

PropShaft



Magazine of the New Zealand Model Power
Boat Association

Issue 4 December 2001



In this Issue

- 2001 Nationals Write-up
- Remits for 2002 AGM
- Technical Stuff
- Committee Minutes
- Scale Hydro Hi Points Series Results
- Regatta Write-ups

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New Zealand Model Power Boat Association

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All photos in this magazine are available in larger size format on our website.

PRESIDENTS PAGE

Saturday morning and guess what? It is raining – again. The weather here has been the weirdest that I have seen at this time of year for a while. Hopefully this will mean that there will be lots of well prepared model boats for the start of racing in 2002.

A couple of notes for next year.

THE AGM. This is coming up again on Feb 23 in Palmerston North followed by the first round of the quad series on the Sunday. The remits for this meeting that have so far been received by our secretary are listed in this magazine.

The closing date for remits for the 2002 AGM is Jan 06. They should be sent to the Secretary.

We will send out a full list shortly after the closing date.

WELLINGTON OFFSHORE. This event is customarily the first for the New Year. It is being held this time on the Auckland/Hamilton anniversary weekend. This is to allow those with further to travel more time to get home. The event is also scheduled to run on either Saturday, or Sunday if the weather is bad.

NEW MEMBERS. I would like to take the opportunity of welcoming the Kockott family to NZ. They have recently emigrated here from South Africa and bring with them some well-sorted and very fast mono boats. Tony Kockott (the Dad) has also secured the right to distribute CMB engines and parts direct from the CMB factory in Italy. If you wish to get in touch with Tony, his email address is Tony.Kockott@xtra.co.nz

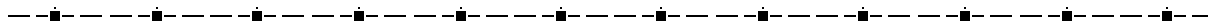
Anna and I had a wee baby boy in October. His racing number is 307 and his name is Jack. He attended his first scale hydro regatta in Palmerston

North last month but did not show too much interest – mostly slept through it all. Hopefully this will change in time.



Well, Santa is on his way so I had better stop rambling and wish all of our members a MERRY CHRISTMAS and happy festive season. I hope that there are heaps of useful things under your Christmas trees like con rods and glow plugs.

Greg.



NOTES FROM THE SECRETARY

Our Committee has recently agreed that we join NAVIGA, the body that governs model boating in the Northern Hemisphere.

The reasons are many and varied and the probable benefits are as many and varied. For example, we will have our website linked to theirs, which will give us worldwide exposure to anyone who searches their site. It will also give us access to their rules of racing which may in turn help us to improve our race formats or even give us ideas on how to create a greater membership base using their formats.

It also gives any model boater in our Association the opportunity to represent NZ at their

World Championships. We are allowed to enter 3 competitors in each class of racing.

The next World Championships are in Poland next year with the Hydro Racing scheduled from 31 July 2002 to 04 August 2002, then the Multi Racing from 05 August 2002 to 10 August 2002.

If anyone wishes to travel over to compete or you wish to know more, write or email me at the address in the front of this magazine.

Grahame Haines
Secretary

REMITTS FOR 2002 AGM

REMIT 1 – from Gordon Homewood

The remit is to change the rules for the National Champs.

The Heading: NATIONAL CHAMPIONSHIPS

No2. Delete the words: The nationals shall alternate annually between the North and South Islands.

No 2. To be changed to read: If a club wishes to host the National Championships they MUST apply in writing to the secretary in time for the last committee meeting (or by a date stipulated by the NZMPBA committee) before the Annual General Meeting, listing all the facilities that the venue has, and why they wish to host a Nationals.

(This is so the committee members can check that the venue will be suitable, and arrange for the members who will run and control this event. (Note CONSTITUTION >OBJECTS< (b)). If no club has made a request by this time, the committee must make the decision to find a venue or defer the National champs to the following year.

The reason for this remit is to avoid the situation where a club feels bound to host a Nationals because of the North Island/South Island rule and will put a stop to the situation that happened with the Christchurch club where they believed that the committee had requested them to host this event.

REMIT 2 – from Gordon Homewood

That the Nationals revert back to January as No 1 under National Championship.

This is because the work situation has again changed and is the best time for the majority to obtain their holidays and bring the Nationals in line with the constitution.

REMIT 3 – from Gordon Homewood

That infringement fines be set up for all NZMPBA sanctioned events. This to be in the form of a \$5.00 fine for hitting a buoy and \$10.00 fine for hitting a rescue boat.

This is to raise funds to pay for the expenses incurred during race meetings.

REMIT 4 – from Gordon Homewood

That when a new rule is passed a time slot should be set is for this rule to come into affect.

Example: That the new rule will be affective from (date). This date should be no sooner than when all members have received a copy of such rule.

REMIT 5 – from Grahame Haines

INTERNATIONAL 100-METRE SPEED

A new class be introduced and called International 100 Metre Speed.

All criteria pertaining to the straight-line speed rules listed above shall apply to this event.

All rules listed in the general racing rules shall also apply to this event where applicable.

NOTE: The exception is Rule 5 - Noise, in the General Racing Rules.

FOR THIS EVENT ONLY It shall be amended to read: -

There shall be no set restrictions on the maximum noise level emitted from a boat.

Should a competitor wish to compete for a restricted noise record, he must clearly make his intentions known prior to his run. In this case a noise check shall be mandatory to verify that the boat does comply with current noise level requirements in force at that time. It is recommended that this class of racing be held only at venues where the race site is sufficiently far enough away from populated areas so as not to cause a noise nuisance and risk possible loss of the venue for model boating.

It shall therefore be the host clubs responsibility to notify competitors on the entry form whether their venue operates on a restricted noise level.

International Speed records shall begin at those speed records set as at 01 January 2002 in the NZMPBA records book.

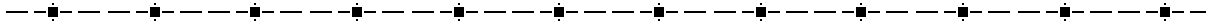
REMIT 6 – from Grahame Haines

Repeal the rule prohibiting any club from hosting a regatta within 2 weeks either side of the announced start date of the National championships. With the Nationals now being held at Easter we loose virtually 1 month of good boating weather, which makes fitting scheduled race meetings more difficult to spread evenly through the year.

REMIT 7 – from Greg Clarkson

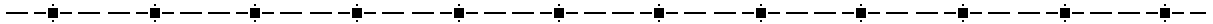
Nationals Default Venue

If the secretary has not received any written submissions with supporting documents prior to the AGM from a club wishing to host the next Nationals, then the next Nationals venue shall default to Palmerston North.



