

PropShaft



Magazine of the New Zealand Model Power
Boat Association

Issue 2 April/May 2002



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NEW ZEALAND MODEL POWER BOAT ASSOCIATION**

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Presidents Cup Points Collator
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Grahame Haines
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Tony Rutledge

Cover Photo: Andrew Meek's 1/5th scale of a Pelin 19 foot hull (length of model 1.15m) and made out of wood, engine 28cc McCulloch weed eater no clutch, prop Prather S-260.

THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED AT THE END OF JUNE

PRESIDENTS PAGE

The presenting of a life membership is something that not all association presidents are lucky enough to have the opportunity to participate in. I feel very fortunate to have been one of the lucky ones. It was a very special moment for all who were present at Easter when Tony was able to receive a well deserved reward for a whole lot of great work over the years. Good on ya mate.



Sound advice being passed on!!!

The Nationals have been and gone for another year. They will be remembered for the rotten weather that was all over the country at Easter. They will also be

remembered for having lots of fun and catching up with friends and making new ones.

By the time you read this our website will be up and running again – albeit with some work still to be done. We will be adding photos to it as time permits and will be putting in a section for our supporting advertisers.

This website is a great reference tool especially for people wanting to find out about our hobby. Many thanks here to Andrew Meek for stepping in and volunteering to fix it for us. I guess that there are not too many people who have not been “on the net” in some way or other but it takes a bit more to build a web page.

That is all for this month. Hopefully the winter months will produce some more great regattas and some good building weather.

Greg.

RULEBOOKS

Over the past two years I have been issuing new members with the modified and upgraded rulebook titled THE NZMPBA MEMBERS HANDBOOK.

This is distinguishable from our original loose-leaf rulebook by having the binding title in green and also the internal sections of the handbook now divided by green pages.

If **YOU** do not have one of these then you are not as up-to-date as you should be.

This can be rectified in one of 2 ways: -

1. You can send me your old rulebook and I will re-issue you with a new upgraded Handbook.
2. You can retain your old rulebook folder and request an upgraded handbook one and I will post

to you the upgraded pages for you to insert into your existing folder.

Either way it is up to the individual members to make sure they have the latest edition of the handbook.

We are also looking at having the handbook posted on our web site so that anyone that has a computer will be able to down load it for themselves or fellow members.

To get upgraded send your old book to me at 130 Maxwell Road Blenheim, or write there for a new one or e-mail me at nzmpba@xtra.co.nz.

Grahame Haines
Secretary/Treasurer

2003 NATIONALS – PALMERSTON NORTH, EASTER

Yes I know it is a long way off but if you are thinking of being here, then you had better start planning now. First start looking at accommodation because Palmerston North is very busy over the Easter period and accommodation can be difficult to find.

The local team are expecting another good turnout of competitors and this will again lead to a full programme of events. Before October we will have a

draft programme available so you can start to plan your events.

If you require any assistance at this early stage please give me a call.

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LOOKING BACK By Tony Rutledge

The life membership presentation at the Hamilton Nationals blew me away so completely that I was lost for words at the time. My first thought was "What have I done to deserve this" and the second was "Am I really that old!"

I ran my first model I/C boat (a hydro, naturally) on a tether at the Taylor Dam near Blenheim in 1964. This was a 36" all balsa round nose hydro that I built during a school holiday.

My Dad spent a few hours in his workshop making the running gear including a recoil starter for the ED 5cc diesel engine and a chopper bronze prop. I was lucky to have a Dad like that.

The first time we ran it Dad volunteered to hold on to the end of the tether line while I started the engine and launched the model. It went around in circles for more than 10 minutes before eventually running out of fuel, by which time Dad was so giddy he could hardly stand.

The hydro was named "Hurricane" (nothing to do with Super 12 rugby) and achieved the grand speed of 23 mph. Eventually when I could afford it I fitted an old set of reed R/C gear to the boat. We didn't have that much control over the boat due to vibration affecting the reeds in the receiver but had a lot of fun trying.

From that point on I was hooked on R/C hydros and nearly 40 years on outrigger hydros and scale hydros are still my main interest.

Over the years I have had much fun and satisfaction designing, building, and racing R/C hydros. More importantly I have made many friends around NZ who share the same enthusiasm for our hobby.

It has also been very satisfying to be able to help other enthusiasts get started and watch them develop models and improve performance. The more good boaters we can get out there the more fun we can have. Having fun is what really matters at the end of the day. Good clean close racing and going home without having run anyone over, or being run over yourself, goes a long way to having a good day at the pond regardless of where you finish.

I wish to take this opportunity to thank everyone who has given up valuable spare time to help organise regattas and run the affairs of the Association from the early years (1970) right up to the present time. Without these people things just wouldn't happen.

We are also indebted to the people who have supplied fibreglass hulls and hardware over the years, and without them building an R/C boat would be even more difficult for the newcomer.

