



New Zealand blokart Association Inc.

IBRA Rules with NZBAI modifications
For:

New Zealand blokart Open Championship blokart Heaven, 2011

Please refer to IBRA rules Edition 4 (Feb 2010) and the following modifications:
Modifications in bold text

blokart Sailing is a fun activity and the following rules are to ensure the safety of those competing while providing fair competition.

Part B - Equipment Rules

IBRA rules apply plus:

- A blokart will have a numbered pulley whip flag which must be used during all racing. The flag will be supplied
- A transponder must be carried as per instructions (to be outlined during scrutineering)
- Attention is drawn to B.5.2 - Any modifications must be carried out such that the modification does not pose a safety threat to the sailor and/or fellow sailors.

Part C - Competitors and Safety Rules

IBRA rules apply plus:

- All competitors must attend the briefing for the day, prior to racing
- If a competitor is late to a race day, they **may** be individually briefed at the discretion of the race officer
- When unattended all blokarts must be tipped over
- Competitors must only sail off the course via the area defined at briefing and / or by the safety officer.

Part D - Scrutineering

IBRA rules apply plus:

- Trial blokart International equipment may be allowed with prior approval from the Race Officer/s

Part E - Sailing Rules:

IBRA rules apply as follows (with modifications in Bold):

E.1 A competitor shall compete safely in compliance with recognised principles of sportsmanship and fair play. A competitor may be penalised under this rule only if it is clearly established that these principles have been violated.

E.2 By participating in a race conducted under the IBRA rules and NZBAI modifications, each competitor agrees:

- to be governed by these rules, which may be updated by the Notice of Race. Any final rule changes will be advised at the pre race briefing;
- to accept the penalties imposed and other action taken under the rules;
- with respect to such determination, not to resort to any court or other tribunal not provided for in the rules;

E.3 Each competitor is responsible for his/her own decision to participate or continue to participate in any event

E.4 When blokarts are on opposite tacks on the same leg of the course, give way to your right.

E.5 Rule E.12 takes precedent over Rule E.4

E.6 When blokarts are on the same tack and overlapped, a windward blokart shall keep clear of a leeward blokart. blokarts are considered overlapped when they are on the same tack and any part of the front wheel of the aft blokart is level with or further forward than any part of the forward blokarts rear wheel. **blokarts cannot make sudden changes of course to force another sailor to windward as per rule E.11**

E.7 When blokarts are on the same tack and not overlapped, a blokart clear behind shall keep clear of a blokart that is clear ahead. **blokarts should sail a steady course as per rule E.11**

E.8 After a blokart passes head to wind, it shall keep clear of other blokarts until it is on its new proper course. If two blokarts are tacking at the same time, the blokart on the left shall keep clear of the blokart on the right

E.9 A blokart shall avoid contact with another blokart if reasonably possible. However -

- a right of way blokart need not act to avoid contact until it is clear that the other blokart is not keeping clear;
- a right of way blokart shall not be penalised under this rule unless there is contact that causes damage or injury;

E.10 When a blokart acquires right of way, it shall initially give the other blokart room to keep clear, unless it acquires right of way because of the other's actions

E.11 When a right of way blokart changes course, it shall give the other blokart room to keep clear

E.12 When blokarts are about to pass a mark or obstruction a blokart that has an inside overlap at a **zone 5 metres** (or other distance as specified by the race committee) surrounding the mark or obstruction, may hail "room" and pass the mark or obstruction in a sportsman like manner taking no more room that is necessary to pass the mark or obstruction safely. Any blokart/s overlapped on the outside shall give the inside blokart/s room to do so. After passing the mark or obstruction this rule ceases to apply, however, the right of way blokart must give the other room to keep clear. When this rule is in effect rule E.4 (give way to the right) does not apply until such time as both blokarts are outside the **5 metre zone**

- **The zone is reduced to 3 metres for the starting marks.**

E.13 When a faster blokart approaches a slower blokart within the **5 metre zone surrounding a mark or obstruction it shall pass on the outside unless it can safely do otherwise.** If in doing so the blokart establishes an inside overlap for the next mark or obstruction it shall be entitled to room to pass the obstruction as per rule E.12. (or other distance as specified by the race committee)

E.14 The rules for starting a race will be as follows (may be modified by the briefing);

