



King of the Cape 2010

The 2010 King of the Cape will be held on Sunday March 28 2010.

Accommodation will be at the Northerner Motor Inn North Rd Kaitaia. Please make your own bookings by phoning 09 4082800 and ask for a Thundercats room. We have secured a room rate of \$95 per room and block booked a number of rooms for this event.

Pre Race drivers briefing will be held at 8am after breakfast at The Northerner Motor Inn. Attendance is compulsory for all racers.

Scrutineering will commence at 8.30am in the car park of the Northerner Motor Inn. Safety equipment to be carried is as per the surf cross requirements plus 2 paddles. Competitors will need at least 70 litres of fuel for the event (based on Yamaha usage). Motor, boat and crew need to be in top condition.

Race Start is at 10.30am at Ahipara Beach.

Prizegiving will be held on conclusion of this gruelling event at about 3.00pm at Ahipara Beach. First place will receive the coveted "King of the Cape" trophy plus share in a small prize purse. Second and third places will also receive prize money.

National Championship positions for 2010 may be decided by this race.

Race Details

The race start is at Ahipara beach (southern most boat ramp). Launching is via the boat ramp and is accessible with 2wheel drive.

Start positions will be sequential determined by time of entry to Sandi
Start will be a Le mans type from the beach.

Checkpoint 1 is at Hukatere 30km from the race start. Here competitors must beach, stop the motor and a crew member must run up the beach and around a cone in the sand, calling out the boat name to the marshall. The marshall vehicle will have a bright orange banner to assist identification. Fuel use Yamaha 12litres

Checkpoint 2 is at the Bluff 32km from Hukatere. Again competitors must come ashore and run around a marker identifying their boat. 13litres

From there boats will travel around the Bluff then north along the beach to the finish of stage 1 at Scotts Landing where a crew member must run to the finish line of stage 1. 10litres

The time will be recorded when the finish line is crossed.

Stage 2 will restart at 12 pm at Scotts Landing. (If required this may be delayed at the Rd's discretion). This again will be a Le mans start with start positions determined by finishing positions of stage 1.

Check points will again be immediately after 'The Bluff' and at Hukatere halfway down the beach.

The winner is the team with the least aggregate time from both stage 1 and 2.

Support Crews After race start at Ahipara, support crews will be able to follow the race boats along the beach observing the 100km speed limit at all times.

Logistics

Fuel

Fuel stops can be carried out at any checkpoint. Those wishing to transport fuel to Hukatere or to the Bluff must advise at drivers briefing to ensure fuel is taken with the marshall.

Safety

1/Rules

The race will be run under TRANZ surfhail rules as per the rulebook published on the www.thundercatracing.com website. Northland Regional Council has granted speed limit exemptions for the race checkpoints on the day but outside these Maritime speed limits and rules must be adhered to. Any competitor seen to endanger members of the public will be disqualified immediately. Competitors must also be considerate to any fishermen and not cut through lines otherwise compensation will be sought.

2/Safety Equipment

All competitors must have the full list of safety equipment as per the approved TRANZ scrutineering sheet. Scrutineering and checking of these items will commence at 8.30 am in the carpark of the Northerner Motor Inn.

3/Communications

Cellphone coverage in the area is limited to marginal Vodafone coverage as far as Hukatere. There is limited VHF coverage on the beach.

In the event of a medical or other emergency outside the limits of basic first aid a call will be made to the 111 network advising of the nature of the emergency and the location.

4/ Safety procedures

For both stages of the race the boats will be traveling inside the surf line and can be observed by the support crews following them up the beach, other than at the Bluff where thundercats must travel offshore., In the event of a rollover or mechanical problem boats will be able to wash ashore and be recovered or restart the race. Each individual support vehicle will monitor the progress of their boat down the beach, A nominated 'tail end charlie' support vehicle will follow the last boat down the beach, The race director Gary Morrison will proceed to the finish line at Ahipara and liaise with the 'tail end Charlie' to account for all boats.

4/Safety Boats

Due to the fact Thundercats will be traveling inside the surf line no safety boats will be utilized or necessary. In the event of an incident it is required that following competitors render assistance if necessary. Failure to do so will result in disqualification

5/ Alternative event

Because the race is run within the surf line severe weather, swells or surf on the West Coast will not impact on the running or safety of the event. In the event of particularly high seas at the Bluff the race director Gary Morrison at his discretion and in the interests of safety may terminate Stage 1 at the Bluff checkpoint from where Stage 2 will then restart.

