



Official Racing Rule Book



This rule book supersedes all other previous rule books. This rule book is subject to change.

Note: any person finding an anomaly is required to contact the Secretary of the VDBC so a correction can be carried out.

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RULE 1: ADMINISTRATION

1.1 Foreword:

This rule book has been compiled and published by the VICTORIAN DRAG BOAT CLUB INC., hereinafter known as the VDBC, with the express purpose of making clear the standards that must be met to conduct or participate in a sanctioned drag boat race.

Each member, participant, sponsor, promoter, potential member, potential participant, potential sponsor, or potential promoter is strongly encouraged 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.

1.2 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 VDBC 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.

1.3 General Provisions:

All annual racing members of the VDBC, together with all single event members and all associate members, as later referred to herein, by joining the VDBC, or by entering a single event, and all sponsors or promoters, as later referred to herein, by entering into an agreement or contract with the VDBC 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 of the VDBC, 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 the VDBC, its Directors, officers, officials, members, participants, agents, race track owners and/or operators, sponsors, promoters, or any other individual or entity, their Directors, officers, officials, members, participants, agents, race track owners and/or operators, sponsors, promoters, or any other individual or entity, simply because the VDBC, 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 and agents of each annual racing member, single event member, associate member, sponsor, and promoter.

1.4 Assumption of Risk:

The participant agrees that by entering a sanctioned event, they acknowledge the event site is safe and suitable for racing, and they further acknowledge that by participating in the event, they may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that they have voluntarily assumed the risk of such losses and waives any claims for such losses against the VDBC, their Directors, officers, officials, other participants, event sponsors, event promoters, race track owners and/or operators, other event officials, 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. 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. In the event of racing in the Young Stars (J1, J2 and/or J3) bracket, the young stars driver's parent or guardian over the age of 18 is required to sign all entry forms including such releases as shall be

required.

All drivers in Bracket classes must be a minimum age of sixteen (16) years to apply for and be granted a CDLB. Young Stars (J1, J2 and J3) can be aged between eight (8) to sixteen (16) years. All racers in any Young Stars class must hold Victorian restricted state boating licence (or equivalent).

THE VDBC, 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 VDBC, 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.

1.5 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 VDBC 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 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 VDBC, as well as 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 VDBC, or any decisions of the VDBC, 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 VDBC 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 because of the failure of the participant or his/her agents to comply with the procedures and conditions provided for herein.

To ensure compliance with the rules and regulations established herein, the VDBC reserve the right to take action against any participant for failure to comply with any decision, rule, or regulation of the VDBC. The action taken may include a suspension of a competitor's CDLB 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 the Constitution model rules, public or private admonishments or reprimands, or any combination of the aforementioned actions. The VDBC reserve the right to honour and reciprocally enforce any disciplinary action or other restrictions imposed by another boat racing association or promoter.

1.6 Advertising:

The VDBC 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.

1.7 Conduct & Action of Participants:

The owner of any boat registered at a sanctioned event shall be directly responsible for not only their own conduct and actions, but they shall be held directly accountable for the conduct and actions of their driver(s) as well as each individual crew member. Misconduct, rude behaviour, abusive language, deliberate disruption of the race program, actions detrimental to drag boat racing, or any other serious infraction of the rules and regulations contained herein by either the boat owner(s), driver(s), or individual crew member(s) could result in punishment including, but not limited to, verbal or written reprimand, disciplinary action, suspension, disqualification, revocation of membership, revocation of Competition Championship Series points, or fines as indicated in the Constitution model rules. Any participant or association official who initiates a physical confrontation and/or

physically assaults another individual at a sanctioned event will automatically be suspended until further notice. The offender will be notified by the event Race Director as to the disposition of the suspension. Any of the aforementioned actions by a crew member or driver will be binding upon any and all other driver(s) as well as any and all other owner(s) of said race boat.

1.8 Records & Awards

1.8.1 Annual Membership:

To establish and hold an official E.T. or M.P.H. record with the VDBC, all drivers of each boat must hold a current membership to the VDBC and comply with all rules and regulations set forth in this rule book.

1.8.2 Establishing a Record:

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.

1.8.3 Foul Start

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

1.8.4 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.

1.8.5 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."

1.8.6 Approval of Records

No record will be considered official until it is approved by the VDBC Committee.

RULE 2: Membership

2.1 Annual Membership

Annual membership in the VDBC runs on a yearly basis, commencing July 1st and ending June 30th of each year. The two types of annual memberships are single and family.

2.2 Racing - Boat Owners and/or Drivers.

All owners and all drivers of each boat must be financial VDBC members.

2.3 New Membership

New membership in the VDBC requires the submission of a properly completed application along with the required fees.

2.4 Membership Renewal

Memberships may be renewed by paying the required dues along with any pertinent information such as an address change. Failure by a boat driver to renew their membership prior to the dates listed above 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 VDBC, a member, executive, official of the VDBC or the sport of drag boat racing in general, their application for renewal may be denied by a vote of the VDBC Committee.

Rule 3: Racing Classes & Structures

3.1 Professional Classes

All Professional Class boats must use a driver's capsule, manufactured by a SFI Certified Manufacturer or Australian standard.

TOP FUEL HYDRO (TFH)	1320 ft/400mts (dual prop only)
TOP ALCOHOL HYDRO (TAH)	1320 ft/400 mts
TOP ALCOHOL FLAT (TAF)	1320 ft/ 400 mts
PRO MODIFIED (PM)	1320 ft/400mts (7.00 - 7.99 sec)

Engines –TFH limited to 500 cu. in.

Forced Induction – Superchargers, turbochargers and Nitrous are permitted in all classes. Nitrous is permitted however not in conjunction with forced induction engines.

Fuel – TFH may utilize nitromethane and alcohol (pure methanol). All alcohol classes must use only pure methanol.

Hulls:

- TFH must be of out rigger hydroplane design. All other hydroplane designs are for demonstration runs only.
- TAH must be of a hydroplane design.
- TAF must be of a flat bottom hull design.
- Pro modified must be of a hydroplane design.

Water Injection - Water injection may be used in any class.

New boat and/or driver – All new professional class boats and/or drivers are required to complete 3 controlled passes as follows:

1. First pass = Launch only
2. Second pass = $\frac{1}{4}$ track pass only
3. Third pass = $\frac{1}{2}$ track pass only

Only once these three passes are completed successfully, and at the race directors discretion, will the new boat and/or driver be allowed to complete a full track pass.

3.2 Sportsman Classes

TE TOP ELIMINATOR	8:00 - 8:99 PC
PRO COMP ELIMINATOR	9:00 - 9:99 SC
SUPER COMP ELIMINATOR	10:00 - 10:99
SS SUPER STOCK ELIMINATOR	11:00 - 11:99

3.2.1 Bracket Classes

MS MODIFIED STOCK	12:00 - 12.99
SE STOCK ELIMINATOR	13.00 - 13.99
RR RIVER RACER	14.00 – OPEN
YS YOUNG STARS	$\frac{1}{2}$ Track

Engines - Engines may be any cubic inch displacement; they may be either naturally aspirated, supercharged or fuel injected, including Electronic Fuel Injection systems.

