

PropShaft



Magazine of the New Zealand Model Power
Boat Association

Issue 1 February 2002



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**NZMPBA
NEW ZEALAND MODEL POWER BOAT ASSOCIATION**

NZMPBA Website Temporarily Unavailable – Watch this space

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Trophy Custodian

Anna Clarkson
Grahame Haines
Grahame Haines
John Belworthy
Tony Rutledge

Cover Photo: Warren Belk's immaculately presented "Edelbrock". This is a scale model with two OS 46 engines complete with functioning stern drive units.

***** THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED AT THE END OF APRIL *****

PRESIDENTS PAGE

Welcome to 2002. It seems incredible that we are nearly ¼ way through the year already – ahh well, them's the breaks.

Many positive things have happened so far this year.

- I have met 5 new members to our association and have only traveled to two regattas so far. Welcome guys. Please don't be afraid to ask questions of the people around you. If they cannot answer your queries grab a committee member and bend their ears. I know that if they do not know how to help they can put you in touch with someone who can.
- I am currently wading my way through sorting out 34 entries for the Nationals (so far) this Easter. This is the most attendees that I can remember for a long long time. Fingers crossed that the weather keeps it's end of the bargain.
- We had a great AGM at Palmerston North last week. The attendance was quite low which must be viewed as a very positive sign that our members are happy with the way that things are going at present.
- Jack is now 4 ½ months old and is just about ready to get his fingers wrapped around the sticks of one of my transmitters – would probably drive better than me if given half a chance.
- Tony Rutledge was inducted into the NZMPBA hall of fame by being elected as a Life Member at the AGM. We will be having a small presentation for Tony at the Nationals so even if you have not been able to enter but are still going to be in the vicinity of Hamilton at Easter then drop by and join in the fun.

That is all for now as the Nats entries are requiring attention.

Greg.



Unfortunately we have not received a writeup for the Taupo Offshore but I believe that everyone had a great time and enjoyed the new venue and Julian's BBQ'd Bacon etc for breakfast. Water conditions were apparently as normal for Taupo with some rough and some glass calm.

TAUPO OFFSHORE RESULTS

Name	Class	Boat Type	Engine	Prop	Heat Laps	Final Laps	Total Laps
Daryl Christiansen	C1	Elvis D.V.	OS61Sf	PS 2028	89	57	146
Grant Binns	B	Deep Vee	Rossi 7.5	P 235	62	46	108
Wayne McNaught	P1	Ferry	Zenoah G22	PS 2029	34	25	59
Rex Anderson	C1	Cigarette	OS 61 FSR	O X450	32	27	59
Graham dePina	P1	Wild Thing	Zenoah G22	P 265	35	20	55
Warren Sherman	C1	Cigarette	Magnum Pro 61	O X445	33		33
Julian Tordoff	P1	Deep Vee	Zenoah G22		13	18	31
Murray Matheson	P1	Cat	Zenoah G22		13		13

**MINUTES OF THE NZMPBA AGM
HELD 23 FEBRUARY 2002
AT SOMERSET CRESCENT SCHOOL, PALMERSTON NORTH**

Meeting opened: 10.20am

Members present: John Belworthy, Daryl Christiansen, Grant Binns, Mark Graham, Wayne McNaught, Anna Clarkson, Grahame Haines, Greg Clarkson, Jack Clarkson, Murray Matheson, Geoff Stokes.

Apologies: Steve Trott, Matthew Trott, Murray Smithson, Tony Rutledge, Bill MacDonald, Michael Binns, Pieter Lokum, Gordon Homewood.

Minutes of the 2001 AGM read & accepted: Moved G Haines, seconded W McNaught.

Matters arising:

Wayne: Tunnel definition "more or less" still not in new rulebook.

Grant: Thompson Watson are the auditors.

Grant: The Handicap racing system is now on a national basis in Hamilton/Auckland & the lower North Island.

Murray Smithson is keen to get a South Island series going.

PA & Sound System. To be discussed in General Business.

Correspondence Inward/Outwards:

NAVIGA. After the Nationals last year the Kockott family wished to compete at World champs in Poland. The NZMPBA had to join NAVIGA for them to go. This was approved by the Committee. We received an official acceptance letter from NAVIGA on 6 Feb 2002 and also received the entry forms for World champs. G Haines will forward these to Tony Kockott.