I look forward to more years of enjoyment in our hobby. Being made a life member doesn't mean that I am ready to put out to pasture! There is another hydro on the way.



NATIONALS 2002 – HAMILTON By Greg Clarkson

Well it is now three weeks since the Nats and the memories of the weather and water conditions have faded almost to the point of "it wasn't really that bad". For those of you that attended, thank you for your perseverance. For those of you that were not here, yes the weather was just like at your place except we were trying to race boats in it.

Despite the inclement conditions the weekend produced some good racing and most of the competitors went home with a smile on the dial. As at the last Nationals the trophies were fairly well spread. Daryl Christiansen showed that his consistency and planning sure pay off at the end of the day. John Belworthy must have been the best prepared that he has been for many years. Rob – well what can I say, some things just don't change over the years and Rob Binnie is always guaranteed to provide entertainment in the workshop.

The endurance scores were well down on expected lap totals but this didn't stop a few good tussles. Notable here was the B endurance race with Daryl holding Rex Anderson out by only 4 laps. Rex has been around model boats and aeroplanes for many years but this was his first Nationals. The second place in B enduro coupled with a third in C1 enduro gave him the rookie trophy for the year.

C2 enduro saw the big bangers having their usual reliability problems. Tony Kockott was looking to place very well by being able to drive in the rough conditions faster (I think due to the radio trim tab) until his motor did the big bang and refused to go round any more. This left Neil to drive his cat very carefully to a well deserved win.



A hard fought for Trophy

Sport 45 Hydro saw the only NZMPBA record to fall, with Steve Trott having 4 magic heats on the only bit of flat water all weekend, to score 991 points – so close to the elusive 1k, but enough to break the old record. Great effort Steve, and your pitman.

Adrienne Kockott was offered a drive of John's A tunnel in the matrix event. The decision took about 3 seconds of careful consideration. Had Adrienne owned the boat she too would have claimed a record for the event.

Open oval was run in absolutely atrocious conditions, which allowed Murray Smithson to claim a victory with a mono boat. This has not been done for a while. The wind gusted sufficiently strongly enough to rip the pegs out of the commercial marquee that we had erected for the drivers cover.

This year we tried an unofficial offshore event just to be different and to give those with a limited choice of boats something else to race in. When I received the 35th entry and realised just how busy we were going to be I wondered at the wisdom of including a new event. However, thanks to the promptness and willingness of all competitors over the whole weekend we were able to complete the scheduled events with not too many late races. Thanks a lot guys. It sure makes running an event of this size a real pleasure when everyone pitches in to help.

RESULTS

| A Enduro | | Laps | Hull | Engine | Prop |
|-----------------|-----------|-------------|---------------|---------------|-------------|
| John | Belworthy | 105 | Cut Hunter | OS 21RXM | JG H27 |
| Neil | Plumpton | 81 | Cut Naviga | OS 21RXM | X 432 |
| Adrienne | Kockott | 35 | Tempest | CMB 21 | 1924 |
| Warrick | Kockott | 34 | | CMB 21 | 1924 |
| Dallas | Gibson | 30 | Sherman 21 | K&B 3.5 | X 442 |
| Birmy | Korving | 21 | Tunnel | Picco 21 | |
| Shane | Gough | 19 | Deep Vee | K&B 21 O/B | |
| Brendon | Kirk | 6 | Kea F1 Tunnel | T/T O/B | |
| Michael | Binns | | Cut Naviga | Picco 21 | Ag 1515 |

| B Enduro | | Laps | Hull | Engine | Prop |
|-----------------|--------------|-------------|-------------|----------------|-------------|
| Daryl | Christiansen | 128.3 | Vortex | OS 46VRM | PS 1924 |
| Rex | Anderson | 124.5 | Hunter | OS 45FSR | |
| Grant | Binns | 104 | O/D Cat | Rossi 45 | X 646 |
| Birmy | Korving | 99 | | OS 46VRM | |
| Michael | Binns | 94.5 | Cigarette | Tiger Shark 46 | P 225 |
| Bill | Macdonald | 28 | Storm | OS 46 | |
| John | Belworthy | 25 | Hunter | Nelson | PS 1815 |
| Tony | Kockott | | Spyder | CMB 45 | |
| Ed | Brennan | | Deep Vee | OS 46SF | |
| Graham | Crimp | | Deep Vee | OS 40FSR | |

| C1 Enduro | | Laps | Hull | Engine | Prop |
|------------------|--------------|-------------|----------------|---------------|-------------|
| Daryl | Christiansen | 113.4 | Elvis Deep Vee | OS 61SF | PS 2028 |
| Jeff | Weake | 90 | Hunter | OS 61FSR | |
| Rex | Anderson | 88 | Cigarette | OS 61FSR | PS 2026 |
| Brendon | Kirk | 86 | Predator | SC 61 | |
| Graham | Crimp | 73 | Hunter | OS 61FSR | |
| Bill | Macdonald | 62 | Cigarette | OS 60 | |
| Steve | Trott | 62 | Hunter | OS 61FSR | 1450 |
| Murray | Smithson | 52 | Vortex | OS 61Pump | PS 1925 |
| Greg | Clarkson | 46 | Hustler | OS 61FSR | Ag 2220 |
| Murray | Matheson | 6 | Storm | SC 61 | |
| Birmy | Korving | 1 | Tunnel | OS 61FSR | |

