to anyone without regard to race, color, creed, national origin, religion, or sex. All members will receive a membership card, newsletter, and rule book upon payment of their dues as shown in Appendix D.

New Membership

New membership in the LUCAS OIL DRAG BOAT RACING SERIES or any of its member divisions or chapters requires the submission of a properly completed application along with the required dues. All owners and all drivers of each boat must be racing members.

Renewal Membership

Memberships may be renewed by paying the required dues along with any pertinent information such as an address change. Failure by a boat owner to renew his membership prior to the dates listed for each division or chapter in Appendix D may result in the loss of his assigned boat racing number for the upcoming year. If in a previous year or years, a renewal applicant has acted in a manner (either verbally or physically) which is deemed detrimental to the LUCAS OIL DRAG BOAT RACING SERIES, a sanctioning division, member division, chapter, any Director, official, or fellow member of any member division or chapter, as well as the sport of drag boat racing in general, his application for renewal may be denied by a

vote of the Board of Directors/Competition Committee, of his member division or chapter. If denied renewal membership in his original member division or chapter based upon the foregoing, no other member division or chapter may accept said applicant as a member.

Single Event Membership

Single event memberships are available only for Sportsman and Bracket class racers who wish to race for that specific event's purse only. A single event member is ineligible to receive points in the High Points Championship Series, set records, and has no voting privileges. If a racer desires to upgrade to a full racing membership at any time during the racing season, the difference between the single race membership(s) paid to date in the current racing season and a full racing membership must be paid. The accumulation of points shall begin with the points earned at the first race in which the racer participates as a full racing member. Said member will not receive any retroactive points from previous races in which he participated as a single event member. See Appendixes D and E.

Membership Status

The membership status of an owner and/or driver shall be that membership status which was recognized during the normal course of registration, and shall apply to said owner and/or driver throughout the entire event.

Payments / Returned Checks

All payments to the LUCAS OIL DRAG BOAT RACING SERIES, or any division or chapter thereof, must be made in U.S. funds, whether said payment is by cash or check. Any check issued and made payable to the **LUCAS OIL DRAG BOAT RACING SERIES** or any division or chapter thereof as payment of dues, entry fees, etc. which is returned by the bank upon which it is drawn as a direct result of any willful or intentional actions of the maker(s) of said check will result in the participant for whom the check was tendered forfeiting any and all rights and privileges to which he would have otherwise been entitled by virtue of said payment (beginning as of the date that the check was tendered). This shall include, but not be limited to, the loss of membership, the loss of voting privileges, the loss of any points awarded in the High Points Championship Series, as well as require restitution of any cash prizes which were paid to the participant. The restoration of privileges and accumulation of points will begin only after each individual check (along with the required handling fee as noted in Appendix F) has been satisfied by cash only in U.S. funds. The loss of any points and/or cash prizes is permanent; neither will be reinstated or returned. The division or chapter which receives any such returned check will notify **THE LUCAS OIL DRAG BOAT RACING SERIES** divisions or chapters in writing of said occurrence as well as notification of when reimbursement is received.

If necessary, prosecution to the maximum extent allowed by law may be pursued to effect collection of the returned check(s).

Correspondence

All correspondence sent to the LUCAS OIL DRAG BOAT RACING SERIES or any division or chapter thereof, as well as their Directors or officers, via public mail service, courier, wire service, electronic mail, or any other means now known or hereafter developed, shall become the sole property of the LUCAS OIL DRAG BOAT RACING SERIES or said division or chapter. As such, said correspondence may be reproduced, published, or publicly displayed in any forum or manner as the LUCAS OIL DRAG BOAT RACING SERIES or its division or chapter so chooses.

Mailing Address

Membership applications, renewals, any other inquiries concerning membership in the LUCAS OIL DRAG BOAT RACING SERIES or any division or chapter thereof, or requests for information concerning drag boat racing, should be sent to the appropriate address as listed in Appendix C. Any legal or general notice or document which needs to be sent to an individual participant will be sent via certified mail to the latest address furnished to the **LUCAS OIL DRAG BOAT RACING SERIES** or the member division or chapter on either a membership application or race registration. Such mailing shall constitute legal service even if the participant refuses to accept or fails to claim said certified mail.

Competition Drivers License

Requirement

All drivers participating in a sanctioned event are required to have a valid Competition Drivers License for the class in which they intend to compete. No driver will be allowed to enter competition without a Competition Drivers License. Competition Drivers Licenses from each division or chapter will be recognized by all other divisions or chapters. If racing using another association's license, and said driver wishes to obtain a Competition Drivers License from a different sanctioning division or chapter, the sanctioning division or chapter will issue its license only after observing said driver throughout the entire event (assuming that said driver passes all the sanctioning division or chapters requirements for the license). An issued license can be used only by the driver to whom it was assigned. All drivers in all classes are required to wear their racing driver's license or Med I tag around their neck at all times when operating a boat. (Med I tag for Modified, Stock, River Racer and PWC.)

Age Requirement

All drivers in the Professional and Sportsman classes must have attained a minimum age of eighteen (18) years in order to apply for and be granted a Competition Drivers License. Drivers in the Bracket classes are not required to have a Competition Drivers License, but they must have attained a minimum age of sixteen (16) years. Personal Watercraft minimum age is fourteen (14)

Physical

Each driver in the Professional and Sportsman classes is required to take a physical prior to applying for a Competition Drivers License. No physical is required for any Bracket class or any other class running 10:00 seconds or slower. The standard physical form provided by your sanctioning division or chapter is to be used; however, a DOT/FAA physical form will also be accepted. This physical is required to be performed every two years. It is the responsibility of the driver to have his physical form available at the first race of the season at which he applies for a new or renewal Competition Drivers License. Any driver who is found to have submitted a fraudulent physical form shall be subject to having his home division or chapters license suspended or revoked (to be determined by the Board of Directors) in addition to, or in lieu of a fine as noted in Appendix F. There is no grace period if a driver does not have a physical.

Duration of License

All Competition Drivers Licenses are issued for a two (2) year period, commencing January 1st (or the date of issue for a new driver licensed during the racing season) and expiring December 31st of the following year. A fee as indicated in Appendix E will be charged for the license.

Class Restriction

No driver will be allowed to drive a boat in any class higher or quicker than the one specified on his license. In any class where different engine and hull combinations are permitted, the drivers license will indicate the actual engine and/or hull combination which is authorized (i.e., TAF, BFJ, 8:00 Jet, 8:00 Flat, etc.).

Visual Aid

The Competition Drivers License will indicate if visual aid is required in order to drive (as indicated on the drivers state driving license or on his physical form).

Class Upgrade

Any driver holding a valid Competition Drivers License who wishes to upgrade to another class must pass the same driving test as required of a new driver. If however, the driver will be driving the same boat in which he has previously been competing, his qualifying passes may be

considered as his driving test. If this option is exercised, the qualifying passes will be run as single lane passes. The qualifying passes must be representative of the class for which the driver is attempting to license, and will be observed by the appropriate personnel to determine if the driver qualifies for the upgrade. No new physical examination will be required providing that his current Competition Drivers License has not expired. A fee as indicated in Appendix E will be charged for any upgrade.

License Renewal

In order to renew a Competition Drivers License, a driver must submit a renewal application along with a new physical examination (see "Physical" above). If a license has expired and remained inactive for six (6) months or longer, the driver may be required to take a new Competition Drivers License test. The driver must also pay the license renewal fee as indicated in Appendix E.

License Suspension / Revocation

Any driver found violating the rules or regulations contained herein or failing to follow proper directions of any sanctioning division or chapter official shall be subject to having his Competition Drivers License suspended or revoked. A Competition Drivers License may also be suspended or revoked for serious infractions of the rules of another drag boat racing association if the driver was competing at another associations race using his home division or chapters Competition Drivers License. The division issuing the license would act in such an instance only after receiving a formal written notification from the other association detailing the problem(s). At that point, the Board of Directors/Competition Committee of the division or chapter which issued the license would thoroughly review the situation and make a decision.

Drivers License Test

In order for a new driver to obtain a Competition Drivers License, he must have the physical examination completed prior to his arrival at the race event (see "Physical" above) and pay the required fee as indicated in Appendix E. All fees paid for a driving test will be forfeited at the end of the calendar year in which they were paid, even if the driving test has not been successfully completed.

The driving test must be conducted at a sanctioned event (includes sanctioned test and tune events). Arrangements for the driving test must be made at the time of registration. All test runs will be single lane runs. No side by side runs will be permitted during Competition Drivers License testing. The following test runs must be accomplished in the order in which they are listed: A first-half course run. This is to be an acceleration run, beginning at the starting line and ending with deceleration at mid-course. A full course run. This is to be a full quarter

(1/4) mile pass with safe shutdown and must be representative of the class for which the driver has applied. The full course run may be the first qualifying pass made by the driver, and needs to be run in that class during a normal qualifying session. Both test runs shall be closely monitored and observed by the appropriate officials. New drivers and upgrades are not guaranteed that they will be issued their Competition Drivers License and subsequently allowed into competition at the same event as they apply for the license. Once licensed, all new drivers as well as upgrades will remain on probation for the next two races (sanctioned by the division or chapter which issued their license) in which they compete in order to further evaluate the driver in competition. Points can still be accumulated while on probation.

High Points **Championship Series**

Purpose

The purpose of the High Points Championship Series (hereinafter referred to as Championship Series) is to promote the LUCAS OIL DRAG BOAT RACING SERIES, or its divisions, to guarantee participation of the racers, and to increase awards to the racers. Each sanctioning body will maintain its own Championship Series points/awards structure.

Duration

The Championship Series runs on a calendar year basis, commencing January 1st and ending December 31st of each year.

Annual Membership

In order to receive points and/or awards in any Championship Series, all owners and all drivers of each boat must hold current, fully paid annual racing memberships in the sanctioning division or chapter, and comply with all rules and regulations as set forth in this rule book.

Boat Number

All points in the Championship Series are awarded to the boat number. Each boat participating in the series must have a separate racing number, unless an owner wishes to race two or more boats 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 or boats may be run during both qualifying and eliminations. However, only one boat will be permitted to run in any specific round (qualifying as well as 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.

Participation

In order to receive any monetary awards from the Championship Series, all winners and runners-up in each Championship Series class must have participated in that class at a minimum of fifty-one percent (51%) of the current years races at which the class was offered.

Eligibility

The Professional, Sportsman, and Bracket classes shall participate in the Championship Series. Any boat which makes no passes in eliminations during the entire year will not be eligible to participate in that year's Championship Series.

Registration / Inspection Points

At each Championship Series event, each eligible boat, upon passing the required pre-race safety inspection, and properly completing the registration process, will be awarded two hundred (200) points.

Qualifying Points

At each Championship Series 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. Any boat which is inserted into the first round of eliminations as an alternate boat will not be awarded any qualifying points. Furthermore, no qualifying points will be awarded to any boat if qualifying is canceled and the boats are paired either by Championship Series Points or by drawing lots.

Qualifying Position Points

At each Championship Series events, 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). 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. No qualifying position points will be awarded to any Top Fuel Hydro beyond the eighth (8th) qualifying position, and no qualifying position points will be awarded to any TAH beyond the sixteenth (16th) qualifying position. All other classes will be awarded qualifying position points up to and including the thirty-second (32nd) position. 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 Championship Series Points or by drawing lots.

Official Record Points

At each LUCAS OIL DRAG BOAT RACING SERIES event, 25 points will be awarded for setting, an official record (MPH or ET) per race event.

Round Winner Points

At each Championship Series event, one hundred (100) points will be awarded to each round winner during eliminations. If a boat is given a legal single run, the boat must make that run in order to be considered a round winner and be awarded the corresponding points. Round winner points are only given if a boat makes the run and wins the round.

Bye Run Points

At each Championship Series event, one hundred (100) points will be awarded for each bye run. The points will be awarded whether the boat makes the run or not, providing the eliminations round in which the bye run occurs is completed. Also see "Eliminations / Bye Run" for further information.

Break Rule Points

At any Championship Series event, if the break rule is invoked for any class in any round of eliminations, points will be awarded as follows:

- Although the break boat is reinserted into the racing program, it will not receive any further points. The break boat will not be awarded any round winner points for the last round of eliminations in which it participated (since it had actually lost that round), but it does retain all points earned up to that point.
- The broken boat will be awarded all points which it has earned up to and including the last round of eliminations which it won.
- The live boat will be awarded all points which it has earned up to and including the last round of eliminations which it won as well as any additional round winner points which it earns from that point forward.
- Purse payout is described under "Eliminations/Break Rule."

Official Error

At any Championship Series event, no points whatsoever will be awarded for an official error, unless an official inadvertently awarded points to the wrong competitor. In that instance, the points would be deducted from the

incorrect competitor's total and awarded to the proper participant.

Retention of Points

Any boat which is eliminated, disqualified, declared broken, 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.

Incomplete Race

At all Championship Series 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.

Series Winners

Each class winner and runner-up in the Championship 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.

Tie Breaking

If there is a tie in total points within a class at the end of the year, the Championship 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 Championship Series events won by each boat.
- The total number of second place (runner-up) finishes by each boat at Championship Series events.
- The total number of eliminations rounds won by each boat at Championship Series events.
- The greater number of wins by each boat in heads-up competition between the tying boats at Championship Series events.
- The total number of Championship 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.

Records and Awards

Annual Membership

In order to establish and hold an official divisional or national E.T. or M.P.H. record, all owners and all drivers of each boat must hold current fully paid annual racing memberships in the sanctioning division or chapter and comply with all rules and regulations set forth in this rule book. Memberships must be paid prior to setting any record. A single event member who sets what would otherwise have been either an E.T. or M.P.H. record will not be permitted to become an annual racing member "after the fact" in order to claim the record

Establishing a Record

Divisional records may be set at either divisional or national events; however, national records may only be set at national events. Both E.T. and M.P.H. records are maintained for each class. Any amount under the existing E.T. record or over the existing M.P.H. record shall qualify for a new record if all other requirements are met. The backup run may precede or follow the record leg, and may be made at any time during normally scheduled qualifying or elimination runs throughout the entire event. The backup run must be within plus or minus one percent (1%) of the record leg. If the backup run exceeds the original record leg, but is still within one percent (1%) of the original record leg, the backup run will then be considered a new record, having been backed up by the original record leg. However, if the backup run exceeds the original record leg by more than one percent (1%), the backup run will be considered a new record leg, and as such, will require a subsequent backup run. If this is not accomplished, the original record leg will stand as being backed up. Both the record leg as well as all backup attempts must be completed prior to the normal conclusion of racing activities during either qualifying or eliminations. Once eliminated, a boat will not be given any subsequent attempts to back up a record.

Foul Start

A foul start will have no effect on a record leg or a backup run as far as establishing the record.

Multiple Records

If either the E.T. or M.P.H. record is set by more than one competitor during a single event, only the competitor achieving the lowest E.T. or the highest M.P.H. will be awarded the respective record.

Fuel / Oil / Water Samples

No record will be approved if the gasoline, alcohol, nitro-methane mixture, water (from the water injection system if so equipped), or engine lubricating oil is found to be

illegal, or if no sample was obtained as the boat came out of the water after either the record leg run or backup run. No sample is required for a backup run if it preceded the actual record leg, but did not exceed the existing record. It is the driver's responsibility to stay on the ramp or the immediate vicinity thereof and get his fuel, oil, and water checked. A more detailed explanation can be found under "Racing Fuels / Fuel Samples."

Cubic Inch Check

All engines involved in setting a record are subject to a P&G check or an actual physical teardown to determine the cubic inch displacement of said engine.

Disqualified Boat

No E.T. or M.P.H. shall be considered for any record if the boat was disqualified on that run and would not be eligible to return to competition for a backup run as explained under "Eliminations / Grounds for Disqualification."

Approval of Records

No divisional or chapter record will be considered official until it is approved by the Division or Chapter Record Review Committee. No national record will be considered official until approved by the THE LUCAS OIL DRAG BOAT RACING SERIES National Record Review Committee.

Racing Classes

Professional Classes

TFH TOP FUEL HYDRO
TAH TOP ALCOHOL HYDRO
Unblown Fuel Hydro
TAF TOP ALCOHOL FLAT
PM PRO MODIFIED 7:00 - 7:99

The Professional Classes listed below must adhere to the additional restrictions as noted herein.