Application received from Tony Kockott 7/1/02 to attend world NAVIGA champs.

Email from Richard Latteney 20/12/01. The Christchurch club acknowledge receipt of letter re 2001 Easter Nationals. No reply received since.

Presidents Report: Read & moved by Greg Clarkson. Seconded by John Belworthy.

Treasurers Report: Read & moved by Grahame Haines. Seconded by Greg Clarkson.

Daryl asked about the NAVIGA annual membership. To be discussed in General Business.

Wayne: Why was Peter Hall given petrol money to attend a committee meeting. Is this setting a precedent?

Greg: This was a one-off. Peter attended the meeting without coming to the weekend regatta & travelled home again the same day.

Remits for Discussion:

Remits 1, 2, & 7 were discussed at the same time as they were all regarding the Nationals.

Remit 1 – from Gordon Homewood

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

The Heading : NATIONAL CHAMPIONSHIPS

No 2. 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 which happened with the Christchurch club where they believed that the committee had requested them to host this event.

Discussion:

Grant. I have no problems with the intent of this remit. The opportunity is there to make sure applications are genuine. "If no club..." is better served by Remit 7. Suggest taking this bit out.

John. Agree with Grant.

Grant moved that remit be amended by taking out section b) and all comments. Remit 1 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".

Grahame Haines seconded. Amended remit passed.

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.

Discussion:

Grant. Strongly dispute these comments. Effectively we have 4 days at Easter. I would agree that additional leave is available to some people at Christmas but other people would still have to apply for leave. A Christmas Nationals will make life harder for Remit 7 to operate.

Grahame. Not available at Xmas at all.

Grant. Two Easter Nationals have had 31 & 25 attendees respectively. Holding a Nationals at Easter is no worse than at Xmas.

Grahame. More likely a minority than a majority are wanting to change it. This remit is based on a few negative comments.

Remit 2 failed.

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.

Discussion

Grant. There is a lot of merit in having a default venue but it may mean that no-one will have the incentive to run Nationals.

Wayne. That is a possible negative.

John. What happens if something happens to the Palmerston North Club?

Wayne. Currently it is a multi-usage venue.

Greg. The committee does a lot of organising for a Nationals. This remit does not make the concept of a default venue set in stone. If it doesn't work it can be changed.

Wayne. Host club does 90% of the work on the day. One person can do the actual work in organising it.

Remit 7 passed.

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 3 failed.

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.

Discussion:

Greg. Rules should be come effective when they are published in Propshaft and that is what we have always done. Time limit should be when the new rule is published in the next Propshaft.

Grant. Can only change rule at AGM or special general meeting anyway.

Wayne. Should be easy to replace pages in the members handbook.

Grant. Move that remit is amended to read *“When a rule is passed at an AGM or special general meeting the rule should be notified to the members in writing within 6 weeks of the date of that meeting and at which point the new rule will become effective”*.

John seconded. Amended remit passed.

Grant. Suggest it goes under General Racing Rules in the members handbook.

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.

Discussion:

Wayne. Is there any conflict in the general racing rules that contradicts this?

Grahame. Only noise which has been included.

Greg. Suggest slight amendment. Take out “at that time”.

Grahame moved amendment. Wayne seconded. Amended remit passed.

From beginning of paragraph “Should a competitor...” is to be included in the members handbook under “Additional Information”.

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 6 passed.

2003 Nationals Venue:

Greg moved that as we have no other applications for the 2003 Nationals than they be held at Palmerston North.

Grant moved that John Belworthy tell his wife.

Carried.

2002 Membership Subscriptions:

Membership numbers in 1999 was 105, 81 members in 2000, 74 members in 2001.

Income in 2000 was \$1855. The association needs approximately \$3000 to run if we affiliate to NAVIGA. If we have 74 adult members we will have \$2200 + advertising, if we have 80 members we will have \$2400 + advertising.

Grant moved that subs stay the same this financial year but the committee monitors the situation and prepares an operating budget for consideration at next years AGM.

Motion seconded by Greg. Carried.

General Business:

Propshaft.

Greg: I believe that now we have a Propshaft of reasonable standard we should be charging for advertising. One of the reasons is that printing on the laser printer is a little more expensive. Propshaft should be self-funding. I suggest a charge of \$25 per issue or \$100 per year.

