

New Zealand Blokart Association Inc.



Notice of Race

2017 New Zealand Open Championship

12 – 15 October 2017

Venue: Canterbury Blokart Club's Facility at Wigram, Christchurch

Wednesday 11 October

1300: Registration, weigh-in, scrutineering, and practice
1630: Facility closes
1700: NZBAI Annual General Meeting at Wigram Base
1830: Refreshments at the Harvard Bar

Thursday 12 October

0800 - 1030: Registration, weigh-in, scrutineering, and practice
1100: Welcome and briefing. Racing to start as soon as practicable after briefing
1630: No race will start after 1630
1700: Refreshments at the Harvard Bar

Friday 13 October

0900: Briefing. Racing to start as soon as practicable after briefing
1630: No race will start after 1630
1700: Refreshments at the Harvard Bar

Saturday 14 October

0900: Briefing. Racing to start as soon as practicable after briefing
1630: No race will start after 1630
1900: Dinner at Hornby Club

Sunday 15 October

0900: Briefing. Racing to start as soon as practicable after briefing
1430: No race will start after 1430
1500 (approximately): Prize-giving at the track

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 10 October 2017 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 12 October.

The late entry fee will be additional \$25 adult single class, \$50 adult dual class, \$10 youth single class, and \$20 youth dual class. For competitors who have entered and paid for one class prior to the first close of entries, the late entry fee for an additional class will be half the additional late entry fee.

Meals:

Food and drinks will be available on-site.

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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. Someone will be on site to provide a limited form of security. Neither the Canterbury Blokart Club, Air Force Museum, nor the NZ Blokart Association will be held liable for any loss, theft or damage.

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/>. The Rules are to be read in conjunction with the Sailing Instructions which notify changes to the Rules. If applicable, other changes will be advised during a briefing.

- 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, race duration, 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 in that division or class 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 (including abandoning the race after the designated time for the race has passed).
 - 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 for safety or other reasons.
 - i) 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.
 - j) 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.
 - k) Protest fee: \$10 returned to protester if the protest is upheld.
 - l) Protest panels will be made up of race officers and experienced sailors as needed.
 - m) 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 Amendment 1 (Published February 2016) will be used subject to the Sailing Instructions and 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:
- 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 received the most recent briefing prior to their race.
- 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.
 - 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.

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Attachment 1

Description of Combining Arrangements for the 2017 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.