| C2 Enduro | | Laps | Hull | Engine | Prop |
|------------------|--------------|-------------|-------------|---------------|-------------|
| Neil | Plumpton | 131 | Sprint Cat | OS 81VRM | S 245 |
| Daryl | Christiansen | 99 | Tornado | CMB 90 | O 1667 |
| Greg | Clarkson | 92 | Tornado | CMB 90 | PS 2227 |
| Tony | Kockott | 89 | Tornado | CMB 90 | 748 |
| John | Belworthy | 82 | Dart 90 | Picco 81 | |
| Murray | Smithson | 44 | Tornado | OS 81VRM | PS 2127 |
| Bill | Macdonald | 27 | Predator | Picco 90 | |
| Rex | Anderson | 6 | Hunter | OS 61VRM | X 447 |

| Pet End | | Laps | Hull | Engine | Prop |
|----------------|--------|-------------|---------------------|---------------|-------------|
| Dallas | Gibson | 90 P2 | Laurenson Cigarette | Homelite | P275 |

| | | | | |
|--------|-----------|-------|---------------------|------------|
| Bruce | Laurenson | 2 P2 | Laurenson Cigarette | Kawasaki |
| Graeme | dePina | 65 P1 | Predator | Zenoah G23 |
| Nigel | Bunn | 55 P1 | Cigarette (Large) | Zenoah G23 |
| Murray | Matheson | 18 P1 | Apache | Zenoah G23 |

| Offshore | | Laps | Hull | Engine | Prop |
|-----------------|--------------|-------------|------------------------|----------------|-------------|
| Daryl | Christiansen | 93 | Elvis Deep Vee | OS 61SF | PS2028 |
| Grant | Binns | 91 | Deep Vee | Rossi 45 | P 230 |
| Rex | Anderson | 86 | Cigarette | OS 61FSR | PS 2026 |
| Bill | Macdonald | 75 | Cigarette | OS 60 | |
| Brendon | Kirk | 67 | Predator | SC 61 | |
| John | Belworthy | 55 | O/D Deep Vee | Orphan 40 | |
| Michael | Binns | 52 | Cigarette | Tiger Shark 46 | P 225 |
| Andrew | Meek | 47 | 1/5th Scale Pelin Hull | McCulloch | P 260 |
| Nigel | Bunn | 44 | Cigarette (Large) | Zenoah G23 | |
| Bruce | Laurenson | 40 | Laurenson Cigarette | | |
| Graeme | dePina | 5 | Predator | Zenoah G23 | |

| A Mono | | Points | Hull | Engine | Prop |
|---------------|-----------|---------------|-------------|---------------|-------------|
| John | Belworthy | 389.34 | Cut Hunter | OS 21RXM | JG H27 |
| Neil | Plumpton | 368.04 | Cut Naviga | OS 21RXM | X 432 |
| Michael | Binns | 101.62 | Cut Naviga | Picco 21 | Ag 1515 |
| Warrick | Kockott | | | CMB 21 | 1924 |
| Adrienne | Kockott | | Tempest | CMB 21 | 1924 |
| Dallas | Gibson | | Sherman 21 | K&B 3.5 | X 442 |
| Shane | Gough | | Deep Vee | K&B 3.5 O/B | |

| B Mono | | Points | Hull | Engine | Prop |
|---------------|--------------|---------------|-------------|----------------|-------------|
| Grant | Binns | 490.46 | Hunter | Rossi 45 | P 230 |
| Daryl | Christiansen | 328.73 | Vortex | OS 46VRM | PS 1924 |
| Graham | Crimp | 290.75 | Naviga 40 | OS 46VRM | |
| Bill | Macdonald | 272.24 | Storm | OS 46 | |
| Rex | Anderson | 244.49 | Hunter | OS 45FSR | |
| Michael | Binns | 238.25 | Cigarette | Tiger Shark 46 | P 225 |
| John | Belworthy | 130.07 | Hunter | Nelson | PS 1815 |
| Ed | Brennan | 68.28 | Deep Vee | OS 46SF | |
| Birmy | Korving | | | OS 46VRM | |
| Tony | Kockott | | Spyder | CMB 45 | |

| C1 Mono | | Points | Hull | Engine | Prop |
|----------------|--------------|---------------|----------------|---------------|-------------|
| Murray | Smithson | 552.24 | Vortex | OS 61Pump | PS 1925 |
| Daryl | Christiansen | 484.22 | Elvis Deep Vee | OS 61SF | PS 2028 |
| Greg | Clarkson | 440.26 | Hustler | OS 61FSR | Ag 2220 |
| Jeff | Weake | 386.47 | Hunter | OS 61FSR | |
| Steve | Trott | 212.9 | Hunter | OS 61FSR | 1450 |
| Bill | Macdonald | 208.24 | Cigarette | OS 60 | |
| Brendon | Kirk | 192.35 | Predator | SC 61 | |
| Graham | Crimp | 88 | Hunter | OS 61FSR | |
| Murray | Matheson | | Storm | SC 61 | |

