

## Instructions for the Pit Crew

March 18<sup>th</sup>

Pit crews assist the drivers by launching the boat, coaching their driver, and recovering the boat after the race. The race director can't watch all of the boats at the same time and relies upon the pit crew to understand the rules and keep a close eye on their driver's boat.

1. **Make sure that your driver's boat is on the water before the 30-second mark** on the countdown. Any boats put in the water after that will be disqualified.
2. **Coach your driver to slow down if it looks like he might cross the start line before the sound of the gun.** They must wait for the gun. The start line is imaginary going from Wally the gator out to the designated buoy. The race director will stand in a place with a direct line of sight. Stand out of his way until after all boats have crossed the start line. The race director's call is final. People standing off to the side who may not have a direct line of sight to the start line should not argue.
3. **Keep track of your driver's laps completed.** Every time he crosses the start line, call out which lap was completed (1 for [driver's name], 2, 3, or 4) loudly enough that everyone, including the race director, can hear you. Hold up the number of laps completed with your fingers so the race director can see. If your driver needed to do an extra lap due to an infraction, do not resume counting the laps again until he catches up.
4. **Inform your driver of any of the following infractions** he may have committed.
  - a. **Failed to go around the offshore buoy** prior to the start. They may not just circle back around it. If the driver misses the offshore buoy, he should proceed to the start line to begin a full extra lap. He does not need to wait for the start gun to begin the extra lap. This way he is out of the way of the other boats attempting to make a legal start and will still have a chance to win. After the offshore buoy or the extra lap have been completed, the race course only involves the buoys at turn 1, 2, 3, and 4. The UL-19 class is exempt from having to go around the offshore buoy.
  - b. **Crossed the starting line before the sound of the gun.** (Race director will call out which boats were over or say "good start.") Driver must do a complete extra lap if he jumps the start.
  - c. **Cut a buoy.** Driver must make an extra complete lap for each buoy cut. If more than one buoy is cut on the same side of the course, it only counts as one infraction. If another buoy is cut after re-entering the race, that is two penalties. If a boat touches a buoy and no damage occurs, there is no penalty. Penalty for cutting a buoy may be waived if action was taken to avoid a crash.
5. In the event that **your driver is involved in a crash**, make a mental note of which boat was at fault. If both boats are able to continue the race, there is no penalty. If a boat is unable to complete the race due to the actions of another boat (the crasher), the crasher will receive only 25 points regardless of where he finishes. The boat unable to complete the race because

of the actions of another driver (the crashee) will receive 169 points.

6. If there is a **disabled boat on the water**, warn your driver about where it is located (boat down on turn 1, turn 2, back stretch, etc.) and coach him if he is getting too close to it. For example, say: “stay tight” or “go wide” to help coach him around the disabled boat.
7. When a **driver completes four laps**, he should drive his boat into the center of the course and wait there until the other drivers have finished. Make a mental note of where your driver placed in the race. After all boats are finished, inform the race director of where your driver finished in the race (first, second, third, etc.). Stay until it is agreed upon.
8. **Get your driver’s boat out of the water** and return it to the pavilion.