

New Zealand Blokart Association Inc.



Notice of Race

2015 North Island Open Championship

30 – 31 May 2015

Venue: Manawatu Blokart Club track, Sanson.
Entrance is off State Highway One just south of Sanson.

Friday 29 May

1300: Sanson track is open for practice \$5 per person
1630: Informal dinner at the Rathole in Sanson.

Saturday 30 May

0730 - 0900: Registration, weigh-in, and scrutineering
0915: Welcome and briefing. Racing to start as soon as possible after briefing
1645: No race will start after 1645
1900: Informal dinner at wherever

Sunday 31 May

0900: Briefing. Racing to start as soon as possible after briefing
1615: No race will start after 1615
1830: Dinner, spot prizes, blooper awards, and prize-giving at venue to be determined

Monday 1 June

TBA : Sanson track is open for casual sailing \$5 per person

Entry: All participants must be a current member of the NZBAI, or another IBRA affiliated association.
Enter on the NZBAI website www.bai.co.nz . Pay entry fee and dinner bookings to ASB account 12-3217-0043726-00 .

Entries close on 26 May 2015 at 1700hrs. Entries must be accompanied by the entry fee:

Single class entry \$65 Adult / \$30 Youth (plus \$10 transponder hire if required).

Dual class entry \$120 Adult / \$50 Youth (plus \$10 for second transponder hire if required).

Note: Included in each single class entry fee is a track fee of \$10. The track-fee is paid in full to the Manawatu Blokart Club. Sailors entering two classes are required to pay only a single track fee.

Meals: Lunches will be available on-site.
Sunday 31 May dinner details to be advised.

Classes/divisions:

There will be three classes of racing offered - 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)

To improve the operational efficiency of events, small divisions within a class may be merged into a combined division to ensure there is a minimum of six entries in a division. Details are provided in Attachment 1.

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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 event efficiency it may be expedient, where safe to do so, to run Cruiser class with another or use a modified starting process. Cruiser class starts will be outlined in briefing.

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, and minimum of short sleeve shirt and shorts, and enclosed shoes must be worn. No jackets, jerseys, wet weather gear, hats, helmets or gloves are to be worn during weigh-in.

Format and Rules:

- Racing will be in accordance with IBRA rules with NZBAI modifications, edition 3. This can be read on the NZBAI website at <http://www.bai.co.nz/blokart-sailing/rules/>.
- Each class will be run separately, but divisions may be sailed concurrently with the results being split out by division.
- A minimum of two rounds of racing must be completed by each class and division for a series to occur. There will be no maximum number of rounds or races for the series.
- The sailing course and 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.
- Electronic timing may be used by sailors and all Blokarts will have a transponder located as per instructions.
- Pulley-whip flags will be allocated to each kart and they must be located on the blokart per instructions. Failure to properly display the pulley-whip flag while racing will result in disqualification.
- 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.
- Blokart sailors must be lined up in a designated pre-start area ready to race prior to the two minute dial-up signal.
- Sails and equipment must not be changed once in the designated pre-start area and blokarts may not leave it until called to the start line. At the discretion of the Principal Race Officer or start/finish officials, sail or equipment changes may be permitted. Blokarts will sail directly to the start area from the designated pre-start area for race count down, and must arrive and be stopped at the start area as soon as possible.
- Dial-up will be 2 minutes, and race will run for a minimum of 5 minutes (may be changed at discretion of race committee).
- If a competitor is over the starting line before or at the start, they must return to the pre-start side of the line and re-cross the start line prior to rounding the first mark. Competitors must do so following any additional instructions given in the sailing instructions.
- Scoring: Low point system will be used. 1st = one point, 2nd = two points, 3rd = three points. Thereafter for each place add one point.
- Race drops: A sailor's worst race placing will be dropped after the eighth race; the second worst placing dropped after 15 races; and the third worst place dropped after 21 races.
- Protest fee: \$10 returned to protester if the protest is upheld.
- Marshalls may be positioned at course marks. Competitors may be rostered on to assist with marshalling.
- A cup will be awarded to the first place-getter, and trophies will be awarded for 1st, 2nd and 3rd places in each class/division sailed.

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- Provisional results will be posted as quickly as possible after each race and the posting time will be noted on the results sheet. Competitors have one hour after provisional results have posted to advise a race officer in writing of any observed discrepancy. A Results Discrepancy Advice form will be available.

Attachment 1

Description of Combining Arrangements for the 2015 NIO

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

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

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