| C2 Mono | | Points | Hull | Engine | Prop |
|----------------|--------------|---------------|-------------|---------------|-------------|
| Daryl | Christiansen | 610.39 | Tornado | CMB 90 | O 1667 |
| Tony | Rutledge | 479.04 | Dart 90 | Picco 81 | |
| Murray | Smithson | 449.86 | Vortex | OS 81VRM | PS 1925 |
| Bill | Macdonald | 129.5 | Predator | Picco 90 | |
| Tony | Kockott | 122.57 | Tornado | CMB 90 | 748 |
| Greg | Clarkson | | Tornado | CMB 90 | PS 2227 |
| Neil | Plumpton | | Scarab | OS 81VRM | S 240 |
| Rex | Anderson | | Hunter | OS 61VRM | X 447 |

| Pet Mono | | Points | Hull | Engine | Prop |
|-----------------|--------|---------------|------------------------|---------------|-------------|
| Dallas | Gibson | 379.34 | Laurenson Cigarette | Homelite | P275 |
| Andrew | Meek | 240.44 | 1/5th Scale Pelin Hull | McCulloch | P 260 |
| Graeme | dePina | 231.62 | Predator | Zenoah G23 | |

| B Hydro | | Points | Hull | Engine | Prop |
|----------------|--------------|---------------|-------------|---------------|-------------|
| Tony | Rutledge | 804.72 | Nautilass | OS 46VRM | O 1650 |
| Steve | Trott | 626.67 | Executone | CMB 45 | X 450x3 |
| Brendon | Kirk | 405.89 | SG Eagle | CMB 45 | |
| Jeff | Weake | 396.76 | Penzoil | OS 46 VRM | P 235 |
| Grant | Binns | | O/D Hydro | K&B 45 | P 230 |
| Daryl | Christiansen | | Eagle | OS 46 VRM | PS 1924 |
| Neil | Plumpton | | Hydro | CMB 45 | X 450 |

| C Hydro | | Points | Hull | Engine | Prop |
|----------------|--------------|---------------|-----------------|---------------|-------------|
| Neil | Plumpton | 454.23 | Hydro | OS 91VRM | X 462 |
| Tony | Rutledge | 453.11 | Kiwi 3 | OS 81VRM | O 1667 |
| Daryl | Christiansen | 450.85 | Kiwi 3 | CMB 90 | O 1667 |
| Murray | Smithson | 231.5 | Kiwi 2 | CMB 90 | O 1667 |
| Jeff | Weake | 184.71 | Kiwi 1 | OS 90FSR | |
| Rob | Binnie | | Eagle SG | A 90 | |
| Geoff | Stokes | | Stars n Stripes | OPS 90 | X 467 |

| Sport 45 | | Points | Hull | Engine | Prop |
|-----------------|--------------|---------------|-------------|---------------|-------------|
| Steve | Trott | 991.89 | Executone | CMB 45 | X 450x3 |
| Tony | Rutledge | 873.37 | Nautilass | OS 46VRM | O 1650 |
| Jeff | Weake | 599.48 | Penzoil | OS 46VRM | P 235 |
| Daryl | Christiansen | 204.87 | Eagle | OS 46VRM | X 450 |

| C Scale | | Points | Hull | Engine | Prop |
|----------------|-----------|---------------|-------------------|---------------|-------------|
| Tony | Rutledge | 871.71 | Ladybug | OS 65VRM | P 255 |
| Steve | Trott | 663.38 | Executone | CMB 67 | PS 5517x3 |
| Terry | Wilson | 311.76 | Ultra Bold & Dash | OS 65VRM | P 250 |
| Matthew | Lee Trott | 208.94 | Oh Boy Oberto | OPS 67 | X 455x3 |
| Grant | Binns | 192.62 | Miss Budweiser | OPS 67 | X 452 |
| Geoff | Stokes | | Pay n Pak | Mac 67 | |

| Open Oval | | Points | Hull | Engine | Prop |
|------------------|----------|---------------|-------------|---------------|-------------|
| Murray | Smithson | 616.99 | Vortex | OS 81VRM | PS 1925 |
| Tony | Rutledge | 582.49 | Kiwi 3 | OS 81VRM | O 1667 |