**NEWS FROM THE WMPBC
By Envelope Pusher**

- Wayne McNaught had 5 boats all performing very well at the Nationals. The A hydro powered by a geared OS21RXM driving an Octura 1655 prop is as quick as John Belworthy's Rossi 21 hydro which has been the benchmark in this class for many years. The A mono (a Dart powered by the RXM) is just about identical in performance to John's A endurance record holding cut down Hunter.
The C Scale Lauterback hydro (as yet unpainted and hence the nickname "Woodie") is very impressive, while the old Fast Post Sport 45 hydro is going better than ever with an OS46VRM.
The "Inter-Islander" (a huge Zenoah powered deep vee) is always fun to watch.
- Mark Graham has been running a similar Zenoah powered deep vee to Wayne's except the sides have been cut down.
- John Belworthy had a very good run at the Nats in A & B mono and endurance, and the Rossi 21 in his A hydro took on a new lease of life with the help of some nitro. A new B hydro is under construction and a new B deep vee is not far from completion.
- A new club member, Cory Tox, has been running a tunnel with a 61FSR mounted inboard but driving a K&B outboard leg. It goes very well and is exceptionally quiet and realistic on the water.
- Tony Rutledge had some teething problems with the new lightweight "Lady-Bug" at the Hamilton regatta when the turn fin mount let go. Then one week before the Nationals the 65VRM broke a rod and destroyed the piston/liner and crankcase.



**THE FATIGUE LIFE OF CONRODS
By Envelope Pusher**

I was prompted to write this article after a very damaging and expensive rod failure in my 65VRM scale hydro motor one week before the Nationals.

As is often the case, a motor seems to go the best ever just prior to going bang, and this instance was no exception with my new "Lady-Bug" going from 100k to zero in about 3 boat lengths when the rod let go and locked the motor up solid.

It cost me a new piston/liner, crankcase and rod – about one half the cost of a new motor. The RPM rod that failed had been in the engine since February 1995 and had done more hours of testing and racing than I care to remember, in four different hulls. Just before the last Hamilton scale hydro regatta I had replaced the bearings and visually inspected the rod in the 65VRM with no sign of a crack.

A close inspection of the broken rod revealed that the fatigue crack had initiated from the angled oil hole just above the big-end bush and propagated through about 50% of the cross section of the rod when it finally let go.

The lessons to be learned from this are:

Visual inspection of a conrod is unlikely to find a fatigue crack until it is too late.

Consideration should be given to replacing a rod every 2-3 years if you run the engine a lot. I think our pushing the envelope to 6 years for a rod would horrify Dave Richardson!

The angled oil hole in RPM rods is good for improving the lubrication of the big-end but may reduce the fatigue life of the rod by acting as a stress raiser. Stress concentration at this point could probably be reduced by radiusing the entry point of the oil hole in the rod.

HAMILTON 100 MINUTE OFFSHORE

By Anna Clarkson

Welcome, welcome to the fine sunny Manawatu. Oops! Wrong place and certainly the wrong weather!

Seven hardy, intrepid Hamiltonian boaters, plus the Plumptions from Napier, turned out on a not-so-nice day to vie for the 100 Minute Offshore trophy, in two heats of 50-minute races. The water was like glass at 9am when the tune-up time began. However, this did not last long.

Heat One

Nigel was first in the water and ran pretty consistently the whole time. Neil had a few offs but managed to stay ahead of Jeff by three laps.

Stanley blew his motor up before the race started and upon further inspection it was indeed a good blowup.

Graeme did a fantastic wheelie across the front straight, and several other out of water maneuvers that looked very impressive. Jeff did some impressive bow-to-stern barrel rolls & managed to continue running, which was a miracle. Nigel tried the same thing but only got a vertical stand with his boat & then it stopped when it came down again. It was reminiscent of the Titanic!

Heat Two

The weather turned poxey. In fact the weather went from poxey to really poxey. Horizontal rain through the tent made lap scoring interesting, especially when the wind picked up & collapsed the tent on top of me. Luckily there were only 2 boats on the water

at the time & Nigel had created such a big course with 8 buoys that no laps were missed.

Birmy & Jeff pulled out after a few laps due to the water being too rough for their little boats. This heat was really good offshore water!

Neil had a long off with a broken shaft about halfway through this heat, which gave Nigel a lot of opportunity to clock up laps. Nigel & Rex Anderson seemed to be the most consistent in this heat & spent the most time on the water.

Graeme DePina had a lot of fun throughout the day as usual but didn't clock up a lot of laps until after the races had finished.

At the end of 50 minutes everyone was having so much fun they just kept going when the lap scoring stopped.

With both races over the sun finally made its long awaited appearance. Jeff had the BBQ all cooked up & snags ready to eat.

Thanks to everyone who competed and made it a fun day despite the weather, especially to Neil & Jocelyn for making the trip over from Napier. Thanks to Jeff for cooking the snags for lunch, and Greg for manning the rescue boat.

RESULTS

Sorry guys! Unfortunately Greg has misplaced the results. If he ever finds them, they will be published in the next Propshaft. (I blame the baby myself. Greg.)

"To laugh often and much; to win the respect of intelligent people and affection of children; to earn the appreciation of honest critics and endure the betrayal of false friends; to appreciate beauty, to find the best in others; to leave the world a bit better, whether by a healthy child, a garden patch or a redeemed social condition; to know even one life has breathed easier because you have lived. This is to have succeeded."

Ralph Waldo Emerson

MINUTES OF COMMITTEE MEETING AT HAMILTON – 22 SEPTEMBER 2001

PRESENT: G Haines, G Binns, G Clarkson, J Weake, S Trott, T Rutledge, and W McNaught.

APOLOGIES: J Belworthy.

MINUTES: Of the previous committee meeting were read and confirmed. GB/GC.

MATTERS ARISING:

WEBSITE. GC We need to edit stuff before it gets posted on the web site. All agreed and will get word to Peter Hall.
GH. I have spoken with Richard Lattaney and he is OK with our decision and has done as we have requested with his site.

SOUND SYSTEM. GB Peter Hall reports it will be ready for Nationals.

COMPUTER. Will be ready to swap at Labour weekend.

PROPSHAFT. TR it is very good but there was no advertising.

GC. There will be ads in the next issue.

GC. Peter Collier is withdrawing his ad and Chris Wong has passed his onto the Roses.

GC. Still have to contact Trevor Henderson.

GC. Will also e-mail GRH to see if he still wants to advertise.

GB. I have brought along 3 versions, Laser print as posted out, Word e-mail doc and the PDF Format copy. The word version is a better quality but all 3 are acceptable.

We should also acknowledge the effort put into Propshaft by Anna and Greg.

It still needs something in the layout. Maybe using columns on full-page texts.

The laser print version eats the photocopied version on print quality.

ST. I agree with Grants ideas as well.

GB. Are we where we wanted to be after the Napier meeting. Consensus? YES.

JW. Has it saved us any money?

GC. Not as much as we would like at present but the e-mail thing will make a difference. The next issue will contain the question on who wants it e-mailed and who still wants it printed.

WM. It needs a 3rd and/or 4th staple on the binding to ease turning pages when reading.

Anna. We can offset the middle staple to allow it to still be folded in half.

