

New Zealand Blokart Association Inc.



Notice of Race

2016 New Zealand Open Championship

29 September – 2 October 2016

Venue: Ardmore Airport, Corsair Lane, Ardmore, Auckland

Wednesday 28 September

1400: Registration, weigh-in, scrutineering, and practice
1900: Refreshments at the kiosk
1730: NZBAI Annual General Meeting in the conference room

Thursday 29 September

0800 - 1030: Registration, weigh-in, scrutineering, and practice
1100: Welcome and briefing. Racing to start as soon as practicable after briefing
1700: No race will start after 1700
1730: Refreshments at the kiosk

Friday 30 September

0900: Briefing. Racing to start as soon as practicable after briefing
1700: No race will start after 1700
1730: Refreshments at the kiosk

Saturday 1 October

0900: Briefing. Racing to start as soon as practicable after briefing
1630: No race will start after 1630
1900: Dinner at venue to be advised

Sunday 2 October

0900: Briefing. Racing to start as soon as practicable after briefing
1430: No race will start after 1430
1530: (or earlier if practicable) - Prize-giving at the kiosk

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 Tuesday 27 September 2016 at 1900hrs. Entries must be accompanied by the entry fee:

Single class entry \$110 Adult / \$50 Youth (plus \$20 transponder hire if required).

Dual class entry \$200 Adult / \$80 Youth (plus \$20 for second transponder hire if required).

Late entries will be accepted until 8.30am Thursday 29 September. The late entry fee will be additional \$50 adult single class, \$100 adult dual class, \$20 youth single class, and \$40 youth dual class.

Meals:

Food and drinks will be available on-site.

Blokart on site storage, Thursday, Friday, and Saturday nights:

At their own risk, entrants may leave blokarts and gear on site which may be in a tent or in the open. Somebody will be on site to provide a limited form of security. Neither the Auckland Blokart Club, Ardmore Airport Limited, nor the NZ Blokart Association will be held liable for any loss, theft or damage.

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Classes/divisions:

There will be two classes of racing offered – Production and Performance.

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

- Light weights (less than 70 kg)
- Middle weights (70 kg and up to 82.5 kg)
- Heavy weights (82.5 kg and up to 95 kg)
- Super weights (95 kg and over)

Competitors will be weighed in.

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 of combining are provided in Attachment 1.

Concurrent Races:

Preference will be given to run each class and division separately, but the race committee may require classes and/or divisions to be sailed concurrently with the results being split out by class and division.

Format and Rules:

Racing will be in accordance with the IBRA Rule Book Edition 5 Amendment 1 (Published February 2016). This can be read on the NZBAI website at <http://www.bai.co.nz/blokart-sailing/rules/>.

- 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 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. A dial up direction will be advised during the briefing. Competitors must start on the tack specified during briefing.
 - Competitors will be advised of any changes to the sailing course or start sequence in a briefing
 - Electronic timing may be used by sailors and all blokarts will have a transponder located as per instructions.
 - Prior to each division or class's first race all karts will go over the timing loop when requested to check transponders
 - Race officials will make the decision whether to start a race or not.
 - The race officials may shorten or abandon a race after it has started.
 - 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 race officials, sail or equipment changes may be permitted.
 - Dial-up will be 2 minutes, and races will run for a minimum of 5 minutes (may be changed at discretion of race committee).
 - The "zone" (see Appendix A of IBRA Rules) is 5metres or as advised at a briefing. The zone may be extended depending on wind strength.
 - The grass is an obstruction unless redefined at a briefing. The grass has a 3 metre overlap zone
 - 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.
 - 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 30 minutes after provisional results have been posted to advise a race officer in writing of any observed discrepancy. A Results Discrepancy Advice form will be available.
 - Protest fee: \$10 returned to protester if the protest is upheld
 - Protest panels will be made up of race officers and experienced sailors as needed
 - Competitors may be called upon to do marshalling duty. A schedule will be advised prior to marshals being required.
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Cups and Trophies

- a) A cup will be awarded to first place-getters, and trophies will be awarded for 1st, 2nd and 3rd places in each class/division sailed subject to the number of entrants in each class and division.
- b) A table summarising the allocation of cups and trophies is provided in Attachment 1.
- c) Cups will be presented at prize-giving but will be retained by the race committee.
- d) The race committee will have the winners' names engraved on the cups.
- e) Those awarded trophies may keep them.

Updated rules for event

The IBRA Rule Book Edition 5 published July 2015 will be used subject to the following changes and any updates at the briefing which will take precedence over previous rules.