1. All classes running in Pro Comp Eliminator will have a class ET index used to balance all classes for Even and Fair competition.
2. If a boat runs quicker than .2 seconds under its established class index in qualifying, it will cause the class index to be permanently adjusted plus .2 seconds. It effects all boats in that class. Example: Class index is 9.00 competitor runs 8.45 the index will be 8.65 for that class on Sunday. Any boat running under the class index's on Sunday immediately lowers that index with no cushion.
3. Any boat that lowers a Index needs to pass motor P&G and class specific rules. If the boat fails, they are disqualified from that race and receive no points.
4. No devices such as a throttle stops or a delay boxes can be used.
5. Once a competitor adjusts a class index in two classes with the same boat & number (example: Sets a new class index in both CF, PLF) then that competitor is restricted to compete in either of those affected classes only for the remainder of the season. They are not eligible to run a different class in PCE with the same boat and number.
6. Lane Selection see Eliminations section of rule book. Lane choice in the final round goes to the driver with the greatest difference in elapsed time (largest amount under their class index) base of their previous round ET.
7. Points are awarded to the boat number and type (Hydro, Flat or Jet), points will not be transferred to another type of boat. Each boat must have a separate racing number unless a boat has been permanently retired from competition.
8. There will be no reruns; it is the competitor's responsibility to run on their correct index.
9. The index system will add .1 second to the index's at the end of the season. The index's will be capped at .3 over current index's.
10. 2009 run data will be used to correct index's for the 2010 racing season. This will be done on a divisional basis, after which this system will be used prior to each new racing season to help maintain parity among the various classes.

11. Any index's lowered will be divisional and recognized by all sanctioning body's in that division.

BGF, BGJ, BGH

- Maximum 2 valves per cylinder
- Gasoline only
- Roots blowers only
- Maximum 565 cubic inch limit

PGF, PGJ, PGH

- Naturally aspirated (unblown)
- Maximum 500 cubic inch limit
- Maximum 2 valves per cylinder
- Gasoline only

PLF, PLJ, PLH Pro Limited Engine Spec

- Naturally aspirated (unblown)
- Maximum 482 cubic inch limit
- Single 4 barrel carburetor No split body carburetors
- Standard production intakes
No fabricated or sheet metal intakes
No welding or epoxy in intake manifolds
- No dry sumps
- No pro stock, spread port type heads (intake OEM production design)
Standard port and valves spacing only
No heads allowed with valve angle greater than (3) Degrees from O.E.M. spec
- All heads-no titanium valves
Maximum of (2) valves per cylinder
- New release heads must be approved by Tech
- Racing gasoline only (See definition of Racing Fuels)
- No nitrous oxide
- No aluminum blocks
- No transmissions or gear reduction boxes pump must be driven one to one (1:1) in relation to the engine.

CF, CJ, CH

- Naturally aspirated (unblown)
- Maximum 470 cubic inch limit
- Maximum 2 valves per cylinder
- Gasoline only

UBGF, UBGJ, UBGH

- Naturally aspirated (unblown)
- Maximum 565 cubic inch limit
- Maximum 2 valves per cylinder
- Gasoline only

UO UNLIMITED OUTBOARD

* Rules for this class can be found in Appendix G.

Sportsman Classes

PE PRO ELIMINATOR 8:00 - 8:99

TE TOP ELIMINATOR 9:00 - 9:99

Bracket Classes

ME MODIFIED ELIMINATOR 10:00 - 10:99

SE STOCK ELIMINATOR 11:00 - 11:99

RR RIVER RACER I 12:00+

PWC 1 * Personal Water Craft 1

PWC 2 * Personal Water Craft 2

* See Appendix H

The above classes comprise the makeup of the racing program. A sanctioned event need not include all of the classes listed. Each of these classes, if offered, will have the same safety requirements among all member divisions or chapters. At the discretion of the sanctioning division or chapter, a minimum number of entrants may be required to constitute a class.

Optional Classes

Subject to approval by the sanctioning division or chapters Board of Directors, the promoter may include other optional classes.

Elimination of Classes

Any class that does not have an average of two boats per race for one year, or three boats per race over two years (counting only races at which the class was offered) may be eliminated from the racing program the following year.

Class Structures

Professional Classes

- ❖ **Engines** - All blown or supercharged engines, as well as un-blown fuel engines may not exceed 565 cubic inches, except in Pro Modified. No multiple engines are allowed in any class. No turbo chargers allowed in TAH.
- ❖ **Blowers** - No variable multi-speed blowers or supercharges will be permitted in any class.
- ❖ **Fuel** - TFH may utilize only nitro-methane (sixty five [65%] minimum) and alcohol (pure methanol). TAH may use alcohol (pure methanol). All other alcohol classes must use only pure methanol. BJ may utilize gasoline, alcohol (pure methanol), or a maximum of fifty percent (50%) nitro-methane. Nitro-methane may be used with an un-blown alcohol hydro. See “**Racing Fuels**” for further information.
- ❖ **Fuel Injection** - Electronic or electrically controlled fuel systems designed to automatically sense temperature, pressure, fuel/air mixtures and instantly adjust the fuel flow shall not be permitted on any engine with exception to outboards.
- ❖ **Hulls** - Any hull design is acceptable with the exception that no blown engines will be permitted in any Professional class jet boat with a V-bottom.
- ❖ **Nitrous Oxide** - Nitrous oxide is not allowed in the following Professional classes: TFH, BFJ, TAH, TAF, PCE
- ❖ **Propylene Oxide** - Propylene oxide is not allowed in any Professional class.
- ❖ **Water Injection** - Water injection may be used in any class; however, enough water must remain in the system after each run to allow a sample to be taken.

Sportsman and Bracket Classes

- ❖ **Engines** - Engines may be any cubic inch displacement; they may be either naturally aspirated or fuel injected.
- ❖ **Blowers** - Blown engines may utilize superchargers or turbochargers; however, proper blower restraints must be used as required based upon the fuel utilized.
- ❖ **Fuel** - Gasoline, alcohol (pure methanol or ethanol), nitro-methane, or nitrous oxide may be used in any engine.

- ❖ **Hulls** - Any hull design is acceptable with the exception that no blown engines will be permitted in any Sportsman class jet boat with a V-bottom.

Racing Fuels

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 gasolines will meet this criteria. The addition of any oxygenates, 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.

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.

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.

Nitro-methane

Nitro-methane may be reduced with methanol only. No other chemical is allowed.

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.

Fuel Samples

- ❖ Random gasoline, alcohol, nitro-methane mixture, water, or oil samples may be taken from any boat at any time during a sanctioned event.

- ❖ All samples are subject to chemical analysis without prior notification to the competitor from whom the sample was obtained.
- ❖ In order for a class record to be considered for approval, a sample of either the gasoline, alcohol, or nitro-methane mixture used by the boat must be taken by the responsible official at the out ramp immediately following both the record leg run as well as the backup run. Additionally, a water sample shall be obtained after each run if the boat utilizes water injection. If there is any suspicion of any foreign or prohibited chemical or substance having been mixed with the engines lubricating oil, then an oil sample shall also be required. No samples are required for a record backup run if the run preceded the actual record leg, but did not exceed the existing record.
- ❖ If the appropriate official is not at the out ramp when the boat comes out of the water, it will be the driver's responsibility to leave the boat at the out ramp or the immediate vicinity thereof and locate the official to take the required sample.
- ❖ The foregoing two rules also apply to each final round class winner during eliminations.
- ❖ Refusal to allow any fuel or fluid sample to be taken has the same force and effect as though the sample had been taken and found to be illegal. The same fines and/or penalties may be imposed as indicated in Appendix F.
- ❖ If an irregularity is detected in a participant's fuel during qualifying, that participant's qualifying round will not count; if during eliminations, the boat will be eliminated from that event and the competition for that round will be reinstated as the winner. Two irregularities at the same event, regardless of when in the program that they occur, will result in an automatic and immediate disqualification of the participant from that event. If there is a third offense at any event during the racing year involving the same participant, a suspension of three (3) races or the balance of the racing year, whichever is the shorter, shall be the minimum penalty. A fine as indicated in Appendix F may also be imposed.
- ❖ If a fuel sample cannot be positively identified as to its legality after a final round win, the runner-up in the class shall also have his fuel checked. If necessary, the class monetary winnings may be withheld until such time as the fuel sample can be chemically analyzed.

Safety Equipment **Professional and Sportsman**

All boats which are to be registered to compete at a sanctioned event in any Professional or Sportsman class must have the following items inspected by the Safety Inspector (or his assistant). All determinations as to whether or not any piece of equipment, including both the driver's as well as the boats, 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(s).

Driver's Equipment (Professional and Sportsman)

- ❖ **Helmet** - 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 most current 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 temple area. With the exception of the driver's boat being under tow, helmets must be worn by drivers at all times while on the water. Full face helmets are mandatory in TFH,TAH,TAF,PM.

Helmet Expiration Dates:

*Snell 2000 - 1/1/2012

*Snell 2005 - 1/1/2017

*Snell 2007 - 1/1/2019

*SFI 31.1A - 1/1/2014

*SFI 31.2A - 1/1/2014

*SFI 41.1A - 1/1/2014

*SFI 41.2A - 1/1/2014

*SFI 31.1 - 1/1/2017

*SFI 41.1 - 1/1/2017

*SFI 24.1 - 1/1/2017

- ❖ **Helmet Restraints** - 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. A Hans style helmet restraint is acceptable in lieu of straps. Restraints are not required in Pro Mod, River Racer or PWC.
- ❖ **Neck Collar** - All drivers in capsuled boats must wear, while on the water, a commercially manufactured foam neck collar designed for racing.

Said collar must meet "SFI 3.3" specification. Either a 360 degree donut type or a horseshoe type may be used. Modification according to the manufacturer's recommendations to fit a driver's helmet and neck/shoulder spacing is permitted. The collar must be worn in accordance with the manufacturer's recommendations. Hans device may substitute for a neck collar. PWC will be required to wear a neck collar or helmet restraints, unless the driver is wearing a racing type life jacket, helmet restraints will then be required.

- ❖ **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.
- ❖ **Visual Aid** - At the time of the driver's equipment inspection, the driver must produce either his state driver's license or Competition Drivers License in order to verify whether or not visual aid is needed to drive. If visual aid is necessary, the driver's Competition Drivers License as well as his medical tag should so indicate. The driver must wear his proper visual aid at all times while on the water. If eyeglasses are worn, only shatterproof safety glasses may be used.
- ❖ **Medical Tag** - All drivers, while on the water, must wear fully completed medical identification tags. These plastic enclosed tags, worn on a string around the neck, contain all medical information pertaining to the driver which would be required in the event of an accident.
- ❖ **Ballistic Shorts** - All open boats running 11:99 and quicker. All PWC.s running seventy mph (70mph) and above will be required to wear ballistic shorts.
- ❖ **Driving Suit** - All drivers, while engine is running on the water, must wear approved driving suits which have been commercially manufactured specifically for racing. Said suits must be nonflammable, long sleeved, and have closed cuffs (either elastic or Velcro). All Professional and Sportsman drivers must have their official sanctioning body logo patch sewn on the upper left front side or upper left arm of the driving suit. Professional drivers must have a LUCAS OIL DRAG BOAT RACING SERIES patch on the upper right side*. Full cover shoes and cotton socks must also be worn. (*as soon as available)
- ❖ **Gloves** – All open boats running alcohol or nitro must wear fire retardant gloves
- ❖ **Life Jacket/Non-Capsule** - All drivers in non-capsuled boats must wear, while on the water, an

approved torso type life jacket which has been commercially manufactured with a harness specifically designed for drag boat racing. Life jackets need not be worn while the driver's boat is under tow. 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.

- ❖ **Life Jacket/Capsule** - Minimum flotation must be worn.
- ❖ **Radio Receiver** – Mandatory 2010 All drivers, excluding PWC, must have a radio receiver.

Boat Equipment (Professional and Sportsman)

- ❖ **General** - All hulls 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 a sanctioned 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/Competition Committee present at the event will immediately meet and decide the issue. Their decision will be final.
- ❖ **Bilge Pump** – Mandatory 2010 All boats must have a bilge pump. If a bilge pump is automatic, it must have a manual override switch.
- ❖ **Blower (Supercharger)**
 - Top Fuel Hydro: Supercharger: Required: Roots-type maximum size: 14-71, 19" case length; 11 1/4" case width; maximum rotor cavity diameter is 5.840". Helix is restricted to a maximum rotor spiral of 6.5 degrees per inch of rotor length. Manifold burst panel meeting SFI Spec 23.1, plus restraint system meeting SFI Spec 14.2 mandatory. Supercharger restraint straps must be covered. Screw-type superchargers prohibited. Remote-mounted supercharger prohibited. Variable multi-speed supercharger device prohibited
 - Roots Type - Maximum size 14-71; maximum rotor case length 19 inches; maximum case width

11.250 inches; maximum rotor cavity diameter 5.840 inches; minimum front plate thickness .250 inches; minimum rear plate thickness .300 inches. Rotor helix angle may not exceed four (4) degrees per inch. Maximum overdrive allowed is seventy percent (70%).

- Roots Type High Helix - Must adhere to same minimum/maximum case dimensions as well as maximum rotor cavity diameter allowed for standard Roots type supercharger. Rotor helix angle may not exceed six and one half (6.5) degrees per inch. Maximum overdrive allowed is seventy percent (70%).
- Screw Type - Allowed only on gasoline or alcohol motors (not allowed in Top Alcohol Flat or TFH). Must meet "SFI 34.1" specification. Maximum case length 16 inches; maximum case width 16 inches; minimum case and front plate thickness .250 inches; minimum rear plate thickness .300 inches. Screw superchargers with a rotor diameter in excess of eight and one half (8.5) inches will be limited to a maximum overdrive of sixty percent (60%); those with a rotor diameter of eight and one half (8.5) inches or less will be limited to a maximum overdrive of one hundred twenty-five percent (125%). Under no circumstances may a screw type supercharger overdrive exceed the manufacturer's SFI test maximum. A supercharger burst panel is required in addition to a manifold burst panel. Overdrive limits, as determined appropriate by the LUCAS OIL DRAG BOAT RACING SERIES (based upon performance criteria) are subject to adjustment at any time. Screw blowers are required to be returned to the manufacturer every two years from date of manufacture in order to be recertified and dated (SFI requirement). It is the responsibility of the owner or driver to ensure that the new date tag was installed on the blower after recertification.
- Aluminum superchargers to manifold studs are required with all superchargers.
- Variable multi-speed supercharger devices are prohibited regardless of supercharger type. In addition, remote mounted superchargers as well as mechanical overdrive devices will not be permitted.
- TAH Supercharger: Maximum overdrive limits for PSI supercharger: 1.87 for single propeller driven and 2.25 for dual propeller driven.

- ❖ **Blower Burst Panel (Supercharger Burst Panel) -**
A manifold burst panel meeting “SFI 23.1” specification is required on all supercharged engines using nitro-methane as fuel.
- ❖ **Blower Restraints (Supercharger Restraints) -** All blown (supercharged) engines must use SFI approved blower restraining devices as indicated below:

<u>Engine Fuel</u>	<u>Supercharger</u>	<u>SFI Device</u>
Top Fuel	Roots	14.2 Bag
Blown Alcohol	Roots/High Helix	14.1 Straps
Blown Alcohol	Screw	14.21 Bag
Blown Gas	Screw	14.21 Bag
Blown Gas	Roots/High Helix	Not Req'd

All restraining devices must be secured and in place at all times when the motor is running. Blower restraining devices are required to be returned to the manufacturer every four (4) years from date of manufacture for recertification/dating. It is the responsibility of the owner or driver to ensure that the new date tag was sewn into the device after recertification. TFH, TAH and TAF blower restraints must be re-certified every two (2) years.

- ❖ **Blast Plate / Cavitation Plate Attachment -** In Top Fuel Hydro ,Blown Alcohol Hydro, Blown Alcohol Flat and Pro Modified classes, bolts must be attached no closer to the leading edge of the plate than the diameter of the bolt used. (i.e.) (3/8 bolt 3/8 inch, 5/16 bolt 5/16 inch. Etc.) Measurement will be taken from the leading edge of plate. When flat head bolts are used, the measurement will be taken from the leading edge of the countersunk taper to the leading edge of the plate. Bolts may be attached no further than 1 inch from the leading edge of the plate. Measurement to be taken from leading edge of plate to leading edge of hole. Maximum spacing of bolts is 3 inches on center.
- ❖ **Boat Number/Class Designator -** All boats must have two (2) sets of racing numbers on each side of the boat. Only numbers are allowed; alpha/numeric combinations will not be 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. However, only one set of numbers is required on a boat if the numbers are at least four (4) inches high and located above the level of the engine’s valve covers on the sides of the capsule, the cowling behind the capsule, or the carburetor scoop, etc. 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. When a racer attends a race outside his home division, if requested by the sanctioning division, he must change his number. The class designator (i.e., TFH, BAH, PM, etc.) 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. In addition, the boat number as well as the class designator (minimum three [3] inches high) must be displayed on the passenger side of both the front and rear glass of all tow vehicles.