JW. I think we need more articles on the technical aspects of our Hobby as well.

GRH NATIONALS. GB. We will probably have some racing on the Friday going by the entries.

We are also going to be short on the ground but we will get by on the day. I am not sure on the caravan yet but there is not a lot of groundwork to do.

There is no weed problem and the paddleboat racing still has to be sorted

The main thing I need is entries.

GENERAL BUSINESS:**HANDICAP SERIES.**

General feeling was it went really well. And works good.

GB. It looks like it has encouraged some Aucklanders to move.

GH. I hope to get a South Island series going next year as well.

FUTURE PLANS STUFF.

ST. Maybe it is time we started to retrace our steps on priority and goals for the future.

GC to GH can you e-mail the future goals to everyone.

RULE BOOK.

GB. We need to print new updates to send to existing holders.

GH. I could send out new ones to the existing members and get their old ones and update them for reissue.

GC. I will re-print the necessary pages and send them out.

GB. Do we split tunnels and hydros at the Nationals?

GC. We need flexibility to allow people to boat therefore I feel if we have to run tunnels and hydros together we should.

COMMITTEE MEETING DATES.

Suggestion for future committee meetings we set 4 dates for meetings and not necessary at a boat regatta for next year.

WM. Weekends for boating are scarce now but I think we need to go boating to get to a meeting.

GB & GH both agreed with Wayne.

ST. We need to socialise more but have to have a committee meeting as well and it is hard to do both at the same time.

Most meetings are now at Scale hydro meets so we need to crack things along on Saturdays so we finish early then have a meeting then socialise.

CALENDAR OF EVENTS.

We need to look at the calendar for next year fairly promptly.

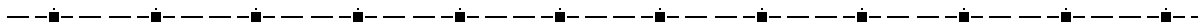
The AGM will be in February and the Nationals in Hamilton at Easter

It was suggested that the regattas are organised on anniversary weekends of the furthest travelers to give them an extra day to travel.

AUDIT.

GH. The books have been audited and just need to be sent to the Incorporated Societies.

MEETING CLOSED: 6.55PM.



SCALE HYDRO HI POINT SERIES 2001

Thank you. It has to be said. So many people at so many venues all having worked so hard to make this series special.

Thank you to all the competitors that have made the effort to prepare, travel, and compete with complete co-operation throughout the year. I didn't note one time when someone failed to co-operate or complete a task willingly.

Thank you to my wife and family for supporting, and putting up with me through the good times, the tough times, and a few long nights!

I believe that the whole Hi Point Series has come of age this year. The introduction of the outrigger class has been great.

With the level of support being promoted at the moment one could safely expect to see up to, and over, 20 C Scale Hydros and up to 15 Sport 45's competing in next years series. Some subtle changes to the events have made much better use of time and made the events more fun and more challenging.

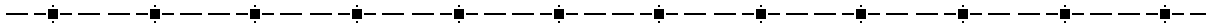
There will be 5 rounds in 2002, kicking off in Auckland with the 'Seafair Trophy'. We've all got about 2 months to get ready so get to it. I for one can't wait. See you all in Auckland.

Thanks
Steve Trott.

Scale Hydro Hi Points		Points After	Overall for
Sport 45 Hydro	Boat	Round 3	2001
Tony Rutledge	Viper	6994	10794
Steve Trott	Executone	4865	4865
Wayne McNaught	Fast Post	3359	4759
Jeff Weake	Penzoil	4101	4101
John Nicholls	Genesis	1484	2834
Daryl Christiansen	Full Tit	2013	2013
Paul Garner	Annihilator		863
Merv Sowden	Radical Rat II	730	730

C Scale Hydro	Boat	Round 3	Overall for
			2001
Tony Rutledge	The Tide	7200	11425
Matthew Lee	Oh Boy Oberto	2944	5171
Grant Binns	Budweiser	4247	5116
Grahame Haines	Lite All Star	824	4673
Daryl Christiansen	Bardahl	3727	3727

Steve Trott	Executone	1100	3269
Chris Breen	Llumar	2937	2937
John Nicholls	Captran Resorts	1025	2900
Wayne McNaught	The Boss	1325	1325
Tony Rutledge	Ladybug	800	800
John Nicholls	Pride of Pay N Pak	507	507
Paul Garner	Speedy Print		394
Merv Sowden	Miss Budweiser	225	225
Geoff Stokes	Pay N Pak	0	225
Jeff Weake	Miss Circus Circus	0	0



EXAMPLES OF WHY YOU SHOULD NOT TAKE “NO” FOR AN ANSWER

When the Wright brothers first flew they received nothing but bad press and got told by one newspaper to stop flying and to go and try and invent “something useful”.

Henry Ford failed and went broke 5 times before he finally got a small car business up and going.

Someone said of Albert Einstein – “He doesn’t wear socks and forgets to cut his hair. Could be mentally retarded”.

Alexander Bell, inventor of the telephone, was told to stop playing around with his invention as “No-one would want to talk to someone they couldn’t see.”

PICTON OFFSHORE 2001 By Grahame Haines

This year’s event turned out to be a pretty laid back affair with only 5 entries from as far south as Christchurch and as far north as Wellington. The venue was changed from the foreshore of previous years to Shelly Beach on the south side of the harbour. Two reasons for this. A, the foreshore area has now been cobblestoned and it would be difficult to run the boats from there without dropping oil etc on the cobblestones.

The reason for not racing on Shelly Beach in the past is that all the boats entering and leaving the Picton Marina used to hug the beach and would have run right through the racecourse. There has now been a breakwater built in readiness for marina extensions and this protrudes 100m out into the harbour at right angles to Shelly Beach forcing all boats to be at least 120m offshore. This in return has given us a piece of water 100m wide by 200m long with the only interference from full size boats being their wakes when they come and go. This only adds to the challenge for the racers.

We set up the course and the guys did a bit of practice and it was during this that our first casualty resulted with Joe Fraser’s boat doing a shaft.

We got the first heat off and all bar Tony Rutledge had a rescue and most were caught by the same

boat wake. The old master saw it coming and was ready on the throttle. He scored 23 laps in 10 minutes followed by Bill MacDonald 15, Matt Gay 13, and Murray Smithson 12.

Heat 2 and Tony got 23 again, however Bill kept him honest on 21, Murray 12, and Matt 6 before a flip. Matt retired from any further racing with water in the radio box and Murray did a shaft as well.

Heat 3 was rougher and Tony got 20 and Bill 19. Heat 4 Bill was the victor on 18 and Tony had a rare flip and only managed 9.

With the day getting cold the boys decided to race the final with Bill and Tony left. Tony then found he had a seized motor so Bill only had to do a lap to retain the offshore trophy for the second time. It turned out Tony had a collapsed bearing.

