

**New Zealand Blokart Association Inc.  
Notice of Race**



**South Island blokart Championship  
Nelson, 2014**

**Dates :** Sunday 19th - Monday 20th October 2014  
**Venue:** Vortex Blokart Track, Richmond

**Entry fee:** **Adult Single Class Entry \$75 / Adult Dual Class Entry \$150**  
**Youth Single Class Entry \$30 / Youth Dual Class Entry \$60**  
(plus \$10 transponder hire per kart, if required)  
Entries close Friday 10th October 2014, at 5pm and must be accompanied by the full entry fee as listed.  
All participants must be a current member of the NZBAI, or another IBRA affiliated association

**Lunch:** Lunches will be available onsite at a cost  
**PrizeGiving Dinner:** Monday Dinner (venue will be advised)  
at a cost of \$45 per person.  
7pm for 7:30pm dinner.

**Dates & Timing** (may be changed during the competition at the discretion of the race committee). NOTE: At this time of year, it is unusual for the wind to be strong enough to sail until after 11am.

***Saturday 18th October 2014 - Vortex Blokart Track***

- before 12:00 – Gate Closed
- 12:00 - 18:00 – Practice available @ \$10 per hour per kart payable to Vortex  
(NOTE: Please respect that general public will be sharing the track at this time)
- 16:00 - 18:00 – Registration, weigh-in, and scrutineering

***Sunday 19th October 2014 - Vortex Blokart Track***

- 08:30 – Gate Open
- 08:30 - 10:00 – Registration, weigh-in, and scrutineering
- 10:00 – Briefing. Racing to start as soon as possible after briefing
- 18:00 – No race will start after 18:00
- 18:30 – Happy Hour (Venue to be advised)

***Monday 20th October 2014 - Vortex Blokart Track***

- 08:30 – Gate Open
- 09:00 – Briefing. Racing to start as soon as possible after briefing
- 16:15 – No race will start after 16:15
- 19:00 – Dinner and Prize Giving (Venue to be advised)

**Blokart Storage:**

Blokart Storage is available for Saturday and Sunday night at a total additional cost of \$5 regardless if you store your kart for one or two nights (payable on Saturday when you put your kart into storage). This is approx 100m from the track in a locked building. Trailers can be left trackside overnight.

**Kart Hire:**

Out of towners may wish to hire a blokart or additional sails. Murray Shaw has 10 stainless steel karts and a full set of sails (2-5.5m) per kart which can be setup in Production or Performance configurations. Please contact Murray directly on +64-211-116-944 or [murray@vortexwindkarting.co.nz](mailto:murray@vortexwindkarting.co.nz) to book.

**Spare Parts and Tyres:**

Murray Shaw runs the Vortex Track, and is also our local blokart dealer. He will have a good stock of spare parts and tyres available for purchase.

**Support Events:**

Due to popular request; this year Michelle is organising a Cheese Making day with Heather Cole from Country Trading Co (<http://www.countrytrading.co.nz/>). Don't worry, there will be a lovely lunch included with plenty of Kina Cliffs' amazing boutique wine (<http://www.kinaciffs.co.nz/>) to accompany your cheese making delights.

We will make sure that a full itinerary and cost is emailed beforehand, so that you can book your spot and pay Michelle on the day.

**Accommodation in Richmond:**

NZ Motor Caravan Association sites available at the track.

The motels which are close to everything are:

- <http://www.arthurwakefield.co.nz/>
- <http://www.nelsontop10.co.nz/>
- <http://www.oxfordcourtmotel.co.nz/>

Warwick House, Nelson

Historic Boutique accommodation, 5 mins. walk to central Nelson.

[www.warwickhouse.co.nz](http://www.warwickhouse.co.nz)

20% discount for South Island open competitors 3 night stay.

Prices from \$135 - \$ 199/night.

Tel. Nick 0800 0222 33. or email [info@warwickhouse.co.nz](mailto:info@warwickhouse.co.nz)

**Classes/divisions:**

There will be three classes of racing - Production, Performance and Cruiser.

There are four divisions in the Production and Performance classes offered. These are:

- Light weight (up to 70 kg)
- Middle weight (70 kg and up to 80 kg)
- Heavy weight (80 kg and up to 90 kg)
- Super-heavy weight (90 kg and over)

However, in an effort to improve the operational and cost efficiency of events, NZBAI have decided to trial a system that may combine small divisions into a combined division for races and trophies. Details of how this trial arrangement will operate are provided in Attachment 1 hereto.

Cruiser-class, for non-competitive sailors, is a single division. That is, all weights will race together and either Production or Performance blokarts may be sailed. The race officers will give preference to running Cruiser class races separately from other classes. However, to improve race efficiency of the event it may be expedient to run Cruiser class with another or use a modified starting process. Cruiser class starts will be outlined in briefing.