- ❖ **Bolts** - All bolts on critical installations such as, but not limited to, drive train, engine mounts, steering, rudders, etc. must have a minimum of one thread showing through the nut or nylon locking device. Bolts shall be of sufficient grade to provide adequate strength for the application. Ungraded and/or hardware store quality bolts are not permitted.
- ❖ **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 sponsor or the extreme forward center point of the boat.
- ❖ **Capsules** - Breakaway capsules meeting SFI specifications 36.1 (shell material), 36.2 (canopy material), and 36.3 (roll cage material) are required in the following Professional classes: TFH, TAH, TAF, BFJ, and PM. In addition, a capsule meeting the requirements outlined in Appendix G are required in UO. Capsules are also permitted in any other Professional class as well as any Sportsman or Bracket class (if used, they must comply with the requirements noted herein). All capsules, regardless of manufacturer or type, must be fully enclosed, and designed using state-of-the-art technology in an effort to minimize serious injuries to the driver in the event of an accident. It shall be the responsibility of the boat owner to select the designer and/or manufacturer that best meets his standards for a high quality, crash worthy capsule. The following standards are the minimum acceptable for each capsule:
- ❖ **Air Supply** - A minimum 30 cu. ft. high pressure (3,000 P.S.I. system) or 50 cu. ft. low pressure (2,000 P.S.I. system) air tank is required for the driver. All air tanks must be "VIP" inspected when purchased and annually thereafter. They must have a current decal affixed to the tank attesting to the inspection. In

addition, all air tanks must have a hydrostatic inspection every five years following the date of manufacture. Quick release brackets (either one quarter (1/4) inch minimum thickness aluminum or one eighth (1/8) inch minimum thickness steel, which will allow the air tank to be quickly and easily removed, must be permanently attached to the frame rails of the capsule. The quick release brackets must contain a three hundred sixty (360) degree cup type receiver at the base (or bottom) end of the air tank. This cup type receiver may be formed with a minimum one (1) inch wide strap, however it must be positioned and constructed in such manner that the upper edge of the strap is a minimum of one and one half (1-1/2) inches from the base of the air tank (measured lengthwise from the base of the tank) when the air tank is installed in the receiver. The neck of the air tank is to be held in position with a U-shaped bracket with a minimum one-quarter (1/4) inch diameter push only type quick release pin at the top which will prevent the air tank from moving in any direction when the tank is secured in the

- ❖ **Brackets** - The upper bracket as well as the quick release pin must hold the air tank around the upper neck of the tank itself, not around the valve assembly which is screwed into the tank. Nylon straps with Velcro, hose clamps, and/or nylon cable ties are not acceptable. A quick release coupler must be installed in all air supply hoses between the first stage regulator and the second stage regulator, no less than twelve (12) inches, nor more than fifteen (15) inches from the driver's mask or helmet. The quick release coupler used must be one of the following Parker fluid connectors:

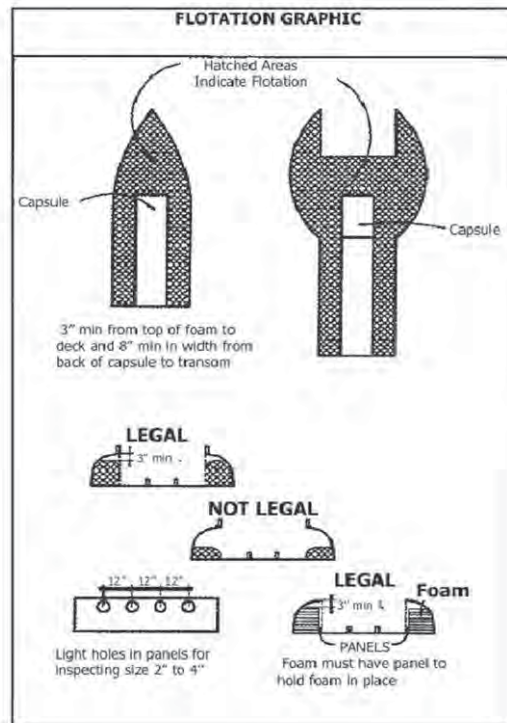
<u>Male/Female</u>	<u>Description</u>
SH1-63/SH1-62	Stainless steel non-locking
BH1-61/BH1-60	Brass non-locking

The male half of the coupling is to be installed in the air hose attached to the driver's regulator; the female half is to be installed in the air supply hose coming from the air tank itself. All fittings and connections installed within the driver's air supply system must be mechanically crimped. No push-locks or hose clamps will be allowed. The SCUBA regulator must be permanently fixed to the driver's helmet with a maximum of three (3) inches of hose between the mask and regulator. The full face helmet face shield must be completely sealed to the helmet. In addition, a neoprene neck sock must be installed in the helmet so as to provide an air tight seal. A standard open face helmet used with a normal SCUBA mouthpiece will not be permitted. It is the driver's responsibility to ensure that his air tank has been refilled to 2,800 - 3,000 PSI for the high pressure system, 1,900 - 2,000

PSI for the low pressure system, or the equivalent thereof, prior to each run (qualifying as well as eliminations). Random checks to determine if air tanks have been filled accordingly will be performed at the launch ramp prior to a boat being allowed to enter the water. Checks may also be performed at the out ramp to determine if acceptable amounts of air remain in a system after a run. See “Qualifying/Qualifying Attempt” as well as “Eliminations/Ramp Call/Launch” elsewhere in this book. Full face helmets are mandatory in TFH, TAH and TAF, Pro Mod.

- ❖ **Breakaways** - No one piece cables or hoses may be used between the capsule and the boat. One piece throttle cables will be allowed if you use RBR one-piece cable holder. All cables must utilize a breakaway device meeting “SFI 11.1” specification, with the break point positioned outside of the capsule. If a fuel shut-off valve is installed in the boat and said valve is controlled by an air system in lieu of a cable, the valve must be designed so that it will automatically close upon loss of air pressure. No plastic hoses or lines may be located in the engine area to activate the parachute or fire system.
- ❖ **Fire Control** – “Cold Fire”, Halon, CO2, Dry Chem, NAFS-111, or Fire X system with a ten (10) pound minimum bottle and visual gauge is mandatory, except in Pro Mod. It is recommended at least two (2) single orifice nozzles or one (1) multi-orifice nozzle must be aimed at each side of the motor. The activating switch must be located inside the capsule.
- ❖ **Flotation** - All capsules must have sufficient flotation to keep the capsule floating even when completely filled with water. In addition, any boat in which a capsule is installed, must have the maximum practical amount of flotation installed between the underside of the boat’s deck and the inside of the hull. Said flotation must extend from the bow of the boat to the back of the capsule, and then within each gunnel to the rear of the boat. Flotation is not required across the transom area. The flotation used must be of a type specifically designed and manufactured to provide buoyancy in water. All flotation must be attached, bonded, or installed in such a manner as to render the flotation virtually impossible to remove. No bolts, clamps, etc. may be used to hold the flotation in place. No peanut foam or block foam will be allowed. If cosmetic or protective panels are installed over the foam, they must either be removable or have inspection holes in them in order to visually verify the presence of the foam.

SEE NEXT PAGE FOR DIAGRAM



- ❖ **Interior** - All brackets and levers should be mounted so as to prevent injury or interference to the driver in the event of a crash or emergency exit from the capsule. All interior items, such as the seat, must be securely attached to the capsule frame rails. Reinforcements should be used where needed to prevent excessive flexing which could result in the separation of components within the capsule. Foam padding which has a minimum one quarter (1/4) inch compression and meets SFI specification 45.1 must be installed around the head hoop as well as all head hoop supports in the roll cage assembly. No tinting is permitted on the windshield (canopy) in order that divers may see into the capsule if it is submerged.
- ❖ **Latch Pins** - Latch pins must be one-half (1/2) inch minimum diameter push only type with a spring load of at least five (5) pounds. The ring should be attached to the body of the pin assembly rather than to the end of the release button. If necessary, a spacer must be used so as to position the release head of the pin no deeper than one (1) inch from the outside of the capsule.
- ❖ **Lift Rings** - Each capsule must be equipped with a minimum of four (4) lift rings (or hook eyes) located on opposite sides or ends of the capsule. One lift ring must be installed on the top or the very top of the front of the capsule. It must be in sight or visible through an inspection cover. One lift ring must be installed on the top or the very top of the back of the capsule. This top

lift ring must have a forty-five (45) degree rope deflector installed on the leading edge of the lift ring. Two lift rings must be installed on each side of the capsule above the boat deck. All lift rings must be attached to the frame rails.

- ❖ **Locating Device** - A Diagnostics ELP-362A Locator Beacon (Pinger) which will transmit an acoustic signal underwater on a frequency of 37.5 KHz must be securely mounted inside each capsule. Nylon cable ties may not be used for such mounting. The mounting position must be such that the activating end of the Pinger will instantly be covered with water if the capsule submerges. Consideration in the mounting position should also be given to the fact that the Safety Inspector will require easy access to the Pinger in order to test the batteries. Pinger batteries will be tested every race. Boat # must be on outside of Pinger.
- ❖ **Master Cut off** – 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 1/8th 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, drivers area or compartment, rescue crew or track officials can reach it. Location must be clearly marked.
- ❖ **Mounting** - Breakaway capsules must be mounted to the top third (1/3) of the boat’s stringers, using a maximum of four (4) grade 2 five sixteenths (5/16) inch bolts and nuts without any washers.
- ❖ **Paint** - The bottom and two (2) inches up the sides and back of the capsule must be yellow. The paint is PPG “Bright Iridescent Yellow” #DAU83034. The Gel coat is Erskin-John Co. “High Hide Yellow” #YG30047YY33 (item #48300474). If you have a yellow capsule and/or boat, you must still conform to the above, and in addition, add a bright red four (4) inch wide cross (+) or X on the bottom of the capsule.
- ❖ **Pour in Seats** – Pour in seats in capsule boats mandatory.
- ❖ **Rear Doors** - All capsules that have a removable rear door must have the door sealed in accordance with the capsule manufacturer’s directions and/or specifications.

- ❖ **Seat Belt** - The seat belt must be a “SFI 16.1” specification approved five point harness commercially manufactured by a recognized safety equipment manufacturer. The shoulder belts must be securely mounted to the roll cage frame rails in accordance with the manufacturer’s instructions. Absent specific instructions from the manufacturer, the belts should be secured to the roll cage frame rails approximately four (4) inches below the level of the driver’s shoulders, but in no case should they be mounted higher than level with the tops of the driver’s shoulders. The crotch strap must go through the seat and anchor to the roll cage frame rails behind the driver’s chest line. “PUSH TO RELEASE” latches will not be permitted on any harness. The safety harness must be recertified/dated by the manufacturer every two (2) years following date of manufacture. The owner or driver is responsible for ensuring that a new date tag was sewn into the belt after recertification.

- ❖ **Side Load Pins** - Side load pins, designed to prevent the capsule canopy (or windshield) from shifting to either side in the event of a crash, must be located on each side of the canopy at the latching end. The pins must be a minimum five eighths (5/8) inch chromemoly.

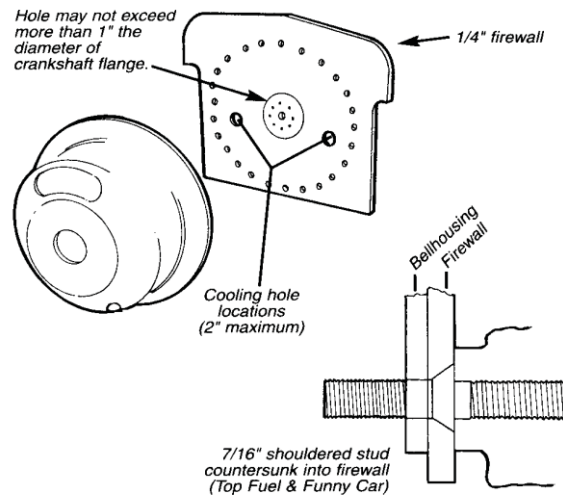
- ❖ **Exterior Capsule Release** - A cable shall be installed securely, one end to be attached to the inside latch release of the capsule lid, the other routed to either the toe of the capsule or the rear of the capsule. The end to the outside will have a loop, or a way to grasp the end of the cable, that will enable rescue personnel to pull and it will release the capsule lid. The exposed end must be recessed or secured by a removable cover to prohibit the cable from snagging or accidentally releasing, in case of an accident.

- ❖ **Capsule Orientation** - Each driver of a capsule equipped boat must, prior to entering his first sanctioned event, demonstrate the ability to use his breathing apparatus. Each driver’s equipment will be checked to ensure that it functions properly and that the driver is familiar with its operation. The test requires that a driver go underwater in a swimming pool or at the local race site (subject to approval by the Lead Rescue Diver) with his air tank, regulator, and helmet while under the direct supervision of said diver. The Lead Rescue Diver will also have the authority to determine if the driver demonstrates the ability to properly use his equipment underwater. The Lead Rescue Diver’s decision shall be final with regard to all matters relating to underwater safety. Any adverse decision by the Lead Rescue Diver is subject to review by the Board of Directors of THE LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter.

- ❖ **Capsule Driver Recertification** - A driver will be required to have a recertification class with the breathing system no longer than four years on the anniversary of the expiration of their competition driver's license. The lead rescue diver may choose to recertify the driver by taking the driver to the water either in a pool, or at the race site, and have the driver submerge himself under water, to adequately check the proper operation of the breathing system.

- ❖ **Chrome Plating** - No chrome plating or, coating that will not allow the ability to crack check any of the underwater hardware is not permitted on any underwater hardware in any class whatsoever.

- ❖ **Clutch and Bell Housing** - All boats utilizing a clutch must have a steel hydro formed bell housing. Boats employing supercharged engines must have a 4130 steel liner, .090 minimum thickness, welded to form a circle the depth of the flat parallel part of the housing. The liner must have the ability to rotate in order to absorb energy in the bell housing. A clutch adjustment slot is acceptable if made to the specification outlined for the slot and 1/4 inch steel cover and attachment. A motor plate must be installed between the engine and bell housing. The plate must be a east ¼ at least 1/8 inch thick steel or 7075T-6 aluminum and cover the entire flanged face of the bell housing, attached on the top 180 degrees to the engine block with at least seven (7) three eighths (3/8) inch high strength steel alloy shouldered studs or 3/8"-24x1-1/8" high strength steel alloy screws (AN 507 - C624 - R18), countersunk one hundred (100) degrees and threaded into the motor plate in six (6) places (between each bolt and/or dowel pin on the upper 180 degrees of the motor plate and five (5) studs. The bottom 180 degrees of the housing must be fastened to the motor plate by means of eight 3/8 inch grade 5 or better bolts, washers, and nuts equally spaced below the crankshaft centerline. One inch diameter steel washers must be used on the front side of the motor plate to prevent the nut from pulling through. No more than seven (7) inches will be allowed between the holes. A clutch inspection and maintenance hole may be cut on the back angle of the bell housing. The opening may not exceed eight and one half (8-1/2) inches in length, measured in a straight line, and may not extend forward of the clutch cross shaft. Its end must be fully radius to produce an oval shaped opening. A cover for the inspection hole must be at least one quarter (1/4) inch thick steel and be fastened with at least twelve (12) 3/8 inch grade 8 cap screws. A one quarter (1/4) inch steel fillet must be attached to the inspection cover that fills the hole in the bell housing so that it is flush on the inside of the housing. Welding to repair a bell housing not conforming to this specification is not allowed.SEE NEXT PAGE FOR DIAGRAM



- ❖ **Decal LODBRS** & supporting sanction body logo decal shall be affixed to the exterior surface on each side of all boats. Said decal shall be mounted in close proximity to the cockpit area, and located in such a position that it is clearly visible when viewed approximately fifteen (15) feet from the boat.
- ❖ **Drive Line Cover** - The drive line in a jet boat is defined as a drive shaft of any length whatsoever which has U-joints attached. The drive line in a flat bottom or hydro is defined as extending from the V-drive to the center of the rear coupler of the engine U-joint within two and one half (2-1/2) inches of the flywheel adapter. These drive lines must be fully enclosed with a three hundred sixty (360) degree drive line cover made of one quarter (1/4) inch minimum thickness aluminum or one eighth (1/8) inch minimum thickness steel. No perforations will be allowed in the cover, which must be designed, constructed, and installed in such a manner that it will maintain total structural integrity in the event of an inadvertent failure of the drive shaft or its attached U-joints. No cover is required in any jet boat which utilizes a splined coupler in lieu of a drive shaft with U-joints. No cover is required in any flat bottom or hydro equipped with an approved capsule and utilizing a splined coupler in lieu of a drive shaft with U-joints.
- ❖ **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. 1/4 inch x 2 inch wide flat steel.
 3. 1/4 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.