6/Hazard identification

Suitability of craftt.

Thundercats are 4m inflatable catamarans specifically designed for use in the surf or offshore racing. They are all constructed in South Africa and designed for use around the rugged coastlines of that country. The sport came to NZ in 1995 and the boats are now proving their capability in events throughout the country. They are constructed of 6 individual inflatable compartments so are virtually unsinkable. Powered by 50 hp outboards they are able to handle large surf or ocean swells at speed.

Suitability of Crew.

Each 2 man crew (driver and co-pilot) are UIM Licenced and members of TRANZ. They will have mixed degrees of racing experience but all those competing will have proven the ability to restore submerged motors at sea in order to ensure their craft is able to return to shore unaided.

Potential mechanical weaknesses.

The following weaknesses may preclude a competitor from finishing. The mitigation methods are shown as is the potential remedies in the event of failure.

	All motors	Mitigation	Worst Scenario
1/	Water in Carburettors	pre-race check	idle home or tow
2/	Broken tiller arm (Yamaha)	Modified arm preferable mechanical check pre-race	idle home or tow
3/	Spun prop bush	Spare prop carried or prop re bushed within last 2 years	idle home or tow
4/	Broken throttle cable	Pre-race check by mechanic	idle home or tow
5/	Broken engine mounts	Reinforced and checked pre-race	tow home
6/	Lost engine cowl motor saturated engine	Cowl straps fitted	idle or tow home
7/	Fuel problems	Tank and fuel lines secure pre race check	idle or tow home
8/	Electrical problem	owner maintenance	idle or tow home

Any boats requiring a tow back to Houhora may incur a fee to cover costs at the applicable rate.

Injury Risk

Hazard	Mitigation	Possible injuries	Medical Response
Competitor thrown from boat into water	Competitor fitness Secure foot straps	laceration, internal injuries, broken limbs,	assessment by crew basic first aid , CPR control bleeding request assistance (cellphone/vhf/ v sheet)
	Low boat speeds Driver skills offshore type lifejackets approved crash helmets	bruising, loss of consciousness, drowning	coastguard paramedic rescue helicopter
Competitor lands heavily in boat		as above	
Collision with solid object or boat		as above	
Shark or marine life Attack		as above	
Personal			

Medical condition race licence medical certificate

as above

Medical response

The nominated first aid person on the beach is Sandi Keen who is carrying the TRANZ first aid kit . In the unlikely event of a severe medical emergency call 111 and the appropriate response can be determined by the medical authorities. It is recommended that Kaitaia police also be advised by phone 094098833

Contact phone numbers

Emergency 111

Race director on race day Gary Morrison 0294328794
Kaitaia Police 094098833

We wish all competitors a safe and successful event,

Appendix 1

THUNDERCAT RACING BOAT EXAMINATION REPORT

For Long-Haul Race Meeting held on / /
At _____

Name of Boat _____

Drivers Name _____

Drivers License No. _____ Grade A / B

Co-Drivers Name _____

Co-Drivers License No. _____ Grade A / B

Has Hull / Motor been changed / modified since you last raced (10% Day Penalty) Yes / No

Designated Righting Ropes (2)		Ability to reinstate submerged motor demonstrated	
Ignition Kill Switch operational		Tool kit (minimum of 10mm and plug spanner, screwdriver)	
1 st Kill Switch Key		One (1) Orange V sheet	
Spare Kill Switch Key		25m x 8mm tow rope	
Hull in good condition/ foot straps secure		2 litres drinking water	
Engine mounts secure			
Steering Tiller secure (check yoke bolts)			
Gearshift F / N / R			
Fuel Lines & Tanks secure		Safety items securely stowed	
Reg Boat Number on cowl		Paddles (2) min 600 long	
Drivers helmet (straps secure and 75% fluoro)			
Co Drivers helmet as per driver			
Drivers lifejacket (must be offshore type with collar and leg strap. Safety sausage attached)			
Co Drivers lifejacket as per driver			

I Have Read and do make the Declaration and accept the Disclaimer overpage

Drivers Signature _____ Co-Drivers Signature _____