Grant: Suggest we send out more copies with less in them.

It was decided that the Propshaft will be published bi-monthly.

Grahame: Advertisers should be sent a copy of Propshaft.

Grant: We should also include their names on the website as supporters of the NZMPBA.

John: Propshaft is now 100% better than what we were getting. It is now a credit to the committee and everybody involved & we need to be proud of it. How can we improve it?

Murray: What about sending bulk copies to clubs to save postage?

Wayne: This has been tried with entry forms to secretaries but they often don't get passed on although it may work with some clubs.

Moved by Grahame Haines, Seconded by Mark Graham. Carried.

Tony Rutledge Life Membership.

The recommendation to nominate Tony Rutledge as a life member of the NZMPBA was forwarded by Grant Binns, seconded by Wayne McNaught. This was passed unanimously.

NAVIGA.

Do we treat it as a one-off?

Grant: It is expensive but I believe we have to give our members as much support as we can if they wish to travel overseas. Putting a NZ competitor to an international event is good for the country. It is a bonus that Tony Kockott is paying half of the membership subscription himself.

Grahame: Tony was prepared to pay the full NAVIGA membership. It was originally for 2 years but due to the cost involved for NZ it was reduced to a one-year sub. We will be able to link to NAVIGA's website.

Greg: The committee will make the decision close to the time that NAVIGA subscription is due, which is November, if people are still interested.

PC & sound system.

A discussion took place with regard to Peter Hall and the supply of a computer for the association, the sale of the old computer and the supply of an electronic countdown device for the sound system. The Association has supplied funding to Peter so he can complete these tasks and to date we still have issues to be resolved.

School donation.

It was agreed to give Somerset Crescent School a donation of \$30 for use of the hall for the AGM.

Election of Officers:

Position	Nominee	Nominated by	Seconded by
Patron	Maurice Burrell-Smith	Grahame Haines	John Belworthy
President	Greg Clarkson	John Belworthy	Grahame Haines
Vice-President	Grant Binns	Greg Clarkson	Anna Clarkson
Secretary/Treasurer	Grahame Haines	Murray Matheson	Daryl Christiansen

Only one nomination for each position was received. All nominations carried.

Committee	Nominee	Nominated by	Seconded by
	Wayne McNaught	Anna Clarkson	Mark Graham
	Steve Trott	Greg Clarkson	Geoff Stokes
	Tony Rutledge	John Belworthy	Daryl Christiansen
	John Belworthy	Mark Graham	Greg Clarkson
	Geoff Stokes	Greg Clarkson	Mark Graham

Greg Clarkson moved that committee nominations be closed. Seconded by Grahame Haines.

Honorary Auditor. Thompson Watson chartered accountants nominated by Grant Binns, seconded by Murray Mathieson. Carried.

It was decided that as the positions of Scale Hydro Registrar, Speed Records Officer & Propshaft Editor were not in the Constitution then those positions would be allocated at a Committee meeting.

Meeting closed: 1.25pm.



PRESIDENTS REPORT 2002 AGM

The year just ended has been quite an eventful time for the NZMPBA committee. We have had various issues to work through and have hopefully learnt a lot from the numerous things that have happened over the last 12 months.

Many of the tasks that have been started have yet to be completed but we are hopeful that all of the "stuff" is behind us now and we can get on and work towards building more strength into our association.

We now have a website up and running for the use of all of our members. The number of hits that it has received so far shows that we are on the right track with this exercise.

New members. This is obviously one of the more important aspects of keeping our hobby alive and

kicking, and it is very encouraging to hear of the success stories and meet some of the new faces at race days. To those of you that have managed to entice new people into our clan, congratulations, give yourselves a good pat on the back and look after them well.

Looking ahead to the next year or so, we are now in a position to build upon a strong and stable base and hopefully achieve some areas of growth in our hobby.

Lastly I would like to thank the committee for making the last 12 months a very pleasurable time for me as president of the NZMPBA. Without your support, friendship & willingness to go the distance my job would not be half as much fun.