Blowers - Blown engines may utilize superchargers (Centrifugal, Roots, Screw, or PSI) or turbochargers; however, proper blower restraints must be used as required based upon the fuel utilized.

Fuel - Gasoline, alcohol (pure methanol or ethanol), nitromethane, E-85, or nitrous oxide may be used in any engine.

Hulls - Any hull design is acceptable for sportsman and bracket classes.

*The above classes comprise the makeup of the VDBC racing program. A sanctioned event need not include all the classes listed. Each of these classes, if offered, will have the same safety requirements. At the discretion of the Race Director, a minimum number of entrants may be required to constitute a class.

3.3 Demonstration Run

A demonstration run consists of a single boat making a pass with only rescue craft allowed on the race track.

3.4 Elimination of Classes

The VDBC reserves the right to add or delete classes at any time.

Rule 4: Racing Fuels

4.1 Fuel

All commercially available fuel is permitted to be used other than those not allowed to be used on waterways.

4.2 Refuelling

Refuelling is not permitted while boats are on the water except in case of emergency refuelling via a “jiggler” hose.

4.3 Spill kit

Fuel spills must be immediately reported to the race director or pit marshal to enable spill kits to be immediately deployed to clean up the spill.

Rule 5: Water Safety

5.1 Drivers meeting (briefing)

Prior to the commencement of racing there will be a driver meeting (briefing). The briefing will include an outline of any no boat zones on the course.

5.2 Minimum rescue requirements

The minimum rescue requirements in place for racing to proceed are:

- Rescue boat staffed with driver, 2 qualified fully dressed divers and a licenced first aid provider who is registered with the Department of Health in Victoria.
- 1 tinny with driver
- nominated safety officer for the race meeting

5.3 First aid

A licence first aid provider who is registered with the Department of Health in Victoria will be onsite prior to the commencing of racing and remain on site to provide first aid services for the duration of racing. Racing will be immediately halted if the licenced first aid provider needs to leave the site.

5.4 Accidents

Any boat which is involved in an accident at a sanctioned event must be re-inspected by the Safety/Technical 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 VDBC or the Water Police 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 CDLB and disqualification from racing for the rest of the event.

5.5 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, its probable causes, and possible means of prevention. A copy of the report must be kept for VDBC records.

5.6 Boats Under Tow

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

5.7 Excessive ET - Open Boats

No open boat, on any pass, will be allowed to run quicker than 7.70 sec. ET on a $\frac{1}{4}$ mile. The first offense at any event will result in a warning. Further offenses shall be dealt with on an individual basis, with disqualification an option, by the Race Director. Such disqualification will be for the duration of that event only. Repeated violations of this rule can result in disqualification in future events.

5.8 Installation and Removal of Rudders and Drain Plugs on Ramp

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

5.9 New Boats

Any driver driving a boat that is new to them, or new in construction, at the discretion of the Race Director, may be required to make a launch, quarter ($\frac{1}{4}$) track, half ($\frac{1}{2}$) track and/or three quarter ($\frac{3}{4}$) safety pass (or any combination of such), before being allowed to compete.

5.10 Safety Equipment

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

5.11 Smoking in Boats

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

5.12 Starting of Motors

Firing of motors on the launch ramp on trailer is strictly prohibited, unless instructed to do so by the Ramp Manager/Pit Marshall. Only crew members and the driver will be allowed on the ramp.

5.13 Stopping on Course

Drivers are to make a concerted effort to drive off and clear the course.

5.14 Unsafe Equipment

Any participant at a sanctioned event is subject to elimination at the event if, after passing the safety inspection (scrutineering), 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 VDBC Committee.

Rule 6: High Points Championship Series

Boats are awarded points that accumulate over the racing season calculated the following way.

- Race Registration = 50 points (Awarded only after payment of race entry, racing has commenced, and a qualifying attempt has been made by the entrant)
- Passing Tech Inspection = 50 points (Awarded only after successful tech inspection, racing has commenced, and a qualifying attempt has been made by the entrant)
- Round Win = 50 points
- 1st Qualifier = 10 points
- 2nd Qualifier = 5 points

Note: If an event is cancelled before racing has commenced no points will be awarded. To be eligible to win the high points championship in a particular class points must be gained during the racing season at more than 1 event in that class.

Rule 7: Competition Rules

7.1 Safety/Tech Inspection

Driver's personal safety equipment as well as the boat and its related safety equipment must pass Safety/Tech inspection, and the driver must return a 0.00 breath test before being allowed to test and tune, qualify, or run in eliminations.

7.2 Drivers Meeting (briefing)

All drivers are to attend a compulsory Drivers meeting (briefing). Any driver who is absent will be required to meet with the Sanction Supervisor and/or Race Director, to explain the reason(s) for their absence and will need to be briefed prior to participating. Failure to attend mandatory Drivers Meetings may result in the driver's disqualification for the event.

7.3 Competition Drivers Log Book (CDLB):

The VDBC Competition Drivers Logbook (CDLB) expires after 7 race meetings; a physical is required every two years.

A VDBC Day race license does not require a physical but expires at the end of race day. Day license costs will be deducted from full race license cost if a physical is supplied (once per logbook, max \$175).

7.3.1 Drivers licence requirements

The VDBC requires all racers to hold a current state boating license and/or PWC endorsement (1), VDBC Logbook registration (CDLB) (2), pay race entry at all events (3) and be a financial member of the VDBC (4).

7.3.2 Age Requirement

All drivers in the Professional and Sportsman classes must be a minimum age of eighteen (18) years to apply for and be granted a CDLB.

All drivers in Bracket classes must be a minimum age of sixteen (16) years to apply for and be granted a CDLB. Young Stars (J1, J2 and J3) can be aged between eight (8) to sixteen (16) years. All racers in any Young Stars class must hold Victorian restricted state boating licence (or equivalent).

7.3.3 Physical

No physical is required for any Bracket class (refer clause 3.2.1). Each driver in the Professional and Sportsman classes is required to take a physical prior to applying for a CDLB (refer clause 3.2). 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 CDLB. Any driver who is found to have submitted a fraudulent physical form shall be subject to having his license suspended or revoked (to be determined by the VDBC Committee). There is no grace period if a driver does not have a physical.

7.3.4 Duration of CDLB

All CDLB's are issued for a SEVEN (7) race period.

7.3.5 License Suspension / Revocation

Any driver found violating the rules or regulations contained herein or failing to follow proper directions of any official shall be subject to having his CDLB suspended or revoked.

7.4 Registration/Entry

7.4.1 Registration Requirements

At their discretion, the VDBC 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.
- CDLB checked for class and expiration date for all drivers of each boat.
- All forms and releases must be completed and signed by each owner and driver. (Refer CDLB)
- Payment of all dues, fees, etc.

*No boat will be allowed to attempt to test and tune, qualify, or compete in eliminations without all of the above items having been completed and passing Safety/Tech inspection.

7.4.2 Membership / Racing

All owners and drivers of each boat registering to compete in a sanctioned event must be a fully paid VDBC member. The driver of the boat must have a valid CDLB.