- ❖ **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.
- ❖ **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 sanctioned 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.
- ❖ **Flywheel Cover** - All inboard powered boats must have a three hundred sixty (360) degree flywheel cover made of production cast aluminum (or the equivalent).
- ❖ **Fuel Shut-Off Valve** - All fuel injected boats must have a quick action fuel shut-off valve. The valve control must be in front of and within easy reach of the driver. If the valve control is installed within a capsule, see Capsules / Breakaways for restrictions on the control mechanism. The valve itself must be installed in the fuel line between the main fuel pump and the fuel injectors.
- ❖ **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 after market balancers do not require a shield.
- ❖ **Holding Rope Deflector** - A holding rope deflector is required on all boats in order to deflect the holding rope over the highest as well as around the widest points of the boat from the driver's 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 forward 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. Capsule boats utilizing a holding rope deflector between the capsule and the engine must employ a slip joint at one end so the capsule and engine are not bolted together by means of the deflector. Vinyl plastic encased wire rope may be used between the engine and wing on flat bottoms equipped with a wing. Said wire rope must be a minimum of one eighth (1/8) inch in diameter, excluding the vinyl plastic covering.

- ❖ **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.
- ❖ **Impeller Release Mechanism** - All jet boats (With the exception of river racers) must have either an approved mechanical impeller release mechanism (ratchet) or an approved pressure release valve (pop off). If desired, both release mechanisms may be employed.
- ❖ **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 along side 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 the 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.

- ❖ **Paddle** - All open boats shall have a paddle, securely mounted, within easy reach of the driver.
- ❖ **Parachute** - All Professional class hydros will be equipped with a parachute; TFH will be required to have three (3) and TAH are required to have dual (2) parachutes. TFH will require the 3rd parachute on a separate release lever for third chute deployment. If any chutes are operated by air, in TAH or Pro-Mod, then one mechanical lever will be installed, to operate all chutes at once. Sportsman hydros are not required to have a parachute, but it is recommended. On any boat using nitro-methane as fuel, it is mandatory that the parachute pack and unpack shroud lines be protected with fire-resistant material. Parachutes are subject to deployment during safety inspection.
- ❖ **Parachute Release Mechanism** - The parachute release mechanism shall be located in such a position as to be readily accessible to the driver. In addition, it is recommended the release mechanism must have the capability of being activated without the driver having to remove either hand from the steering wheel (i.e., a foot operated release pedal or a release activating button on the steering wheel, etc.) Any system that is activated either electrically or by air pressure must have a mechanical override or backup release, either of which must be readily and easily accessible to the driver. If equipped with dual parachutes, the primary release mechanism must release one parachute, and the backup release mechanism must release the second parachute.
- ❖ **Pressure Release Valve** - All jet boats (except the river racer class) are required to utilize either an approved mechanical impeller release mechanism (ratchet) or an approved pressure release valve (pop off). If desired, both release mechanisms may be employed. The pressure release valve must be so designed as to open automatically in case of an engine failure or other serious uncontrolled emergency. Once activated, the valve must remain open until such time as the boat is back on the trailer, whereupon the valve will be manually reset. The valve piston size must be a minimum of four (4) inches in diameter, resulting in a minimum thirteen (13) square inches of unrestricted exhaust opening. The pressure release valve, if used, must be installed on the intake side of the jet pump bowl. A tattletale pressure gauge (0-200 lbs) must be installed within two (2) inches of the packing nut. A manual override button must also be installed on the steering wheel of the boat. If only a

pressure release valve is used, it must function properly on each and every pass during eliminations.

- ❖ **Propeller** - No chrome plated, brass, or aluminum propellers will be allowed on any flat bottom or hydro. 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.
- ❖ **Propeller Shaft** - The minimum diameter for the propeller shafts (prop shafts) for all inboard powered hydros and flat bottoms shall be as follows:

<u>Class</u>	<u>Primary Shaft</u>	<u>Secondary Shaft</u>
TFH	1-1/4 inch	1-3/8 inch
TAH	1-1/8 inch	1-1/4 inch
TAF	1-1/8 inch	1-1/8 inch
PM	1-1/8 inch	1-1/8 inch
All Others	1 inch	1 inch

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.
- ❖ **Propeller Shaft Release** - All inboard powered flat bottoms and hydros must be equipped with a propeller shaft (prop shaft) release mechanism installed in the boat's drive line.
 - ❖ **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.
 - ❖ **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. Steel rudders for TFH shall be a minimum of five

eighths (5/8) inch thick at the clamshell, and the clamshell itself shall be a minimum of five eighths (5/8) inch thick on each side of the rudder. All other hydro rudders shall be a minimum of one half (1/2) inch thick at the clamshell, and the clamshell itself shall be a minimum of one half (1/2) inch thick on each side of the 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 (3/8) 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.

- ❖ **Safety Collar** - All inboard powered flat bottoms and hydros 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 hydros 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.
- ❖ **Safety Chain** – All trailers must have and use a safety chain.
- ❖ **Steering** - All boats utilizing open cable steering must have said cable a minimum of three sixteenths (3/16) inch in diameter and the cable ends at the turnbuckles must be double clamped and taped. On all capsule equipped flat bottoms, the steering gear box must be bolted to the bulkhead, not on the front of the capsule. A slip joint must be employed to connect the steering shaft to the steering gear box. A one eighth (1/8) inch diameter cable is allowed in jet boats if said cable is exposed only from the transom outward. Any Sportsman outboard with an E.T. index of 8:99 or quicker utilizing a hydroplane hull may not use the motor to steer the boat. The motor must be locked in a straight ahead position and steering accomplished by a separate rudder assembly.
- ❖ **Throttle** - Must be operated by drivers foot. No electronic, pneumatic, hydraulic or delay boxes will be allowed. No use of global positioning system (GPS) will be allowed.
- ❖ **Throttle Return Spring** - All boats utilizing carburetors or fuel injectors must have two quick

action return spring attached to that part of the throttle linkage which is connected to the butterfly shaft arm per carburetor. 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

- ❖ **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.

Safety Equipment **Bracket Classes**

All boats which are to be registered to compete at a sanctioned event in any Bracket class with an E.T. of 10:00 seconds or higher (slower) must have the following items inspected by the Safety Inspector (or his assistant). 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(s). No driver's physical is required for entry into these classes.

Driver's Equipment

- ❖ **Helmet** - Same as Professional class. River Racer and PWC may run DOT or Snell rated Helmets.
- ❖ **Helmet Restraint in ME & SE** - Same as Professional class. RR and PWC recommended.
- ❖ **Eye Protection** - Same as Professional class
- ❖ **Visual Aid** - Same as Professional class
- ❖ **Medical Tag** - Same as Professional class
- ❖ **Driving Suit** - All drivers, while on the water, must wear long sleeved shirts and pants, socks, and full cover shoes. Drivers of any boat using nitro-methane, alcohol, or nitrous oxide must wear a nonflammable professional type driving suit.
- ❖ **Life Jacket** - All drivers, while on the water, must wear an approved racing type flotation jacket. Drivers in boats which run less than 100 M.P.H. may wear an impact type life jacket. River Racer & PWC lifejackets must be coast guard approved or racer type lifejacket.

High Impact recommended. All jackets must appear to be in good condition.

- ❖ **Ballistic Shorts** - All open boats running 11:99 and quicker. All PWC's running seventy mph (70mph) and above will be required to wear ballistic shorts.
- ❖ **Radio Receiver** – Same as Professional. Mandatory All drivers, excluding PWC, must have a radio receiver.

Boat Equipment

All boats, regardless of engine, must have the following items inspected per the rules and regulations set forth under “**Safety Equipment - Professional and Sportsman.**”

- ❖ **General**
- ❖ **Bilge Pump – Same as Professional class**
- ❖ **Boat Number**
- ❖ **Bow Eye**
- ❖ **Drive Line Cover/Loop**
- ❖ **Fire Extinguisher**
- ❖ **Flywheel Cover**
- ❖ **Fuel Shut-Off Valve**
- ❖ **Holding Rope Deflector**
- ❖ **Impeller**
- ❖ **Kill Switch**
- ❖ **Master Cut off – Same as Professional class**
- ❖ **Paddle**
- ❖ **Prop Nut Keyed, Wired, or Double Nuts**
- ❖ **Safety Collar**
- ❖ **Safety Chains– Same as Professional class**
- ❖ **Throttle Return Springs**

Water Safety

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.

Unsafe Equipment

Any participant at a sanctioned 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 sanctioned 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 sanctioning division or chapter's Board of Directors.

Smoking in Boats

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

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.

All Outboards

Firing on in ramp on trailer strictly prohibited, except for 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.

Driving to the 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.

Accidents

Any boat which is involved in an accident at a sanctioned 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 LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter as outlined in "Retention of Boats and Parts" elsewhere in this rule book. Any driver who is involved in an accident at a sanctioned 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 Drivers License (or notification of said refusal to the home division or chapter if the driver is competing under another division or chapter's license).

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, it's probable causes, and possible means of prevention.

Conduct And 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, 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 Drivers License, loss of High Points Championship Series points, or fines as indicated in Appendix F. 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 their member division or chapter's Board of Directors 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.

Sanction Revocation

If the event sponsor, promoter, or any of their designated officials or workers fail to comply with any of the rules or regulations contained herein and/or the terms of the Sanction Agreement, the Sanction Supervisor may, at his discretion, revoke the Sanction Agreement at any time prior to or during a sanctioned event. Should such a revocation occur, all participants shall be informed immediately.

Registration

At their discretion, the LUCAS OIL DRAG BOAT RACING SERIES, as well as the sanctioning division or chapter reserve the right to refuse to allow any person or persons to register and/or participate in any sanctioned event. The following must be accomplished prior to leaving the registration area:

- ❖ Racing membership verified for all owners and all drivers of each boat.
- ❖ Competition Drivers License checked for class and expiration date for all drivers of each boat.
- ❖ All forms and releases must be completed and signed by each owner, driver, and crew member.
- ❖ Payment of all dues, fees, etc. A receipt will be issued for all monies paid.
- ❖ Driver's personal safety equipment as well as the boat and its related safety equipment must pass safety inspection.
- ❖ All boats must be brought to the TECH area for tech/safety inspection.

No boat will be allowed to attempt to qualify, or compete in eliminations without all of the above items having been completed.

Membership / Forms / Releases

All owners and all drivers of each boat registering to compete in a sanctioned event must be fully paid annual racing members of one of the member divisions; otherwise the owners and each driver must join the sanctioning division or chapter. The owner's racing number must match the number on the boat. Boat numbers cannot be changed nor hull ownership transferred after the boat has once registered at any specific event. The driver of the boat must have a valid Competition Drivers License for the class in which he desires to register. Each owner, driver, and participant must also execute and sign any and all registration and release forms as required.

One Boat / One Class

All boats may compete in only one class at any one event. Participants must pick a class in which to register and attempt to qualify; however, after qualifying, they will be permitted to change to any other class for which they are qualified if they so desire. See "Qualifying/Class Changes" elsewhere in this rule book for a more detailed explanation.

Class Capability

A boat may enter any class as long as it meets all the criteria for that class as set forth in this rule book and has the capability of running speeds and elapsed times representative of that class. The Sanction Supervisor shall have the final decision as to the capability of any boat. The purpose of this rule is to prevent a boat from entering a class for the sole purpose of increasing the purse in that class when the purse structure is based on the number of boats entered.

Multiple Drivers

If there is more than one driver for any particular boat, each driver must be a fully paid annual racing member of one of the member divisions and have a valid Competition Drivers License for the class in which the boat is being registered. Furthermore, each driver must execute and sign all required registration and release forms. If applicable, a fee as indicated in Appendix E will be charged for each additional driver.

Suspension

No boat will be allowed to register or participate in any sanctioned event if ***THE LUCAS OIL DRAG BOAT RACING SERIES*** or the sanctioning division or chapter has been formally notified in writing of a suspension from competition involving either the owner, driver, or any crew member by any of the other major drag boat racing sanctioning bodies. Only the sanctioning body which originated the suspension may, in writing, revoke the suspension. Any owner, driver, or crew member who is suspended as described herein may appeal his suspension to ***THE LUCAS OIL DRAG BOAT RACING SERIES*** Board of Directors. Their decision shall be final.

Entry Fees

Entry fees are found in Appendix E.

Registration Closed

No boat will be allowed to register after registration has been officially closed, unless prior approval is received from the Sanction Supervisor.

Boat Ownership at Event

Once a boat has been registered at the event it may not be sold and raced under another number.

Starting Procedures

Point of View

All references herein shall be as seen by a driver sitting in a boat at the starting line holding rope.

Holding Rope

The starting line holding rope shall be located one hundred twenty-five (125) feet in front of the starting line.

Reaction Timers

Reaction timers will be an integral part of the official starting system. In the unlikely event of a system malfunction which causes the foul start light to work improperly, the reaction times may be used to determine foul starts. Reaction times for each competitor shall be posted at the timing tower along with the E.T. and M.P.H. for each run.

Starting Clock

All race courses will use the official starting clock and timing system furnished by the sanctioning division or chapter. The lights on the right side of the clock will represent the right lane, and those on the left side, the left lane. The lights for each lane shall be situated vertically, commencing with red at the top, amber in the center, and green at the bottom. The computer will be the deciding factor in a foul situation if a discrepancy occurs between the reaction time and the starting clock, unless it is an obvious malfunction of the equipment.

Starting Clock Definitions

Each of the following definitions of starting clock light functions apply to either lane:

- ❖ **Red Lights** - Course Closed! - Drivers must come to an immediate stop. Do not proceed any further until so instructed by the Starter. Failure to heed the red lights is grounds for disqualification (determination to be made at the discretion of the Starter).
- ❖ **Blinking/Solid Amber Light** - This indicates to the driver that the starting clock countdown is imminent. Watch the clock closely!
- ❖ **Solid Green Light** - Indicates a legal start. GO!
- ❖ **Solid Red Light** - Indicates that a foul start has occurred in that particular lane. The boat in the lane

displaying the solid red light has broken the starting line light sensor beam prior to receiving a green light.

Starting Sequence SDBA/NJBA

- ❖ 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 thirty (30) seconds, at which time each driver may commence his starting procedure.
- ❖ After the amber lights have flashed for thirty (30) 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 will 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.

Starting Sequence CDBA

The CDBA starting procedure differs from most in the countdown clock and a regulation Christmas Tree instead of the traffic lights. After the drivers have given the thumbs up the starter will begin the starting sequence. The countdown clock on top of the Christmas Tree is a 16” LED dual clock that begins at 30 seconds and counts backwards to 2 and then resets to 9 and counts down to 0 in ½ second increments. The Christmas Tree lights will start down when the corresponding second count lights. When the clock reaches 0 the green light is lit and the RT timer begins. In the event of a red lit course the countdown clock will go dark and drivers are to shutoff their engines and wait for instructions. During eliminations, the trailing boat must cross the starting line within five (5) seconds of the lead boat's green light or the lead boats crossing of the starting line, or it will be eliminated.

Starting Sequence KDBA/SLDBA

- ❖ Course red lights are on
- ❖ Starter will notify the next driver (using his boat number) to watch the lights.

- ❖ Amber lights will begin flashing for thirty (30) seconds, at which time each driver may commence his starting procedure.
- ❖ After the amber lights have flashed for thirty (30) 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 “20” and will count down to “0” in half second increments. When the clock says “0”, the green light(s) will come on. Should a boat cross the starting line before the green light comes on, a red light will light, indicating that a foul start has occurred in that lane.
- ❖ After displaying either a solid green or red light, the lights will go out a minimum of five (5) seconds after the lead boat has crossed the starting line.