| | | | | | |
|---------|--------------|--------|-----------|----------------|--------|
| Grant | Binns | 455.54 | Deep Vee | Rossi 45 | P 230 |
| Brendon | Kirk | 368.6 | SG Eagle | CMB 45 | |
| Rex | Anderson | 328.97 | Hunter | OS 61VRM | X 447 |
| Neil | Plumpton | 210.22 | Hydro | OS 91VRM | X 462 |
| Graham | Crimp | 208.51 | Hunter | OS 61FSR | |
| Graeme | dePina | 149 | Predator | Zenoah G23 | |
| Bill | Macdonald | 0 | Predator | Picco 90 | |
| Tony | Kockott | 0 | Tornado | CM B90 | |
| Daryl | Christiansen | 0 | Kiwi 3 | CMB 90 | O 1667 |
| Michael | Binns | 0 | Cigarette | Tiger Shark 46 | P 225 |
| Rob | Binnie | 0 | Eagle SG | A 90 | |

| A Tunnel | | Points | Hull | Engine | Prop |
|-----------------|---------|---------------|---------------|---------------|-------------|
| Adrienne | Kockott | 862.37 | O/D Tunnel | Rossi 21 | X 648 |
| Brendon | Kirk | 554.5 | Kea F1 Tunnel | T/T O/B | |
| Shane | Gough | 0 | Tunnel | K&B 21 O/B | |
| Birmy | Korving | 0 | | Picco 21 | |

| B Tunnel | | Points | Hull | Engine | Prop |
|-----------------|----------|---------------|-------------|---------------|-------------|
| Grant | Binns | 843.37 | O/D Cat | Rossi 45 | X 646 |
| Murray | Smithson | 661.7 | Tunnel | K&B 45O/B | X 547 |
| Ed | Brennan | 0 | | | |

| C Tunnel | | Points | Hull | Engine | Prop |
|-----------------|----------|---------------|-------------|---------------|-------------|
| Greg | Clarkson | 541.51 | TR Tunnel | CMB 90 | X 460x3 |
| Neil | Plumpton | 379.82 | Sprint Cat | OS 81VRM | S 245 |
| Grant | Binns | 131.04 | F1 Tunnel | OPS 67 | X 450 |
| Murray | Smithson | 0 | F1 Tunnel | K&B 82 | X 455x3 |

Presidents Cup

| | | |
|-------|--------------|-----|
| Tony | Rutledge | 990 |
| Daryl | Christiansen | 600 |
| Neil | Plumpton | 440 |
| Steve | Trott | 390 |
| Grant | Binns | 280 |
| John | Belworthy | 270 |

King Of The Nationals

| | | |
|-------|--------------|-----|
| Daryl | Christiansen | 250 |
| Neil | Plumpton | 190 |
| Tony | Rutledge | 140 |

Endurance Cup

| | | | |
|-------|--------------|-------|--------------|
| Neil | Plumpton | 131 | C2 Endurance |
| Daryl | Christiansen | 128.3 | B Endurance |
| Rex | Anderson | 124.5 | B Endurance |

Most Improved Boater of the Year

Matthew Lee Trott

Index Of Performance

| | | | |
|-------|--------------|------|----------------|
| Daryl | Christiansen | 2.20 | C2 Mono Matrix |
| Tony | Rutledge | 2.57 | Sport 45 Hydro |
| Greg | Clarkson | 3.92 | C1 Mono Matrix |

Hi Points Trophy

| | | | |
|-------|--------------|-----|----------------|
| John | Belworthy | 116 | A End/A Mono |
| Daryl | Christiansen | 101 | B End/B Mono |
| Daryl | Christiansen | 100 | C1 End/C1 Mono |

Scale Hydro Concourse

| | | | |
|---------|-----------|----|-----------------------|
| Tony | Rutledge | 81 | Ladybug |
| Steve | Trott | 72 | Oh Boy Oberto (Sp 45) |
| Matthew | Lee Trott | 71 | Oh Boy Oberto |

Rookie of The Year

Rex Anderson

Best Finished Boat

Stanley Shrimpton C2 Cat Cool Cat



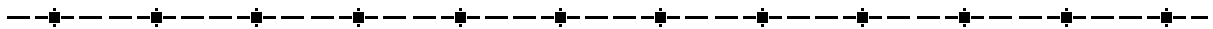
Tony Rutledge with his life membership Picture



Hamilton Nationals Venue



Rough Water Conditions



NEWS FROM WELLINGTON MODEL POWER BOAT CLUB

By TR

- Mark Grahams' Zenoah deep vee is well sorted and undergoing a new paint job.
- Wayne McNaught has a 61 Vortex on the water and a number of other projects on the go including a 90 outrigger hydro to be CMB powered.
- Cory Fox is building a 45" Cigarette deep vee powered by an SC61 marine engine.
- Pieter Lokums' 61 Challenger deep vee is performing well and looks great on the water with a new paint job.
- John Belworthy is considering changing the set-up in his McKenzie deep vee hull. A Sport 45 hydro is also in the pipeline.
- Graeme Spences' 80 mono (ex Belworthy) was quite competitive at the Nats against the 90 monos and is now even quicker after leaning the needle out last club day.
- Ron McAdam's Redhead had a good run last club day in fairly rough conditions. We managed to get some good video footage of Redhead & Tru-Jen running side by side with "Sir Len" McNaught at the controls of Redhead.
- Tony tried to start an engine backwards last club day and on the club day before the Nats John couldn't get either of his radio set working until he figured out that he had mixed up the transmitters. How many years have we been boating John?!