7.4.3 Vessel registration requirements

The VDBC requires all vessels to be registered/hold the relevant boating authority registration.

7.4.4 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.

7.4.5 Class Capability

A boat may enter any class if 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.

7.4.6 Multiple Drivers/One Boat

If there is more than one driver for any boat, each driver must be a fully paid VDBC member and have a valid CDLB. Furthermore, each driver must sign all required registration and release forms and pay all relevant fees.

7.4.7 Safety Pass

A safety pass may be requested by the Race Director at any time, and is designed to allow officials to observe the boat and driver, to determine the safety of both to compete.

7.6 Qualifying

7.6.1 Driver Limitation

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

7.6.2 Qualifying Attempt

All boats will be given an opportunity to qualify by class to compete in eliminations. Under no circumstances will the race program be delayed 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 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.

7.6.3 Foul Start (red light)

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.

7.6.4 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."

7.6.5 Identical E.T.'s

If two or more boats in the same class record identical E.T.s during qualifying, the boat registering the lower Reaction Time (R.T.), shall be considered the quicker for the purposes of pairing for eliminations. If the boats were to have both identical E.T.s and **R.T.'s** then the boat which first recorded the E.T. would be considered the quicker for the purposes of pairing for eliminations. If the run was a dead heat, that round would be rerun.

7.6.6 Class Changes/Bump

If any boat owner / driver, wishes to change from the class in which they are registered, it is the owner / driver's responsibility to notify the timing tower within fifteen (15) minutes of the cancellation or conclusion of qualifying as to what class in which they wish to compete. If any owner / driver changes classes pursuant to this rule, the qualifying E.T.s will be transferred to the declared class and will be used for pairing purposes accordingly. Likewise, all points including race registration, tech inspection, qualifying position, etc. will be awarded in the declared class. Only the owner or driver may request to change classes.

7.7 Eliminations

7.7.1 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 have elected to remain in that class, the boat will be considered the slow boat in the class and paired for eliminations accordingly.

7.7.2 Driver Limitation

At the discretion of the Race Director, a driver may be allowed to drive a second boat in another class. Eliminations will not be held up at any point to accommodate a driver wishing to drive a second boat.

7.7.3 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 to run in that round of eliminations. If the driver chooses not to run, the Ramp Manager/Pit Marshall 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."

7.7.4 Legal Single Run

A legal single run may be awarded to any boat already paired for eliminations if his competition fails to appear.

7.7.5 Foul Start (Red light)

During Eliminations, a foul start occurs when a boat crosses the starting line prior to receiving a solid green light, activating the red light in that lane and eliminating that boat. If both boats red light – the boat with the greater red light is eliminated. A foul start on a bye run or legal single run has no effect on the run whatsoever.

7.7.6 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.

7.7.7 Break Rule

The break rule applies in the final round only. In the event a participant in the final round is unable to compete, the Pit Marshal or Race Director may award a legal single to the remaining competitor 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 can run the final in place of the broken boat.

7.7.8 Identical E.T.'s- Broke Out the Least

During eliminations, if two or more boats record identical E.T.'s, during a round, the boat registering the lowest R.T. will be considered the quickest for the purpose of lane selection in the next round. If there are identical E.T.'s and R.T.'s, the boat recording the E.T. first would be considered the quickest.

7.7.9 Class Win - Single Boat

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 VDBC.

7.7.10 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:

7.7.10a Failure to report to the launch ramp.

7.7.10b Failure to launch or drive to the starting line holding rope.

7.7.10c Failure to start, leave the starting line holding rope, or cross the starting line under the boat's own power within five (5) seconds after **the** green light in his/her lane, said boat shall be eliminated.

7.7.10d Safety, such as, but not limited to, hooking the holding rope, crossing the centre line or outer boundaries of the racecourse, or hitting any course equipment while under acceleration or own power.

7.7.10e Failure to cross finish line. If both boats fail to cross the finish line, and no other grounds for elimination are committed by either boat, then a re-run of that race will be permitted if practicable.

7.7.10f Breakout. In the event of a double breakout, the boat breaking out by the least amount will be the winner.

7.7.10g Losing a valid elimination round.

7.7.11 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 **possible** disqualification are as follows:

7.7.11a 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.

7.7.11b Unsportsmanlike conduct, including, but not limited to, abusive language, gestures, threats, and physical assault.

7.7.11c Running down the racecourse when the solid red lights are illuminated (indicating that the course is closed) at the race directors' discretion.

7.7.11d Starting or attempting to start a boat's engine while under tow on the water.

7.7.11e Approaching another boat or object at an unsafe speed or angle, or any other action or practice deemed unsafe by any official.

7.7.11f Disconnecting, overriding, substituting, or attempting to defeat any safety related rule or item required to pass the pre-race safety inspection (scrutineering).

7.7.11g Any open boat running 7.70 seconds or quicker, on a $\frac{1}{4}$ mile course.

7.8 First or Worst

Should a double rules infraction occur on the same run during eliminations or finals, the driver committing the major (or more serious) infraction shall be eliminated.

7.9 Incomplete Race

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

7.9.1 Cancelled Before First Round

If the race is cancelled 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.

7.9.2 Cancelled 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. If there are identical E.T.'s, the boat with the lowest R.T. would be the winner. If there are identical E.T.'s and R.T.'s, the boat recording the R.T. first would be the winner.

7.9.3 Cancelled After First Round

If the race is cancelled 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. If identical E.T.'s: see above rule.

7.9.4 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 to complete the eliminations program, the following guidelines will be used to conclude the racing program:

7.9.4a 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.

7.9.4b 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.

7.10 Problems & Protests

7.10.1 Filing

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 the commencement of the next round the boat is competing in. All protests must be accompanied by the required fee \$20.00 in cash. Once class eliminations have been completed only the winning boat or driver may be protested. 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.

7.10.2 Refusal

Refusal to allow checking of an alleged infraction of the rules, if protested, will be seen as an admission of guilt.

7.10.3 Protest Sustained

Any protest which is sustained or found to be valid shall result in penalties being assessed against the offending competitor(s). Penalties will be determined by the VDBC Committee. They may range from a verbal warning or a written reprimand up to a suspension from racing at sanctioned events.

7.10.4 Protest Reply

The decision as to how any protest will be handled rests with the Race Director. All formal written protests, filed in accordance with the regulations contained herein, will be reviewed by the entire VDBC Committee, who shall be held directly accountable for a formal reply. Said reply shall be made as soon as possible.

Rule 8: Boat Safety Equipment

8.1 Boat Appearance

Boats with objectionable or obscene names, graphics, or pictures will be rejected by the Race Director. Likewise, the appearance of owners, drivers, and individual crew members is of equal importance, and is subject to the same considerations.

11.1 Tech/Safety Inspection (scrutineering)

All boats which are to be registered to compete at a sanctioned event in any class must have the following items inspected by the Tech/Safety Inspector (or their assistant). All determinations as to whether 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 Tech/Safety Inspector. Any boat which has passed safety inspection (scrutineering) at any event is still subject to re-inspection or random inspection at the discretion of the Tech/Safety Inspector at that event. Likewise, the boat remains subject to inspection at any subsequent event(s).