Greg Clarkson



**Stanley Shrimpton's new (very new) OS 81VRM powered Cat.
It almost seems a pity to get it wet.**

2001 NZMPBA FINANCIAL STATEMENT

DEBITS

2001 NATIONALS

Host club donation \$194.08

Nationals total \$194.08

Propshaft \$442.34

Insurance \$349.28

With holding tax \$23.78

Phone Fax Xtra \$811.57

Travel \$86.00

AGM \$30.00

AGM smoko \$13.64

Speed Patches \$213.75

Audit fee (un-presented) \$48.85

Computer upgrade \$700.00

Cheque book \$2.50

Sound system \$300.00

Rule Book binders \$179.95

NAVIGA affiliation \$497.39

Scale Hydro place cards \$117.00

Stationary \$75.36

Closing balance chq acct **\$254.82**

\$4340.31

TERM DEPOSITS

WESTPAC TRUST

03059902184190001 Opening balance \$1959.22

Interest \$36.40

TOTAL VALUE OF TERM DEPOSITS \$2025.62

CREDITS

Opening balance \$76.25

2001 subs \$1855.00

Nationals \$235.00

Interest \$60.96

Term deposit \$1824.60

Donations \$288.50

\$4340.31

ASSETS

PA system \$572.82

Stop Watches \$122.64

Noise meter \$706.73

Suzuki Outboard \$226.16

Brother message center \$304.08

Computer \$448.00

Cups and trophies \$6471.95

TOTAL VALUE OF ASSETS \$8852.38

LIFE MEMBERSHIP

I would like to take the opportunity at the 2002 AGM to nominate Mr Tony Rutledge for Life Membership of the NZ Model Power Boat Association.

As far as I can find out, Tony has been involved with the Association "forever". He has been consistent with his attendance at regattas throughout the country for many years and I think it would be fair to say that his successful list of results just demonstrates the amount of effort that he puts into this activity.

As far as I am concerned however, it is the effort that Tony puts back into our activities that deserve the greatest recognition. He has made plans available for building by others, he has made successful hulls available for all and then he makes his time available to assist anyone who asks for help, and this includes in the workshop or down at the lake. He has also contributed to the running of the Association and the Wellington club through his committee involvement and he is a regular contributor of technical articles to the Propshaft.

All in all, I doubt that our sport hobby would have developed as quickly and as competitively if Tony hadn't put in the effort and more importantly, made his knowledge available to all. I am sure that we as competitors have all benefited from Tony's participation, either directly or indirectly.

Tony's a good guy and a credit to our Association. I am unaware of anyone else who has been continuously active within the organisation for as long as he has and I believe it is about time that we formally acknowledge his unequalled input into our activities.

It gives me great pleasure to move this nomination.

Grant Binns No 71

Seconded

Wayne McNaught No 5



HAMILTON 100 MINUTE OFFSHORE By Anna Clarkson

We found the results!!!! Here they are...

RESULTS

NAME	CLASS	HEAT 1 – NO. OF LAPS	HEAT 2 – NO. OF LAPS
Neil Plumpton	C2	67	53
Graeme DePina	P1	17	25
Warren Sherman	C1	39	27
Nigel Bunn	P1	56	49
Rex Anderson	C1	53	52
Birmy Korving	B	17	3
Jeff Weake	C1	64	4

OVERALL RESULTS

	PLACING	TOTAL LAPS
Neil Plumpton	1 st	120
Rex Anderson	2 nd =	105
Nigel Bunn	2 nd =	105
Jeff Weake	3 rd	68
Warren Sherman	4 th	66
Graeme DePina	5 th	42
Birmy Korving	6 th	20



CDMPBC President: Joe Fraser. Ph. (03) 381-4446
Secretary: Murray Smithson. Ph. (03) 327-3350 Email: britsbul@xtra.co.nz

Greetings to you all, as you can see by our nice but unofficial letterhead, Christchurch now has a new model boat club.

On Thursday 31 January, seven of our more active boaters had a meeting at Joe Fraser's house to discuss if we needed a club and if so what the guidelines would be. After a short discussion it was decided that yes we do need a new club as the current club does not suit our needs.

As you can see:

- Joe was elected as President, nominated by Murray & seconded by Ross,
- Murray was elected as Secretary, nominated by Joe & seconded by Trevor,
- Sybrand was elected as Club Captain, nominated by Ross & seconded by Murray
- Murray and Andrew are to compile a newsletter on a regular basis.
- All other members to be as committee and involved in decision making.

