

# New Zealand Blokart Association Inc.



## Sailing Instructions

### 2016 South Island Open Championship

29 – 30 October 2016

**Venue:** Canterbury Blokart Club's facility at Wigram, Christchurch

#### 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) A minimum of three 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.
- b) 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.
- c) Competitors will be advised of any changes to the sailing course or start sequence in a briefing
- d) Electronic timing may be used by sailors and all blokarts will have a transponder located as per instructions.
- e) Prior to each division or class's first race all karts will go over the timing loop when requested to check transponders
- f) Race officials will make the decision whether to start a race or not.
- g) The race officials may shorten or abandon a race after it has started.
- h) 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.
- i) Dial-up will be 2 minutes, and races will run for a minimum of 5 minutes (may be changed at discretion of race committee).
- j) The "zone" (see Appendix A of IBRA Rules) is 20 metres or as advised at a briefing. The zone may be extended depending on wind strength.
- k) The grass is an obstruction unless redefined at a briefing. The grass has a 3 metre overlap zone
- l) 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.
- m) 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.
- n) Protest and Redress fee: \$10 returned to protester if the protest/redress is upheld
- o) Protest panels will be made up of race officers and experienced sailors as needed
- p) Competitors may be called upon to do marshalling duty. A schedule will be advised prior to marshals being required.
- q) If the hangar doors are open, NOBODY is allowed to enter them
- r) The venue is shared with a model aeroplane club who have a mowed and rolled section of grass as their runways. This will be cordoned off but cars are to avoid driving over this area

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## Updated rules for event

The IBRA Rule Book Edition 5 Amendment 1 (Published February 2016) 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 for weigh-in. 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:

- Upwind and downwind legs will be notified at a briefing and may be changed throughout the series. Sailors will be notified of changes by way of a briefing which may be held at the start area.
- 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.
- Under no circumstances is the upwind kart to turn onto the grass.

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.

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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.

E.17a in addition to current rule;

- The start line/timing loop cannot be crossed in the opposite direction to the race start during the start or during the race.
- If competitors are OCS they can return around the far start cone (from the timing trailer) without interfering with any other competitor. They have no rights until they have started.

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 – orange flag raised until the start sequence begins
- 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. These DSQ may be dropped.
- 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. This disqualification may be dropped in determining final scores in accordance with Format and Rules paragraph (l) above. These DSQ may be dropped.
- 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 IBRA 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.