NEWS FROM HAMILTON

By Greg Clarkson

- Dallas Gibson has his new Petrol powered Bruce Laurenson designed cigarette running well and had a remarkable run with it at the nationals to take out the P2 enduro event. The hull was one of the few to handle the rough conditions and still go fast. and straight.
- Nigel Bunn made a fleeting return to NZ from the UK where he was on holiday and has decided to return to on a more permanent basis. Alas, a lass has stolen his heart and not even the lure of driving a damn great big petrol boat again could keep him back. Fortunately the motors and radio are going with him so all is not lost. We should hopefully see some reports from over in the motherland thanks to the wonders of email.
- Stanley Shrimpton is starting to get to grips with his new sprint cat (pictured last issue). It is running consistently with not too many bits to sort out.

NEWS FROM THE CANTERBURY DISTRICTS MODEL POWERBOAT CLUB

By Murray Smithson

There has been a fair amount of activity going on within our club with Brendan, Rob and Murray heading up north for the Nats, picking up Bill McDonald from Motueka on the way, sleeping at Hainseys on the Wednesday night and then picking up Tony Rutledge's Hydros on the way through. In the end we had 14 hulls and all our toolboxes plus

clothes, sleeping bags, etc. All in all, one hell of a load. Believe me Christchurch to Hamilton is one really long way. We all had a great time and had a reasonable amount of success. Shame about the weather.

On the local scene we had our first club day on Sunday 13 April. Most of our members were there and Bill and Hainsey took the time to come and support us. This was really appreciated. We had decided to try out the handicap system that the North Island have been using so with Hainsey and his trusty laptop we started, "flying laps times to Hainsey etc etc." Actually mostly organised chaos but at the end of the day we got through and got a result. The hot laps were done in the calm and as the racing started, up came the wind. Not a nor-easter as forecast (this would have left the lagoon calm) but a nor-wester, so the racing was in the rough. There had been quite a bit of discussion on ways to play the system, from pitmen calling lap times to going balls out and hoping, but at the end of the day we realised just how difficult it was and with the wind not helping we were just happy to finish a race. At the finish of the handicap racing we had a sprint race with Brendan bring out his eagle rigger and Mike White racing Murray's 81 powered Vortex (great aerobatics). Brendan won when the exhaust silicon on the Vortex had had enough. At this stage it was time for lunch and our chief cook Sybrand served out the sizzlers and buns. They were great. All in all a very successful day, and it was agreed that another couple of rounds in the mainland were needed and Bill and Hainsey are going to set up some dates for them.

Till next time, go fast and turn safe.

FOR SALE

| | |
|---|-------|
| 1 x CMB 90 EVO I (Gold Head) | \$250 |
| 1 x CMB 45 EVO I (Gold Head) | \$200 |
| Both motors in good running order. | |
| Contact Tony Kockott Phone/Fax: (09) 424-1299 | |
| Email Tony.Kockott@xtra.co.nz | |

SPLASH GUARDS FOR CARBS By Tony Rutledge

How frustrating it can be when your R/C boat runs perfectly for a few laps then suddenly stops for no apparent reason. After checking all the usual causes such as blocked fuel filter, dirt in the needle valve, leaky tank, dodgy plug, split fuel or water lines, the engine still flames out.

A possible cause of flame out is water being sucked into the carb and this can be checked for when the boat is rescued by removing the plug and looking for tiny water droplets in the plug and on top of the piston. It doesn't take much water intake to put the fire out in a glow or petrol engine.

A simple but effective way of keeping water out of carbs is to fit a splash guard over the carb, so that

any water that finds its way under the cowl or through air intakes is directed away from the carb.

On my outrigger hydro and Lady-Bug I have fitted a plastic shield to the back of the radio box, which completely covers the top of the carb. The 61 FSR in my deep vee and Vortex has a small plastic bottle over the carb.

My boats are also self-draining through the transom so that any water that does get inside the hull can drain away quickly. It is surprising how long an outrigger can keep going in very rough conditions if you keep water out of the carb.



CENTRAL REGION HANDICAP SERIES ROUND 2 By Grant Binns

A disappointing, small turnout on a beautiful fine, warm, sunny Manawatu Sunday morning. Because of the small turnout we decided to have an extended period to tune and qualify, which was required by most of the participants.

Once we were organised, two groups were established and the racing began. The "Chug" boats had a wide spread of handicaps which spread the

field at the start but as each heat ran down, the group tightened up for the run down the home straight.

Both of the groups found the water slightly dead so some adjustments were made by various competitors during the racing.