8.3 Bilge Pump

It is not mandatory but highly recommended that all open boats have an electric bilge pump.

8.4 Blower (Supercharger)

Top Fuel Hydros require either a Roots-type, Hi-Helix or Helix type supercharger (if used). A manifold burst panel meeting SFI specifications, plus restraint system meeting SFI specifications are mandatory. Supercharger restraint straps must be covered. Screw-type superchargers, remote-mounted superchargers and variable multi-speed supercharger devices are prohibited.

8.5 Bow Eye

All boats shall be equipped with a bow eye.

8.6 Boat Number/Class Designator

All boats must have race numbers displayed.

8.7 Drive Line Cover

All open inboard V-drive boats must utilize a driveline/jackshaft cover. (No cover is required with a splined coupler, if installed on a capsule or jet boat).

8.8 Flywheel Cover

All inboard powered boats with a forward-facing engine must have a flywheel cover.

8.9 Fuel Shut-Off Valve

All mechanical fuel injected boats must have a mechanical fuel shut off within reach of the driver. The valve itself must be installed in the fuel line between the main fuel pump and the fuel injectors.

8.10 Holding Rope Deflector

A holding rope deflector is required on all boats.

8.11 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.

8.12 Paddle

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

8.13 Propeller

The propeller must be secured with either a castle nut and cotter pin or a nylock nut.

8.14 Propeller Shaft Release (Whirlaway)

All inboard powered boats running faster than 10.99 seconds must be equipped with a propeller shaft (prop shaft) release mechanism installed in the boat's drive line.

8.15 Pump Loader

All jet boats are required to have the pump loader secured with a minimum of four (4) bolts. A minimum of two (2) of the bolts must be drilled completely through and secured with nuts.

8.16 Rudder

Rudders must be made of suitable material (no aluminium). The rudder blade must be a minimum thickness of 9.5mm (3/8") and boats using a through-the-hull rudder are required to utilize a safety collar which will prevent the rudder from disengaging itself from the boat.

8.17 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 12.7mm or one half (1/2) inch directly forward of the main strut.

8.18 Steering

All boats utilizing open cable steering must have said cable a minimum of 4.75mm or three sixteenths (3/16) inch in diameter and the cable ends at the turnbuckles must be double clamped and taped. On all capsule equipped boats, the steering gear box must not be bolted on the front of the capsule. A slip joint must be employed to connect the steering shaft to the steering gear box.

8.19 Throttle Return Spring

All boats utilizing carburettors or mechanical fuel injection must have two return springs.

Rule 9: Drivers Safety Equipment-General

9.1 Ballistic Shorts

Ballistic shorts are required in all open boats running 10.99 seconds and quicker to prevent water from entering the body.

9.2 Helmets

All crash helmets must be proper fitting, and meet, as a minimum either the Australian Standard, EU Standard, SNELL specification, or any SFI specification. All helmets will be within twelve (12) years of the SFI / Snell rating. A label indicating the rating must be permanently attached to the inside of the helmet, or the rating must be stamped into the helmet itself. Except for the driver's boat being under tow, helmets must be worn by drivers at all times while on the water.

9.2.1 Capsule Helmets

Full face helmets utilising a neoprene neck sock are recommended in all capsule boats. Any helmet must be within twelve (12) years of the SFI/Snell rating, utilizing either a neoprene neck sock/sealed face shield or an open or full-face helmet utilizing a fighter style mask with an ambient / on demand system. From the start of the 2018/2019 season only a full-face helmet utilising a neoprene neck sock will be accepted.

9.3 Head and neck restraints

Head and neck restraints (e.g., a Hans Device) are highly recommended to be worn during competition. If such devices are to be used they must be a commercially manufactured device and must be worn in accordance with the manufacturer's specifications.

9.4 Eye Protection

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

9.5 Visual Aid

At the time of the driver's equipment inspection, the driver must produce their state boating driver's license to verify whether a visual aid is needed to drive. If a visual aid is required, the driver must always wear their proper visual aid while on the water.

9.6 Driving Suit

9.6.1 Bracket Classes (including Young Stars)

A fire-resistant racing suit is recommended to be worn. As a minimum full body cover including shoes is required. Gloves are highly recommended.

9.6.2 Sportsman

A fire-resistant driver suit must be worn. Shoes must be worn. Gloves are highly recommended.

9.6.3 Professional

While an engine is running on the water the driver must wear an approved driving suit which has been commercially

manufactured specifically for racing. Said suits must be fire resistant, long sleeved, and have closed cuffs (either elastic or Velcro). Full cover shoes and socks must be worn. Gloves are highly recommended.

9.7 LifeJacket/Non-Capsule

9.7.1 Non-Capsule boats

All drivers in non-capsule boats must wear, while on the water, an approved, commercially available life jacket that meets Australian Standards. **Capsule type life jacket suits are not allowed in open boats.** No inflatable type jackets are permitted in any class.

9.7.2 Chute Jackets

Sportsman drivers in boats that run 9.99 seconds or under must wear an approved, commercially available chute jacket.

9.8 Life Jacket/Capsule boats

Driver must wear the following personal equipment/apparel, of which all must be their own and that which they will be using in their Reinforced Cockpit. (No borrowed equipment):

- Driving Suit
- Shoes
- Gloves (if normally used by the driver)
- Helmet
- PFD/built in buoyancy
- Helmet Restraint
- Air Mask/Device

9.9 Knee and Shin Protectors

All capsule boat drivers are required to wear knee and shin protectors. Baseball or motocross type protectors must be worn and either sewn in the driver's suit or worn externally.

Rule 10: Young Stars

10.1 J1 Class

Drivers in this Class must be aged eight to sixteen years.

10.2 J2 Class

Drivers in this Class must be aged ten to sixteen years.

10.3 J3 Class

Drivers in this Class must be aged twelve to sixteen years.

10.4 Membership

Young Stars drivers must be a member of the VDBC.

10.5 Licence requirements

All racers in any Young Stars class must hold Victorian restricted state boating licence (or equivalent).

10.6 Boats

J1, J2 and J3 boats must be a minimum of 2.5 meters in length. The design of the boat is unrestricted.

10.7 Devices

Any device that will allow adjustment to the trim of the motor while the boat is in motion is not permitted.

10.8 Anti-Cavitation

Anti-cavitation plates on motors cannot be increased in size more than 120mm to either side and not more than 150mm to the rear of the standard anti-cavitation plate.

10.9 Motor

Only outboard motors are allowed in Young Stars classes. All outboard motors must be clamped and bolted to the transom and clamps secured with locking wire.

10.9.1 Young Stars J1 Class

The power of outboard motors in this Class is limited to 6hp.

10.9.2 Young Stars J2 Class

The power of outboard motors in this Class is Limited to 10hp.

10.9.3 Young Stars J3 Class

The power of outboard motors in this Class is Limited to 15hp.

10.9.4 Modifications

Modifications to standard outboard motors in Young Stars classes are not permitted.