Sunday (Fathers Day) and a compulsory boating day. We were to have some speed runs and we set up at the diversion only to have an easterly arrive early and ruin the water. We decided to have a hasty lunch at the house of Nitro and then head up to Lake Altermarloch for those who have never boated there to have a look and all were impressed. Rob Binnie from Christchurch ran his 21 seducer deep vee, as well as Ross Homewood with his A Tunnel which will bump up

his own record next time he does a speed run. Our local man Glen O'Donnell ran an OS81VRM in a 20-sized Eagle and boy, will that thing fly when it is sorted.

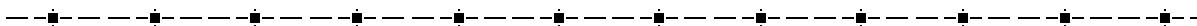
The results are as follows: -

NAME	CLASS	HEAT 1	HEAT 2	HEAT 3	HEAT 4	FINAL	TOTAL
TONY RUTLEDGE	C1	23	23	20	9	0	75
BILL MCDONALD	C1	15	21	19	18	1	74
MURRAY SMITHSON	C2	12	12				24
MATT GAY	B	13	6				19
JOE FRASER	P2						



Tony Rutledge's Offshore Cigarette

*A ship in harbour (or a model race boat on it's stand) is safe,
but that is not what ships (or model race boats) are built for.*



WORLD CUP SCALE HYDRO REGATTA

By Greg Clarkson

On the Friday before this regatta was due to take place we made the decision to shift over to the other side of Hamilton Lake due to the wind. Steve made contact with the relevant council and yacht club people and we proceeded to set up the course on the calm side of the lake.

Saturday dawned and the wind had turned round to make the calm side the rough side. Fortunately the breeze was very low so the effect on the boats was not too bad. One of the local residents must have seen someone having a good time or smiling and complained to the council about the noise we were making – less than his neighbours lawn mower. The noise control man was fairly reasonable and understood our reluctance to move on the day. We compromised and shifted the gear and course over after the racing had concluded. This proved to be a good move as we had an excellent day on Sunday with very light breezes and flat water plus a bit of sunburn.

A few highlights of the weekends racing were:

- Graeme DePina completing 62 laps with his petrol boat in the offshore events.

- Grant Binns' Budweiser doing the business in the final of the 1/8th scale race. This boat is really starting to perform well after some initial teething problems.
- Steve Trott running a blistering 17.38sec lap in the Sport 45 1 lap sprints on the only bit of flat water (timing is everything) for the sprints.
- Wayne McNaughts' brand new (still needs paint) "The Boss" showing heaps of speed and further potential.
- John Nicholls winning the heat racing in the C Scale with some very consistent driving.
- Mathew Lee scoring only 16 points less than his Dad with the old boat.
- Grahame Haines' amazing Public Relations exercise with the spectators after his boat had packed it in for the day. We could all learn something about how to find new members here.
- Jeff Weake getting some very consistent results with his new (built the night before) Circus Circus.

World Cup Results

B Hydro	Boat	Hull Type	Engine	Propeller	Points
Tony Rutledge	Kiwi 3	O/D Rigger	OS 46VRM	O 1655	899.97
John Nicholls	Genesis	Sport 45	CMB 45EVO	O X445	595.19
Daryl Christensen	Full Tit	Dumas Eagle	OS 46VRM	O X447	582.36
Steve Trott	Executone	Sport 45	CMB 45	O X450/3	436.82
Jeff Weake	Penzoil	Sport 45	OS 46VRM	P 235	352.91

C Hydro	Boat	Hull Type	Engine	Propeller	Points
Neil Plumpton	89	O/D Rigger	OS 81 VRM		961.94
Tony Rutledge	Kiwi 3	O/D Rigger	OS 65 VRM		756.96
Jeff Weake	Thingy	O/D Rigger	OS 90 FSR		647.04
Daryl Christiansen	Something Nasty	Not Sure	CMB 90		225.37

Open Offshore	Boat	Hull Type	Engine	Propeller	Laps
Daryl Christiansen	Novalok	Elvis Deep Vee	OS 61 SF	PS 2028	98
Neil Plumpton	89	Scarab	OS 81 VRM	P 240	92
Grant Binns	Blackley Contracting	Deep Vee	Rossi 45	P 230	88
Wayne McNaught	Excalibur 2	Deep Vee	Zenoah G22	PS 2029	71
Graeme DePina	Wild Thing	Predator	Zenoah G22	P 265	62
Rex Anderson	Pentax	Cigarette	OS 61 FSR	O X450	26
Nigel Bunn	Juggernaut	Deep Vee	Zenoah G22	P 280 Cut	15
Chris Breen	L&P	O/D Cat	OS 61 VRM	O X452x3	2

Best Presented Offshore Boat

Rex Anderson	Pentax
Chris Breen	L&P
Graeme DePina	Wild Thing

Sport 45 Hydro	Boat	Hull Type	Engine	Propeller	1 lap Sprint
Steve Trott	Executone	Sport 45	CMB 45	O X450x3	17.38
Tony Rutledge	Viper	Sport 45	OS 46 VRM	O 1650	18.31
Jeff Weake	Penzoil	Sport 45	OS 46 VRM	P 235	18.63
Daryl Christiansen	Full Tit	Sport 45	OS 46 VRM		19.45
Wayne McNaught	Fast Post	Sport 45	OS 46 VRM	O X648	19.62
Merv Sowden	Radical Rat II	Sport 45	OS 46 VRM	O V955/3	21.46
John Nicholls	Genesis	Sport 45	CMB 45	O X447	33.41

Sport 45 Heat Racing

Tony Rutledge	1100
Steve Trott	927
John Nicholls	832
Daryl Christiansen	825
Merv Sowden	625
Jeff Weake	338
Wayne McNaught	DNS

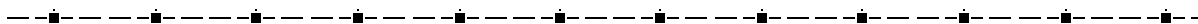
Sport 45 World Cup Final

Daryl Christiansen	400
John Nicholls	300

C Scale Hydro	Boat	Hull Type	Engine	Propeller	1 Lap Time
Tony Rutledge	Ladybug	1/6th Scale	OS 65 VRM	P 255	15.8
Steve Trott	Executone	1/8th Scale	CMB 67	PS 5517x3	17.21
Wayne McNaught	The Boss	1/6th Scale	Picco 67	O 1460 Mod	17.29
Grahame Haines	Lite All Star	1/8th Scale	OS 65 VRM	O X457	20.04
Grant Binns	Budweiser	1/8th Scale	OPS 67	O X445x3	20.71
Chris Breen	Llumar	1/8th Scale	OS 65 VRM	O 1655	21.26
Daryl Christiansen	Bardahl	1/8th Scale	OS 65 VRM	O X447x3	21.94
Merv Sowden	Miss Budweiser	1/8th Scale	OS 65 VRM	O 1465	24.01
John Nicholls	Captran Resorts	1/8th Scale	OS 65 VRM	O X457	24.5
Matthew Lee	Oh Boy Oberto	1/8th Scale	OPS 67	PS 5017x3	DNF
Jeff Weake	Miss Circus Circus	1/8th Scale	OS 65 VRM	O X457x3	DNF

Heat Racing	Points
John Nicholls	1025
Grant Binns	900
Steve Trott	800
Wayne McNaught	800
Chris Breen	794
Matthew Lee	784
Daryl Christiansen	750
Grahame Haines	625
Tony Rutledge	400
Merv Sowden	225
Jeff Weake	0

World Cup Final	Points
Grant Binns	400
Wayne McNaught	300
Matthew Lee	225
Chris Breen	169



GRH HOBBIES 2001 NZMPBA NATIONALS **By Grant Binns**

Welcome to the fine warm sunny Manawatu (and it was, for most of the weekend). It was good to see some old faces and even better to see some new ones.