The Big Hua (Michael Binns) was one that benefited from a prop change, this resulted in a set of slow last laps but some very good race times and heat placing. The others in the groups had to race with each other and catch the Big Hua at the same time, not an easy task as the results show, even though Peter Lokum and Lex Millar tried very hard. Elvis had two boats pull up lame; one before the racing started with a bearing on the blink, and the other in the second heat with a cooling problem.

A new participant from Wellington, Tony Bolstad, had a few tuning problems with his OPS 45 powered tunnel but he appeared to enjoy the day anyway and had one heat finish.

The Neddies racing was good to watch and great fun. LM (Life Member, Tony Rutledge) had to chase the pack and Neil running his 81 deep vee led the charge from the front. Doris (Grant Binns) had the little 45

rigger purring along which kept LM honest (no special favours for LM's). Pig Pen's (Don Ward) 81Cat also showed good pace and NASCAR (Geoff Stokes) was running a scale (with not a lot of luck) because his OPS 90 decided to let the rod go while warming up. At the end of the day Neil was just too consistent for the hard working LM.

As can be seen from the results the racing is very close and the handicapping system is working well. We are now looking forward to round three and a greater turnout.

To finish of the day Tugboat (Craig Oram) and Leigh Marsden put boats on the water as they renew their enthusiasm for boat racing. Both enjoyed themselves and the boats, an outboard mono for Leigh and a Sport 40 hydro for Tug Boat, went well. Doris put Miss Budweiser on the water to test a new OS carb on a Picco 67. After a little bit of tuning, it was all smiles as she tapped out Bud flew down the front straight. LM was heard to say "looks good, close to 90, the bastard".

All up a good fun day with perfect conditions. Roll on the next event.

Points on the Day:

| | 5 Heats | Best 4 |
|----------------|----------------|---------------|
| Tony Rutledge | 1474.28 | 1191.88 |
| Pieter Lokum | 1393.60 | 1135.35 |
| Grant Binns | 309.66 | 309.66 |
| Wayne McNaught | 231.06 | 231.06 |
| Don Ward | 1156.16 | 1156.16 |
| Michael Binns | 1478.46 | 1220.12 |
| Neil Plumpton | 1503.56 | 1225.65 |
| Geoff Stokes | 0 | 0 |
| Mark Graham | 1048.32 | 1048.32 |
| Lex Miller | 1331.39 | 1086.75 |
| Tony Bolstad | 247.32 | 247.32 |

Results from the first round of the South Island Handicap Series. 4 Heats only

| | |
|----------------------|---------|
| Murray Smithson | 1079.02 |
| Joe Frazer | 821.85 |
| Bill MacDonald | 684.23 |
| Sybrand van Deventer | 500.57 |
| Brendon Kirk | 459.04 |
| Trevor Steenhart | 294.59 |
| Grahame Haines | 278.27 |
| Mike Rushbach | 262.87 |
| Daniel Steenhart | 177.64 |

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| | |
|-------------------------|--------|
| 21 GEAR DRIVE | 460.00 |
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All motors complete with carburettor.

ACCESSORIES

| | |
|--------------------|--------|
| CMB FLOAT CHAMBER | 105.00 |
| C6S STD GLOW PLUG | 10.00 |
| C7S STD GLOW PLUG | 11.00 |
| C6C CONE GLOW PLUG | 12.00 |
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| | |
|-------------------|--------|
| 21 NITRO SILENCED | 70.30 |
| 45 NITRO SILENCED | 88.80 |
| 67 STD SILENCED | 85.10 |
| 90 NITRO SILENCED | 107.30 |
| 90 SMALL | 111.00 |

CMB HEADER PIPES

| | |
|-------------------------|-------|
| 21 WATER COOLED | 40.70 |
| 21 VALVOLA WATER COOLED | 40.70 |
| 45 WATER COOLED | 44.40 |
| 45 STD | 37.00 |
| 90 WATER COOLED | 62.90 |
| 90 STD | 40.70 |
| 90 SMALL | 51.80 |

CMB CAR MOTORS

| | |
|-------------------|--------|
| 21 EVO 2 OFF ROAD | 420.00 |
| 21 LS ON ROAD | 438.00 |
| 21 LS RALLY | 438.00 |

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ORDERS

Please contact Tony or Kim. All orders are C.O.D. plus postage and packaging.

NZMPBA COMMITTEE MEETING MINUTES HELD AT PALMERSTON NORTH, 4 MAY 2002

PRESENT: G Binns, S Trott, T Rutledge, J Belworthy, G Haines, W McNaught.

APOLOGIES: G Clarkson.

Moved/seconded: GH/GB

MATTERS ARISING:

BUSINESS CARD

JB: We need to come up with a design and do it on a computer and then my son Sean could probably do it at his work free of charge as he is a printer.

GB: I think we need to sort out the website as a first priority, then the cards, as we then have the vital contact information site printed on the card.

I have done some investigation and to set up a website as our own name will cost \$500 pa.

ST: I believe we will need a sponsor to help fund this. Maybe we can tie in Propshaft sponsorship with the website.