Future Plans.

The meeting discussed local rules and agreed that the most important feature was to foster the hobby in a responsible way (particularly in public) and that dummy spitting would be frowned upon. All club racing would be to the association rules and guidelines. All members would be required to become members of the NZMPBA. This led to another discussion regarding Trevor Steenhardt who has had his application to join the association turned down. Murray and Joe both spoke to the meeting regarding their talks to association committee members the previous weekend in Wellington, and felt that the response from the members, and that

Trevor's application would be looked upon favourably. If by some chance it were not accepted then he would be required to supply his own insurance cover (the meeting agreed to this but hoped the association would see our way as the whole issue gets very messy having to do it this way). As we have no money at all the initial subscription would be \$25 per year plus the association subscription, and our monthly race day would have an entry fee of \$5. The fee would be revised next year. A bank account with joint signatures is to be opened. Murray will attend to this and report to the next meeting. There was a lively discussion regarding the name the three names voted on were:

Garden City MPBA
Crusaders MPBA
Canterbury District Racing MPBA

The results are obvious. So folks, from the 1st March 2002 the Canterbury District MPBA will be up and running. We hope that in time to see some of you having a race with us in the mainland.

That was the business end of the meeting completed and ever one had a real good cow pat session. It really feels like the hobby around Christchurch is on the increase with 5 Cantabs heading to Hamilton for the Nationals with one other Mainlander entered and 2 more possible. All I can say is X#*!)

Finishing on a really positive note, since the meeting Joe and Murray have been approached by a further 4 boaters with regards to joining up with us! Lets hope.

Go fast turn safe,
Murray

WELLINGTON MODEL POWER BOAT CLUB OFFSHORE REGATTA

By John Belworthy

Sixteen boaters turned up for a great day's competition. Wellington turned on one of the best days I've seen and competed in for offshore racing. There was a very light nor-easter (you couldn't feel the breeze) that put what looked like a low chop into the bay. As soon as the first boats hit the water after the driver's welcome and briefing, it was obvious that looks were deceiving. The height of the chop varied during the day. This caught all of us out at some time or another, except our first time competitor Andrew Meek. He did have an advantage of the slowest boat that just kept plugging along when on the water. Andrew ended up with a fine 2nd in his class.

After a warm up we had a round of one-lap sprints to gain bragging rights for the day. This didn't show up many surprises with Pete heading the times, Neil and Greg 2nd equal (Greg with a borrowed Petrol), TR, then Grant with his 45 deepvee.

The racing was divided into three heats; generally the bigger, glow motored boats, the 45's with some petrol's and then the petrol boats. We had three rounds of 15 minutes each with a final two heat 30-minute races.

During the days racing the rescue boat team were kept busy picking up boats that were being driven just that little bit too fast trying to get another lap or two in front of other racers in their class. The driving was excellent considering the fierce competition on the water. We only had a couple of minor altercations with boats coming together, just running a little too close considering the conditions. It was quite hard to drive boats where you wanted to with them being bounced around off the intended line by the water conditions.

We had a break partway through the day for the usual barbecued sausages and onions with bread and sauce. I even heard of a few chicken kebabs going around.

TR won the C1 class and most number of laps on the day, Neil won C2, Grant won 45 class and Murray Mathieson won Petrol.

A few highlights of the day to remember: Michael Binns complaining to Dad that he hadn't tightened his carb properly, which caused him to miss most of the 1st heat. Pete blowing a glow plug just as he was putting the hatch on for a heat – he forgot to tighten it after starting the motor. This must be a sign of getting old or the heat of the moment. Wayne doing a barrel roll at buoy one with his petrol and carrying on without slowing down. He tried doing this a few laps later on the front straight, but only manage half a roll. Some fast laps by Graeme DePina with his petrol boat that really is suited to lake racing I feel. This has a tweaked up Zenoah motor by a friend of Graeme's in Hamilton I believe. Murray Mathieson having a well setup Petrol boat for the day. A bit more experience and balls and he could have been a contender for top honours on the day. (Daryl had a drive of it at the conclusion of the day and it went very well.) Meeting Tom and Pauline Ash and Ross McKenzie, past model boat competitors. Meeting for after function drinks and BS at the Parrot and Jigger and to see NZ thrash the Aussies in cricket.

