



## sailing

### Pre-Sailing check

- Ensure a helmet is worn, and we recommend gloves, stout shoes, eye protection and suitable clothing
- Check all equipment is safe for use
- Assess the conditions to ensure the sails selected are suitable (*see sail selection chart*).

### sail selection chart

Use this chart as a guide to calculate the correct sail for your weight & wind conditions.

#### Wind Strength in Knots

|                                                    |       | 3   | 5   | 10  | 15  | 20  | 25  | 30  |
|----------------------------------------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| B<br>o<br>d<br>y<br><br>W<br>e<br>i<br>g<br>h<br>t | 30kg  | 5.5 | 4.0 | 3.0 | 3.0 |     |     |     |
|                                                    | 40    | 5.5 | 4.0 | 3.0 | 3.0 | 2.0 |     |     |
|                                                    | 50    | 5.5 | 4.0 | 4.0 | 3.0 | 2.0 | 2.0 |     |
|                                                    | 60    | 5.5 | 4.0 | 4.0 | 4.0 | 3.0 | 2.0 |     |
|                                                    | 70    | 5.5 | 5.5 | 4.0 | 4.0 | 3.0 | 2.0 |     |
|                                                    | 80    | 5.5 | 5.5 | 4.0 | 4.0 | 3.0 | 3.0 | 2.0 |
|                                                    | 90    | 5.5 | 5.5 | 4.0 | 4.0 | 4.0 | 3.0 | 2.0 |
|                                                    | 100 + |     | 5.5 | 5.5 | 4.0 | 4.0 | 3.0 | 2.0 |

Before getting in, there are four main rules to follow when sailing a blokart to ensure it is an enjoyable experience.

#### **Rule 1: Let the rope go to let the wheel come back down**

- While sailing, one of the rear wheels can lift off the ground due to the wind pressure in the sail. If this happens **LET THE ROPE GO** or allow it to slide through your hand to drop the wind pressure out of the sail. This will bring the wheel back down to the ground.

**Important:** the rope should run below the handlebar to avoid interference with steering. Avoid wrapping the rope around you hand, to ensure you can release the rope.

#### **Rule 2: Let the rope go so as not to capsize**

- If the rear wheel is kept off the ground while the sail is full of pressure there is a strong possibility that the blokart will capsize. As soon as you realize you are tipping over **LET THE ROPE GO**. Hold on to the handle bar with both hands and allow the blokart to take the fall.



**Important:** keep your hands on the handlebar and feet inside the blokart until the kart comes to a stop.

Once the blokart has stopped, support yourself, release the safety belt, climb out and right the kart.

### **Rule 3: Let the rope go to corner**

- When approaching a corner at speed it is recommended that you **LET THE ROPE GO** and focus only on steering around the corner. Do not change your course when this happens, just concentrate on steering around the corner. Once your heart rate gets back to normal re-gather the rope and fill your sail with more wind pressure to keep your momentum.

### **Rule 4: Let the rope go to stop**

To slow down gradually **LET THE ROPE GO** and focus on pointing the Kart directly into the wind until it stops. The sail can be pushed out against the wind with your hand to act as a brake.

If you need to stop quickly, let the rope go (letting the rope run through the hand) and either turn the blokart hard in either direction sliding the rear wheels to end-up pointing into the wind or by turning the kart into as many tight circles or 360's as is necessary to stop.

### **Important:**

- Keep your hands and feet inside the blokart until the kart rolls to a stop. DO NOT use your hands or feet to stop the Kart.
- Learn how to slow down and stop before trying to break the speed record!

### **Wind Direction**

Ensure you are familiar with the wind direction and note that blokart's cannot sail directly into the wind.

**A basic explanation for first-timers:** If the wind is coming from 12 o'clock then you cannot sail when pointing in the 11am to 1pm zone. The more you turn away from the wind the easier/faster you will sail.

### **Time to get in, buckle up, and go sailing!**

1. First turn the blokart slightly away from the wind so that the sail moves to the downwind side to allow easy access.
2. Standing at the upwind side of the blokart, push the handle bar down and away from you to create more space. To get in, step over the side strut and place your foot onto the floor pan, then sit down in the seat. Keeping the handle bar to one side, bring your other leg over the side strut into the blokart. Now slide right down so your butt almost touches the bar at the front of the seat, lie back and get comfortable.

**NB** If your legs feel cramped, you might like to try a blokart **foot bar extension** that is available from your blokart dealer. It can accommodate people with heights of up to 2.2 meters (7 feet). The foot bar extension attaches to the keel tube in front of the existing foot bar and is easily fitted with the use of a quick-release clamp.



3. Secure the safety belt and adjust so it is comfortable across your

chest.

4. When you're ready to go, put your feet inside the leg restraining straps and rest them on the front foot bar. Tuck your knees inside the side.
5. Turn the blokart across the wind, pull the sheet rope in to power-up the sail and hold with one hand while steering the handlebar with the other!

**N.B.** Always use the safety belt, leg restraining straps, helmet, gloves, stout shoes and eye protection at all times.

### **blokart road rules**

The blokart road rules have been put together to help minimise the risk of accidents and injury. Make sure you understand and use the following rules.