We finished up with 20 competitors and 118 event entries not counting paddleboats. We also had a number of late withdrawals.

Friday was practice day and we held one event, C1 mono matrix. The conditions were fine and warm with very little wind. I had to go and collect the Paddle Boat pool so I didn't see any of this event.

Saturday morning saw the start of the first full day of competition. The weather was fine and warm with very little wind and the opportunity was there for the traditional "Welcome to the fine warm sunny Manawatu".



Prop Tuning "Kiwi" Style

A mono matrix and C tunnel were the first events to run and it was also time for the first bit of bad luck. Adrienne Kockott had her boat launched only to go about two meters and blow a rod. Bugger. Her brother also competed in the event but he had a few reliability issues. The pace was set by JB (John Belworthy) and Elvis (Wayne McNaught) who basically raced deck to deck for 3 heats. In the final heat an inside passing manoeuvre put the two decks into the same place and both boats flipped. The event went to Neil with four finishes.

C tunnel was another good event with Pig Pen (Don Ward) and Nitro (Grahame Haines) doing the deck-to-deck battle and Birmy with C1 power keeping them honest. The conditions were perfect for "Balls Out" tunnel racing and those of us who have them but didn't enter were commenting after the racing that perhaps it was time to get them back off the shelf, they looked neat on the water.

B and Petrol mono matrix were the next events on stage. In B matrix Daryl had to dual with Tony for the top spot and JB had to take on the honesty role. Petrol was interesting with the Elvis Interislander taking out the top spot after some good close racing. I am sure Daryl would have found it easier to pass a block of flats than it was to pass the Interislander. But this big boat showed good speed and handling and deserved its win.

After lunch we moved into the endurance racing mode with C1 first and Bill MacDonald had a good run to take out the event. The notable feature of the race was the speed of Steve Trotts' boat and his inability to drive it. Steve it must have something to do with the hydro mindset.

C2 was faster and the racing was at times very close with the boats all having much the same pace. Tony Kockott with his CMB mono showed the best consistency for the event and took out the title.

B Endurance was another good event where the key was to stay on the water and keep going and JB was the best at it.

We had a tame evening with only a few visitors to the Binns residence for a hot drink and in some cases, to make some repairs. For several of us it was also our first chance to have a chat with our new members, the Kockott family who have arrived from South Africa via other ports. Dad (Tony) races a CMB 90 powered mono, Adrienne (16) has a CMB 21 powered mono and Warrick (12) also has a CMB 21 powered mono. Mother (Kim) pits and generally keeps the team under control. We hope to see a lot more of them at the events in the future.

Sunday morning was overcast and calm as we held the drivers brief and racing commenced at 9:00am with Petrol Endurance which turned out to be the closest endurance race of the weekend with only 7 laps between the top three. Nigel Bunn had a great run and just kept on going while Daryl and Elvis kept having the odd "off". With only a few minutes to run both Daryl and Elvis spent time on the beach while Nigel continued to circulate, but in the finish Daryl got the result by two laps. Murray Matheson competing in his first ever petrol endurance race also put up 73 good laps.

A endurance saw the most laps of all of the classes, not bad for bumblebees on heat. JB had a good run but he found passing Adrienne not an easy task at all. Neil had some early tuning problems but he managed to secure third. Elvis broke a steering servo early and Birmy couldn't find the right set-up for his small tunnel.

C2 mono matrix was an interesting event to watch and for Tony Kockott it was the first time he had been involved in this type of sprint racing. He found that getting to the start line at the right time wasn't as easy as it looked but when he got one right we saw a 58 second heat time, not too bad eh. During the lunch break we switched to Hydro mode and got underway with A and C hydro matrix. A Hydro saw John effectively blitz the field. Both Elvis and Nitro had the pace when they were going, and Birmy with his tunnel had the consistency but not the pace.

C Hydro again saw the Tony and Daryl show with some close push and shove racing which was great to watch but probably hard on the nerves if you were involved. Tony managed to take out the win by a very small margin over Daryl.

Sport 45 was the final event for the day and this time we had the Steve and Daryl show with some more close racing that was fun to watch, with Steve coming out on top.

The weather on the day was funny to say the least with two really heavy down pours that soaked everyone who was racing at the time, but it wasn't cold and the sun returned to try and dry the competitors out.

Paddleboat racing on the back lawn at the Binns residence was the next event. Even though it was a bit cold and wet underfoot, the competition still provided the usual entertainment. The result of the round robin gave us three ladies in the final and Nitro (and he boats like a lady anyway). We could not run a team's race because we ran out of rubber to build new motors. The backyard was littered with broken rubber next morning. Most people appeared to enjoy the event and those who had arrived with some high tech plans and schemes soon had them put to rest as the theory gave way to the practical.



Geoff Stokes' 90 Hydro

Monday morning, fine cold and windy. Yes, our first lot of wind. It must be scale hydro racing day. At drivers briefing the famous Manawatu Tit of The Day trophy was presented to Grahame Haines for several misdemeanours including one that he hadn't even committed at that time. Later in the day he left in a rush to catch the ferry only to return about 10 minutes later to collect his briefcase which he left sitting on a chair. He also got beaten by my dog twice over the weekend at the gate and he backed over one of our model boat signs about 30 seconds after he had put it up. Tony Rutledge was a close second because we had planned to present some of the trophies at the paddleboat racing but Tony (the trophy custodian) didn't show up until the event was over and most people had gone home. A good try Tony but not quite up to the Nitro effort.

B hydro was first up and basically it was a drive to survive event with many of the competitors taking a dunk. Steve Trott showed good skill during this event to keep his boat fast and upright and take out the title.

C Scale Hydro and the wind was still up there, which was disappointing because this was one of the largest events at the Nationals, perhaps a sign of things to come. The racing was great with generally two boats fighting out the first place result in each heat. While the wind generally slowed things down a little, the competition was such that the boats got pushed to their limit (and every now and again, over it). This event produced the closest matrix racing result for the top 3 placings with only 31.66 points between first and third with yours truly holding on for a very surprising 1st place.