Qualifying

Driver Limitation

Each driver who enters competition at a sanctioned event will be permitted 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.

Drivers Meeting

A drivers meeting may be held whenever necessary. Attendance at such meetings is mandatory. Roll call may or may not be taken. If a roll call is made, any driver who is absent will automatically be eliminated from the racing program.

Number of Qualifiers

All classes except Top Alcohol Flat, Top Alcohol Hydro, and Top Fuel Hydro shall consist of thirty-two (32) boat fields at divisional races as well as National Series Events. Top Alcohol Flat and Top Alcohol Hydro will be limited to a sixteen (16) boat field and Top Fuel Hydro to an eight (8) boat field.

Installation and Removal of Rudders and Drain Plugs

Rudders and/or drain plugs may not be installed at the launch ramp, nor removed at the out ramp.

Starting of Motors

No driver may start or attempt to start his boat's engine while on the launch ramp unless so authorized or instructed by the Ramp Manager (or his assistant).

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. Any capsuled boat which reports to the launch ramp for the purpose of making a qualifying attempt, and is found to have the driver's air tank not properly filled, will forfeit that qualifying attempt and receive no makeup attempt. Once a boat is in the water and leaves either the launch ramp or the launch ramp holding rope heading to the starting line holding rope, no further outside mechanical assistance or repairs will be permitted. If any boat still at the launch ramp or launch ramp holding rope requires outside mechanical assistance or repairs when instructed to proceed to the starting line holding rope, the time allowed to receive the assistance or to complete the repairs will automatically end when the last boat (excluding the boat[s] receiving assistance or making repairs) in that scheduled round has reached the starting line holding rope. Under no circumstances will the race program be delayed in order to accommodate any boat receiving outside assistance or making repairs. A qualifying attempt is defined as the boat reaching the starting line holding rope under its own power, leaving the holding rope when so instructed, under its own power, and subsequently crossing the starting line. Regardless of whether or not the run is completed, if the above requirements are met, the boat will be deemed to have made a valid qualifying attempt. If a boat is unable to start when called upon, the starter may allow the remainder of the class to run, and then recall that boat. If the boat is still unable to start, that qualifying attempt will be forfeited and no makeup attempt will be permitted. At the discretion of the sanctioning association, Pro Mod may be given the option of driving or being towed to the starting line holding rope. If the boat is towed, the driver must have all safety gear in place and may not remove any of it once he leaves the in ramp. Doing so will result in disqualification of that qualifying or elimination round.

Qualifying Attempt Voided

On any qualifying attempt, any driver who hangs 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.

Foul Start

During qualifying, any competitor who commits a foul start will not be penalized. The boat will receive both the E.T. and M.P.H. for that run, and the run will still be considered a valid qualifying run.

Breakout / Failure to Prove Capability

During qualifying, any E.T. format class boat that breaks out or fails to prove capability for the class will not be eliminated or penalized in any manner. However, qualifying positions will be affected as described under "Pairing for Eliminations."

Identical E.T.s

If two or more boats in the same class record identical E.T.s during qualifying, the boat registering the higher M.P.H. shall be considered the quicker for the purposes of pairing for eliminations. If the boats were to have both identical E.T.s and M.P.H., then the boat which first recorded the E.T. would be considered the quicker for the purposes of pairing for eliminations. In the event that the run was a dead heat, that round would be rerun.

Official Error / Malfunction

Should any competitor fail to receive an E.T. on any qualifying run due to either an official error or a mechanical malfunction of the timing system, every effort shall be made to give that boat a makeup run.

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 fifteen (15) 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.s 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 in order to effect the change. Failure to notify the timing tower of a desire to change classes will result in the boat remaining in the class in which it was registered.

Stopping on Course

After completing a qualifying attempt, or elimination round, any driver that fails to drive off the race course will be deducted 25 points from their point's total. Any driver deploying a parachute will be allowed to stop, retrieve his parachute, restart the motor, and drive off the race course.

At any race course where physical conditions so dictate, this rule may be waived with proper notification to all competitors. This rule does not apply to Top Fuel Hydro. "Driving off the course" means the starter can run the next pair without waiting for your boat to be towed.

Drainage of Oil and Water

Due to environmental concerns, no fuel, oil, water, or mixture thereof may be drained or pumped from any boat at either the in or out ramp. Said liquids must be disposed of properly in designated areas.

Qualifying Incomplete

If qualifying is not completed at any sanctioned race, no E.T.s from any incomplete class round will be considered for qualifying purposes. A class round is considered complete when the class is called to the ramp, launched, and each boat which proceeds to the starting line holding rope has been given an opportunity to make a qualifying attempt. If a class round is interrupted in the middle of the round, the E.T.s for the boats which have run will not be considered unless the remainder of the class is subsequently able to complete that round. If the interruption requires that the boats be removed from the water, only those boats which were on the starting line holding rope and were not permitted to make a qualifying attempt will be allowed to return to the water if the class is recalled at a later time. Any class which is unable to complete its first round of qualifying will be paired as outlined under "Qualifying Canceled."

Qualifying Canceled

If qualifying is canceled at the first race of the season, boats shall draw lots for the purpose of pairing for eliminations. At any subsequent race, the boats will be paired by class for eliminations using the Championship Series point totals for each boat (highest number of points equals #1 qualifier; second highest number of points equals #2 qualifier, etc.). Boats having no points shall draw lots for the remaining qualifying positions. If qualifying is canceled, all competitors must run in the class in which they registered, unless they notify the timing tower of a desire to change classes as explained previously in this section under "Class Changes." If in the opinion of both the Sanction Supervisor and Race Director, a single round of qualifying can be accomplished on the day of eliminations, this option may be exercised. Their decision shall be final. During the event due to weather or factors, which do not permit the course to run 1/4 mile eliminations or qualifying, 1/8 mile may be used. The decision to run 1/8 mile will be on a class-by-class basis to be determined by water conditions. As conditions dictate, the race will revert back to 1/4 and/or 1/8 mile. Changes will not be made to classes in the water or on the ramp. If during qualifying, both 1/4 and 1/8 mile rounds are completed, all 1/4 mile times shall be used. Points will

continue as normal whether, 1/4 or 1/8 mile is run. In such a case, the sportsman classes, including and up through PM, would use the following times on the 1/8 course:

1/8 Mile Qualifying/Eliminations

<u>Class</u>	<u>1/8 Mile Breakout</u>
Pro Modified	4.20-4.59
Pro Eliminator	4.60-4.99
Top Eliminator	5.00-5.49
Modified Eliminator	5.50-5.99
Stock Eliminator	6.00-6.59
River Racer	Own Dial In

Safety passes will be allowed only if time allows. All safety passes must be run as singles unless approved by the Competition Coordinator. No ET or MPH will be received for safety passes. Tuning/exhibition passes will be allowed once the boat is out of competition and if time allows. Tuning passes will receive ET and MPH.

Pairing For Eliminations

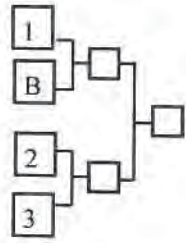
Pairings

Pairing for eliminations shall be based upon the lowest legitimate qualifying E.T. for each boat. Boats will be placed on the standard ladder system according to their respective E.T.s and the number of boats in their class. If, in any E.T. format class, none of the qualifying E.T.s fall within the E.T. range of the class in which the boat was registered, but the owner and/or driver has elected to remain in that class, the boat will be considered the slow boat in the class and paired for eliminations accordingly. Should there be more than one boat in any class which has no qualifying E.T.s within the E.T. bracket, said boats will be assigned qualifying positions below those boats that legitimately qualified for the class. These boats will be assigned qualifying positions beginning with the boat which broke out of the E.T. bracket by the least amount, followed by all other boats which broke out in ascending order of the breakout amount. In turn, they will be followed by the boat that failed to prove capability by the least amount, followed by all other boats that failed to prove capability in ascending order of the failure to prove amount. During qualifying, any boat that crashes or is damaged beyond apparent repair shall not be paired for eliminations. This decision will be at the discretion of the Sanction Supervisor. The damage will be verified by the Safety Inspector and the owner and/or driver involved so notified of their elimination from the racing program. If the boat is subsequently repaired, the Safety Inspector must be notified at least two hours prior to the commencement of eliminations and the boat re-inspected in order to ascertain its ability to compete in eliminations. If this is accomplished, the class will be re-paired for eliminations. No other re-pairing or class changes will take place on the day of eliminations unless the class was incorrectly paired due to an official error or a boat was allowed to register for competition on the day of eliminations. Pairing ladders are based upon the number of qualified participants in each class and are included on the following pages. Bye runs are predetermined in a ladder and are shown in their proper locations within each of the ladders.

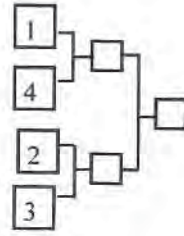
SEE FOLLOWING PAGES FOR PAIRING LADDERS

Pairing Ladders

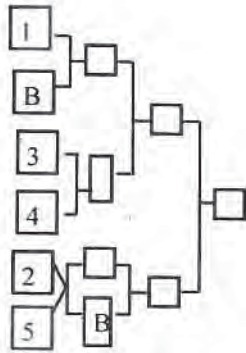
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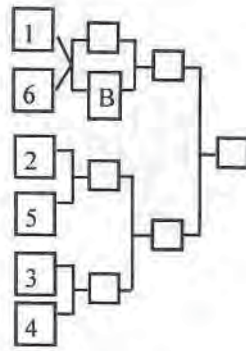
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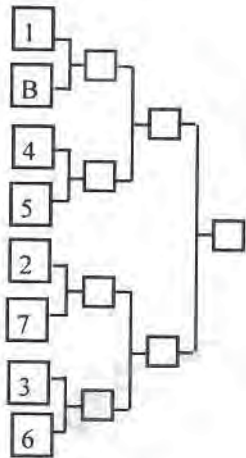
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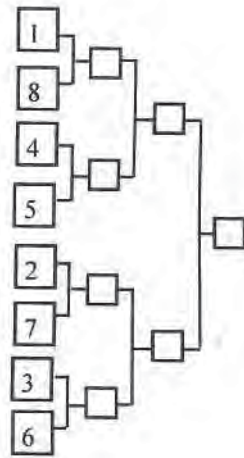
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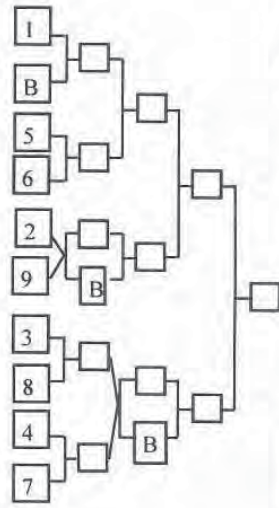


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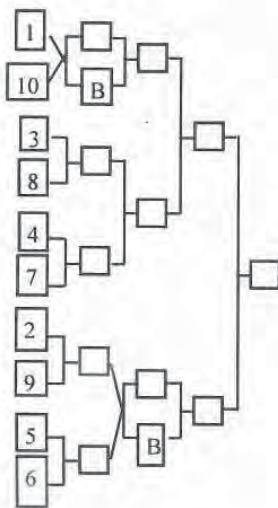


Pairing Ladders

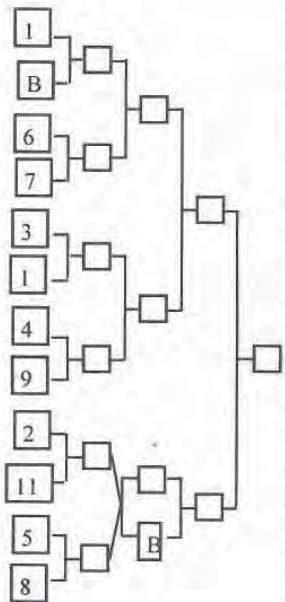
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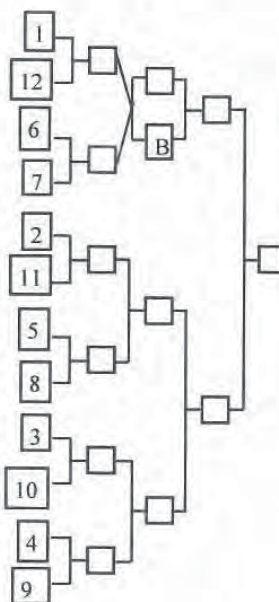
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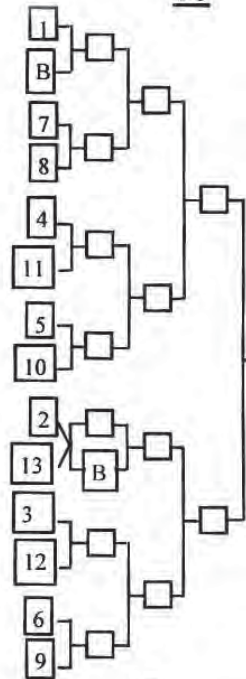


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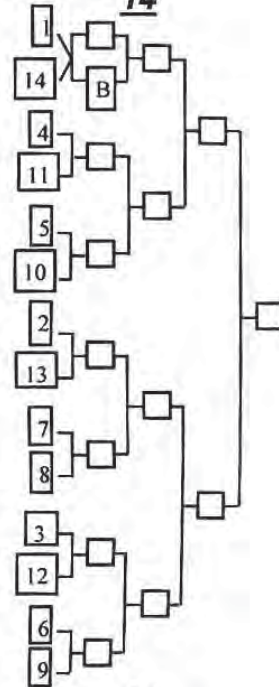


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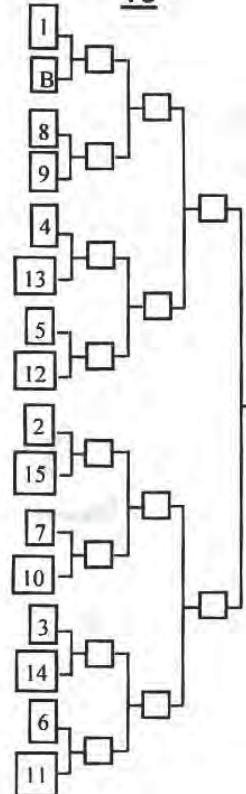
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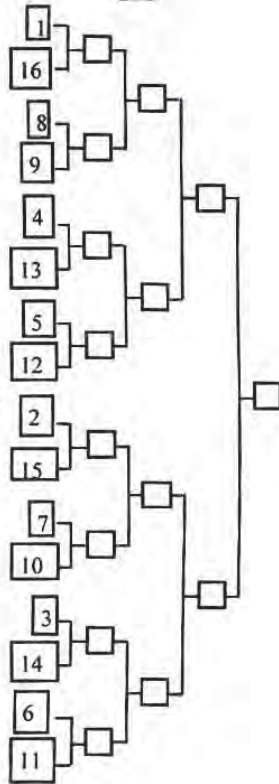
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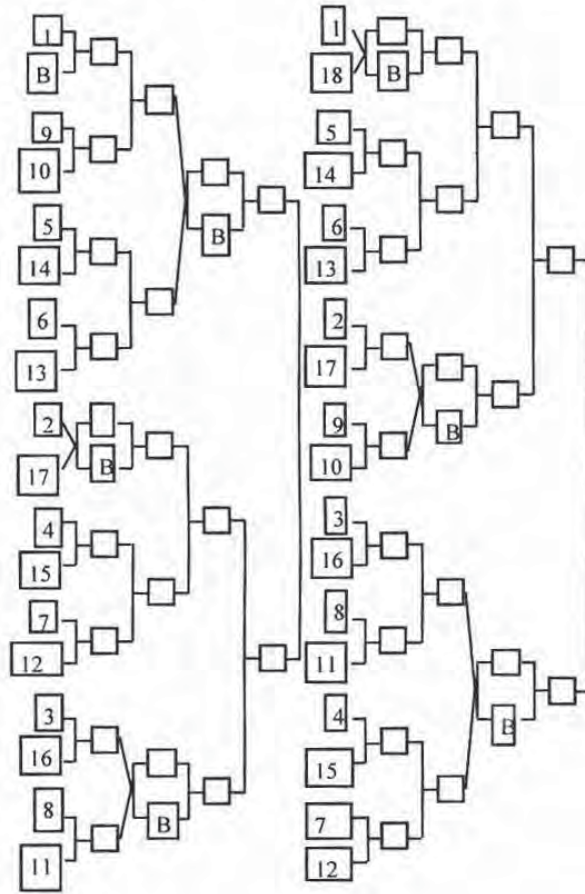
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Pairing Ladders

