

**Canterbury Blokart Club Inc.**

# **Our History**

**2004 - 2024**



Edition 2025.2(i)

Your contribution would be appreciated.

The information in this document is derived mainly from existing Club written records, the records at times being incomplete or ambiguous. The complete accuracy of the information is not guaranteed. Where possible, information has been cross-checked with other sources.

If you have any corrections to this document or information that adds to the story about the Canterbury Blokart Club Inc., please contact the Club at [secretary@canterburyblokart.co.nz](mailto:secretary@canterburyblokart.co.nz) .

## **Introduction**

The blokart was invented in 1999 by Paul Beckett, a New Zealander. Blokart sailing has developed into an exhilarating recreational and competitive sport locally, regionally, nationally and internationally. It is an activity that attracts people of all ages and sailing ability. By 2010 about 10,000 blokarts had been produced by Blokart Internation Ltd. (BIL).

With frequent wind and a variety of locations, Canterbury is an ideal place for land sailing. The Canterbury Blokart Club Inc. (the Club), as it is now known, formed in 2004. Since then, there have been about 224 members. Membership peaked in 2017 with 81 members.

Thirty-four members have served on the Committee. A list of Committee memberships is given in Appendix 1. Committee meetings have been held at a variety of locations including public bars (Belgian Bar Café & Speights Ale House), the Air Force Museum of New Zealand (AFMNZ) café, and at member's homes. Quarterly Committee meetings were held initially with the frequency increasing to monthly or six-weekly as the Club grew and its activities increased.

Club member annual subscription rates have increased from \$30.00 in 2004 to \$80.00 in 2024, of which \$20.00 per year/per person has been the New Zealand Blokart Association Inc. (NZBAI) affiliation fee.

The NZBAI (registration no. 1246824) was formed in 2003 to promote and develop the sport of blokart sailing. Amongst other matters, the NZBAI organises regional, national and international events, liaises with the International Blokart Racing Association (IBRA), and provides public liability insurance for New Zealand blokart sailors. The Club has had a member on the NZBAI Committee every year since 2010 (Appendix 3).

The Club is one of seven blokart Clubs that currently exist or have existed in New Zealand; Auckland, Bay of Plenty, Manawatu, Hawkes Bay, and Top of the South - Nelson. The Capital Blokart Club Inc. was disbanded in March 2021.

Regular Club racing events are the *Club Blokart Championships*, the *Club Blokart Summer Series*, the *Club Blokart Handicap Series* and the *Club Brass Monkey Event*. These events have been held most years since 2009. Detailed information on Club, regional and national race competitions and blokart speed records is available at [www.canterburyblokart.co.nz/](http://www.canterburyblokart.co.nz/). Some event race results are given in this report to simply illustrate the Club's broad involvement and successes.

## **2004**

On 15 September 2004 a public meeting was held in Christchurch for people interested in Blokart sailing. This meeting was initiated by Graeme Holmes, a keen land yacht sailor and

Blokart owner. Twenty-five people attended. How this meeting was advertised is not known. The purpose of the meeting was to consider establishing a blokart sailing club. A questionnaire on what people would like the club to look like was completed by the attendees. Details of this first meeting are scarce, however, a committee of five was formed. Graeme Holmes was elected as the first President of the Canterbury Blokart Club (the Club), and Jude McLennan as Secretary/Treasurer.

The inaugural committee meeting was held on the 27 September 2004 at Miller Studios, 332 Durham Street, Christchurch. This venue was used through to at least June 2005. Graeme Holmes was instrumental in securing the 'upstairs room' for the inaugural meeting and subsequent meetings. It was agreed at the meeting that Club sailing days would be held once a fortnight, alternating between Saturday and Sunday. The first sailing day was held on 3 October 2004 at Waimairi Beach. Club subscriptions were set at \$30.00 for a single adult and \$50.00 for a family of three or more. Club membership cards, with name and blokart number were issued to members. The initial members subscriptions were spent on stationery, race flags (most of which are still being used in 2025) and road safety cones, and NZBAI affiliation fees.

As it is today, safety was taken seriously in the early days of the Club. This was communicated clearly to members in a newsletter in December 2004;

*"Any person acting in a way that would endanger the public will be spoken to and if the serious conduct continued, that person would be expelled from the Club."*

Member's blokarts were scrutinised by the 'safety person' before each Club day to ensure that they were 'safe'. This person was initially Graeme Gordon. Later on, the position was shared by Barry Emms, Graeme Holmes and Gilbert Roberts. And, for unambiguous identification, Club members were required to have their blokart chassis number on their sails. These numbers were provided by Blokart International Ltd. (BIL) at the time of blokart purchase. Early members numbers were 1572 (Julie Sefton), 2523 (Nigel Gatsch), 3255 (Barry Emms), 3348 (Ayleen Laugesen) and 3970 (Jim Dale). Laugesen's 4m<sup>2</sup> sail is still in use in 2025; it is one of the Club's collection of sails.

Blokart chassis numbers (welded) are located on the underside of the rear axle tube. More recently, Blokart chassis numbers are stamped on the right seat stay.

During 2004 the Club received a letter from Pleasant Point Yacht Club expressing interest in the Club's activities and offering the Club the use of their facilities. It is not known if this relationship developed, and to what extent.

Blokart sailing venues included South Brighton beach, Gray's Farm (Lake Ellesmere/Te Waihora), Okains Bay (Banks Peninsula) and a private grassed airstrip at Swannanoa. Club records indicate that the Lake Ellesmere/Te Waihora site could not be used in southerly weather conditions as the wind would push the water across the normally 'dry' northern part of

the lakebed. When members sailed at the Swannanoa airstrip (noted as an ideal site for sailing in northwest winds) and were buzzed by an aircraft, they had to return to the hangar to allow the aircraft to land. Few sailing events appear to have been held at the airstrip as the rolling resistance of the grass surface was high and consequently strong winds were required to achieve reasonable speed. Club records indicate a level of frustration with sailing at the beach as suitable wind conditions needed to coincide with tides. A falling tide and ultimately low tide were needed to provide an adequate width of hard sand.

In December 2004 it was agreed that the Club should not be officially formed until the NZBAI could provide information on specific affiliation matters as well as public liability insurance. However, the Club's name was agreed to - the *CanterBreeze Blokart Club*, and a programme of Club days and sailing locations, through to May 2005, was shared with members. Information about the Club's activities was posted on the [www.blokart.com](http://www.blokart.com) website, along with information from other New Zealand blokart clubs, and also international blokart affairs.

In late 2004, the Club approached the Christchurch City Council with a view to using the netball courts (36 courts) in the off-session (October to March), at the Christchurch Netball Centre, South Hagley Park. The netball courts were used occasionally, but no formal arrangement was made with the Council. The Royal New Zealand Air Force Base Wigram (RNZAF Base Wigram) was also identified at this time by the Club Committee as a possible sailing location.

The first Club newsletter was prepared in December 2004 focusing on safety, and sailing venues & proposed dates. The Committee agreed that newsletters would be produced every four months.

An early initiative of the Club was to provide information packs about the Club and its activities to local retailers selling blokarts. These packs were given to customers showing interest in, or buying a blokart. The packs included background information on the Club, contact details, the location of sailing sites, upcoming events, list of members and website details.

A "touring run" from the South Brighton Surf Club to the Waimakariri River mouth was held in March 2004.

A blokart "Racing Code" for Club members was produced in December 2004; "*The focus should always be on having safe fun with a competitive edge.*" Only one class of blokart was recognised in the Code, which is assumed to be *Production* (*Performance* is the other class, distinguished from *Production* by the use of a Pod (cowling), carbon fibre mast sections and a more advanced down-haul system). Other notable quotes from the Code are:

*"Starting Procedure - white flag up - 5 minutes to race start, clear course, safety gear on, hop in blokart, make way to start area start /finish line between the two flags".* The white flag has been used, at least for about the last 16 years, as a signal for one lap of race remaining.