Open Oval was next and while Daryl got a jump on the field, the next four had a good fight for the minor placings. This event was also a good one to watch if you weren't involved. The speed differences made for some interesting manoeuvres.

King of the Lake was won by Neil with the top 3 boats all C riggers. The best presented race boat was won by Nigel Bunn with his petrol deep vee Blue Print. This was judged by two ladies. The Don Horne Trophy for best Scale boat went to Tony Rutledge with the trusty Tru-Jen. This was judged by John Belworthy and Kim Kockott.

The last trophy I want to acknowledge is the Presidents Cup which was won by Tony Rutledge for ##?## time. This trophy goes to the person who (a) competes the most during the year and (b) is successful. It goes to the person who puts in the most effort and supports many of the events run throughout the country. Tony was a clear winner and I think it we should all acknowledge his support and commitment. Well done Tony, and congratulations.

Well that's the Nats for another year and remember the next one is only about 6 months away. While it was a lot of work, it is certainly easier when everyone made the effort to help out. Special thanks to Elvis for his time and assistance in setting the whole thing up; to Nitro for working on the results and Peter Hook for the sausages; to JB, Steve Trott and everyone else who helped out over the three days, often a lot more than once. I want to thank Tracy Binns for the trophy idea and Elvis for building them.

I also have to thank my wife Susan for the effort she put into organising the food and drink for the weekend, the certificates and for putting up with the visitors and the disruption.

I enjoyed the weekend, and while there were a few hiccups, generally things went according to plan with no major hassles or agro. The feedback I have had from the competitors would indicate that we have had another very successful GRH Hobbies NZMPBA Nationals.

Results

A Endurance

John Belworthy	174
Adrienne Kockott	159
Neil Plumpton	138
Birmy Korving	29
Elvis McNaught	17

B Endurance

John Belworthy	148
Tony Rutledge	137
Birmy Korving	121
Grant Binns	109

A Hydro Matrix

John Belworthy	646.86
Birmy Korving	464.03
Elvis McNaught	442.5
Grahame Haines	222.45

B Hydro Matrix

Steve Trott	800.73
Tony Rutledge	661.06
John Nicholls	318.69
Daryl Christiansen	189.86
Grant Binns	138.82

A Mono Matrix

Neil Plumpton	506.17
John Belworthy	467.47
Elvis McNaught	456.98
Warrick Kockott	58
Adrienne Kockott	DNF

B Mono Matrix

Daryl Christiansen	588.86
Tony Rutledge	563.8
John Belworthy	485.6
Grant Binns	463.58

Daryl Christiansen	43	Neil Plumpton	0	Birmy Korving	371.61
Neil Plumpton	20				
C1 Endurance		C1 Mono Matrix		C Tunnel Matrix	
Bill MacDonald	151	Tony Rutledge	630.78	Don Ward	883.06
Daryl Christiansen	145	Murray Smithson	560.37	Grahame Haines	873.15
Don Ward	126	Daryl Christiansen	471.54	Birmy Korving	743.92
Birmy Korving	119	Steve Trott	451.45	Neil Plumpton	452.61
Tony Rutledge	112	Don Ward	272.42		
Steve Trott	98	Bill MacDonald	209.23	C Hydro Matrix	
Murray Matheson	19	Murray Matheson	107.79	Tony Rutledge	971.56
Murray Smithson	19			Daryl Christiansen	962.58
		C2 Mono Matrix		Neil Plumpton	445.67
C2 Endurance		Neil Plumpton	640.62	Don Ward	415.93
Tony Kockott	167	Tony Kockott	623.28	Geoff Stokes	183.41
Don Ward	155	Bill MacDonald	548.08	Murray Smithson	0
Neil Plumpton	132	Murray Smithson	123.16		
Daryl Christiansen	52	Daryl Christiansen	DNS	Sport 45 Hydro	
Bill MacDonald	19	Geoff Stokes	DNS	Steve Trott	845.95
Geoff Stokes	DNS	Open Oval		Daryl Christiansen	826.05
Murray Smithson	DNS	Daryl Christiansen	935.6	Tony Rutledge	214.63
		Tony Rutledge	753.32	Elvis McNaught	196.88
C Scale Hydro		Bill MacDonald	742.78	John Nicholls	DNF
Grant Binns	839.88	Birmy Korving	701.83		
Grahame Haines	809.86	Neil Plumpton	691.36	Petrol Endurance P1	
Tony Rutledge	808.22	Nigel Bunn	586.72	Daryl Christiansen	138
John Nicholls	567.35	Don Ward	410.18	Elvis McNaught	136
Mathew Lee	562.1	Murray Smithson	DNF	Nigel Bunn	131
Steve Trott	279.39			Murray Matheson	73
Geoff Stokes	DNF				
Elvis McNaught	DNF				
		Paddle Boat Event		Petrol Mono Matrix P1	
King of the Lake		Grahame Haines		Elvis McNaught	584.94
Neil Plumpton	2.28.64	Adrienne Kockott		Daryl Christiansen	458.62
Don Ward	2.40.00	Jean Meredith		Nigel Bunn	291.75
Daryl Christiansen	2.51.07			Murray Matheson	203.46
		King of the Nationals			
Best Presented Race Boat		Tony Rutledge	245	Presidents Cup	
Nigel Bunn	Blue Print	Daryl Christiansen	240	Tony Rutledge	965
		Neil Plumpton	130	Daryl Christiansen	500
Rookie of the Year				Neil Plumpton	300
Tony Kockott	27	Don Horne Trophy			
Nigel Bunn	12	Tony Rutledge	92.5	Tru Jen	
Adrienne Kockott	10	Mathew Lee	88	Oh Boy Oberto	
		Grant Binns	87.5	Miss Budweiser	
Index of Performance					
Daryl Christiansen	1.177	C1 Mono	Endurance Trophy		
Daryl Christiansen	1.244	B Mono	John Belworthy	174	A Endurance
Tony Rutledge	1.857	C1 Mono	Tony Kockott	167	C2 Endurance
			Bill MacDonald	151	C1 Endurance

High Points Trophy

Steve Trott		Sport 45	80
John Belworthy	2=	A Mono	70
Tony Kockott	2=	C2 Mono	70
Elvis McNaught	3=	Pet Mono	68
Daryl Christiansen	3=	Pet Mono	68

DIAMOND CUP REGATTA – 17 & 18 NOVEMBER 2001 by John Nicholls

On Saturday we arrived at the lake to Mr Binns' normal comment "Welcome to the sunny Manawatu". The only problem was that it was cold and we were thinking about putting on wet weather gear. Someone had asked him the day before what to bring and he said, "bring sunscreen and raincoats".



Executone Goes Up

For some reason numbers were down, possibly due to the fact that the Nationals were only three weeks earlier. There were not enough offshore entries to run a race and on the Sunday we ran 1/8th only. Due to the lack of numbers and only one round of one lap sprints we had lots of time which let us run about eight heats of both sport 45 and 1/8th. This sorted out the men from the boys as keeping a boat going and competitive for the increased number of heats became more difficult.