A.5 Weigh-in – IBRA Rule A.5 is reworded to the following:

Competitors will be weighed before this event. They shall present for weigh-in wearing a minimum of a tee shirt and shorts, and a maximum of long pants and a long sleeve shirt. No competitor shall wear shoes, helmets, gloves, jackets or wet weather clothing. Competitors shall not carry additional weights in or on their clothing. No additional weight shall be added to the competitor's weight to allow for a standard set of safety equipment (shoes, gloves etc) ie competitor's weight (no shoes, helmet or wet weather gear) = weigh-in weight. Competitors will weigh in only once.

B.5.7 Race Numbers – IBRA Rule B.5.7 is reworded to the following:

All competitors will be supplied a race number at registration which must be fitted to their pulley whip at all times during racing. Failure to properly display the race number, while racing, in accordance with instructions will result in disqualification.

C.3 Safety Equipment – IBRA Rule C.3 is reworded to the following:

Competitors must wear helmets, enclosed footwear, and gloves while the blokart is in motion.

C.6 Briefing – IBRA Rule C.6 is reworded to the following:

Briefing will be held prior to commencement of racing each day and further briefings may be carried out at a central point for all competitors or in the start area with each racing group advised immediately prior to their race. Competitors must attend each briefing and no competitor may sail on the race track unless they have been briefed.

E.8 Upwind / Downwind – IBRA Rule E.8 is reworded to the following:

Blokarts heading downwind must give way to blokarts heading upwind.
When blokarts are approaching from opposite directions, the blokart heading upwind must make full and predictable tacks from one edge of the grass to other edge of the grass. The blokart heading downwind must take to the grass when necessary to avoid a collision.
The upwind and downwind legs may also be nominated by the organisers at a start line briefing.

E.9 Marks and Obstructions Overlapped – IBRA Rule E.9 is reworded to the following:

When blokarts with the wind coming from the same side and overlapped enter the zone;

- An outside blokart shall keep clear of an inside blokart
- An inside blokart shall sail their proper course around the mark or obstruction.
- If the overlap is broken or the blokarts are required to tack or gybe inside the zone, the blokart that was on the outside shall continue to keep clear of the blokart that was on the inside.
- After passing the mark or obstruction this rule ceases to apply, however, the blokart that becomes the right of way blokart must give the other room to keep clear under rule E.6.
- When blokarts have the wind coming from the opposite sides, rule E.1 applies, even if the blokart required to keep clear must miss the mark to do so.

E.17a Start Cones and Line – Attention is drawn to this rule for starting:

Start cones have no overlap zone and Rules E.9 and E.10 do not apply for the start sequence. The start line is used as a timing gate each lap, and at the finish. The cones are considered an obstruction and E.9, E.10 and E.11 do apply during racing.

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E.17e Start Sequence – IBRA Rule E.17e is reworded to the following:

The start sequence shall be as follows

- 5 second countdown to the Two (2) minute – preparatory signal
- One (1) minute – green flag raised vertical
- Thirty (30) seconds – Green flag held horizontally
- Zero (0) – race start, green flag dropped

Sound signals take precedence over flag signals and / or verbal countdowns and/or any other visual signals, which are for assistance only and the failure of such systems will not be cause for redress. If the sound system fails, then the flags will be used

E.17f Other Race signals – IBRA Rule E.17f is reworded to the following:

- Black flag – race abandoned or general recall
- Orange flag – race shortened
- Chequered flag – race finish
- There is no individual recall nor a flag for it

F.2 Penalties - IBRA Rule F.2 is reworded to the following:

The penalty for a competitor who does not follow Part B, C or E of these rules (excluding E.16 and E.17d) shall be disqualification (DSQ) by the protest committee following a protest by another competitor.

F.2 (b) Race officers may disqualify a competitor for breaches of the Part C and Rules E.14, E.15, E.17b, & E.17 c, without hearing. Competitors who believe the race officers have made an error in their action may request redress.

F.2 (c) Scrutineers can disqualify competitors for a breach of Part B.

G.8 Redress – IBRA Rule G.8 is reworded to the following:

A request for redress shall be made on the redress request form and must be lodged within one hour of the race for which redress is requested, or 30 minutes after the posting of that race's results, whichever is later. A request for redress may be because a competitors finishing place in a race has through no fault of their own been made significantly worse by

- An improper action or omission of the race officers
- being disadvantaged by the action of a competitor that was breaking a rule of part E
- Giving help to another competitor

See appendix F for the form. Forms are to be lodged with the race officers or other nominated person in the sailing instructions or at a briefing.

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Attachment 1

Description of Combining Arrangements for the 2016 NZO

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 and classes 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.