*“Unless stated otherwise all course markers should be rounded on the outside”.*

## **2005**

By January 2005, the Club had ten members, and had opened a bank account. By May 2005 the Club had \$420.40 in its bank account and 18 Members (includes six individual family members). And in the same year, public liability insurance through the NZBAI was available for Club members and visitors on designated Club days. The insurance covered a wide range of Club activities including causing property damage, forest & rural fires, damage to services, and vehicle and watercraft service damage.

In September, it was noted in a Club newsletter, that *“... the racing is for fun, and not for a sheep station, so come along and participate ...”*

In October 2005 the first New Zealand Blokart Open was held at *Blokart Heaven* in Papamoa, Bay of Plenty.

On the 21 September 2005 the inaugural Annual General Meeting of the Club was held with seven members present. To help raise awareness of blokart sailing in Canterbury, in October 2005, the Club had a display at *Go Outdoor Show* (organised by Events NZ Ltd.) at Roto Kohatu Reserve, Harewood, Christchurch. The Reserve had space to demonstrate a blokart in action. It is not known if this was possible on the day.

A Club newsletter sent out during 2005 went to members and non-members, 35 in total.

Family Club membership was \$30.00 for the first member and \$5.00 for each additional family member. At a meeting in May 2005, the reasons for low membership were discussed. The reasons included, lack of regular sailing days, Saturdays being unpopular because of other personal commitments, lack of suitable sailing locations, potential sailing days needing to be rescheduled, and inefficient means of contacting members quickly. A list of prospective members was created, and existing members were assigned to telephone prospective members to encourage potential members to join the Club. Key discussion points were prepared for the telephone conversations.

Eight suitable Sundays (based on tides) were identified between 11 September and 18 December for Club sailing at the beach; accessing the beach at South Brighton Surf Club.

In 2005 the NZBAI, with 13 members on the Committee, started the process of writing Blokart race rules, *One Design* rules (blokart design) and a Strategic Plan. Representatives on the NZBAI identified that the Association needed to be more effective at a national level. Graham Gordon was the Club’s representative on the NZBAI. Robust discussion was had between the NZBAI and clubs in the latter part of 2005 on NZBAI subscription fees. Incidentally, NZBAI fees have stayed the same, at \$20.00, for over 20 years.

In 2005 the Auckland blokart® Club had 13 single and 12 family members and were using Bruce Pulman Park as a sailing venue, and were in the early stages of developing an electronic race timing system. Capital blokart® Club had 12 members (45 on their email list) and six to ten members attending regular sailing events. The Bay of Plenty club, Bay blokart® Club, boasted 50 members.

## 2006

Seven potential Club sailing days (Sundays), where tides were low during early to mid-afternoon, were identified between 5 February and 30 April. Access to the beach was at the South Brighton Surf Club. In late January, Lake Ellesmere was identified as being sufficiently low and the exposed lakebed suitably dry, for blokart sailing.

By October 2006 there were at least 24 (and possibly 30) Club members (18 males & six females). Five of those members are still members in 2025; Peter Richardson and Alan Wylie, and non-active Life Members, Jim Dale and Vaughan Lucking, and non-active member, Bruce Moore. Peter Richardson's two sons, Asher and Perrin, were also members of the Club in 2006. Another member, Hugh Douglas, had four of his children involved in the Club.

In October, member Neville Shackley designed our enduring Club logo. The logo is a clever play on the letters 'cbc' linked with the text '*CanterBreeze Blokart Club*' in a wave style.

A *Fun Sailing Day* was held in 2006 to commemorate the second anniversary of sailing at Wigram.

The Annual General Meeting of the Club was held on 20 October at the Speights Ale House, Tower Junction, Addington. The meeting was held in the main bar with ten members attending.

Although the reason is not clear, in 2006 the Club contacted the Breeze Radio Station, presumably to promote the Club through advertising or sponsorship.

Dogs were identified as the 'main menace' when sailing at the beach.

The inaugural *Professionals 2006 New Zealand blokart Open* was held in October at blokart Heaven, Papamoa, with sponsorship from Professionals Real Estate NZ, Streets Ice Cream, Whitcoulls, and other well-known local companies. The Open received a lot of media coverage including TV3 Sport exposure. Held over five days, Australia, Japan, USA and New Zealand were represented. It was recorded that sailors were "*running tyres up to twice the recommended pressure, trying to gain the advantage ... discovered that it left little room for*

*error ... mild altercations had explosive consequences, leaving them deflated and speculating what could have been.”*

## **2007**

The Club Committee realised that to grow the sport of blokart sailing, and to establish a sustainable Club, a venue that was not a public space, did not include other wind sports such as kite buggies, was not dependent on tides, and that would take advantage of wind from all directions, was needed.

Permission to use the sealed truck park area on Sundays at the Christchurch Show Grounds was granted in 2007, subject to stock truck movements. The Show Grounds was used only for a short time. Truck movements, and structures such as fences, curbs and light poles were considerable hazards. There was one significant injury incident when a blokart hit a fence. Graeme Gordon and Barry Emms were assisting Doug Varnham with his sailing when a wind gust blew him into the fence damaging his blokart® and breaking his wrist. On a previous occasion Jim Dale got ‘carried-off’ in strong winds and needed to ditch the ‘kart, ripping the sail in the process. In 2024, Graeme Gordon described the Canterbury Showgrounds as a “*treacherous place to sail*”. Such was the novelty of sailing on a sealed surface, a special meeting was held on 11 March 2007 at Jim Dale’s home to “*discuss some safety matters in relation to using hard fast surfaces in particular the A & P Showgrounds.*”

Eight suitable Sundays for sailing at the beach were identified for early February to late March. During this period, two days were scheduled for sailing at the Canterbury A&P Showgrounds (asphalt truck-park area), with 11 February noted as the first time the Showgrounds were used. Frequent reference to early 2007 not being a good season for sailing suggests there was little wind on days when the tides were suitable.

Member, Bruce Moore, had a three acre paddock that was considered as being a viable site for sailing. At the time, Committee members were keen to view the site, however it is understood that the site was never used, despite Bruce at one time being quoted as saying “*he is in the process of getting his paddock suitable for Blokarting.*”

Given the limited means of the Club, the Christchurch City Council was approached with the view of purchasing old or damaged road safety cones to be used in marking race-courses. In October 2007 the Club was advised that the Council had identified ‘issues’ with blokart® sailors at the beach and were considering a ban on their use. The issues related to a small number of sailors using hire ‘karts from East Coast Board Riders. There were also “*niggles*” at this time from the South Brighton Surf Club regarding “*blokarts travelling at speed through the surf patrol area and during one of their surf carnivals.*” Although Club members were not the “*culprits*”, they were reminded “*that we should take great care passing through the patrolled areas. If we have to pass through that area we should do it on the landward side of their flags. It*

*would also be appropriate as a club to always stay to the south of the surf club when we are conducting a club meet.”*

Five possible beach sailing days were identified from mid-October to late November. The purpose of the proposed sailing days was stated to “*be fun racing but also for members to improve their sailing skills.*”

By 2007 the Club held \$530.40 of funds with subscriptions at this time being \$30.00 of which \$20.00 was the NZBAI affiliation fee.

The Club’s Annual General Meeting was held on the 8 October at the Belgian Beer Café in Armagh Street. The Club had about 31 members in October 2007, of which four members were still members in 2024.

The Club received an invitation from Blokart® International Ltd. to take part in a ‘have a go’ day scheduled for 27 & 28 October 2007 at South Brighton Beach. For reasons unknown, the Club did not take part in this event.