- **A race is started using a 3 minute dial up (circling in one direction)**
- **A dial up direction will be indicated at the briefing and should be a reasonable sized circle so competitors will not be sailing head to head at any time.**
- **Start cones have a 3 metre overlap zone for the start sequence (see rule E. 12)**
- **All competitors must be stationary in the grid area prior to the 3 minute signal**
- **Sound signals will be at: 3 min, 1 min, 30 sec, start**
- **A green flag may be raised vertically at 1 minute, will be lowered to horizontal at 30 seconds, dropped at start**
- **Competitors can only sail through the start line in the normal race direction (towards the first mark)**
- **If a competitor is over the loop at the start (based on the timing system if being used) they must return to the correct side of the line by sailing around the dial up area as defined in the briefing. In doing so they must not interfere with any other competitor and will not be deemed to have started until they cross the start loop**
- **Any other requirements outlined at the briefing.**

E.15 No sailor shall exit their blokart on the track during a race unless it is to right their own blokart, render assistance to a competitor due to safety or they are directed to do so by the Race Officer/s

E.16 Blokarts must be propelled only by the setting and trimming of its sail or by the sailor using their hands against the rear tyres. Sailors must not touch the ground with any part of their body in order to propel their blokart.

E.17 A blokart sailing on a downwind leg (as defined at the briefing) shall keep clear of a blokart sailing on an upwind leg.

E.18 A blokart must not make contact with a mark of the course at any time during a race

E.19 No other person may render assistance while a blokart is on the race area unless to right a blokart (if done safely) or in the case of a serious accident where the race will be abandoned

E.20 Blokarts sailing on the grass have no rights

Part F - Protests

F.1 A competitor wishing to protest another competitor shall so indicate the protest at the time of the incident, if possible, which then gives the other blokart an opportunity to take a penalty 360° turn.

F.2 If the allegedly offending competitor does not take a penalty 360° turn, the protesting competitor wishing to pursue the protest must lodge a form provided by the race committee (sample form is in Appendix 1). The form must be lodged no later than 1 hour after the race where the incident occurred.

F.3 The protesting competitor must pay any fee defined in the sailing instructions to the race officer when submitting the protest form.

F.4 The protestor shall indicate the rule alleged to be infringed in the allocated space on the protest form.

F.5 The race officer will notify the protested competitor of the protest, at which time the protested competitor may elect to withdraw from the race, (counted as a DNF in the scoring) ask for mediation as described in F6, or complete the remainder of the protest form in order to defend the action.

F.6 The protester and alleged offender, prior to a full protest committee, will go to a mediation meeting between themselves and the protest committee chairperson who will outline the rules, procedures and possible outcomes. At this time the protester may drop the protest, or the alleged offender may choose to pursue the actions specified in F6. During the same day a protest committee shall be formed by the race committee, but not sooner than 30 minutes after the protested competitor is notified.

F.7 The protest committee shall first hear the protesting competitor who has the opportunity to call one witness, and then the protested competitor shall be given the same opportunity. The protest committee shall discuss, make a decision, and inform both parties of their decision which is final.

F.8 A request for redress or a protest committee's decision to consider redress shall be given to the race officer of the race involved, in writing, based on a claim or possibility that a blokart's 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 committee
- Physical damage because of the action of a blokart that was breaking a rule of part E
- Giving help to another competitor
- An illegal action performed by another blokart
- A blokart which a penalty has been imposed under rule E.1

Redress where granted shall be, but not limited to either:

- average points for that race (averaged at the end of the series),
- a time award, or
- actual place that the blokart would have achieved had the incident not have occurred.

The points scored by other blokarts shall remain unaltered (i.e. there could be 2 x 4th places or similar)

Part G - Penalties

IBRA rules replaced by:

**G.1 A competitor will not be considered to have progressed in the race until the mark is rounded in the correct order in accordance with the racing course.
(penalty: DNF by race officer/s)**

**G.2 A competitor who touches or allows his/her blokart to touch a course mark while rounding it must perform a 360o turn as soon as practical.
(penalty: DSQ by race officer/s)**

G.3 A competitor who does not follow dial up rules must perform a 360o turn as soon as practical. (penalty: DSQ by race officer/s)

G.4 A competitor may take a penalty and exonerate a breach of the sailing rules by executing a 360o turn as soon as practical after the incident, except for crossing the start line early

**G.5 A competitor executing a 360° penalty of the above penalties has no right of way under the sailing rules and must give way to all other competitors.
(penalty: DSQ by race officer/s)**

G.6 A competitor who fails to tip over an unattended kart, sails off the course outside the designated area or fails to follow the directions of the safety officer may have points added to their last race