I wish to congratulate the winners of the day for their hard earned places and thank Wayne and his band of helpers for organising a fantastic regatta.

RESULTS

C1 Class		Laps	C2 Class		Laps
Tony Rutledge		104	Neil Plumpton		84
Peter Collier		95	Murray Smithson		62
Daryl Christiansen		79	Joe Fraser		52
Bill McDonald		65			
Petrol		Laps	B Class		Laps
Murray Mathieson		57	Grant Binns		70
Andrew Meek		51	John Belworthy		60
Mark Graham		37	Michael Binns		44
Wayne McNaught		24			
Greg Clarkson		16			
Graeme DePina		13			

GESTATIONS OF A NEW 45 DEEPEE

By John Belworthy

Views expressed are my own and as I believe them to be.

The new deepvee that I ran at the Wellington Offshore yesterday started when Ross McKenzie discussed with me his thoughts about a hull for NZ deepvee conditions. I suggested that it should have plenty of buoyancy at the bow and not too wide at the transom. The angle of the vee I can't remember. Anyway, Ross went away and designed a hull with reference to the full size hulls in "Dows to Deltas" (a great book to read). This hull was molded and Wayne McNaught was the first to build and race one. Daryl also races one now and these two hulls have bought some stiff competition to the tried and proven Cigarette hull.

The boat I have now was a discarded hull taken (drastically) out of the mould – tears down both sides of the hull and the gel coat very rough in places. This was okay, as I wanted to do some changes to the hull anyway.

These changes amounted to:

- Shortening the hull to just over a metre (40") in length;
- Cutting down the freeboard (sides) as much as I could to reduce windage;
- Reducing the deadrise – again as much as I could without cutting the hull. I managed to get this down to 22-23 degrees with some filling required to the hull bottom to straighten things out. This was to reduce chine walking as much as possible.

Hull Setup.

I have been a fan for some time with steering struts. (This is waning a bit as I have gone back to conventional setups on most of my boats now. This is another story that I will write on soon).

I have my motor very close to the transom with the tuned pipe pointing to the bow. The motor is a bit of an orphan. It started out as an OS40PS. This was

not a very successful pylon race motor. I have converted it to a 45 with OS46 crank, a Nelson 46VRM piston/liner, the pylon rod, and a 45-46 disc backplate and Rossi 21 slide carb. I had to make a spacer for the liner, groove the crankcase to clear the conrod because of the increased throw, make a head and water cooling jacket, plus the usual exhaust manifold and tuned pipe etc.

The fuel tank is in front of the motor and the radio box is right at the transom. All this balances at 37% of hull length forward from the transom.

I have the steering prop 100mm behind the transom with two steering skid fins (vertical) at each side of the transom. I will have radio controlled trim tabs in the future when I get a 4-channel radio set.

Observations.

The boat performed quite well in the tricky conditions. It never once went bow under and ran quite level (not chine walking), but was a little light at the bow making me run at reduced throttle to stay on the water!

As raced, the boat only had one fixed trim tab on the right side fully down. It would have been slightly better with one more tab on the other side. After one of the heats, I picked out some flattish water and gave it full throttle. It ran quite fast and stable, so if I can harness as much of that, then it will be very competitive in the future.

Conclusions.

I believe the boat has a lot of potential, as confirmed by the designer Ross McKenzie, and Wayne McNaught suggested that it is molded sometime in the future. It has a reduced tendency to chine walk and reduced windage with the cut down sides. I am glassing in a post just in front of the fuel tank so I can weight it up for rough/windy days. The hull, as it is at present, should be ideal for calm days and can be easily tuned to cope with more adverse race conditions on the day.

SEAFAIR HYDROFEST 2002 By Merv Sowden

The Manukau Model Boat Club held the first round of the Hydrofest Series on February 9th & 10th.

Saturday brought us overcast weather with a slight breeze in the morning, picking up as the day went on. Several heats of 10-minute open enduro were run during the day with laps being added together from each heat.

The Sport 45 1-lap shootout was taken out by Steve with Oh Boy Oberto, followed by Jason with his newly acquired ex-Malcolm, ex-Glen, ex-Ralph, VXM powered Persidant. John was still running in his CMB in the old, well raced but trusty, Genisis. Actually later in the day, naturally after the racing had finished and with a prop change, Genisis started to really perform.