During 2007 the NZBAI agreed that the inaugural World blokart® Championships should be held in New Zealand at Whenuapai Airport, Auckland. However, Blokart® Heaven, Papamoa, was eventually selected as the preferred location.

There were nine sailing days, from December to the end of February, identified as suitable for sailing at the beach, and three days scheduled to be held at the Canterbury Showgrounds.

*“Last Sunday was fairly interesting with extremely light easterlies initially which even those with the new big rigs [a reference to the introduction of the 5.5m<sup>2</sup> sail] struggled to get going in, the wind then picked up for 10 or 15 mins. and then swung to the northwest which made for some fairly exciting rides, but no racing as the gusts and direction changes would have made it to (sic.) dangerous to race in close quarters.”*

*“Four of us turned up and decided to give the spit a tryout so we went to the end of Rocking Horse Rd. and dragged our Karts onto the beach on the track that bends to the left past the toilets, you can get your karts to beach with only a little difficulty. The wind was light but there was enough for us to have some good but short rides, and there were not many people there, I think that this venue could be used in most wind conditions and there is generally enough beach to have a small triangular racecourse for a change. We may schedule the odd meeting at this venue in the future. For those I dont (sic.) see tomorrow have a happy christmas (sic.) and I will see you in the new year.”, 22 December 2007.*

*“Well last weekend was a ripper with a good strong north easterly, 13 members present and some good racing, plus a run up to the Waimakariri Mouth by 7 of us with a screaming run home where we think we were probably reaching 70kph. a real blast. The last 2 days have also been great with reasonable wind and a very wide clean flat beach. Hopefully this will continue over the weekend.”, 30 December 2007.*

## 2008

*“Thought I should write a quick note. A good number including Barry [Emms], Jude [McLennan], Dave [Griffin] and Nigel [Gatsch] turned up at South Brighton yesterday to a howling SE which was slightly more easterly than Sunday's one. There was a huge amount of sand, clean and hard. Made for good fast runs each way and brilliant fun at the Spit. The Spit was perfect for a very fast circuit and about 6 of us spent quite some time going round and round with a few spills included. It was a good as I've seen down there in 3 years. The trip back was about as fast as you can expect. I'd have to say Blokarting would appear to have turned the corner in Christchurch thanks to the likes of Jim and Graeme who have kept us enthused and informed. From 3 years ago when you pretty much had the beach to yourself you can now expect to find others to have fun with. Interesting how new people are arriving. Look forward to seeing you over the next few weeks.” Vaughan Lucking, 1 January 2008.*

The inaugural World blokart® Championships were held from 28 September to 4 October 2008 at blokart® Heaven, Papamoa. Contingents from the United Kingdom, Europe, United States, Japan, the Middle East and Australia attended, ten countries in all. Organisers initially estimated that close to 200 competitors were likely to attend, with 96 eventually registering. The event was followed by the inaugural New Zealand Secondary School blokart Championships, 6 - 8 October.

Two members from the Club attended, Cameron Bennet and David Griffin. Cameron and David were the only two competitors from the South Island. When David was considering attending, he asked the NZBAI what standard of blokart® sailing was required to compete in the event. The reply was *“World Champs’ is over stating the aim and level of the event ... it is more a gathering of blokarters with lots of fun racing. All are welcome.”*

The following quotes from Cameron Bennett provide an insight into how blokart® racing was perceived and experienced in the early days of competition.

*“... short track racing on asphalt is FAST!, it's really a unique combination of motor racing (running race lines mark to mark) while also sailing the wind for speed AND trying to keep the competition 'shut-out! It gets very technical and I learnt HEAPS in the first 2 days, finishing stronger in my division by Friday ...*

*20 rounds of racing were completed (only 5 rounds were required for the event to qualify as a world championship) over the 5 days in a variety of sailing conditions, with wind building through the week. 12-15 knots was typical, Wednesday had 20knots with gusts of 30.*

*... in each round, points for each placing were totaled, and after the 8th and 16th rounds, your worst 2 results were dropped. races consisted of a 3 minute 'dial-up' which got a bit hairy sometimes as a dozen karts vied for the fast broad reach to hit the start line at zero. an*

*electronic 'DUD' (from your transponder crossing early) announced you were too early and had to complete a short lap to recross. having your own countdown stopwatch was essential. it proved better to be late and fast than first across and slow as momentum could be carried into the first mark or 2 and places gained. You then had 5 minutes to complete as many laps as possible. The course varied with wind direction and strength (a downwind chicane in 20 knots takes balls...as Paul Beckett said: 'adrenaline is brown'). the race directors briefed us at each course change. some really absorbing battles took place and being so close to the action was exciting - who didn't layup far enough?, who over rigged? (sometimes a 4.0m proved faster to tack away ...)*

*Plenty of blowouts too as tyres (they are just wheelbarrow tyres after all!) were over-inflated and pushed hard in corners. A few prangs but a broken rib was the worst suffered. The Europeans developed an affinity for a boggy ditch at 'crash corner'. one could continue the race as on-track marshals (we took turns) could recover crashed karts and send you off again."*

*... there were plenty of pit-lane sail changes also as the wind changed and the more competitive sought an advantage. Some even ultra-sounded their wheel bearings each day and ran them with machine oil rather than more viscous (and therefore SLOWER grease ...) I just enjoyed being out there and mixing it up with a good bunch of people.*

Grays Farm and Greenpark Sands, two locations on the northern side of Lake Ellesmere/Te Waihora were identified as possible sailing sites. Grays Farm (lake-bed area) was too wet even in February 2008 to be used.

In November 2008 there was a call from the NZBAI for New Zealand blokart clubs, along with the NZBAI, to improve communication to help grow the sport. It was acknowledged at this time that the main issue for most clubs was finding suitable sailing venues. This has remained the key issue, for the viability of clubs, through to the present day.

The *CanterBreeze Blokart Club* website was created by Michael Griffen, son of member, Dave Griffin in 2008. In the 2008/2009 year, the Club's membership increased dramatically from 18 to 45 members. It is unclear what prompted this rapid increase in Club membership.

In 2008 some Club members started using carbon and ultra stiff carbon fibre mast sections, with conspicuous results over sailors using all fiberglass mast sections.

For the first time ever, the Club sailed from the South Brighton Surf Club to the Waimakariri River mouth, and had a "hair-raising ride" on the return reaching speeds of between 60 - 70 km/hr. *"Some had not experienced the scary feeling of traveling at those speeds and being blown sideways as gusts of wind propelled Blokarts even faster! That adrenaline buzz lasted about 15 minutes, being the time take at that speed, to return to New Brighton."*

## 2009

In 2009 the Club changed its name from *CanterBreeze Blokart Club* to *Canterbury Blokart Club*, and in March of this year the Club gained access to the former RNZAF Base Wigram (Wigram). In addition to the sealed area (the hangar apron and runway taxiway, a total of about 31,721m<sup>2</sup>), the advantage of Wigram was the large areas of grass adjacent to most of the sealed areas. These areas provided generous 'runout zones' as well as space for sailing if required. RNZAF Base Wigram officially closed in February 2009. Committee member, David Griffin, was instrumental in brokering the Club's access to Wigram with the Air Force Museum of New Zealand (AFMNZ) who leases their site from the New Zealand Defence Force. Incidentally, David Griffin was also the first Club member to take part in a national sailing event.

The Club immediately developed a professional and trustworthy mutual relationship with the AFMNZ that has continued to this day. *Track fees* (sailing on the hangar apron area and runway taxiway) per sailor per day were \$10.00. Total track fees paid to the AFMNZ in 2009/2010 was \$4,680.00.