10.9.5 Throttle

A returnable spring-loaded foot throttle must be fitted. No tiller arm steering or throttle will be permitted.

Rule 11: Breakaway Capsule Boat Safety Equipment

11.1 Breakaway Capsule

Equipment – General. In addition to the items listed in Rule 8, Boat Safety, all capsule boats must have the following items and standards that are the minimum acceptable for each capsule and must be inspected by the Tech/Safety Inspector.

11.2 Breakaway Capsule

Breakaway capsules manufactured to SFI standards, or by an approved manufacturer are required in all Professional classes. Capsules are also permitted in any Sportsman or Bracket class. If used, they must be manufactured to SFI standards or by an approved manufacturer. The appropriate certification ID must be attached and visible. *See attachment 4 for example.*

11.3 Air Supply

A minimum 207 Bar or 30 cu. Ft. high pressure (3,000 P.S.I. systems) is required. All air tanks must be inspected when purchased and annually thereafter. They must have a current stamp 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.

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 305mm or twelve (12) inches, nor more than 380mm or fifteen (15) inches from the driver's mask or helmet. The quick release coupler used must be one of the following Parker fluid connectors in rule 11.3.1. *See attachment 5 for example.*

11.3.1 Male/Female Description

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. It is recommended that a connection nipple be affixed to the outside of the capsule to enable a secondary air source to be connected if required. The SCUBA regulator must be permanently fixed to the driver's helmet with a maximum of 75mm or three (3) inches of hose between the mask and regulator. The regulator should be serviced annually. *See attachment 5 for example.*

11.3.2 Air Tank

It is the driver's responsibility to ensure that his air tank has been refilled to 207bar or 3,000 PSI for the high-pressure system, 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.

11.4 Air Bottle Mounting

The bracket mounting the Bottle must be permanently attached to the Frame Rails of the Capsule. The base of the Bottle must be fully contained in a cup type bracket, the neck is to be contained in a U type bracket, with a suitable bracket/pin so as it is completely encircled. All brackets must be made of a suitable Alloy or Steel. Velcro, hose clamps, wire ties or similar are not acceptable.

11.5 Breakaways

All attachments coming out of the capsule must be of a breakaway design. The break point must be positioned outside of the capsule.

11.6 Fire Control

It's highly recommended that all capsule boats have a fire suppression system installed. The activating switch must be located

inside the capsule.

11.7 Interior

All brackets and levers should be mounted 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. Suitable foam padding is recommended to be installed in the capsule.

11.8 Lift Rings

Each capsule must be equipped with a minimum of two (2) lifting points. One lift ring must be installed on the 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 and be attached to the frame rails. Each capsule boat owner must provide to the rescue crew at each event a lifting sling designed for their capsule which is clearly marked with their boat identification.

11.9 Paint

The bottom and sides of the capsule below the deck line must be painted in a fluorescent colour.

11.10 Seat Belts

Seat belts must be a SFI specification harness, or a harness commercially manufactured by a recognized safety equipment manufacturer, with a minimum five (5) points. The release mechanism must have a fluorescent colour tag of at least 200mm securely attached to aid in a quick release by divers in the event of an accident.

11.11 Exterior Capsule Release

Capsule locking pins must be removable from the outside of the capsule and be recessed below the body line of the capsule.

11.12 Capsule Orientation

Each driver of a capsule equipped boat must, prior to entering their first sanctioned event, demonstrate the ability to use their breathing apparatus. Each driver's equipment will be checked to ensure that it functions properly and that the driver is familiar with its operation at each event by the lead diver.

11.13 Parachutes

All Professional class hydros with a parachute are required to have dual (2) parachutes. If any chutes are operated by air, then one mechanical lever must be installed to operate at least one chute. On any boat using nitromethane as fuel, it is mandatory the parachute pack and unpack shroud lines be protected with fire-resistant material.

11.14 Parachute Release Mechanism

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. The parachutes release mechanisms are subject to testing during safety inspection (scrutineering).

Rule 12: Cell Boat Safety Equipment

12.1 Cell Boat ID Tag

All cell boats are to be manufactured by an approved manufacturer and have appropriate ID tags permanently affixed to the boat. *See attachment 4 for example.*

12.2 Air Supply

A minimum 207 Bar or 30 cu. ft. high pressure (3,000 P.S.I. systems) is required. All air tanks must be inspected when purchased and annually thereafter. They must have a current stamp 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.

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 305mm or twelve (12) inches, nor more than 380mm or fifteen (15) inches from the driver's mask or helmet. The quick release coupler used must be one of the following Parker fluid connectors in rule 12.3. *See attachment 5 for example.*

12.3 Male/Female Description

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. It is recommended that a connection nipple be affixed to the outside of the cell to enable a secondary air source to be connected if required. The SCUBA regulator must be permanently fixed to the driver's helmet with a maximum of 75mm or three (3) inches of hose between the mask and regulator. The regulator should be serviced annually. *See attachment 5 for example.*

12.4 Air Tank

It is the driver's responsibility to ensure that his air tank has been refilled to 207 bar or 3,000 PSI for the high-pressure system, 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.

12.5 Air Bottle Mounting

The bracket mounting the Bottle must be permanently attached to the Frame Rails of the Cell. The base of the Bottle must be fully contained in a cup type bracket, the neck is to be contained in a U type bracket, with a suitable bracket/pin so as it is completely encircled. All brackets must be made of a suitable Alloy or Steel. Velcro, hose clamps, wire ties or similar are not acceptable.

12.6 Interior

All brackets and levers should be mounted to prevent injury or interference to the driver in the event of a crash or emergency exit from the cell. All interior items, such as the seat, must be securely attached to the cell frame rails. Reinforcements should be used where needed to prevent excessive flexing which could result in the separation of components within the cell. Suitable foam padding is recommended to be installed in the cell.

12.7 Seat Belts

Seat belts must be a SFI specification harness, or a harness commercially manufactured by a recognized safety equipment manufacturer, with a minimum five (5) points. The release mechanism must have a fluorescent colour tag of at least 200mm securely attached to aid in a quick release by divers in the event of an accident.

Rule 13: Jet Boat Safety Rules

13.1 All jet driven boats that run 100 MPH or faster must have a "pop-off valve" or ratcheting device.

13.2 All jet driven boats that run 130 MPH or faster must have a "pop-off valve" and ratcheting device.

Rule 14: PWC Safety Rules

14.1 All PWC's must adhere to all relevant rules contained within this rule book, such as refuelling, pit safety, scrutineering, etc.

14.2 PWC operators must wear:

- Closed toe footwear;
- A type 3 (level 50) PFD/life jacket with a minimum of 2 chest straps;
- Long sleeves that cover arms;
- Pants that cover legs.

14.3 It is recommended PWC operators wear:

- Long sleeved/full wetsuit;
- Ballistic shorts.

Rule 15: VDBC Determination

15.1 The VDBC committee will ultimately determine if a boat is able to compete in a sanctioned drag boat event.

Definition & Terminology

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."

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 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.

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

Driver - Any person, or a person, 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 track pack up at the end of the event.