Steve dominated the heat racing and took out the final having plenty in reserve. Heard that Steve has a new version of this boat coming out soon and I'm reckoning that this will be a hard boat to beat.

On Sunday we were greeted with overcast weather, no rain and the wind quite still, with the breeze picking up later in the morning. Actually, just as the word "Hydro" was mentioned the wind and waves decided to play up and made it really uncomfortable for the hydros to perform properly. Anyway, the enduro was first up again, the same as Saturday, and several heats were raced and the laps were accumulated. You can tell by the results that Graham had the run of the field and if I remember right, he won all the heats. Ohio Steel may not be super fast, but the boat

consistently stayed right side up and finished all the heats.

As the results show, the 1/8th Scale Shootout was not run on the best of water, especially down the back straight where you really needed to back off a bit.

Chris broke his antenna in a spectacular flip early on in the heat racing which put him out for the rest of the day. Malcolm and Merv, with new hulls only launched the week before elected to not race them as they still had a few bugs to sort out.

With the heat racing starting, the water on the back straight was getting quite lumpy. Steve had worked out that with a light boat he had to take it easy down the back and, using his superior speed, try and make up the deficit around the rest of the course. The other boats, being heavier, managed the back straight at a higher speed and could pass Steve, and this is where Mathew and John occasionally managed to overhaul Steve several times. I believe Mathew and, I think John, managed to rob Steve of a few 1st heat placing's.

The final became all Steve's in the end with John stopping and Mathew blowing out his plug. Congratulation goes to Steve in taking out the Shootout, Heats and Finals for both the 1/8th and Sport 45

Thanks go to all the MMPBC Members who helped set-up and carry out official duties during the regatta.

RESULTS

Open Enduro

1 G Dogget	162 Laps
2 T Belle	129
3 C Breen	123
4 B Harrison	52
5 A Milanesi	51
6 W lester	38
7 J Lester	34

Sport 45 Hydro 1 Lap Shoot Out

1 S Trott	O Boy Oberto	18.55sec
2 J lester	Poisidon	19.42
3 J Nicholls	Genisis	21.47
4 M Sowden	Radical Rat	21.61
5 C Breen	Black Fire	DNS

Sport 45 Hydro Final

1 S Trott	400
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Best Presented Boat

1 A Milanesi	Lamborghini
2 G Doggett	Ohio Steel
3 T Belle	Zoom

Sport 45 Hydro Heat Racing

1 S Trott	3200pts
2 J Nicholls	1050
3 J Lester	900
4 M Sowden	169
5 C Breen	DNS

Sport 45 High Points After Round One

S Trott	O Boy Oberto	4000
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J Nicholls	DNF	J Nicholls	Genesis	1275
M Sowden	DNS	J Lester	Poisidon	1200
J Lester	DNS	M Sowden	Radical Rat	328
C Breen	DNS	C Breen	Black Fire	0

C Scale Hydro 1 Lap Shoot Out

1 S Trott	Executone	20.25sec
2 C Breen	Llumar	22.72
3 M Lee	O Boy Oberto	24.22
4 J Nicholls	Captran Resorts	27.5
5 M Sowden	Budweiser	DNS
6 M Miller	Miller Highlife	DNS

C Scale Hydro Heat Racing

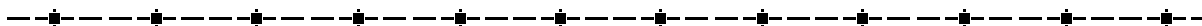
1 S Trott	2700pts
2 M Lee	2100
3 J Nicholls	700
C Breen	DNF
M Miller	DNS
M Sowden	DNS

C Scale Hydro Final

1 S Trott	400pts
M Lee	DNF
J Nicholls	DNF
M Miller	DNS
M Sowden	DNS
C Breen	DNS

C Scale Hydro HI Points After Round 1

S Trott	Executone	3500
M Lee	O Boy Oberto	2325
J Nicholls	Captran Resorts	869
C Breen	Llumar	300
M Miller	Miller Highlife	0
M Sowden	Budweiser	0



LEARN TO READ YOUR GLOW PLUG (Information taken from the Rossi Web pages)

The most accurate item that gives the state of your motor tune is the glow plug element. Learn to read this and you will have many hours of satisfying model boating.

Remove the glow plug after a run and look at the element (normal racing tune).