During 2009 the Club produced its first Club sail logos (*cbc Canterbury*) as well as Club business cards. Allocated times on Sundays for casual sailing encouraged those not interested in racing to become members. Club subscriptions at this time were \$30.00.

The Club combined with *Urban Wheels* (Graeme Gordon - Christchurch blokart distributor & Club member) on a display at the *New Zealand Boat Show*. The relationship between the Club and *Urban Wheels* prevailed for many years.

In January 2009, member David Griffin achieved a speed record of 63kph in a *Production* blokart, with a 3m<sup>2</sup> sail, at Lake Ellesmere/Te Waihora.

The inaugural Club Championships for *Production* and *Performance* class blokarts were held in 2009. This event has been held most years since then. David Griffin donated the *Griffin Family Trophy* (centre part of a wooden aircraft propeller that belonged to his father) for the Club Blokart Championships *Performance Class*.

## 2010

The year started with the Club hosting the South Island Blokart Open at Wigram. This was the first significant event hosted by the Club with about 40 sailors from across New Zealand attending.

In 2010, the Club became a registered incorporated society (registration no. 2538276), formalising the Club's *not-for-profit* legal entity. Being an incorporated society was beneficial to the Club for a range of reasons, including when applying for funding grants.

The Club had a display at the *Boy's Big Day Out and Outdoor Expo* events, and the first *Technical Night* (tech-night) for members was held in October. The Club produced membership labels which were displayed on the member's blokart mast base. These were discontinued by about 2014. Club subscriptions were increased from \$40.00 to \$50.00, \$20.00 being the NZBAI affiliation fee. Track fees paid to the AFMNZ in 2010/2011 totalled \$6,640.00.

A deuce bar (used to join two blokarts, one behind the other) was purchased in 2010 and in May 2013 Club members Bob Jelley and Ivan Purtle set a speed record of 63.3kph at Wigram. Two full carbon masts were used and two 4m<sup>2</sup> sails.

A large high quality Club feather-flag was purchased with a donation of \$500.00 from member, Dave Ablett. The flag is still in use today primarily at national events and events promoting the Club. Dave Ablett also produced an intricately hand carved (in wood) blokart sail and donated this as a trophy to the Club. The carving, the *Dave & Rose Ablett Trophy*, was awarded each year through to 2023 to the winner of the Club Blokart Championships *Production Class*.

To encourage Club membership and meet the expectations of some Club members, a *Cruiser Class* was introduced. And as part of the on-going development of health and safety measures, new member's blokarts were checked for unsafe or non-blokart components. This is a new member induction practice continued to this day. Blokarts purchased second-hand and from non-blokart club people are often found to include non-blokart components and other modifications, as well as blokart components which have been superseded (generally for improved safety, or more resistant to damage and failure).

The purchase of an electronic race timing systems was considered in 2010 but deemed 'too expensive'. Club Committee meetings were held at a range of locations including public bars, member's homes and the AFMNZ.

The Club was fortunate that the Canterbury Earthquakes of 4 September 2010 and 22 February 2011 (the February earthquake causing extensive damage and 185 fatalities in Christchurch), did not generally impact on the Club's access and use of Wigram. However, following the February 2011 earthquake, the New Zealand Blokart Open, to be held at Wigram in March, was cancelled.

**2011**

The Club Committee decided in 2010, a trailer for road trips and storage of Club equipment, was needed. Member, Vaughan Lucking, was pivotal in preparing a grant application for \$7,866.00; the cost of buying a suitable trailer, on-road costs, and signage. The Club received a grant for \$3,000.00 from the Canterbury Community Trust in 2011. After receiving the grant, it was decided that the Club had the expertise to build a trailer. With assistance from various Club members, long-time Club member (and secretary/treasurer) Barry Emms, built the frame and running gear, and completed the electrical wiring. The trailer was clad by a company specialising in aluminium composite panel work. The trailer was cleverly designed to store Club blokarts and sails. Barry Emms devised a system that securely held six fully assembled blokarts. The total cost to build the trailer, including signage, was \$4,730.00. This relatively low cost was made possible by generous sponsorship and donation of trailer parts by Club members and others.

In 2011 the AFMNZ began the construction of the museum extension over the northern part of the hangar apron, reducing the apron sailing area by about one-third. Up until this time, most of the Club sailing occurred on the apron area. The runway taxiway was seldom used. From 2011, the taxiway became an integral part of the Club's sailing course with members benefitting from the need to become skilled at tight tacking and gybing manoeuvres. Given the changes to the available sailing area, the Club Committee started looking at possible track extension locations and designs, and construction materials, including soil stabilised enzyme systems, lime mixes, and cement mixes.

Prior to the construction of the AFMNZ extension, the museum café looked out over the apron area. This provided the Club with a captive audience.

Dropbox was first used by the Committee for filing Club documents, and pulley whip flags were introduced. A pulley whip flag is attached to the pulley whip at the top of the blokart seat at the rear of the blokart. Each flag has a unique number on it identifying the club member.

The Club hosted the inaugural South Island Blokart Open at Wigram in February with race timing equipment hired from NZBAI.

Advertising on TradeMe for *Have A Go* saw a surge in people wanting to hire Club blokarts. Hire blokarts was a significant revenue source for the Club.

## **2012**

In 2012 the Club purchased a second blokart with a grant of \$5,500.00 (applied for \$6,000.00) from the Canterbury Community Trust. From 2012 to 2015, and again in 2018, the Club had a display at the Canterbury Agricultural & Pastoral Association Show (Canterbury A&P Show), later renamed the New Zealand Agricultural Show. While there was a reasonable level of interest in blokarts, blokart sailing and the Club generally, few new members joined. An

exception to this was in 2013 when five people who visited the Club display at the A&P Show, joined the Club. The NZBAI supported the Club by funding part of the A&P Show site fee in 2012.

2012 saw the Club introducing a ‘*Modified*’ racing class. This was essentially a ‘*Production*’ class where two carbon fibre mast base sections could be used. Club member Gordon Densie donated a trophy, and this became the *Gordon Densie Trophy* for Club Blokart Championships Modified Class. The *Modified* class, as a competition class, was discontinued in 2017.

Plans of various future possible track layouts at Wigram, in the grassed area to the south of the runway taxiway, were prepared in 2012.

The Club started to use *HAL Race*, a software package for recording race placings and overall results. Initially, however, it was considered that it was just as convenient to record results manually.

In 2012 the Club funded repairs to a weather station located on the northeast corner of Hangar 2. For a short time the Club was able to access real-time data via the Club’s website. Unfortunately, the weather station fell into disrepair and was abandoned in 2013.

2012 was a particularly active year for the Club with a wide range of activities and initiatives taking place. This included having a display at the *Outdoor Expo* and a public open day at Wigram, preparing an application grant for a 48” cut ride-on mower (application unsuccessful), introducing the *Officer of the Day* position, preparing a Club events calendar, preparing a grant application for various track extensions, reviewing Auckland Blokart Club Inc. electronic timing system, and building a simple two-minute race countdown device using a flashing amber warning light and horn. To help drive membership, advertisements in Christchurch motels was suggested, but rejected, as were the use of walkie-talkies as a way of communicating with novice sailors.

Up until 2012, President, Jim Dale, had been supplying tyres and tubes to Club members. The Club Committee took over this role when Jim and his wife Shirley, also a Club member, moved to Australia. By purchasing in bulk, the Committee has been able to offer its members competitive prices on tyres, tubes and wheel bearings.

The average number of Club members attending Sunday Club days in 2012 was about 14. This compares to seven in 2009. There were 56 members in the Club in 2012. Total track fees paid to the AFMNZ in 2012/2013 were \$9,680.00.