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 4.87m or sixteen feet (16'), 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.

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.

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.

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 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 the individuals, persons, groups, clubs, corporations, associations, partnerships, or other entities, either individually or collectively, which own said boat.

Outboard - any boat that has its engine mounted on the transom.

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

Propeller - A device used to propel boats 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.

SFI - SFI Foundation, Inc.

Safety Inspection (scrutineering) - Safety/technical inspections of each boat prior to its being allowed to register and compete.

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

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.

Sponsor (event sponsor; race sponsor) - Any individual, person, group, club, corporation, association, partnership, or other entity who has contractually or otherwise agreed with the VDBC 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 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 carburetted or fuel injected.

Attachment 1

Timing System Starting Procedure:

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 or 38 meters behind 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 racecourses will use the official starting clock and timing system furnished by the VDBC. 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 bottom, amber at the top, and green in the centre. 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 applies to either lane:

1: 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). Starting of engines while the Red Light (if used) is on will void that run.

2: Blinking/Solid Amber Light - This indicates to the driver that the starting clock countdown is imminent. Watch the clock closely. Engines should be running.

3: Solid Green Light - Indicates a legal start. GO.

4: Solid Red Light - Indicates that a foul start has occurred in that 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.

5: Starting Sequence

Course red lights are on.

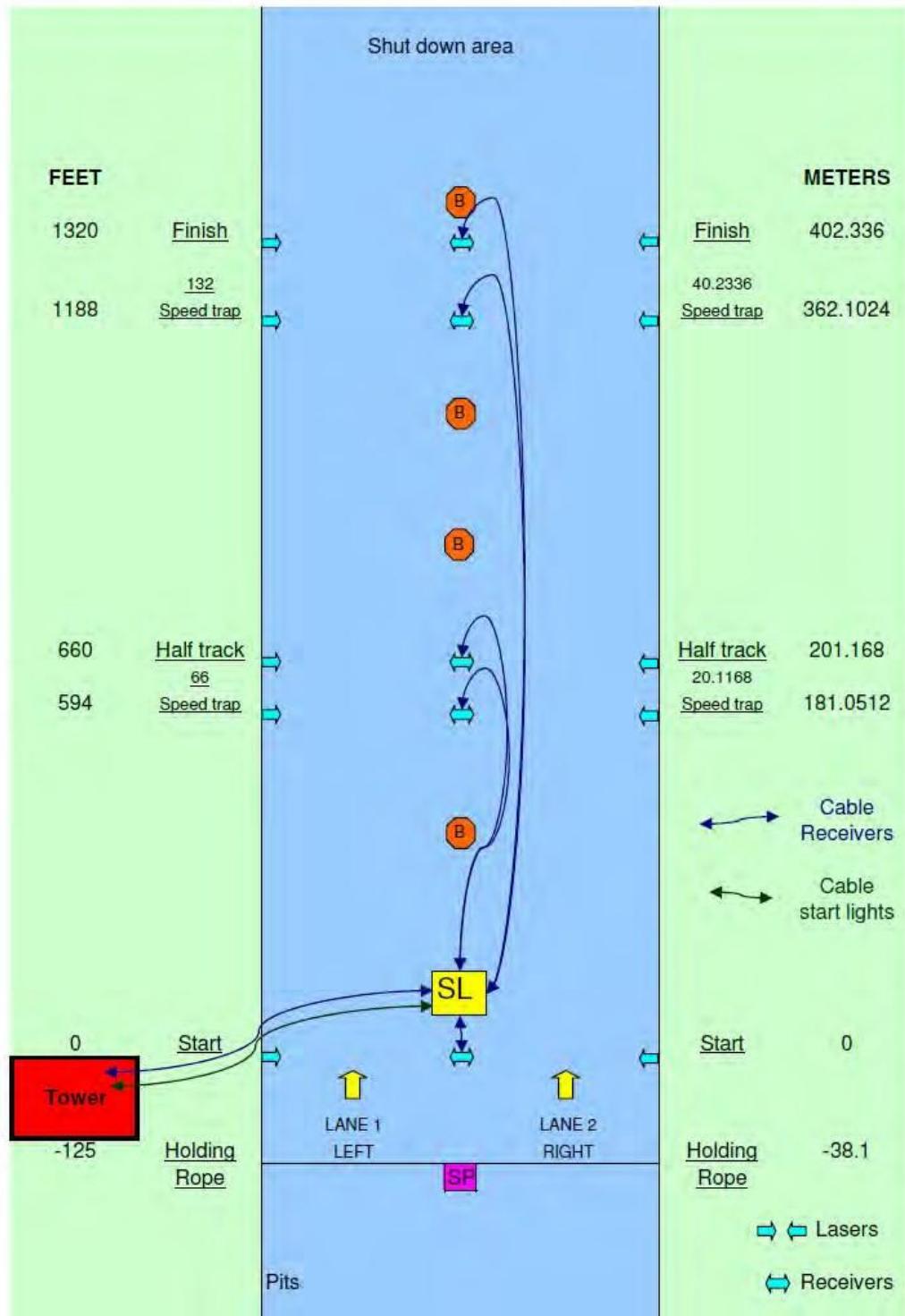
Starter will notify the next driver (using his boat number) to watch the lights.

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" in 500's second 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.

Attachment 2
Racecourse Layout



Race track = 1/4 Mile

1 foot = 0.3048 meters

Speed traps @ -10%

SL Start lights - 50 feet past the start line (15.24m)