If the element is pressed up the plug and bent, it means that the compression is too high. If you are racing with 25% or more nitro, then you need to increase the thickness of head shims or reduce the amount of nitro. With standard methanol/oil fuel you would also need to increase the thickness of head shims.

If the element is dull and looks like it's sand blasted, it means the fuel mixture is too lean and you could

damage the engine if you continue running with this mixture setting. You risk breaking the element, which would damage the piston and liner, causing reduced power. It is advisable to replace the glow plug immediately.

If the element is a dark colour and seems damp, then the mixture is too rich and the motor will not perform at it's best. Lean out the mixture until the maximum performance is attained. This may be okay for short matrix races, but for endurance racing it would be advisable to richen the mixture a small amount.

When the element is shiny and the spiral is straight, the mixture is correct.

Happy and safe boating,
John Belworthy.

**HANDICAP SERIES 2002
ROUND 1 – PALMERSTON NORTH 24 FEBRUARY 2002
FROM DORIS**

Welcome to the fine warm sunny Manawatu. Well the sun did come out at times and we only had one shower, and you didn't need to wear a heavy coat to keep warm. It did however, blow like a bastard which made the conditions challenging to say the least.

It was pleasing to see a number of new faces there and some did quite well.

The racing was excellent considering the conditions and there were no incidents on the water even though there were a few blowovers and spinouts.

Those with the deep vees certainly had an advantage over any other types of boats but that is what fun is all about. The conditions were such that I ran just over half a kilo of lead in the front of my B mono to keep it on the water, into the wind.

A few comments on the day:

- Tony opted to run a Sport 40 shovel hydro, not a good choice, but perhaps his problem wasn't the conditions, but the fact that he had just been made a life member of the Association. Congratulations Tony.
- Elvis with 'Mellonhead Racing' looking awesome going into the wind but not making a lot of ground on the Big Hua's B deep vee which also ran well all day.
- Pieter Lokum was back after a long spell away with a nice looking (and performing) C1 deep vee and Cory Fox, who for a newcomer, drove his C1 tunnel very well in these conditions. These guys looked to have a lot of fun.
- JB had an unusual day for him with his new boat not performing at all, and Daryl suffering from the same problem with his C2 mono.
- Neil had a good consistent run, and Geoff finished 5 out of 5 with a C2 hydro which consistently leapt into life as soon as he crossed the finish line.

As can be seen from the results, taking the best four results out of five means that the results are much closer.

RESULTS

Name	Best 4	Place	All 5	Place
Geoff Stokes	949	8	1145.62	5
Don Ward	569.13	11	569.13	11
Daryl Christensen	0		0	
Neil Plumpton	1144.7	1	1144.7	6
Elvis (Wayne McNaught)	1100.87	4	1100.87	7
Mark Graham	1099.35	5	1327.85	2
JB (John Belworthy)	0		0	
Big Hua (Michael Binns)	1094.61	6	1337.65	1
Murray Matherson	901.15	9	901.15	9
Doris (Grant Binns)	1006.04	7	1006.04	8
Tony Rutledge	733.4	10	733.4	10
Pieter Lokum	1105.01	3	1320.58	3
Cory Fox	1110.52	2	1314.49	4

I have included the 5 heat scores as well just for interest. As you can see, the results are very different.

Anyway it was good fun on the day and the next southern zone meeting will be on:
21st April 2002 followed by Round 3 on 16th June 2002.

NZMPBA 2002 Calendar of Events

January	26 or 27	Wellington Offshore	Wellington
February	9/10	Scale Hydro Regatta Silver Cup	Auckland
February	23 24	NZMPBA AGM Round 1 Handicap Series (Southern)	Palmerston Nth Palmerston Nth
March April	30 - 01	NZMPBA National Champs	Hamilton
April	21	Round 2 Handicap Series (Southern)	Palmerston Nth
May	4/5	Scale Hydro Regatta Governors Cup	Palmerston Nth
June June	1/3 16	Queens Birthday Regatta Round 3 Handicap Series (Southern)	Blenheim Palmerston Nth
July July	6/7?? 27/28	Mid Winter Endurance Champs Scale Hydro Regatta World Cup	Napier (To be Confirmed) 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 Venue TBA
November	23/24	Scale Hydro Regatta Diamond Cup	Hamilton

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