Interestingly, in 2012 the NZBAI did not support including *Production* class racing in the New Zealand Blokart Open. At that time, the Blokart Open was considered a “*prestigious blokart sailing event*”. The North Island Blokart Open was held at RNZAF Base Ohakea, where two members of the Club, one in *Performance* the other in *Production*, were placegetters. One Club member attended the Australian Blokart Open at Yeppoon, Queensland, and was placed

1<sup>st</sup> in *Production Super Heavy Class*. The event included short course racing and a 100km marathon event.

The Committee had been aware since 2011 of the need for short sections of additional track at both ends of the taxiway to help alleviate potential collisions between opposing blokarts. Significant discussion was held in 2012 on priorities, location and design.

Club subscriptions in 2012 were \$50.00, \$20.00 of which was the NZBAI affiliation fee.

## 2013

2013 was an eventful year with the production of the Club's first calendar. Sales of the calendar, with dedicated pages (months) sponsored by various members, generated \$500.00 for the Club. Calendars were produced for the next three years. Selling Cadbury chocolate was also carried out as a means of raising funds for the Club.

The first interclub racing event between the Club and the Top of the South Blokart Club Inc. (TOTS) was held on 19 & 20 January 2013 at Wigram. This event alternated between Wigram and Richmond, Nelson (Vortex Karting Track & Rabbit Island Beach), 2013 - 2015. The *Interclub Challenge Trophy* was donated by member, Bob Jolley. The Vortex Karting track, a triangular shape site with a series of islands, is a compacted earth surface with a fine gravel finish. With its loose surface and range of options to reach each mark, Club members particularly enjoyed sailing at the Vortex Karting track.

Club apparel was introduced in 2013, and included caps, a beanie, polo shirt, vest, jacket and hoodie. The polo shirt, caps and hoodies have proven to be particularly popular items.

In October 2013 a final quote was received by the Club from JCL Asphalt for constructing the 'cut-through', a connecting track between the hangar apron and runway taxiway. The cost was \$22,055.00.

Numbered course marks to fit over road safety cones, along with direction arrows were introduced for race events at Wigram. With the previous success of receiving funding for two Club blokarts, the Committee lodged an application grant for funding for a third blokart. The application was made to the Canterbury Community Trust for \$4654.00 with \$4,000.00 being received.

The highest recorded members attendance at Wigram was 35 on 7 July 2013. During the 2013/2014 year, \$7,845.00 in track fees, was paid to the AFMNZ.

In 2013 Club members were placegetters across four *Performance* groups and one *Production* group at the NZ Masters Games. In most blokart competitions, the field is grouped by sailors weight. For the NZ Masters Games, the grouping is by weight and age.

Blokart tyres and tubes were purchased in bulk by the Club from an Auckland Blokart Club Inc. member. Tyres cost \$10.00 each and tubes \$7.20.

In May 2013 about ten members of the Club and several partners met TOTS members for a 'race-off' at Carters Beach, Westport.

## 2014

The largest single expense for the Club, to this time, was the chipseal 'cut-through' on the south side of the intersection of the taxiway and hangar apron. The cut-through is about 73m long and 6m wide. \$10,000.00 of the \$22,055.00 cost was funded by a Canterbury Community Trust grant. The 'cut-through', officially opened by Dave Clearwater (AFMNZ Business & Communications Manager), provides a safer option sailing course where there were opposing blokarts at the western end of the taxiway.

Along with the completion of the 'cut-through', the Club simultaneously celebrated the 10<sup>th</sup> Anniversary of the Club with speeches and the cutting of a cake at Wigram. Barry Emms and the youngest member of the Club, Nicholas Pilditch (one of five Pilditch family members) jointly cut the cake.

A top speed of 82kph was set by Bob Jelley at Wigram on a 3m<sup>2</sup> sail in his *Performance* blokart. In 2013 Bob Jelley reached 87.3kph on a 2m<sup>2</sup> sail at Ivanpah, Nevada, USA.

After lengthy discussion by the Committee it was decided to start considering purchasing a race timing system again. In 2010 such a system was considered too expensive for the Club.

Club member Barry Emms (committee member for five years & secretary/treasurer for nine years) kept thorough and detailed records of Club business, including attendance records of members. As at March 2014, eight Club members had each amassed more than 100 days of sailing at Wigram. Barry was one of these members with 154 days, along with other current 2024 members, Bob Jelley, Ivan Purtle, Rudolph Meltzer, Steve Hall and Terry Helm.

The World Blokart Open Championships were held in January, at Lake Walyungup (about 55km south of central Perth). Nine Club members attended the event, with one member reaching the podium.

In addition to the World Championships, three national events were held, the New Zealand Blokart Open, and the North and South Island Blokart Opens. Across these three events, ten Club members were *Production* and *Performance* class podium finishers. The events were held at Wigram, RNZAF Base Ohakea and Vortex Karting (Richmond, Nelson) respectively.

A popular event held most years by the Club is the Summer Blokart Race Series. This was first held in 2014 at Wigram, with former members David Vosloo, Peter McCrea and Paul Talarico taking 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place, respectively.

## 2015

In late 2015 the Club purchased the *MyLaps* sports timing and recording system for \$13,916.00. This followed from a lengthy discussion on the matter at the Annual General Meeting in May 2015. The system was trialled at the Manawatu Blokart Open in 2016 and used in the same year at the World Blokart Championships at Ivanpah, Nevada, USA. The timing system was partially funded from a grant of \$3,000.00 from the Mainland Foundation Ltd. The system continues to be used by the Club today (2025), and there is a growing number of Club members proficient in its use. Various updates and improvements to the timing system have occurred since 2015, including the introduction, in 2024, of long-life disposable transponders. The Club's transport trailer became a timing trailer (housing electronic equipment, batteries and roof-mounted solar panels), but could still be used for the purpose it was first designed for, to transport blokarts to sailing events away from Wigram.

Club subscriptions in 2015 were \$50.00, \$20.00 of which was the NZBAI affiliation fee. Track fees of \$9,830.00 were paid to the AFMNZ in 2014/2015. This equates to 983 individual track fees.

Four national blokart racing events were held in 2015; The New Zealand Blokart Open at Blokart Heaven, Papamoa (a purpose built blokart track), the North Island Blokart Open at Sanson, the South Island Blokart Open at the Vortex Karting track Richmond, and the Masters Blokart Games at RNZAF Base Ohakea. Club members achieved seven 1<sup>st</sup> places across eight race classes at these four events.

Vouchers for a 30 minute experience of blokart sailing at Wigram continued to be advertised on TradeMe, and in 2015 club blokarts were hired out 110 times. At \$25.00 each, this was a significant source of funds for the Club.

With the conversion of the trailer to essentially a race timing trailer, the Club purchased a small shed to store equipment in. This was located near the north corner of aircraft Hangar 2.

In March a *Kids Day* was held at Wigram. A large number of children were given free rides in blokarts fitted with shadows (a 'side by side' second seat).

## 2016

The Club quickly outgrew the shed it purchased in 2015, and a decision was made to purchase a 20ft shipping container. The container cost \$10,000. The Rata Foundation provided a grant of \$4,000.00 for the purchase and fit-out of the container. Along with shelving for storage, a hook system for storing nine sails with masts inserted was devised, as well as a space-saving hook system for storing the three Club blokarts in a near vertical configuration. The storage of

the sails and masts, and blokarts, in this way, meant that Club blokarts could be quickly rigged for use.

From April 2015 to April 2016 the Club sold 54 blokart experience vouchers totaling \$1,200.00. The total value of blokart hires for the 2015/2016 financial year, was \$2,597.00.