All competitors will be weighed in only once. Trial or test weigh-ins are not permitted. During weigh-in, a maximum of long sleeved shirt with long trousers, minimum of short sleeve shirt and shorts, enclosed shoes must be worn. No jackets, jerseys, wet weather gear, hats, helmets or gloves to be worn during weigh-in.

**Format:**

- Each class will be run separately. Depending on the number of entrants some divisions within a class may be combined using a sliding scale (see above and Attachment 1). The purpose of the sliding scale is not to even out numbers but to ensure there is a minimum of six entries in a division. Results will be split out for each division that sails. See Attachment 1 for details on how this will work.
- A minimum of four rounds of racing must be completed by each class and division for a series to occur. There will be no maximum number of races for the series.
- Race drops: A sailor's worst race placing will be dropped after the eighth race, after 15 races second worst place, and after 21 races third worst place.
- Scoring: Low point system will be used. 1<sup>st</sup> = one point, 2<sup>nd</sup> = two points, 3<sup>rd</sup> = three points. Thereafter for each place add one point.
- Trophies will be awarded for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places in each division sailed.
- Two minute dial-up, five to 12 minute races (may be changed at discretion of race committee).
- Sailing course and the start sequence will be explained at the briefing and may be changed during the day. Competitors will be advised of any changes to the sailing course or start sequence.
- Blokart sailors must be lined up in a grid ready to race prior to the two minute dial-up time.
- Blokarts may not generally change sails once on the grid and may not leave the grid until called to the start line. Any change of sails at this time is at the discretion of the Principal Race Officer or start/finish officials. Blokarts will sail directly to the start line from the grid for race count down, and must arrive and be stopped behind the start line as soon as possible.
- Electronic timing may be used by sailors and all Blokarts will have a transponder located as per instructions.

- Race officials will make the decision whether to start a race or not.
- The Principal Race Officer or start/finish officials may shorten or abandon a race after it has started.
- Protest fee: \$10 returned to protester if the protest is upheld.
- Marshalls will be positioned at course marks. All competitors will be rostered on to assist with marshalling.

**Equipment & sailing rules:**

Please refer to IBRA rules with NZBAI modifications, edition 3. This can be read on the NZBAI website at <http://www.bai.co.nz/blokart-sailing/rules/>.

## **Attachment 1**

### **Description of Trial Event Arrangements for the 2014 SIO & NZO**

The following trial procedures shall be adopted for establishing Divisions within Classes (applies to Performance and Production only):

1. There shall be no minimum numbers for a Class, but a minimum of six in a Division.
2. When combining divisions, adjacent divisions shall be combined that produce the smallest total.
3. Repeat procedure (2) above, until minimum numbers are reached in the remaining divisions or the entire class is combined in a single division.
4. Examples of how it may operate are provided below:

<b>Class Entries</b> <i>(no.'s per weight group)</i> <b>L,M,H,SH</b>	<b>Most Equal Combinations By weight</b>	<b>Final Divisions that meet criteria - minimum of six &amp; closest weight grouping.</b> <i>(Divisions of six might be combined for races but will be split out for trophies).</i>
<b>6,6,6,6</b>	Not combined, meets minimum requirements	One class, four divisions, four trophies (probably race as two groups for efficiency or one group if the track is large enough).
<b>1,2,0,1</b>	Combined as one class of <b>4</b>	One class of four competitors – ie there are less than 6 competitors in total. One trophy & race as one group.
<b>2,4,3,3</b>	<b>6,6</b>	L&M-H&SH combined as two divisions of the class. Two trophies & race as one group for race efficiency (ie results split out).
<b>2,4,8,1</b>	<b>6,9</b>	L&M-H&SH combined as two divisions of the class. Two trophies & race as one group.
<b>2,3,8,1</b>	<b>5,8,1</b>	No adjoining groups of 6 (ie if you take the Heavies as 8, other divisions are left with less than 6), so only option is to combine all into one class/division of 14 competitors. One trophy & race as one group.
<b>4,1,5,3</b>	<b>5,5,3</b>	No adjoining groups of 6, so only option is to combine all into one class/division of 13 competitors. One trophy & race as one group.
<b>6,2,5,8</b>	<b>6,7,8</b>	6,7,8 as three divisions of the class. Three trophies, probably race as one group.
<b>2,3,8,5</b>	<b>5,8,5</b>	No adjoining groups of 6, so only option is to combine all into one class/division of 18 competitors. One trophy & race as one group.

*(L = Lightweight, M = Middleweight, H = Heavyweight, SH = Super Heavyweight)*

Remember, these are random examples and the last example is possibly an extreme case.

Note that some final divisions may be raced together for operational efficiency with the results split out.

The calculation of Divisions to be run in each of the Classes will be determined by the Race Committee following entrant weigh-in at registration.