1. Always use the safety belt, leg restraining straps, helmet, gloves, stout shoes and eye protection at all times.
2. If you are travelling head-on towards another person, always steer to the right.
3. In general, always give way to your right.
4. Keep well clear when overtaking or overlapping others.
5. Do not make any sudden moves or turns when you are being overtaken.
6. Check behind you before making any changes in direction.
7. Use a hand signal if you intend to turn or stop.
8. When turning around a marker or flag, do not pass others on the inside or 'cut them off'.
9. Do not force others on to ground that is unsafe, into obstacles or other blokart's.
10. If you need a push start, be aware of and don't get in the way of others that are moving.
11. Secure your blokart safely when you're not using it by turning it over on its side.

### **Disabled sailors**

There is no need to make changes to accommodate different users, and that includes many people with physical disabilities or limited mobility. The ingenious design of a blokart makes it accessible even directly from a wheel chair.

With the blokart fully assembled, simply disconnect one of the side struts from the mast base and lower it down flat. This allows people to maneuver themselves into position in the seat. The side strut can then be easily raised and secured into position.

Additional tailored straps can be used to help secure the user in place while sailing. Contact your local dealer for further information.



## where to sail

With a little bit of wind your blokart can be used on just about any firm, flat surface that is free of obstacles. As blokart's are very maneuverable you only need a small area to have a lot of fun. Ideal locations include the beach, empty car parks and sports and recreation fields. These areas are often public places so it is very important to consider the safety of others.

blokart's can be fast but quiet at the same time. With this in mind keep a look out for people, especially children who might be unaware of your presence. Always allow plenty of space when passing as blokart axles and wheels are wide apart.

Do not use a blokart within 10 meters (33 feet) of other people, trees, obstacles, recreational equipment, powerlines, structures or cars.

### **beaches**

blokart's are a lot of fun on the beach – a blokart has been clocked at over 90 kph (56 mph)! Most beaches and dunes however are important habitats for unique plant and animal life, so as a general rule, always sail below the high tide mark to ensure as little damage as possible is done. In any case, sand above the high water mark is usually too soft for good blokart sailing.

### **empty car parks**

Empty car parks are ideal for sailing especially if the wind is light. It is important to always obtain permission to use these areas. Sealed surfaces demand concentration and skill due to the number of obstacles often found in them. The lack of friction in these areas can result in high speeds so take care and make sure you master the techniques of sailing, particularly how to slow down or stop on sealed surfaces.

### **sport and recreation fields**

Large grassy grounds are great in stronger winds, but once again, obtain permission. Remember that sport and recreation fields are generally aimed at team sports or passive recreation. Using sports and recreation fields for blokart sailing should be considered a privilege, and not a right.

blokart tyres will generally not harm turf with occasional use but repeated turning and sliding in the same area may scuff the surface and leave marks. When using a marker or flag as a turning point it is important to regularly move them around to prevent damage to the turf.

blokart sailing with friends will probably cause less damage to the turf than a game of football.



## tips and terms

**Beam Reach (across the wind):** Travelling at 90 degrees to the wind direction. This is generally the fastest sailing angle.

**Broad Reach:** Travelling at up to 45degrees downwind off a beam reach. This too is a fast angle in which to sail.

**Close Reach (travelling upwind):** Travelling at up to 45degrees toward the wind direction.

**Close Haul (on the wind):** Travelling even higher upwind than a close reach. The blokart can point up to 25degrees toward the wind before it stalls.

**Travelling Downwind:** Usually the slowest direction to travel in as you can only go as fast as the wind is blowing. Let the sail out far to one side to catch as much wind as possible.

**Tacking:** Turning into the wind direction during a turn. Tacking is the best way to turn when learning as the blokart slows down through the turn. Letting the sail out as you start to tack also helps to keep the blokart stable in strong winds by reducing the wind pressure in the sail.

**Gybing:** Turning away from the wind direction during a turn. Gybing is generally faster than tacking, as the sail remains powered up through the turn. Learn to gybe in light winds as a proper gybe takes practice.

It is important to always pull the sail in as you turn away and when the wind is directly behind you. Then ease it out so that the sail does not move with excessive force from one side to the other.

**Flipping:** Using the correct sail to match the wind conditions can help ensure you remain on three wheels. If you find yourself with one wheel in the air, let out the sail quickly to ease off the wind pressure in the sail and to return all three wheels to the ground.

If you flip the blokart over, make sure you let go of the sheet rope, hold on to the handle bar with both hands and keep your feet inside the leg restraining straps until you come to a halt. Never put your hands or feet out of the blokart until it has come to a complete stop.

**Stopping:** Always learn to sail in light winds. Only venture into stronger winds when you are able to control your speed and can stop in an emergency. To slow down gradually, turn directly into the wind then push the sail out to one side with one hand to act as an air brake.

Turning in very tight circles can also be used to burn off speed and eventually slow down. If you need to stop quickly, turn the blokart hard in either direction to spin it around and stop.

**Tuning:** In strong winds the increased force of the wind on the sail causes the mast to bend and flex considerably which can result in a reduction in sail efficiency and speed.

Increasing the downhaul tension can counteract this. Experience and practice will enable you to judge the best downhaul tension. In general, more downhaul tension is required when sailing in strong winds and less in light winds.