*Streets*, an ice-cream brand, ran a day of entertainment for children at Wigram. The Club contributed to the event by giving young children free rides in blokarts equipped with 'shadows', a side by side seat. The Club also had a display at the *New Zealand Boat Show*, where a high level of interest was shown in the blokart and the Club. One new member was gained from this event. The Club had a joint display with *Urban Wheels* (Blokart supplier) at the Canterbury A&P Show. Site costs were funded jointly by NZBAI and *Urban Wheels*.

To provide a more versatile timing trailer a bespoke transparent enclosure was purchased. The enclosure attaches to the rear of the trailer providing a sheltered environment for the person managing the race timing system as well as a clear view of the field. The enclosure is used primarily for regional and national events.

As a fund raiser, a 2016 Club calendar, was produced. This again generated about \$500.00 for the Club.

Given the mounting accumulation of assets by the Club, it was decided that the trailer, timing system, Club blokarts and other Club possessions should be insured. In 2016 the cost was \$1,147.47. This increased to \$1,500.00 in 2022, and \$1,800.00 in 2024. Insurance is the highest annual cost for the Club.

The Officer of the Day (OOD) roster system was formally introduced in 2016. Prior to this, the responsibility of managing racing and other events on Sundays was the responsibility of only a few members of the Club. Also, at this time, the role and responsibilities of the 'kart supervisor' (supervised the hire of the Club's blokarts on Sundays) were formalised.

Eight Club members and some partners travelled to the USA to compete in the North American Blokart Open and World Blokart Championship events. Both these events were held at Ivanpah, Nevada. An interesting account of these two events can be read at [blokartworlds.com/past-events/2016](http://blokartworlds.com/past-events/2016). Club member Michael Denton achieved three 1<sup>st</sup> places, Terry Helm a 2<sup>nd</sup> place and 3<sup>rd</sup> place, Alex Morris two 1<sup>st</sup> places and one 2<sup>nd</sup> place, and David Tillman, one 3<sup>rd</sup> place. Blokart International Ltd. hired the Club's timing system for the World Championships, generating \$3,500.00 income for the Club. Earlier in the year, 17 Club members travelled to a location about 10km south of Moeraki, Waitaki, for beach racing. Seven 'all-in' races were completed with some members inadvertently taking a 'dip' in the sea. Dee McCrea took out 1<sup>st</sup> place overall.

The Annual General Meeting was held in May with 26 members attending, Jim Gordon (aged 86 years) was presented with a gift in recognition of his continuing participation in Club events.

There were 44 sailing days in 2015/16 and the best attendance was on 19 May 2015 with 27 sailors. Track fees paid to the AFMNZ were just over \$8,000.00. Club bokarts were hire out 110 times.

## 2017

The Club's inaugural Brass Monkey day was held in June, an event that has been held most winters since. Club members dress up in appropriately gaudy outfits, including budgie smugglers, beach shorts and Hawaiian shirts. Fun races were had, including a 20 minute race that had to include a pit-stop to swap over the two rear wheels, and a *Le Mans* race start for another race. After a series of races, members enjoyed BBQ food, coffee and mulled wine. Trophies, donated by Michael Denton, are awarded to the winners of *Production Class* and *Performance Class*.

The Committee, always mindful of the potential for one day not having access to Wigram, wrote to Regenerate Christchurch, to register the Club's interest in the possible use of red-zone land for bokart sailing. This was not pursued further by the Club.

A small trailer, known as the *cone trailer*, was designed by Club member, Michael Denton, and built by Club member, Davie Norris. The trailer holds road safety road cones for sailing course marks, mark numbers, course mark rounding signs and mark over-lap marks.

The Club's membership in 2017 was 81, the highest in the Club's history. With funding support from the NZBAI and BAI the Club had a display at the Canterbury A&P Show.

Club members took part in the New Zealand Blokart Open at Wigram, with the Club represented on the podium across all six race divisions, with 1<sup>st</sup> places in four of the six divisions. The 2017 South Island Blokart Open was abandoned due to no wind.

## 2018

In March 2018, the Club went to Carters Beach, Westport. Unfortunately, due to lack of wind and wet conditions, little sailing occurred.

Members Michael Denton and son, Mitchell Denton, started work on a race tree countdown tower. Controlled through a laptop, the three-sided one-metre high tower mounted on a tripod stand, would provide a visual indicator of the two-minute race start countdown. The tower could also be programmed to display other information.

The Committee started a review of its Constitution. The review was left in draft form because the provisions of the Incorporated Societies Act 2018 (gazetted in late 2018) needed to be considered.

With the ever-increasing importance and scrutiny of health and safety matters, *Health & Safety* became a permanent item on Committee meeting agendas. As part of fund raising, the Club held its first sausage sizzle at Mega Mitre 10, Hornby, raising about \$650.00 for the Club.

Providing information on sailing conditions at Wigram to members early on Sundays was considered by the Committee as an important initiative. Group SMS text messaging for iPhones was set up, however, it was agreed by the Committee that this was not entirely satisfactory. Reliance on emails and limited texting to members continued. The issue with contacting all members by mobile phone was resolved in 2022 with the establishment of a WhatsApp Group. Another WhatsApp Group for Committee members/OOD's was also created. This media, for both Groups, has proven to be a timely, convenient and effective way to communicate information 'instantaneously' to all members, and between Committee members.

Some members of the Committee met with a Christchurch City Council representative to discuss the potential use of land adjacent to the Velocity Karts track, Bexley Reserve.

2018 saw a full year of blokart sailing events. The Club Blokart Championships, Summer Blokart Handicap Series, Brass Monkey and South Island Blokart Open events were all held at Wigram. The New Zealand Blokart Open and Manawatu Blokart Open were held at RNZAF Base Ohakea, and the Australian Blokart Open at Walyungup, Perth. The Club was well represented at the three national events.

## 2019

It was agreed by the Committee that a set of values should be formally adopted by the Club. The Club values agreed on were *Dignity & Respect, Good Sportsmanship, Fun and Helpfulness*.

With funding support from the NZBAI and from BIL, the Club had a display at the New Zealand Agricultural Show. Although the Club secured a more prominent site at the Show than previous years, and some 47 people expressed an interest in having a trial sail at Wigram, because of minimal follow-up from the public, it was decided that this would be the last time the Club had a display at the Show.

Review work on the Club's Constitution continued in 2019.

The Club designed and fabricated parts of a large five pole flagpole stand. Steel scaffolding pipe and clamps were part of the design. The structure is designed to be easily assembled and stored. It was first used in April 2019 at the South Island Blokart Open, displaying four Canterbury flags and the New Zealand flag.

In March about eight Club members travelled to Carters Beach, Westport, for a social weekend and in April the Club hosted the South Island Blokart Open at Wigram. The Club's Brass Monkey event was

held in July 2019, and a Club tech-night in November. In 2019 Ardmore Airport (Auckland Region) was used for the North Island Blokart Open. This was the last time that a national event was held there. A small group of sailors from the Club attended this event.

## **2020**

In 2020 the Club built a ‘flat pack’ podium. This podium was designed to be more portable than the existing one and was first used at the New Zealand Blokart Open in February at Wigram. The South Island Blokart Open held in Richmond (Nelson) at the *Vortex Wind Karting* track, preceded the New Zealand Blokart Open. As part of the preparation for the New Zealand Blokart Open a ‘cut-through’ was mown at the eastern end of the taxiway between the east/west and north/south sections of the taxiway. This reduced the likelihood, and particularly in strong northerly and north westerly winds, of opposing blokarts colliding.

An ‘on-track’ coaching day for Club members was held at Wigram in March 2020 with about 15 members attending. A tech-night was held in June.

Due to Covid-19 restrictions, limited sailing occurred at Wigram in 2020, and when sailing did occur, member attendances were low.

