

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 bokarts and sails. Barry Emms devised a system that securely held six fully assembled bokarts. 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.



Wigram - the shaded area shows the hangar apron and runway taxiway use by the Club for bokart sailing. The Air Force Museum of NZ is the buildings in the upper left of the photograph.. Ther cut-through, the narrow sealed area diagonally between the apron and taxiway, was constructed by the Club in 2014

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 recoding race placings and overall results. Initially, however, it was considered that it was just as convenient to record results manually.



En-route (Picton Ferry terminal) to the North Island Blokart Open, Ohakea (from L - R, Terry Helm, Malcolm McArdle and Barry Emms, and behind the camera, Peter Kingsbury)

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.

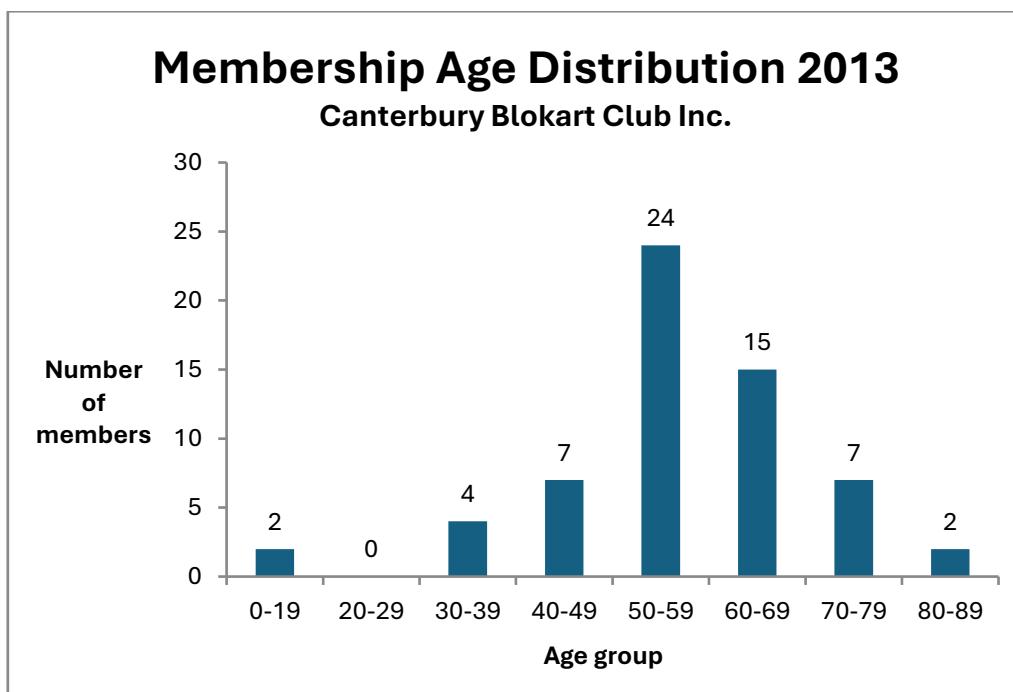
Interestingly, in 2012 the NZBAI did not support including *Production* class racing in the New Zealand Blokart Open. At that time, the Blokart Open was considered a “prestigious blokart sailing event”. The North Island Blokart Open was held at RNZAF Base Ohakea, where two members of the Club, one in *Performance* the other in *Production*, were placegetters. One Club member attended the Australian Blokart Open at Yeppoon, Queensland, and was placed 1st 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.



Club Blokart Championships 2013
- from L - R, Chris Gant (1st Production), Mike Bensemann (1st Modified) and Bob Jolley (1st Performance)

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.