Executone Comes Down

It was good to see Paul Garner turn up with his sport 45 & new 1/8th. Daryl Christiansen was more interested in the possible purchase of a new car than boating (sort it out Daryl). Greg Clarkson turned up as well. He brought Anna and the new baby but forgot to bring a boat!! What fatherhood does to the brain. Next time Greg, bring a trailer to transport all the baby stuff and boat gear.

Almost everyone in sport 45 made comments to the scrutineer that their boat was a little shabby and some sort of paint application or major rebuild was required. It was then suggested that we get a bulk buy of paint. Orange would be good, although working out whose boat is who's on the water may be a problem.

The wind was persistent and made racing demanding. The one lap sprints were interesting in that we only got one timed lap instead of the usual three. I think everyone had a time recorded. Strange that when there are three attempts some people still could not manage a time. It was also noted that as usual the wind always seemed to die down for Mr Rutledge and even if it's your run either side of him the wind still gets up.



Budweiser Running Upwind

It was a weekend that would have the motor spare parts sales soaring. There were at least three motors that went bang on Saturday and two on Sunday. Steve blew over and put the nose of his sport 45 under the tide from a great height with the result that water rushed up the carb at around 25000 rpm. The piston stopped but the crank did another turn or two. This lifted the top off and broke the gudgeon pin. Paul lost both gudgeon circlips which then allowed the gudgeon to move with the end result of a piston and liner that are N.B.G (no bloody good). Elvis broke the big end on the rod on his Picco and I think did some damage to his 45 as well.

Ten out of ten must go to Elvis who can do 360-degree left handed flat spins with his sport 45 and still not lose a place. He says that he's been practicing the move.

There was a bit of damage to cowls as well due to a tricky cross wind. The water appeared reasonably flat until your boat started to jump around and there were some big holes that caught some out. Nitro was surprised to find his 1/8th upside down (only the first or second time this has happened was his comment). Upon retrieval it was found to have a piece of the exhaust vent missing. Mr Binns dropped his cowl in the tide and unfortunately it got run over and well munched. Geoff Stokes fared even worse. He dropped his cowl and then it couldn't be found. He said it floated just under the surface and after a long look the search was abandoned. Another search after racing was also unproductive. Hopefully it will float to the edge of the lake and someone will spot it. John Nicholls also found a hole and did a barrel roll. This broke the lockdowns and he spent the next four heats at half throttle trying to keep the boat on the water. With the cowl missing all down force seems to have disappeared making the boat very flighty. In fact he blew over about four times. In one heat he executed a complete summersault, landed the right way up and kept going then on the very next lap did the same thing again and managed

to complete the heat. He created a similar feat in the next heat as well.



Bud Lite Staying Waterborn

The BBQ was also a problem as there were only 22 sausages, enough for all of us if you exclude the Trott/Lee contingent. If they are included then the 22 snags would only cover Steve and Matt, and for the second or third regatta in a row THERE WERE NO ONIONS.

I think everyone enjoyed the weekend, and after prize giving we managed to get Nitro off for the ferry on time and the rest of us home at a reasonable hour.

Diamond Cup Results

B Hydro	Boat	Hull Type	Engine	Propeller	Points
Tony Rutledge	Kiwi 3	O/D Rigger	OS 46VRM	O 1655	213.49
Steve Trott	Executone	Sport 45	CMB 45	O X450/3	697.4
Grant Binns	71	O/D Rigger	Rossi 45	PS 5017	440.39
John Nicholls	Genesis	Sport 45	CMB 45EVO	O X445	189

Sport 45 Hydro	Boat	Hull Type	Engine	Propeller	1 Lap Sprint
Tony Rutledge	Viper	Sport 45	OS 46 VRM	O 1650	18.53
Wayne McNaught	Fast Post	Sport 45	OS 46 VRM	O X648	19.72
John Nicholls	Genesis	Sport 45	CMB 45	O X447	26.09
Paul Garner	Annihilator	Sport 45	OS 46 VRM		27.09

Sport 45 Heat Racing		Points	Sport 45 Final	Points
Tony Rutledge	Viper	3000	Tony Rutledge	400
Wayne McNaught	Fast Post	1100	John Nicholls	300
John Nicholls	Genesis	825		
Paul Garner	Annihilator	694		

C Scale Hydro	Boat	Hull Type	Engine	Propeller	1 Lap Sprint
Steve Trott	Executone	1/8th Scale	CMB 67	PS 5517x3	15.73
Tony Rutledge	The Tide	1/8th Scale	OS 65 VRM		17.17
Geoff Stokes	Pay N Pak	1/8th Scale			17.45
Grant Binns	Budweiser	1/8th Scale	OPS 67	O X445x3	18.42
Matthew Lee	Oh Boy Oberto	1/8th Scale	OPS 67	PS 5017x3	18.84
Grahame Haines	Lite All Star	1/8th Scale	OS 65 VRM	O X457	19.3
John Nicholls	Captran Resorts	1/8th Scale	OS 65 VRM	O X457	20.32
Paul Garner	Speedy Printing	1/8th Scale			23.5

C Scale Heat Racing		Points	C Scale Final	Points
Tony Rutledge	The Tide	3625	Steve Trott	400
Grahame Haines	Lite All Star	2650	Tony Rutledge	300
Matthew Lee	Oh Boy Oberto	2100	Grahame Haines	225
John Nicholls	Captran Resorts	1875		
Steve Trott	Executone	1369		
Grant Binns	Budweiser	700		
Paul Garner	Speedy Printing	394		
Geoff Stokes	Pay N Pak	0		

If it ain't broke, fix it 'til it is.

MINUTES OF THE NZMPBA COMMITTEE MEETING AT PALMERSTON NORTH – 17 NOVEMBER 2001

PRESENT: Greg Clarkson, Steve Trott, Tony Rutledge, Grant Binns, Wayne McNaught, and Grahame Haines.

APOLOGIES: John Belworthy, Jeff Weake, and Peter Hall.

MINUTES OF THE PREVIOUS MEETING: Read and confirmed. GC/TR.

MATTERS ARISING:

SOUND SYSTEM. GC reports that the builder has been receiving radiation treatment but is now back home and on the move to do some more stuff on it.

COMPUTER. GH reports it is better and quicker than the previous one but needs a sound card to finish it off.

PROPSHAFT. GC has finally got Trevor Henderson's e-mail address.

He would prefer electronic copy for the next Propshaft. There will be no charge for advertising in the next issue then there will be a charge for non-members.

GB. I have had a play round with the print layout of the last Propshaft. By scaling down to 10 pt and using columns I saved 20% in space.