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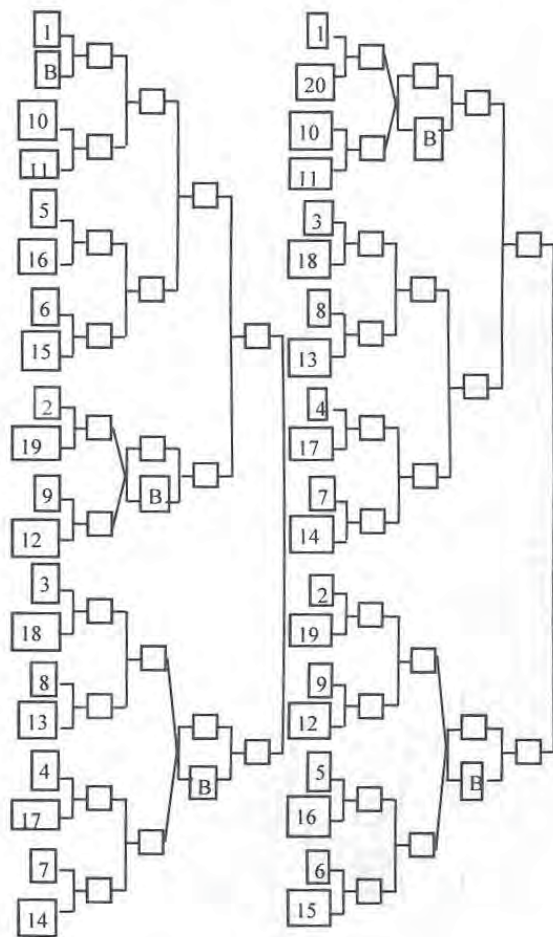
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Pairing Ladders

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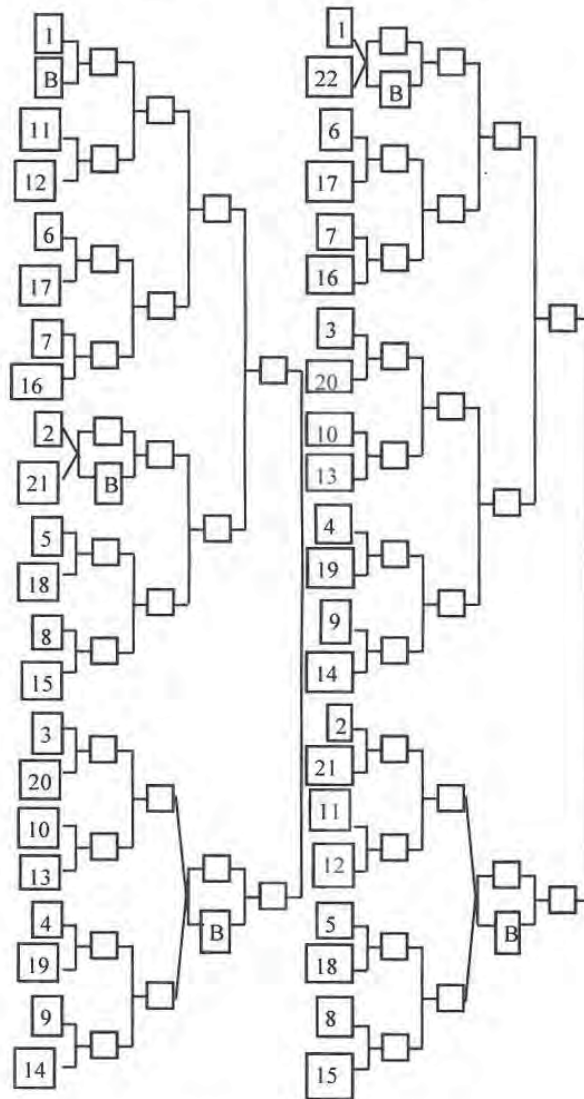
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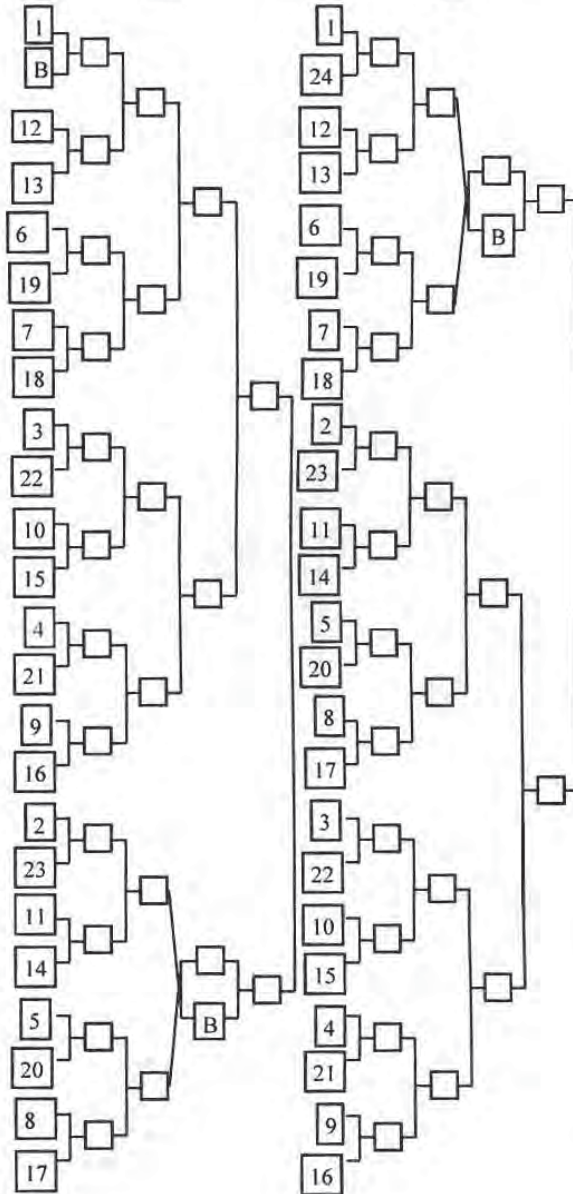
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Pairing Ladders

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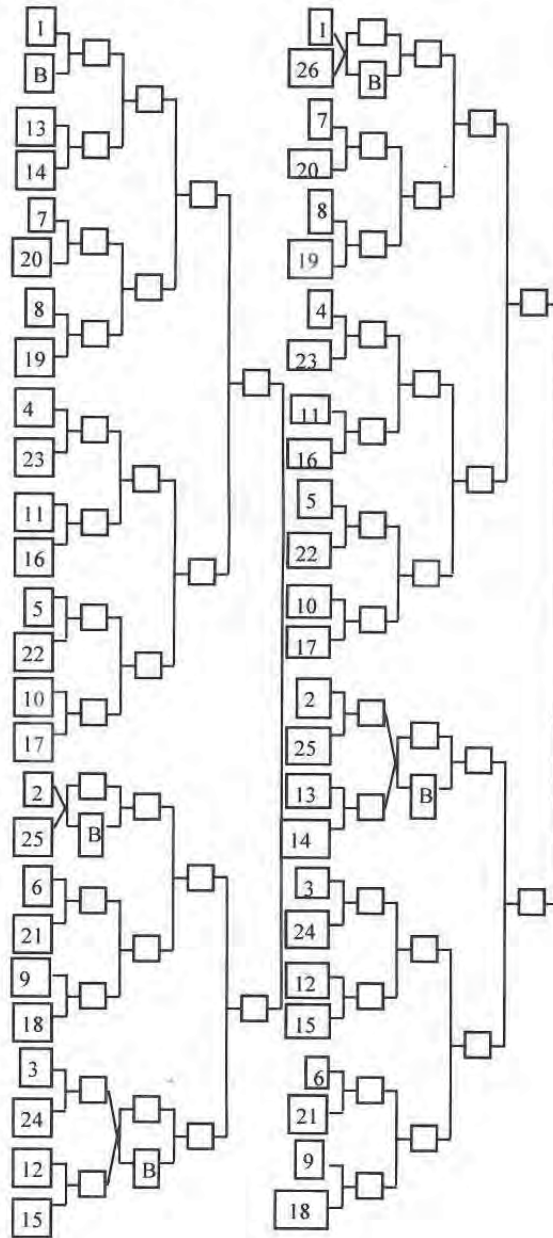
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Pairing Ladders

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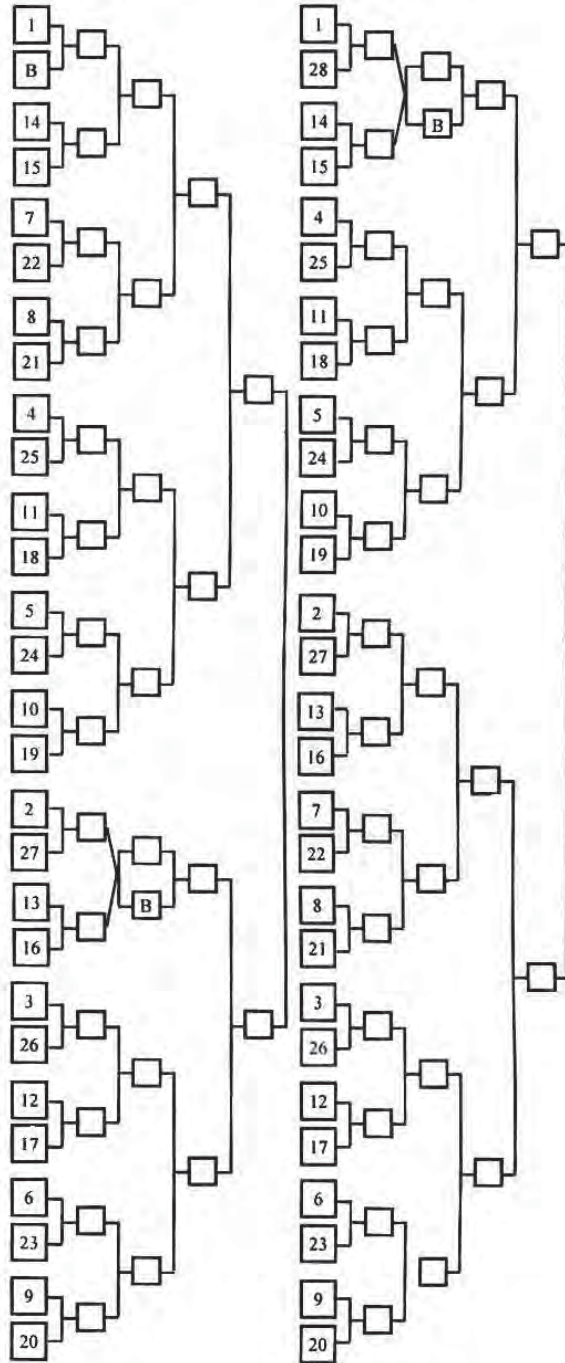
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Pairing Ladders

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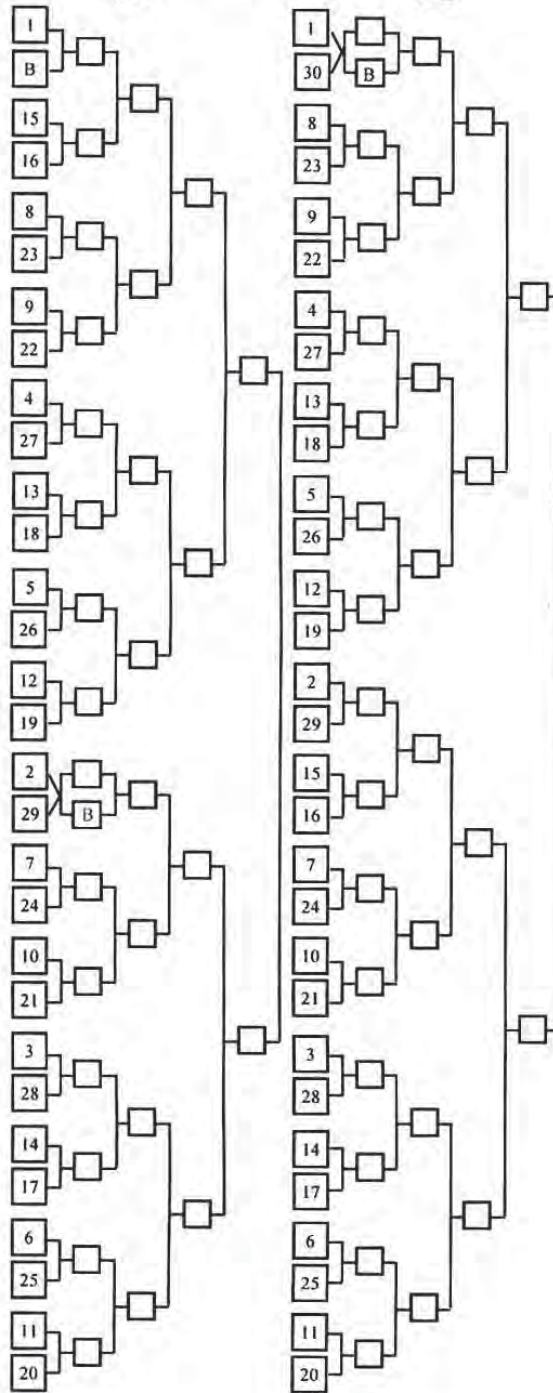
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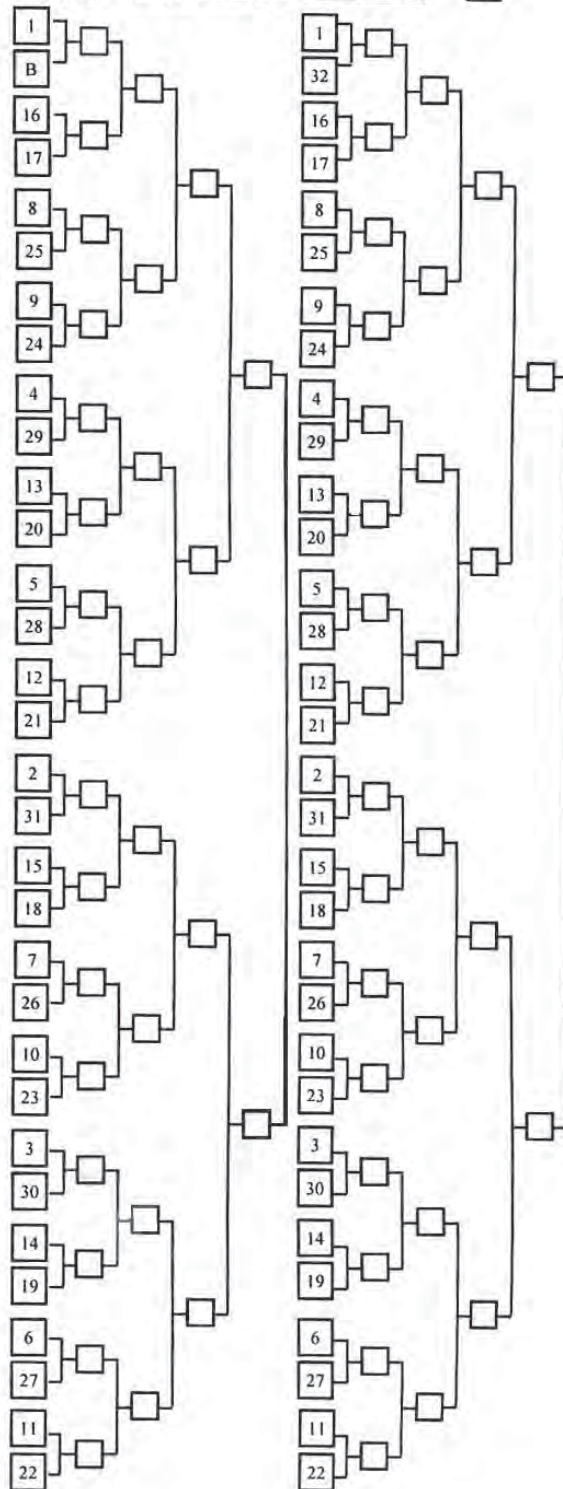
Pairing Ladders

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31 Pairing Ladders 32



Eliminations

Driver Limitation

Each driver who enters competition at a sanctioned event will be permitted to drive only one boat 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 whatsoever at that event.