B Buoy placement

SP Start pontoon

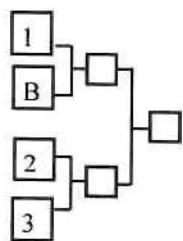
Attachment 3

Pairing Ladders by boat numbers

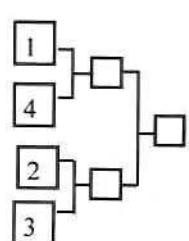
Pairing Ladders

Pairing Ladders

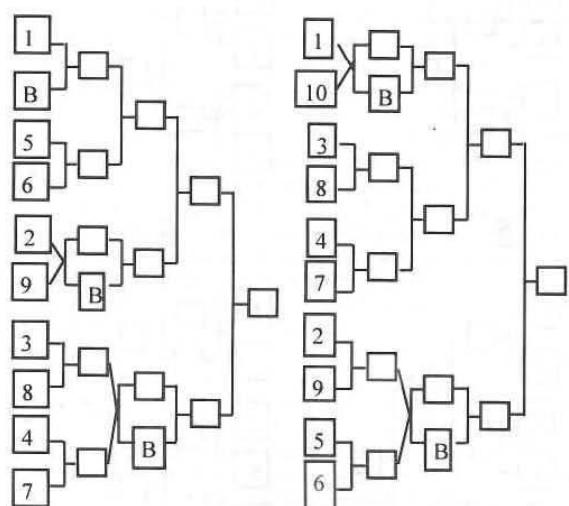
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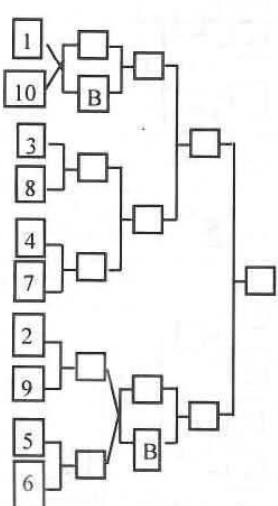
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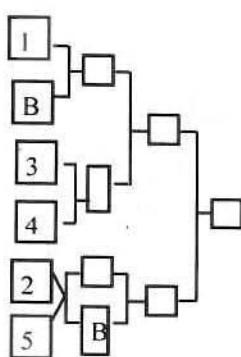
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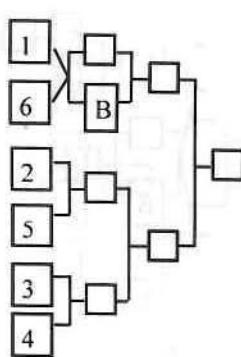
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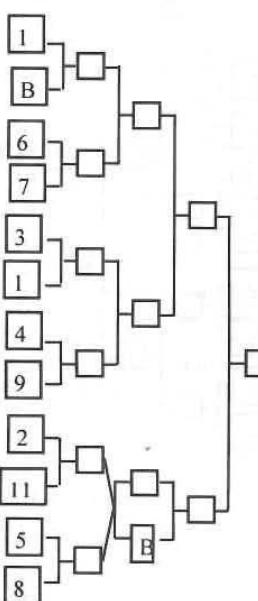
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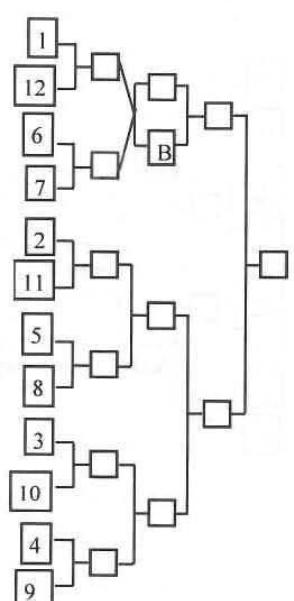
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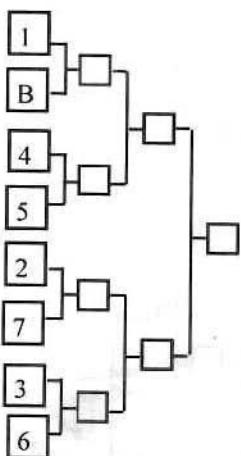
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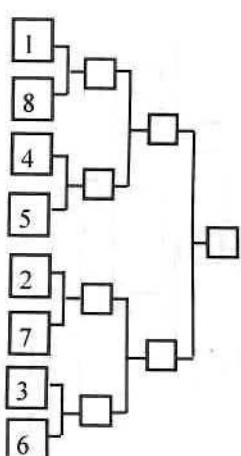
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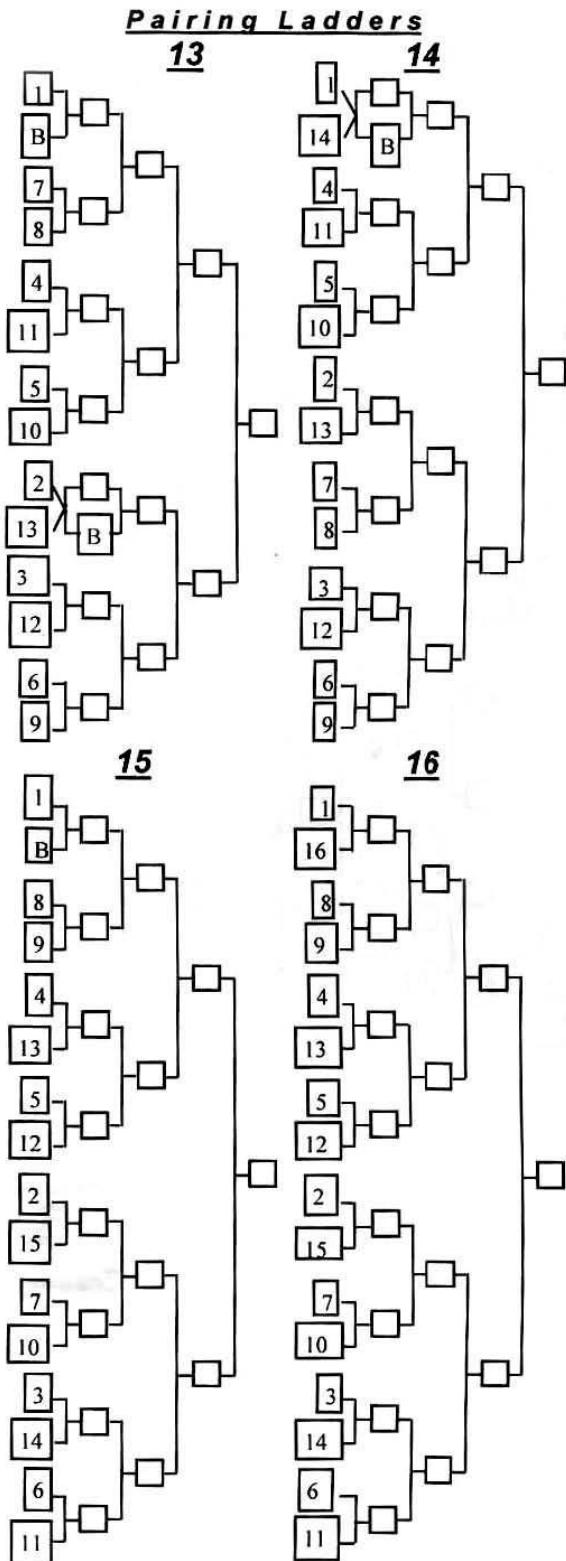
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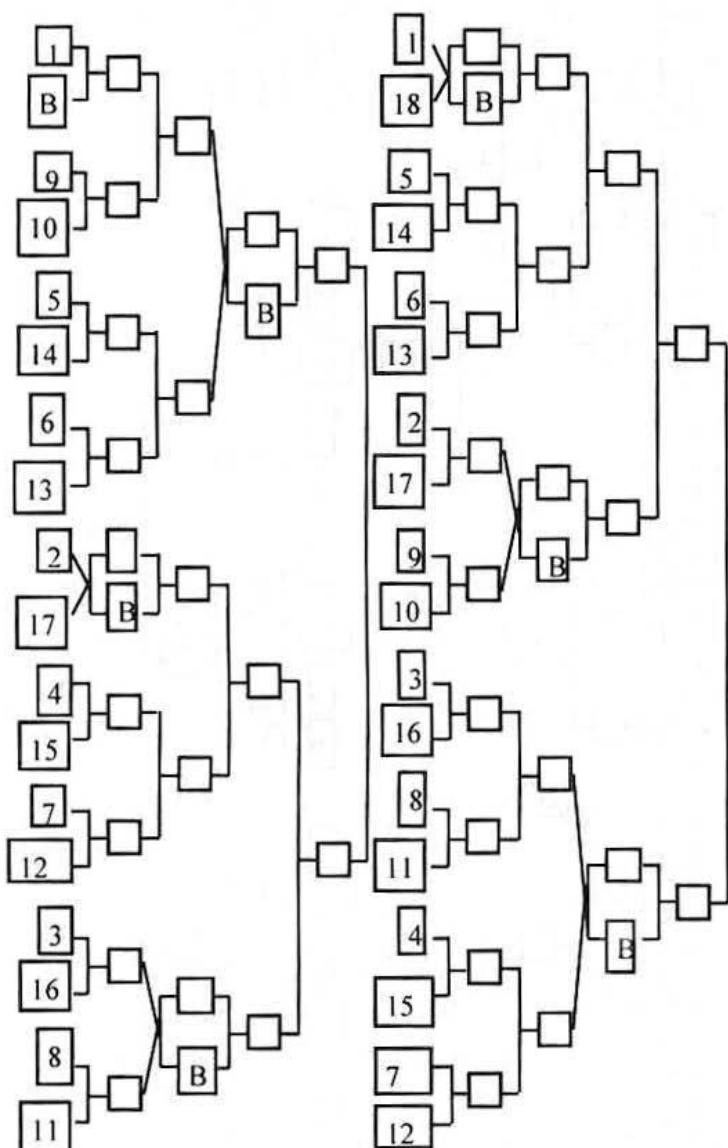
8