Where previously the Club had sporadically emailed information to its members and Club associates, 2020 saw the start of a weekly email Club Newsletter using Mailchimp. This is a popular method for communicating information in a timely and interesting way, also serving as a useful record of the Club’s activities. About 211 newsletters were sent to members between June 2020 and September 2024, and recipients grew from nine to 72. Regular articles in the newsletter include an update from the President, race results from the previous week, the weather forecast for the following Sunday, a diary of Club activities and other events, and more recently a historic captioned Club photograph (‘A *blast from the past*’).

National events in 2020 included the South Island Blokart Open at the *Vortex Wind Karting* track at Richmond, Nelson, the North Island Blokart Open at the Hawkes Bay Club’s *Higgins Park* track in Napier, and the New Zealand Blokart Open at Wigram.

## **2021**

In 2021 a Club member race ranking competition was started. Results from each Sunday were combined along with points for attendance. Although a relatively popular competition amongst members, it was discontinued after about one year.

Since 2017, when Club membership was 81, there has been a noticeable decline in Club membership. While unable to define a clear reason for this, the Committee was conscious of the

need to be constantly considering initiatives to attract new members. There were 51 Club members in 2021.

Along with weed spraying the edges of the 'cut-through', the Club continued to assist with maintaining aspects of the hangar apron and runway taxiway areas. Concrete tiles were constructed by member Justin Annan to replace broken concrete drain grates on the apron. Small asphalt repairs were also completed.

The new race tree countdown tower was demonstrated at the Annual General Meeting and was used for some Club events during 2021 and 2022. Tentative permission was granted by AFMNZ to use Wigram one Wednesday a month during summer for twilight sailing, however, this opportunity was generally not supported by Club members. The annual Club Brass Monkey event was held in June, and the South Island Blokart Open in October 2021. Club members attended the New Zealand Blokart Open in Auckland.

A sausage sizzle was held at Mega Mitre 10 Hornby, raising about \$900.00 for the Club.

## **2022**

In 2022 there were about 47 members in the Club, six of which were Life Members. The South Island Blokart Open was held at Wigram in March. The Club purchased a three-point blokart seat harness with funding from NZBAL and a donation from a Club member. A '*bring a mate*' sailing day was held, with 12 'mates' attending. The partners of four Club members organised and ran a social fun event at Wigram. Club members enjoyed the opportunity to compete in a series of entertaining races and games.

The race tree countdown tower was used at the 2022 World Blokart Championships held at RNZAF Base Ohakea, and at the Manawatu Blokart Club Inc. track at Sanson. Unfortunately, the electronics were damaged because of a power surge.

While the Club held relevant contact information for its members, the Committee decided that it was appropriate that it also held, where agreed to, emergency contact information for its members. Membership continued to show a downward trend during 2022 along with an 'aging' average. In 2022 the average age of Club members was 62, and in 2024, 65.

In October 2022, a Club training session was held for Club members planning to take part in the 2022 New Zealand Blokart Open and the 2022 Worlds Blokart Championship (held at the RNZAF Base Ohakea and the Manawatu Blokart Club Inc. track at Sanson). Amongst other matters, topics discussed included basic logistical matters, blokart sailing rules and the general physical environment of the two venues.

The new, disposal (life of up to five years) transponders were trialled by some Club members. These transponders were competitively priced with the older ones which needed to be renewed annually.

For the second consecutive year, the Club celebrated the end of the year with a BBQ at the Groynes.

Naval Point Club Lyttelton members enjoyed a successful 'give it a go' day at Wigram.

Various beach sailing runs have been held over the years. In December 2022 six members sailed north from the South Brighton Surf Club to the Waimakariri River mouth. Down wind speeds of 62km/hr were achieved. One Club member, Alan Wylie, sailed his Class 2 land yacht.

## 2023

During 2023 about 10 shipping containers containing Canterbury Museum exhibits were placed on the eastern side of the apron. Although the southern end of the apron could still be used, the containers, and at least from safety and wind perspectives, have been detrimental to the Club's use of the hangar apron. The containers are likely to remain on the apron for at least ten years while strengthening work is carried out on the Canterbury Museum.

In February 2023 the Club, in conjunction with *Velocity Karts Ltd*, had a display at the inaugural *Game On Canterbury*, a free public information sporting event. This was an ideal opportunity to showcase blokart sailing and the Club itself. The event was very well attended with a lot of interest shown in blokart sailing. About six people from the event visited Wigram after the event and enjoyed time sailing a blokart.

The Club ran a series of free community group advertisements on a local radio station.

Initial work on the content of an advanced sailing course was completed, and further discussion was held with CCC staff on future potential blokart track development at Bexley Reserve, adjacent to, and an extension to, the existing Velocity Karts track.

In October 2023, consistent with the legislative requirements under the new Incorporated Societies Act 2022, the Club re-registered itself.

The annual sausage sizzle event at Mega Mitre 10 Hornby was again successful, raising about \$700.00 for the Club.

The 2023 South Island Blokart Open was held at Carters Beach, Westport, followed by the New Zealand Blokart Open at Wigram, with 22 and 31 sailors taking part respectively. This was the first time a South Island Blokart Open had been held on a beach. The Club generated \$1800.00 profit from the two events, and *Wigram Brewery* donated prizes for the New Zealand Blokart Open. High winds (north westerlies) were experienced at the New Zealand Open and at one stage the conditions were deemed to be too dangerous, and sailing was postponed. Conditions meant that a significant number of races were run on 2m<sup>2</sup> sails, Club members achieved three 1<sup>st</sup> places, two 2<sup>nd</sup> places and two 3<sup>rd</sup> places.

For the third consecutive year, the Club celebrated the end of the year with a BBQ at the Groynes.

A member satisfaction survey was carried out in 2023. A score of 8.1/10 was achieved for member overall experience of the Club and its activities. The activities most sought by members, in priority order were, *coaching on-track & tech nights, beach sailing, trips away, racing events & social events.*

## **2024**

In line with more stringent health and safety requirements, the Club's First Aid kit, kept in the trailer, was significantly upgraded. A final draft of the Club's Constitution was completed and adopted by the Committee. In late summer, and over a short period of about two months, six new members joined the Club. At the Annual General Meeting it was agreed to raise the annual subscriptions in 2025 from \$80.00 to \$110.00. To improve the user experience, a donated pod was fitted to one of the Club's blokarts.

The Club had a display at the second *Game On Canterbury* event. Unfortunately, the management of the event had changed from that of 2023, and public attendance was very poor. NZBAI provided funding for the event.

In June, a mid-winter Christmas dinner was held at the 5<sup>th</sup> Street restaurant in Christchurch. Sixteen members and some partners attended.

A highlight of 2024 was the opportunity for some Committee members to have a trial sail at the Tawhaki National Aerospace Centre located on Kaitorete Spit. Strong wind demanded 3.0m<sup>2</sup> sails. The site consists of a 30 metre wide, one kilometre long chip-seal runway, and an intersecting grass runway. The Committee saw some potential of this site for future blokart sailing events.

A concerted effort to train more Club members in the use of *MyLaps* began in June. This was needed to help ensure that the timing system could be used on as many occasions as possible, irrespective of which members were at Wigram on any Sunday.

The Club was approached by the North Avon BMX Club about their interest in establishing a joint facility in Bexley Reserve. Although the BMX Club's requirements are very different to those of the Club, the Committee considered that the Club should maintain contact with the BMX Club.

The North Island Open was held in August at Te Oneroa-a-Tohe/Ninety Mile Beach. Four members of the Club attended the event.

About 19 members attended a tech-night held in September 2024. The two main topics were blokart sailing rules and starting (two-minute countdown) skills, and blokart dynamics and sailing techniques. Tech-nights are a popular Club activity.

The annual sausage sizzle event, held in September, at Mega Mitre 10 Hornby was again successful, raising about \$700.00 for the Club.