Drivers Meeting

A drivers meeting may be held whenever necessary. Attendance at such meetings is mandatory. Roll call may or may not be taken. If a roll call is made, any driver who is absent will automatically be eliminated from the racing program.

Order of Eliminations / Pairings

The order in which the classes will be called for competition as well as the pairings for the first round of eliminations shall be posted at the timing tower (or other designated location) prior to the commencement of eliminations.

Lane Selection

The slower boat in all classes shall be run in the inside (spectator) lane when practical. TFH, TAH, TAF & PM have lane choice every round, by previous round ET. Other classes: lane choice final round only.

Warm-Up Time

Time permitting, each class will be given one half hour notice to warm engines prior to their ramp call for the first round of eliminations. Thereafter, as much notification will be given as the situation permits. All decisions regarding warm-up time will be made at the discretion of the Race Director.

Installation and Removal of Rudders and Drain Plugs

Rudders and/or drain plugs may not be installed at the launch ramp, nor removed at the out ramp.

Starting of Motors

No driver may start or attempt to start his boat's engine while on the launch ramp unless so authorized or instructed by the Ramp Manager (or his assistant).

Ramp Call / Launch

When a class is called to the launch ramp for the first round of eliminations, all boats in the class, including the alternate boat(s), must report for launching (except the bye run boat if he is not going to run). If any boat(s) in the class, other than the bye run boat, fails to launch and proceed to the starting line holding rope when so instructed, the alternate boat(s) will be inserted into that slot by the Ramp Manager. No repairing will take place. Any capsuled boat which reports to the launch ramp for the purpose of making any valid elimination run, and is found to have the driver's air tank not properly filled, will be eliminated from the competition program at that point. Once a boat is in the water and leaves either the launch ramp or the launch ramp holding rope heading to the starting line holding rope, no further outside mechanical assistance or repairs will be permitted. If any boat still at the launch ramp or launch ramp holding rope requires outside mechanical assistance or repairs when instructed to proceed to the starting line holding rope, the time allowed to receive the assistance or to complete the repairs will automatically end when the last boat (excluding the boat[s] receiving assistance or making repairs) in that scheduled round has reached the starting line holding rope. Under no circumstances will the race program be delayed in order to accommodate any boat receiving outside assistance or making repairs.

Bye Run

A bye run is awarded to the #1 qualifier in the first round of eliminations for each class containing an uneven number of competitors. Bye runs for all subsequent rounds of eliminations are predetermined within the standard ladder system. A bye run gives the driver the option of whether or not to run in that round of eliminations. If the driver chooses not to run, the Ramp Manager as well as the Timing Tower should be so informed. If the bye run boat does not run, it will automatically advance to the next round of eliminations, but will be considered the slowest boat in that round of eliminations. Thus, finishing position may be adversely affected if the race is stopped prior to its normal completion. If a bye run boat chooses to run its bye run, the E.T. recorded would count for finishing position if the race were not completed prior to the next round of eliminations. While making a bye run, the boat is still subject to disqualification for any infraction as described under "Grounds for Disqualification."

Legal Single Run

A legal single run may be awarded to any boat already paired for eliminations if his competition fails to appear at the launch ramp after the final class call, if the competition cannot launch and proceed to the starting line holding rope when so instructed, or if the competition fails to start when called upon to make the actual elimination run.

Foul Start

A foul start occurs when a boat crosses the starting line prior to receiving a solid green light. A foul start on any side by side run during eliminations will eliminate the boat from further competition. If there is a double foul start, the automatic lane picker will illuminate the red light in the lane which fouled first, and give a solid green light to the other lane. As a backup to the automatic lane picker, reaction times may be used to determine which lane fouled first. A foul start on a bye run or legal single run has no effect on the run whatsoever.

Breakout

Breakouts apply to the Pro Modified class as well as all Sportsman and Bracket classes. A breakout occurs when a boat runs an E.T. that is quicker than the index for the class in which that boat is competing. A breakout on any side by side run during eliminations will eliminate the boat from further competition. If a double breakout should occur, the boat which breaks out of its E.T. bracket by the least amount shall be declared the winner of that round. A breakout on a bye run or legal single run has no effect on the run whatsoever.

Break Rule

It will apply to Professional and Sportsman classes in all rounds of eliminations, and to the Bracket classes in only the final round of eliminations. All break boats must be capable of being at the launch ramp, ready to launch, within five (5) minutes of their first call. If any boat fails to make its final class call or fails to launch and proceed to the starting line holding rope when so instructed, the Ramp Manager may award a legal single run or invoke the break rule. Under the break rule, the boat which was eliminated by the broken boat in the most recently completed round of eliminations is reinstated into the racing program to replace the broken boat. If in the most recently completed round of eliminations, the broken boat was entitled to a bye run, regardless of whether the bye run was made or not, no boat is eligible to replace the broken boat, and the broken boat's competition will be awarded a legal single run. Any boat reinserted into the racing program at any point pursuant to the break rule is racing for money only. The break boat will gain no further points by virtue of being reinstated into the racing program. If the break boat is reinserted into the racing program prior to the final round, and subsequently proceeds to win the race or finish as runner-up, the break boat will be paid the appropriate share of the class purse and awarded the corresponding trophy. If inserted into the racing program in the final round, the break boat will be racing for the difference in winner and runner-up money only. The broken boat is automatically the runner-up and will receive money and points accordingly, and the remaining boat in competition (the live boat) has earned no less than runner-up money and points. Thus, if the

break boat is inserted in the final round and wins, the purse is split 60%-20%-20% (based on an original purse split of 80%-20%). In addition, the break boat would receive the winner's trophy and the live boat would receive the runner-up trophy. If the break boat is inserted in the final round and loses, it receives no money as well as no trophy. In this case, the winner's trophy would be awarded to the live boat and the runner-up trophy would be awarded to the broken boat. Points are awarded as described under "High Points Championship Points/Break Rule Points."

Identical E.T.s Broke Out the Least

If two E.T. class boats were to record identical E.T.s on a side by side run during eliminations, and both boats were also to break out, the boat which crosses the finish line first shall be declared the winner of that round. If two or more boats in the same class record identical E.T.s on separate runs during eliminations, the boat registering the higher M.P.H. shall be considered the quicker for the purposes of lane selection during eliminations or selecting a race winner should the race be stopped prior to the normal conclusion of eliminations. If the boats were to have both identical E.T.s and M.P.H., then the boat which first recorded the E.T. would be considered the quicker.

Stopping on Course

After completing an eliminations run, any driver that fails to drive off the race course will automatically lose twenty five (25) Championship Series points. Any driver deploying a parachute will be allowed to stop, retrieve his parachute, restart the motor, and drive off the race course. At any race course where physical conditions so dictate, this rule may be waived with proper notification to all competitors. The rule does not apply to Top Fuel Hydro.

Drainage of Oil and Water

Due to environmental concerns, no fuel, oil, water, or mixture thereof may be drained or pumped from any boat at either the in or out ramp. Said liquids must be disposed of properly in designated areas.

Class Win - Single Boat

In order to win a class when there is only one boat registered therein, the boat must make a qualifying attempt during qualifying. During eliminations, the boat must make a legal single run. One boat classes will be run at the discretion of the sanctioning division or chapter.

Class Winners

All final round class winners must have the appropriate official at the out ramp check their gasoline, alcohol, or nitro-methane mixture as soon as the boat comes out of the water. If water injection is used, a water sample will also be taken. If requested, an engine oil sample may be

taken. Cubic inch displacement is also subject to being checked. See also *“Racing Fuels/Fuel Samples”* for further information.

Grounds for Elimination

Elimination means that the boat is no longer in the competition program, unless reinstated pursuant to the break rule. Grounds for elimination are as follows:

1. Failure to report to the launch ramp.
2. Failure to launch or drive to the starting line holding rope.
3. Failure to start, leave the starting line holding rope, or cross the starting line. If one boat fails to start, leave the starting line holding rope, or cross the starting line, said boat shall be eliminated once the wake from the other boat crosses into his lane at the starting line. On a legal single run, bye run, or if both boats fail to start, leave the starting line holding rope, or cross the starting line, the time allowed will be at the discretion of the starter.
4. Safety, such as, but not limited to, hooking the holding rope, crossing the center line or outer boundaries of the race course, or hitting any course equipment while under acceleration.
5. Foul start.
6. Failure to cross finish line. If either or both boats fail to cross the finish line, and no other grounds for elimination are committed by either boat, then the boat that proceeded the further distance under its own power will be declared the winner of that round.
7. Breakout. In the event of a double breakout, the boat breaking out by the least amount will be the winner (Pro Modified, Sportsman, and Bracket classes only).
8. Losing a valid elimination round.

Grounds for Disqualification

Disqualification means that the boat is no longer in the competition program and may not be allowed back into competition for any reason whatsoever for the remainder of the event at which the infraction occurred. Grounds for disqualification are as follows:

1. Violation of the Substance Abuse Policy as defined elsewhere in this rule book.
2. Failure to comply with the rules and/or regulations which are contained in this rule book, or failure to follow proper directions of race working officials.

3. Unsportsmanlike conduct, including, but not limited to, abusive language, gestures, threats, and physical assault.
4. Running down the race course when the solid red lights are illuminated (indicating that the course is closed).
5. Starting or attempting to start a boat's engine while under tow on the water.
6. Approaching another boat or object at an unsafe speed or angle, or any other action or practice deemed unsafe by any official.
7. Disconnecting, overriding, substituting, or attempting to defeat any safety related rule or item required to pass the pre-race safety inspection
8. No open boat is allowed to run quicker than 7.70. First offense during the year will be a warning. A warning from one association is valid in all associations. Only one warning per year will be given. Each subsequent offense will result in disqualification from that event. If a non-capsuled boat runs 7.69 or quicker, that run will not count for anything. Applies to test & tune, licensing, qualifying and eliminations passes
9. Excessive breakout or M.P.H. in any Sportsman or Bracket class.
10. Demonstrative or "show-boating" actions by a driver (such as removing hands from the steering wheel and waving or gesturing to the crowd) while under full throttle on the race course.
11. Any action(s) which is disruptive or intended solely to impede the normal progress of the racing program, such as, but not limited to, blocking the tow vehicle traffic pattern, blocking the boat ramp(s), or any type of disruption at the timing tower, etc.
12. Failure of the driver of a tow vehicle to remain with the tow vehicle while the boat is in the water and/or being towed to or from the boat ramps.
13. Allowing an unlicensed driver to operate any motorized vehicle and/or mini-bike at the event site unless authorized by an official of the sanctioning division or chapter. Unlicensed vehicles may not be operated after dark unless equipped with lights. Check with each event site for rules regarding use of motorized pit vehicles. At no time shall these event site rules negate more stringent rules set in this book.

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 run, the driver committing the major (or more

serious) infraction shall be eliminated; the driver committing the lesser offense shall be reinstated as the winner of that round of eliminations. Items appearing above under "Grounds For Elimination" and "Grounds For Disqualification" are listed in the order of their seriousness, with the most serious listed first, and the least serious listed last. All items under "Grounds For Disqualification" are considered more serious than those found under "Grounds For Elimination."

Incomplete Race

In any class that does not complete eliminations due to any circumstances, such as inclement weather, winners will be determined as follows:

Canceled Before First Round

If the race is canceled before the first round of eliminations is started, the winner of each class will be chosen using the lowest legitimate elapsed time (E.T.) recorded in qualifying.

Canceled During First Round

If any class of boats is unable to complete the first round of eliminations (due to round scheduling) although other classes did, the winner of said class will be determined by the lowest legitimate elapsed time (E.T.) recorded in qualifying.

Canceled After First Round

If the race is canceled before the final round but after the first round of eliminations of a particular class has been completed, the winner of said class will be determined by the lowest legitimate elapsed time (E.T.) recorded during the most recent fully completed round of eliminations for the class.

Starting / Timing System Malfunction

If during eliminations, a serious malfunction of the starting and/or timing system were to occur, and it obviously could not be corrected or repaired in a timely fashion so as to complete the eliminations program, the following guidelines (subject to any deviations mandated by local conditions and approved by the Sanction Supervisor) will be used to conclude the racing program:

1. The winner and runner-up in each class will be determined as outlined above for cancelation due to inclement weather.
2. The original purse will be reduced based upon the point to which the racing program has progressed.
3. The balance of the original purse will be used to create a secondary purse (for distribution to the winner and runner-up of the secondary race).

4. The racing program will then continue with side by side elimination runs (the secondary race).
5. If a failure of the starting system makes it impossible to electronically determine foul starts, officials will visually observe the starting line for foul starts. Open boats may not leave the starting line holding rope until the green light is illuminated; capsule boats may not close the capsule lid and subsequently leave the starting line holding rope until the green light is illuminated.
6. If a failure of the timing system makes it impossible to electronically pick each race winner, officials will visually observe the finish line, and they will declare the winner of each run.
7. In order for the winner and runner-up (item 1 above) to be paid their share of the reduced original purse (item 2 above), they must continue to participate in the racing program until such time as they have either been eliminated or proceeded to win the secondary race.
8. The secondary purse (item 3 above) will be divided between the winner and runner-up of the secondary race (NOTE: The winner and/or runner-up as selected in item 1 above may also be a winner or runner-up in the secondary race, and if so, they shall receive both cash distributions).
9. The trophies in each class will be awarded to the winner and runner-up as determined in item 1 above.

Problems and Protests

Filing

All problems as well as protests should first be presented to the class/hull rep, who in turn will present the problem or protest to the Sanction Supervisor. If the class/hull rep is unavailable or is a party to the problem or protest, the problem or protest should be presented directly to the Sanction Supervisor. All protests must be submitted in writing on an official Protest Form (available from the Sanction Supervisor). Protests may only be made by an owner or driver in the same class as the boat or driver being protested. Protests should be factual, specific, and as complete as possible. The protest must be submitted no later than fifteen (15) minutes following the incident which caused the protest, or fifteen (15) minutes following the last time that the boat or driver being protested comes out of the water, whichever occurs first. All protests must be accompanied by the required fee in cash (see Appendix F). Once a class eliminations has been completed, only the winning boat or driver may be protested. If a protest is lodged against the winning boat,

all fuel and fluid checks must also be obtained from the class runner-up. Should the protest against the winning boat be sustained, the boat that was last defeated by the violator shall be declared the winner, assuming that he is found to be legal.

Equipment

Protests for alleged illegal equipment must be filed as described above under "Filing" and accompanied by the required fee in cash (see Appendix F).

Engine

Protests for alleged illegal or oversized engines which will require an engine tear down must be filed as described above under "Filing" and accompanied by the required fee in cash (see Appendix F). The cash is to be deposited with the Sanction Supervisor. The owner of the boat being protested may designate the person(s) that he wishes to perform the physical tear down, which is to take place immediately following the completion of the class in which the alleged offender is competing. An engine tear down, as the result of a protest, shall include the removal of at least one (1) cylinder head and assembly. The Sanction Supervisor shall oversee or designate another official to oversee the engine tear down. The protester is strictly prohibited from being present during the tear down and from being allowed to inspect the engine once it is torn down. Upon its completion, the Sanction Supervisor, along with other officials or advisers (as needed), shall evaluate the protest. If the protest is sustained, the protest fee, less the compensation for engine tear down (see Appendix F), shall be returned to the protester. Should the protest be disallowed, the protest fee, less the compensation for engine tear down, shall be given to the party who was protested. The compensation for engine tear down will go to the sanctioning division or chapter for payment to the person(s) who performed the actual engine tear down.

Formula for Engine Cubic Inch Displacement

$$\text{Bore} \times \text{Bore} \times \text{Stroke} \times .7854 \times 8$$

(assumes 8 cylinder engine)

Fuel / Oil / Water

Protests for suspected infractions concerning gasoline, alcohol, nitro-methane mixture, water used in water injection systems, or additives in engine lubricating oil must be filed as described above under "Filing" and accompanied by the required fee in cash (see Appendix F).

Procedures

Protests for alleged violations of race procedures by any officials must be filed as described above under "Filing." No fee is required.

Refusal

Refusal to allow any fuel or fluid samples to be taken has the same force and effect just as if the sample had been taken and found to be illegal, and the same fines and/or penalties apply. Refusal to allow an engine tear down, if protested, has the same force and effect just as if the engine had actually been torn down and found to be illegal or oversized, and the same fines and/or penalties apply (see Appendix F).

Protest Disallowed

Any protest which is disallowed or found to be invalid shall result in no fines and/or penalties being imposed. Fees for fuel/oil/water protests will be retained by the sanctioning division or chapter. Fees for engine and/or equipment protests will be disbursed as outlined above under "Engine."