TECHNICAL STUFF. GC. I e-mailed R/c boats.com on using technical stuff and we are not allowed however we can use the web site address for reference.

RULEBOOK. GB. GC is going to get the rulebook supplements out!

CORRESPONDENCE INWARD:

- Letter from GRH re he has no objection to T Steenhart joining the NZMPBA as his bill has been paid.

DISCUSSION. The refusal to allow T Steenhart to join the NZMPBA has nothing to do with owing members money. Refer 2nd sentence 3C of Constitution.

- Letter from Peter Schaft, NAVIGA section leader in the Netherlands regarding the joining of NAVIGA.

- From Ian Folkston in the UK via Tony Kockott that our affiliation fee can be reduced.

For more info visit www.naviga.org

CORRESPONDENCE OUTWARD:

- To Peter Schaft to plead our case for one years fees for joining NAVIGA instead of 2 years.

- To confirm affiliation fees have been credited to NAVIGA'S bank account.

- To GRH confirming letter presented.

FINANCES:

Bank account stands at \$981.32
Insurance to be paid.
National's income still to be sorted.

LONG AND SHORT TERM GOALS:

GC. Sent info to clubs with lists of people boating in their area some time ago and already it is so far out of date.
GB. We need some sort of road show set-up to take us to the people like at shows etc. We need to be showing off boats to people to create interest.
TR. We also need promotional material like the brochure we did years ago.
GB. We need a good colour business card type thingy, with a boat on it, that is eye catching to promote us and pointing out that you can find out more on our web site. In saying that we also, I believe, need a better web site address i.e. <http://www.NZMPBA.????????> so that we are easier to find.
GB. I will look at cost of business cards and the address thing.

GENERAL BUSINESS:***BOAT INFORMATION.***

GC. The information that is now being collected at regattas on boats and props etc needs to be collated onto a database. I have found that if the boat information request is included with the entry form you get the information sooner.

RACE VENUES.

We need to identify all the good race venues. Currently there is Auckland, Hamilton, Napier, Palmy, and Blenheim in the South Island.

EVENTS CALENDAR.

GC that will be finalised tonight.

2001 NATIONALS DEBRIEF.

GB. It was a good friendly Nationals. We had 20 entries that brought in \$449.80 in entry fees. There are still a couple of expenses to pay out and we need 7 patches. We have made \$240.92 profit.
GH. We normally make a host club donation.
Voted unanimously that we donate \$200 to the Manawatu model Boat Club to go towards weed killing their lake.
GB. The only downer was the paddleboat racing because it was very wet under foot and the lighting was not the best but it was still fun.

SCALE HYDRO UPDATE.

GB. We need to formalise the financial set-up with scale hydro regattas to create a paper trail top track where the money is going.
ST. Next year's update is in order and race dates are formalized. I also need an understudy to learn to organize and run these regattas.
GC. Geoff Stokes is keen to do the computer side of things to ease Steve's workload.

REMITTS.

GH. I have 4 from GRH so far and I will be submitting one myself.

FUTURE NATIONALS.

Agreed unanimously that host clubs have a commitment from local governing bodies before they apply for the Nationals, following the Canterbury problem this year.
GH has finally received copy of the Canterbury Model Boat Club letter sent to GRH spelling out their side of what happened at Xmas 2000. He is to reply on behalf of the Association.

There being no further business the meeting closed at 4.44pm.

NATIONAL HANDICAP RACING SERIES 2002

By Grant Binns

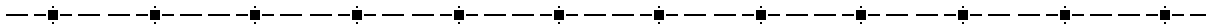
After further debate we have resolved to run the 2002 competition in line with the comments I made in the last Propshaft. Because this is a series and the goal is to keep as many people involved in the competition for as long as possible, we are going to allow a competitor to drop one heat on the day (out of 5) and then one event for the series (out of 4).

It is hoped that these changes will make the scoring a lot closer and by the time the final event starts, we should see 6 or 7 competitors in with a chance to take out the title in each region, and perhaps 12 to 14 competitors in with a chance for the National title.

All of the other rules will remain the same and it will be up to each region to sort out their own competition.

I am sure these changes will be for the better of the competition and they should offer better opportunities for new competitors to the circuit.

We look forward to your support for this fun series.



BOATING VALUE FOR MONEY

By Tony Rutledge

Most of us have a limited budget to spend on our hobby. Therefore we should look for value for money in terms of how much boating we get per dollar spent, how much performance we obtain relative to the chosen class and how long the model will last.

Even though we usually build our own models or buy second hand it can still be a fairly expensive hobby with the cost of engines and radio gear being the major expenses.

An effective way of getting maximum use out of expensive equipment is to swap radio boxes, engines, and even tuned pipes from one model to another.

It is also possible to run one model in two classes by swapping engines.

For example, my Vortex mono hull is set up to run in B and C1 classes using an old OS46SF and OS61FSR. The same motors, radio, pipe and props are used in my 18 year old wooden Cigarette deep vee. The same radio box is used in Viper, Excuse Me Too and Tru-Jen.

My PCM radio has been used in 5 models and my OS65VRM has also been in 5 hulls. The 21 year old OPS65 in Tru-Jen can also be run in the Tide or Kiwi 3 and my new Ladybug has been set up to run in both C Scale hydro and Sport 45 with an engine change.

A disadvantage of swapping engines and radio gear around is the time factor at a regatta where you may have to change between events. However, engine changes can be quite rapid with practice and it doesn't take long to take a radio box out of one model and put it in another if it is easily accessible.

Finally, I believe that a few minutes spent at the end of a boating day drying motors out and making sure that they are well oiled up will make the motors last longer with fewer hassles. Radio gear will also last for many years if it is kept clean and dry. It is not a bad idea to keep motors and radio gear stored in a warm dry place.

NZMPBA 2002 Calendar of Events

DRAFT COPY

January	26 or 27	Wellington Offshore	Wellington
February	9/10	Scale Hydro Regatta Silver Cup	Auckland
February	23 24	NZMPBA AGM Round 1 Quad Series (Southern)	Palmerston Nth Palmerston Nth
March April	30 - 01	NZMPBA National Champs	Hamilton
May	4/5	Scale Hydro Regatta Governors Cup	Palmerston Nth
June	1/3	Queens Birthday Regatta	Blenheim
July July	6/7?? 27/28	Mid Winter Endurance Champs Scale Hydro Regatta World Cup	Napier Hamilton
September September	??? 21/22	Picton Offshore Scale Hydro Regatta Seafair Trophy	Picton Palmerston Nth
October October	12 ?? 26/28	Taupo Offshore North Island Champs	Taupo Napier
November	23/24	Scale Hydro Regatta Diamond Cup	Hamilton

NOTE **The quad series regatta dates are yet to be finalised.**



A Few Photos from the World Cup Scale Hydro Regatta in Hamilton

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Anna's last quote for 2001

There is a very fine line between a "hobby" and a "mental illness"