The proposed 2024 South Island Blokart Open was cancelled, and instead, and as part of the Club's 20<sup>th</sup> Anniversary activities, the Club held an Invitation Blokart Open Regatta on 12 - 13 October with one day of sailing at Wigram and another at the Tawhaki National Aerospace Centre. The event was open to members of other New Zealand blokart clubs. Two sailors, external to the Club, attended. The same weekend, a 20th Anniversary dinner was held at the Hornby Club for current Club members and their partners, past Club members, and other people that had or had had an association with the Club.

Three members of the Club attended the NZ Blokart Open in October. Racing was held at Air Force Base Ohakea and the Manawatu Blokart Club Inc. track at Sanson.

The Club celebrated the end of 2024 with a BBQ, for the fourth consecutive year, at The Groynes.

## **Appendix 1:**

### **Canterbury Blokart Club Inc. Committee Officer summary 2004 - 2024 (as at September 2024)**

(#) number of years served on the Committee in the role

#### **Presidents:**

Graeme Holmes (2), Jim Dale (6), Terry Helm (3), Chris Gant (3), David Tillman (5) & Bernie McGillen (2)

#### **Vice Presidents:**

Alex Morris (2) & John Guard (2)

#### **Secretaries:**

Peter Kingsbury (5), Michael Brown (1) & Bernie McGillen (1)

#### **Treasurers:**

Terry Helm (6)

#### **Secretaries/Treasurers:**

Jude McLennan (5), Barry Emms (9), Peter McCrea (1) & Jenny Norris (2)

#### **Committee members:**

Barry Emms (5), Gilbert Roberts (2), Graeme Gordon (7), Howard Marshall (1), David Griffin (4), Cam Bennett (1), Peter Kingsbury (8), Dave Ablett (1), Tony Smith (2), Vaughan Lucking (11), Peter McCrea (7), Bob Jolley (7), Rudolph Meltzer (2), Justin Annan (4), Camilla Gibbons (1), Michael Denton (10), Alan Wylie (6), David Tillman (2), Chris Gant (2), Terry Helm (4), Steve Hall (3), Davie Norris (1), Trevor

French (1), Peter Johnston (2), Alex Morris (3), Michael Brown (2), John Guard (2), Brent Thompson (1), Bernie McGillen (3) & Les Bearman (6).

## Appendix 2:

### Canterbury Blokart Club Inc. Committee Officers 2004 - 2025

Note: Officer positions held are given for calendar years and not financial/elected years. Some officer positions were held for less than 12 months.

<b>Election year (the period generally May to April)</b>	<b>Committee member</b>	<b>President</b>	<b>Vice President</b>	<b>Secretary</b>	<b>Treasurer</b>
2004/05	Barry Emms, Gilbert Roberts & Graeme Gordon	Graeme Holmes	na	Jude McLennan	Jude McLennan
2005/06	Barry Emms, Gilbert Roberts & Graeme Gordon	Graeme Holmes	na	Jude McLennan	Jude McLennan
2006/07	Barry Emms, Graeme Gordon & Howard Marshall	Jim Dale	na	Jude McLennan	Jude McLennan
2007/08	Barry Emms, Howard Marshall & Graeme Gordon	Jim Dale	na	Jude McLennan	Jude McLennan
2008/09	Barry Emms, Graeme Gordon, David Griffen, Cam Bennett & Peter Kingsbury	Jim Dale	na	Jude McLennan & Barry Emms	Jude McLennan & Barry Emms
2009/10	Graeme Gordon, Dave Griffin, Peter Kingsbury, Vaughan Lucking & Tony Smith	Jim Dale	na	Barry Emms	Barry Emms
2010/11					

<b>Election year</b> (the period generally May to April)	<b>Committee member</b>	<b>President</b>	<b>Vice President</b>	<b>Secretary</b>	<b>Treasurer</b>
2011/12	Dave Griffin, Peter Kingsbury, Peter McCrea, Vaughan Lucking & Bob Jolley	Jim Dale	na	Barry Emms	Barry Emms
2012/13	Peter Kingsbury, Vaughan Lucking, Bob Jolley, Rudolph Meltzer & Peter McCrea	Jim Dale & Terry Helm	na	Barry Emms	Barry Emms
2013/14	Peter Kingsbury, Rudolph Meltzer, Vaughan Lucking, Justin Annan, Camilla Gibbons, Bob Jolley & Peter McCrea	Terry Helm	na	Barry Emms	Barry Emms
2014/15	Peter Kingsbury, Vaughan Lucking, Justin Annan, Bob Jolley, Chris Gant & Peter McCrea	Terry Helm	na	Barry Emms	Barry Emms
2015/16	Terry Helm, Vaughan Lucking, Justin Annan, Michael Denton, Bob Jolley, Steve Hall & Peter McCrea	Chris Gant	na	Barry Emms	Barry Emms
2016/17	Terry Helm, Vaughan Lucking, Michael Denton, Bob Jolley, Steve Hall & Peter McCrea	Chris Gant	na	Barry Emms	Barry Emms

<b>Election year</b> (the period generally May to April)	<b>Committee member</b>	<b>President</b>	<b>Vice President</b>	<b>Secretary</b>	<b>Treasurer</b>
2017/18	Terry Helm, Vaughan Lucking, Steve Hall, Michael Denton, Bob Jelley, Davie Norris, Les Bearman, Trevor French & Peter McCrea	Chris Gant	na	Peter McCrea & Jenny Norris	Peter McCrea & Jenny Norris

2018/19	Terry Helm, Vaughan Lucking, Michael Denton, Les Bearman, Peter Johnson, Peter Kingsbury, David Tillman & Alex Morris	Chris Gant	na	Jenny Norris	Jenny Norris
2019/20	Michael Denton, Chris Gant, Vaughan Lucking, Les Bearman, Alan Wylie, Alex Morris & Michael Brown	David Tillman	na	Peter Kingsbury	Terry Helm
2020/21	Michael Denton, Les Bearman, Alan Wylie, Alex Morris & Michael Brown	David Tillman	na	Peter Kingsbury	Terry Helm
2021/22	Michael Denton, Alan Wylie, Bernie McGillen & John Guard	David Tillman	Alex Morris	Peter Kingsbury & Michael Brown (acting)	Terry Helm
2022/23	Michael Denton, Alan Wylie, Bernie McGillen, Brent Thompson & John Guard	David Tillman	Alex Morris	Peter Kingsbury	Terry Helm

2023/24	Michael Denton, Alan Wylie, David Tillman, Justin Annan, Peter Johnson & Les Bearman	Bernie McGillen	John Guard	Peter Kingsbury & Bernie McGillen (acting)	Terry Helm
2024/25	Michael Denton, Alan Wylie, David Tillman, Justin Annan, Peter Johnson & Les Bearman	Bernie McGillen	John Guard	Peter Kingsbury & Bernie McGillen (acting)	Terry Helm, Susan Sell (assisting)

### **Appendix 3:**

#### **Canterbury Blokart Club Inc. members on NZBAI Committee**

2005/06	Graeme Gordon
2006/07	Jim Dale
2010/11	David Griffin
2011/12	Barry Emms
2012/13	Barry Emms
2013/14	Peter McCrea (secretary) & Barry Emms
2014/15	Peter McCrea (secretary) & Peter Kingsbury
2015/16	Peter McCrea (secretary) & Peter Kingsbury
2016/17	Peter McCrea (secretary) & Peter Kingsbury
2017/18	Terry Helm
2018/19	Terry Helm
2019/20	Terry Helm & Michael Brown
2020/21	Michael Brown
2021/22	Justin Annan
2022/23	Justin Annan

2023/24      Justin Annan

2024/25      Justin Annan