

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 scrutineered 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”.*