Pairing Ladders



17 **18**



Attachment 4

Capsule / Cell ID tag examples.



Attachment 5

Air Fittings.



Attachment 6

Second Chance Trophy Dash:

BILL DAVIS MEMORIAL TROPHY

The race for the Bill Davis Trophy is run at the end of the Australian National Titles. Second chance draw number 1. ONLY hydro boats qualify. Top Alcohol Hydro's qualify first then ET restricted Alcohol hydro's to follow, moving down the classes from TAH to Super Comp. This may be a staggered start race if an index restricted hydro qualifies and both drivers agree, maximum staggered start is two (2) seconds and breakout applies. At least one boat must make the holding rope and complete a legal pass to be the Bill Davis Winner. Prize money may be awarded if 4 eligible boats are entered into Australian National Titles competition.

YELLA TERRA CUP

The race for the Yella Terra Cup is run at the end of the Australian National Titles. Second chance draw number 2. Only Displacement boats qualify. Displacement boats in the highest class qualify first, with the lower classes to follow moving down. This may be a staggered start race if two boats from two classes qualify and both drivers agree, maximum staggered start is three (3) seconds and breakout applies. At least one boat must make the holding rope and complete a legal pass to be the Yella Terra Cup winner. Prize money may be awarded if 6 eligible boats are entered into Australian National Titles competition.

ET CHALLENGE TROPHY

The race for the ET Challenge Trophy is run at the end of the Australian National Titles. Second chance draw number 3. Only boats racing in TOP LIMITED (TL8), PRO COMP (PC9), and SUPER COMP (SC10) can qualify to race for the Trophy. The two boats that qualify will be the boats that have raced closest to their index (ET) during the Australian National Titles competition. Only legal runs count. The race may be a staggered start race if boats from separate classes qualify, and breakout applies. At least one boat must make the holding rope and complete a legal pass to be the ET Challenge Trophy Winner. If no time is allowed for this extra round, then the trophy will be awarded to the eligible boat that has raced closest to their index ET.

ROBERT OLIVER MEMORIAL ET CHALLENGE TROPHY

The race for the Rob Oliver ET Challenge Trophy is run at the end of the Australian National Titles. Second chance draw number 4. Only boats racing in SUPER STOCK (SS11), MOD STOCK (MS12) and STOCK ELIMINATOR (SE13) can qualify to race for the Trophy. The two boats that qualify will be the boats that have raced closest to their index (ET) during the Australian Nation Titles competition. Only legal runs count. The race may be a staggered start race if boats from separate classes qualify, and breakout applies. At least one boat must make the holding rope and complete a legal pass to be the Rob Oliver ET Challenge Trophy Winner. If no time is allowed for this extra round, then the trophy will be awarded to the eligible boat that has raced closest to their index ET.

OUTBOARD ET CHALLENGE TROPHY

The race for the Outboard ET Challenge Trophy is run at the end of the Australian National Titles. Second chance draw number 5. Only boats with an outboard motor, racing in TOP LIMITED (TL8), PRO COMP (PC9), SUPER COMP (SC10), SUPER STOCK (SS11), MOD STOCK (MS12), and STOCK ELIMINATOR (SE13) can qualify to race for the Outboard ET Challenge Trophy. The two boats that qualify will be the boats that have raced closest to their index (ET) during the Australian Nation Titles competition. Only legal runs count. The race may be a staggered start race if boats from separate classes qualify, and breakout applies. At least one boat must make the holding rope and complete a legal pass to be the Outboard ET Challenge Trophy Winner. If no time is allowed for this extra round, then the trophy will be awarded to the eligible boat that has raced closest to their index ET.

NOTE:

The Bill Davis, Yella Terra Cup, ET Challenge, Rob Oliver ET Challenge and the Outboard ET Challenge are second chance draws and are separate from all other class trophies. The boats that qualify will race an extra round to establish the trophy winners. If no time is allowed for this extra round of racing, then the trophies will be awarded to the boats that qualify first for each trophy. The Bill Davis and Yella Terra are decided from round winners. ET Challenges are decided from closest ET to index class.

Qualifying classes for SECOND CHACE DRAWS. VDBC Nationals

Class	Class Name	Trophy
TFH	<i>TOP FUEL HYDRO</i>	N/A
TAH	<i>TOP ALCOHOL HYDRO</i>	Bill Davis
TAF	<i>TOP ALCOHOL FLAT</i>	N/A
PM7	<i>PRO MODIFIED</i>	Bill Davis
TL8	<i>TOP LIMITED</i>	Bill Davis, Yella Terra, ET Challenge, Outboard ET
PC9	<i>PRO COMP</i>	Bill Davis, Yella Terra, ET Challenge, Outboard ET
SC10	<i>SUPER COMP</i>	Bill Davis, Yella Terra, ET Challenge, Outboard ET
SS11	<i>SUPER STOCK</i>	Rob Oliver, Outboard ET
MS12	<i>MOD STOCK</i>	Rob Oliver, Outboard ET
SE13	<i>STOCK ELIMINATOR</i>	Rob Oliver, Outboard ET
RR	<i>RIVER RACER</i>	N/A
YSJ1	<i>YOUNG STARS J1</i>	N/A
YSJ2	<i>YOUNG STARS J2</i>	N/A
YSJ3	<i>YOUNG STARS J3</i>	N/A

1: Bill Davis – Hydro boats only

2: Yella Terra Cup – Displacement boats only.

3: ET Challenge – Boats entered in TL8, PC9, SC10.

4: Rob Oliver – Boats entered in SS11, MS12, SE13 only.

5: Outboard ET Challenge – Boats entered in TL8, PC9, SC10, SS11, MS12, SE13 only with an outboard.

Note: Boats can only be entered into one second chance draw.