Protest Sustained

Any protest which is sustained or found to be valid shall result in fines and/or penalties being assessed against the offending competitor(s). Penalties will be determined by the Board of Directors of the sanctioning division or chapter. They may range from a verbal warning or a written reprimand up to a suspension from racing at sanctioned events. Fees for fuel/oil/water protests will be retained by the sanctioning division or chapter. Fees for engine and/or equipment protests will be disbursed as outlined above under "Engine."

Protest Reply

The decision as to how any protest will be handled rests with the Sanction Supervisor. All formal written protests, filed in accordance with the regulations contained herein, will be reviewed by the entire Board of Directors of the sanctioning division or chapter, who shall be held directly accountable for a formal reply. Said reply shall be made as soon as possible.

Removal of Submerged Equipment

The owner(s) of all boats, engines, and parts thereof which are submerged, shall be both physically and financially responsible for the removal of them, whether the removal is made during the race event or at a subsequent time. Removal shall be deemed the placement of the boats, engines, or parts thereof upon the participant's trailer or equipment. All submerged items shall be removed no later than the day following the race event. It shall be at the discretion of the Sanction Supervisor and/or Race Director as to whether any equipment is removed during the race event or the following day.

Retention of Boats and Parts

By virtue of registering any boat at a sanctioned event, the participant thereby grants the LUCAS OIL DRAG BOAT RACING SERIES, the sanctioning division or chapter, and their assigns the full and unconditional permission to collect and retain boats and parts of boats owned by or in the possession of said participant, including such boats and parts of boats which have been involved in an accident when the LUCAS OIL DRAG BOAT RACING SERIES or the sanctioning division or chapter determines in its discretion that such actions are necessary incidental to the investigation of an accident, the inspection or testing of such boats or parts of boats, or for any other purpose. Upon conclusion of the testing and inspection, all boats and/or parts of boats will be returned to the owner(s). No sponsor, promoter, rescue personnel, diver, other participant, or spectator shall have any rights whatsoever to any boat, engine, equipment, or parts thereof which are recovered and retained pursuant to the foregoing.

Appendix A

Definitions and Terms

Alternate Boat - The boat(s) with the lowest legitimate E.T. which failed to qualify into a class field. This boat(s) is eligible for insertion into the eliminations program as described in "Eliminations / Ramp Call / Launch."

APBA - American Power Boat Association, Inc.

Blown - Supercharged.

Breakout - A term indicating that a bracket format class boat has run an E.T. that is quicker than is allowed in its particular class.

Bye Run - A single boat run brought about during the first round of eliminations and during various rounds thereafter within a class eliminations due to the class having an uneven number of boats.

Crew Member - Any person, or persons, who attend a sanctioned event to directly or indirectly support, help with, or work on a race boat which has been registered for competition at said event.

CDBA - Columbia Drag Boat Association

Disqualified (disqualification) - The boat and driver are prohibited from any further runs of any type for the remainder of the race. Under no circumstances will either the boat or its driver be reinstated into the program.

DOT - U.S. Department of Transportation.

Driver - Any person, or persons, who registers at a sanctioned event to drive, as well as have full operational control of the race boat while in competition at said event. Although driver is singular in context, when used within this rule book, the term driver shall be considered to mean each driver individually when more than one driver is registered to drive a single boat.

E.T. - Elapsed time (the length of time that it requires a boat to travel from the starting line to the finish line as measured in thousandths of a second).

Eliminated (elimination) - The boat is prohibited from further competition, unless reinstated into the racing program pursuant to the break rule.

Eliminations - A single elimination tournament wherein competitors are matched up in competing brackets. Each winner goes out to the next bracket on the tournament chart, and runs the winner of the pairing below him, unless a bye run is awarded. This continues until one winner remains.

Event - The time between the commencement of track set up at the event site until the event site is closed and secured following the conclusion of eliminations.

FAA - U.S. Federal Aviation Administration.

Failure to Prove Capability - A term indicating that an E.T. format class boat has run an E.T. which is slower than the minimum for the class.

Flat (flat bottom) - A type of boat hull, the bottom of which is relatively flat with a minimum length of sixteen feet, with no horizontal breaks.

Foul (foul start) - The boat has broken the beam of the starting line light sensor prior to receiving a solid green light.

Hydro (hydroplane) - A conventional type of boat hull designed with a tunnel between the front sponsors for the purpose of trapping air and lifting the bottom of the hull to ride all or in part above the surface of the water.

Immediately - This means right now!

Jet (jet boat) - A type of boat hull, which in lieu of a propeller, uses a propulsion system which pumps water under extreme pressure and expels it through a nozzle at the rear of the boat.

KDBA - Kentucky Drag Boat Association

Legal Single - A single boat run which occurs when a scheduled competitor fails to show up for the elimination round, fails to proceed to the starting line holding rope when so instructed, breaks on the way to the starting line holding rope, or is unable to start his engine in order to make his eliminations run when so instructed.

LODBRS - LUCAS OIL DRAG BOAT RACING SERIES

M.P.H. - Miles per hour (the speed attained by the boat in the quarter mile course) as measured in the speed traps at the end of the race course.

Member Division / Chapter - Any drag boat racing association which has formally adopted and agreed to adhere to the rules, regulations, conditions, and other provisions contained herein this RACING RULES and SAFETY REQUIREMENTS booklet, and uses same to sanction and conduct drag boat races accordingly.

NJBA - National Jet Boat Association

Own Power - When used to define forward motion of a boat, own power shall mean movement powered only by the boat's internal combustion engine. It specifically excludes, but is not limited to, battery powered starting motor, paddling or other means of propulsion by the driver, or wind and water currents. It does not, however, exclude

the coasting which results from the original motion that had been generated by the internal combustion engine of the boat.

Owner - Any individual, person, group, club, corporation, association, partnership, or other entity which actually owns or holds title to a race boat which is registered for competition at any sanctioned event. Although owner is singular in context, when used within this rulebook, the term owner shall be considered to include any or all of the individuals, persons, groups, clubs, corporations, associations, partnerships, or other entities, either individually or collectively, which own said boat.

Participant - Each owner, driver, or individual crew member of any boat which has been officially registered for competition at any sanctioned event.

Pro Racer - A racer who participates in any Professional or Sportsman category, and races the entire circuit in pursuit of the Championship Series Points.

Promoter (event promoter; race promoter) - Any individual, person, group, club, corporation, association, partnership, or other entity with whom the LUCAS OIL DRAG BOAT RACING SERIES or one of its sanctioning divisions or chapters has executed either a verbal or written race agreement.

Propeller - A device used to propel flat and hydro hulls through the water.

Race Director - The individual responsible for the overall flow and operation of the race; calls classes as needed; observes water conditions; manages the timing tower.

Red Light - Course is closed for safety reasons. Boats must come to an immediate stop.

Rudder - A mechanical device extending into the water (to at least the bottom tip of the propeller) which is used to steer the boat.

SDBA - Southern Drag Boat Association, Inc.

SFI - SFI Foundation, Inc.

SLDBA - St. Louis Drag Boat Association, Inc.

Safety Inspector - The individual(s) who performs safety/technical inspections of each boat prior to its being allowed to register; resolves technical questions; performs fuel checks as needed or requested.

Safety Pass - A single lane pass which is intended to determine the safety of the boat and/or driver for further participation. E.T.s and M.P.H. are not provided to any participant on a safety pass.

Sanction Supervisor - The ultimate authority at a sanctioned event; interprets rules; oversees safety inspections and fuel checks; receives, evaluates, and responds to any protests.

Sanctioning Division / Chapter - The individual member division or chapter which sanctions a specific event and assumes full responsibility for the conduct of said event as well as the enforcement at said event of all rules, regulations, conditions, and provisions contained herein this RACING RULES and SAFETY REQUIREMENTS booklet.

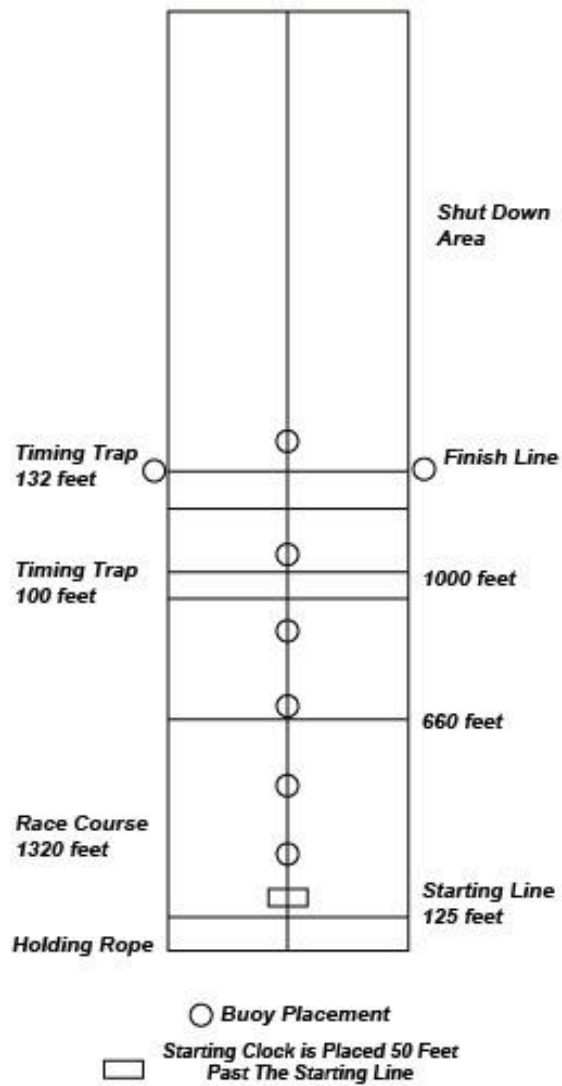
Sponsor (event sponsor; race sponsor) - Any individual, person, group, club, corporation, association, partnership, or other entity who has contractually or otherwise agreed with THE LUCAS OIL DRAG BOAT RACING SERIES or one of its sanctioning divisions or chapters, or the event promoter to contribute financially to the production of a sanctioned event. The sponsor may or may not be the same individual person, group, etc. as the promoter.

Starter - The official responsible for starting all of the boats; ensures that no boat violates any safety rules or procedural rules while in the area of the starting line.

Timing Official - The official responsible for the proper operation of the timing equipment; observes and records all elapsed times and speeds; furnishes E.T. and M.P.H. record information as needed; pairs boats for eliminations.

Unblown - Naturally aspirated; either carbureted or fuel injected.

Appendix B
Race Course Layout



Appendix C

LUCAS OIL DRAG BOAT RACING SERIES

Member Associations

LODBRS

Lucas Oil Drag Boat Racing Series
National Headquarters
PO Box 549
Marble Falls, TX 78654
Ph: 830-265-4790
Fax: 830-265-4791
Ken Dollar, Series Director
Patti Dollar, Administrative Director

SDBA

Southern Drag Boat Association, Inc.
sdbaracing.com
10 Valley Creek Dr.
Round rock TX 78664
Ph: 512-990-1132
Fax: 512-990-0981
Mike Sorenson, President

SLDBA

St. Louis Drag Boat Association, Inc.
120 South Jefferson
Florissant, MO. 63031
Ph: 314-839-2955
Fred Welshans, President

CDBA

Columbia Drag Boat Association
www.cdbaracing.com
Ph: 541-912-5121
Sparky Rose, Commodore

KDBA

Kentucky Drag Boat Association
www.kdba.net
Ph: 270-273-5006
Roger Austin, President

NJBA

National Jet Boat Association
www.njbaracing.net
6301 Myrtle Beach
Sun Lakes Country Club, CA 92220
Ph: 951-769-8324
Ken Simonds, President

Appendix D

Divisional Dues & Purse Payout

Contact supporting sanctioning body for dues and event promoter for purse details.

Appendix E

Entry Fees

Contact supporting sanctioning body for membership and entry/registration fees and details per event.

Appendix F

Fees and Fines

The following fees are standard among all the LUCAS OIL DRAG BOAT RACING SERIES divisions or chapters. The fines are the maximum amounts which may be assessed against any competitor by the Board of Directors. If any fees and/or fines have been levied against any participant by any one of the LUCAS OIL DRAG BOAT RACING SERIES divisions or chapters, said participant will not be allowed to compete at any other the LUCAS OIL DRAG BOAT RACING SERIES division or chapter event until such time as all fees and/or fines have been satisfied. All fees and fines shown herein must be paid by cash in U.S. funds (NO CHECKS ACCEPTED).

Protest Fees

Protest Fee for Illegal Equipment	\$ 50.00
Protest Fee for Engine Tear Down	350.00
Protest Fee for Fuel Check (with meter)	50.00
Protest Fee for Fuel Check (chemical analysis)	150.00
Protest Fee for Water Check	25.00
Compensation for Engine Tear Down	50.00

Returned Check Fees

Handling Fee for Returned Check (per check)	\$ 50.00
Handling Fee for Stop Payment (per check).....	100.00
Handling Fee for Account Closed (per check).....	150.00

Fines (Maximum Amounts Allowed)

Refusal to Allow Engine Tear Down	\$2,000.00
Refusal to Give Fuel or Fluid Samples.....	2,000.00
(Gasoline, Alcohol, Nitro-methane, Water, or Oil)	
Illegal or Oversized Engine	2,000.00
Illegal Fuel or Fluids	2,000.00
Violation of Substance Abuse Policy	3,000.00
Submission of Fraudulent Physical.....	500.00
Damage to Association Equipment	Cost
Unsportsmanlike Conduct	2,000.00
Abusive Language	2,000.00
Obscene Gestures	2,000.00
Physical Assault	3,000.00
Willful Disruption of Racing Program	2,000.00
Any action which could result in disqualification as defined under Grounds for Disqualification	2,000.00
Any actions, expressions, or displays detrimental to drag boat racing which are not specified above	3,000.00

Appendix G

Unlimited Outboards

Unlimited Outboards must comply with all rules, regulations, and safety requirements for Professional class boats unless a specific item is superseded as noted below: If boat has a canopy, seat belts or air supply, all three must be used (Canopy, seat belts and air supply)

- ❖ **Capsules** - Capsules in Unlimited Outboards shall be of an APBA type design, having a one half (1/2) inch minimum thickness capsule wall constructed of balsa, carbon fiber, and Kevlar materials. A three sixteenths (3/16) inch minimum thickness poly-carbonate canopy shall be attached to a five eighths (5/8) inch O.D. (outside diameter) X .058 inch minimum wall thickness chromemoly tube frame. The canopy frame is to be attached to the capsule by means of hinges and two latch assemblies. All capsules, regardless of manufacturer or type, must be fully enclosed, and be designed using state-of-the-art technology in an effort to minimize serious injuries to the driver in the event of an accident. It shall be the responsibility of the boat owner to select the designer and/or manufacturer that best meets his standards for a high quality, crash worthy capsule.
- **Air Supply** - All rules pertaining to the driver's air supply system must be followed unless physical limitations prevent the air tank from being located inside the capsule. The tank may then be mounted securely on the back of the capsule. In that case, the tank, regulator, and all air lines must be totally enclosed in such a manner that water cannot contact and pull them loose in the event of a crash.
- **Latch Pins** - Latch pins (latch assembly pins) must be three eighths (3/8) inch minimum diameter push only type with a spring load of at least five (5) pounds. The ring should be attached to the body of the pin assembly rather than to the end of the release button. If necessary, a spacer must be used so as to position the release head of the pin no deeper than one (1) inch from the outside of the capsule.
- **Side Load Pins** - Side load pins, designed to prevent the capsule canopy (or windshield) from shifting to either side in the event of a crash, must be installed in the immediate vicinity of each latch assembly (similar to SFI 36.1/.2/.3 capsules). The pins must be a minimum one half (1/2) inch chromemoly.

- ❖ Parachute - Parachutes are not required in the UO class.
- ❖ Rudder - Rudders shall be optional but if used 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 ($3/8$) 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.
- ❖ Steering - Open cable steering must have said cable a minimum of three sixteenths ($3/16$) inch in diameter and the cable ends must be double clamped and taped. Motors on Unlimited Outboards utilizing hydroplane hulls must be locked in a straight ahead position and the steering accomplished by a separate rudder assembly.

Appendix H

River Racer

PWC 1

PWC 2

This class will be a stagger start with the competitors choosing the dial- in.

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