GB: I will put together a detailed breakdown of what is required to get us registered on the net.

Moved/seconded: TR/ST

CORRESPONDENCE INWARD:

- From NAVIGA with minutes of their last meeting.
- From Wayne McNaught on rulebooks.
- From Trevor Steenhart asking for membership for a probationary period.
- From Canterbury Districts Model Powerboat Club in support of Trevor's application.
- From Tony Kockott re his NAVIGA entries. Also requesting letters for schools to assist case for leave of absence for Adrienne and Warrick.
- From Tony Kockott requesting 3 NZ flags and a copy of our National Anthem for World Championships.
- From Westpac Trust advising our term investment of \$2062.69 has been reinvested @ 2.5% interest.

DISCUSSION

- T Steenhart. Secretary to reply giving membership on 12 months probation from receipt of annual subscription.
- Tony Kockott to be advised flags are available from the Warehouse for around \$12 each. He is to be supplied with a copy of our National anthem.

Moved/seconded: GH/WMcN

CORRESPONDENCE OUTWARD:

- To Principal of Westlake Girls College
- To Principal of Westlake Boys College
- To President of NAVIGA requesting acceptance of Kockotts application to race at the world Championships
- To GRH re decision to charge for advertising in Propshaft. He declined to advertise in future Propshaft.

Moved/seconded: GH/JB

ACCOUNTS FOR PAYMENT:

| | | |
|---------------------------|--------------------|----------|
| 1119 Telecom | Dec | \$53.95 |
| 1120 State Insurance | Plant /Equipment | \$180.53 |
| 1121 Highbury School | AGM hall hire | \$30.00 |
| 1122 Telecom | Jan | \$60.50 |
| 1123 Warehouse Stationary | Printer cartridge | \$48.24 |
| 1124 Telecom | Feb | \$70.29 |
| 1125 W/house Stationary | Paper for Rule bks | \$14.23 |
| 1126 Telecom | March | \$59.04 |

Current Bank Balance \$1157.87

Moved/seconded: GH/WMcN

GENERAL BUSINESS:

RULE BOOKS

GB the changes from the 2001 & 2002 AGM's need to be added to the new Rulebooks. GH to send AGM minutes to GB if he cannot find them in previous Propshaft.

SOUND SYSTEM

GH reports it is almost 12 months since we advanced \$300 to Peter Hall for an electronic countdown system and he has still not delivered and seems to be giving everyone the run around. He has not delivered on everything he promised with the computer deal either. Still need a 17-inch monitor and trade in funds on our old one.

Secretary is to therefore draft and send a letter giving 14 days to deliver on all aspects otherwise the Association will be seeking legal avenues to recover funds and/or goods.

ASSOCIATION GOALS

ST reports we need to drag up the list and attack it at the next committee meeting. Essentially the website needs full priority.

NAVIGA UPDATE

GH reports all is in motion with the Kockotts applications on the way to Europe as we speak.

INTERNET HOMEPAGE UPDATE

GC via ST we have Andrew Meek working on it.

ASSOCIATION BUSINESS CARDS

Basically covered above.

SUBSCRIPTIONS INVOICE

WMcN reports this still needs attention. Everyone should be sent an invoice at the beginning of the new financial year.

Secretary to draft up an invoice and post out in the next couple of weeks.

GB we also need to work on the implications of changing the end of our financial year closer to the AGM as many wait to see what the subs are going to be.

MID WINTER ENDURANCE REGATTA

Greg has been on the case and has the entry and regatta format set up.

Neil Plumpton will be responsible for setting up the course and we will all assist with this. The Roses have also volunteered their help.

The date is in the calendar.

WMcN milk bottle containers are not really suitable for buoys. We will supply foamies for the regatta.

NORTH ISLAND CHAMPS

They are to be hosted by the Taranaki model boaters.

GB we need to offer every assistance to these guys including entry forms and organisation. They will essentially be responsible for setting up the venue.

STARTER PACKAGE FOR NEW MEMBERS

WMcN we do need an info pack for the new boater.

General feeling is the website/business card is going to go along way to addressing this issue.

SCALE HYDROS

Steve reports Round 3 will definitely be at Rotorua and we may have the venue back on a permanent basis again. Tauranga may also have a permanent man-made lake within 2 years as well.

STRUCTURE FOR FORMING A CLUB

ST we need to put something on paper for assisting people to get a club going. Think about things that went well in your club and put them on paper for the next meeting.

MEETING CLOSED: 5.34PM

GH/TR

WHAT ABOUT AN "OFF SHORE" ADVENTURE?

With our recent committee discussions about Naviga and the World Champs, I started thinking about competing overseas as a group and while a trip to Europe may be out of reach for many of us, perhaps 9 or 10 days in Australia or perhaps the USA could be a possibility for some if we have enough time to sort it out and put it together.

With the right planning we could also arrange to do some fundraising under the NZMPBA banner.

I believe we would go club boating on weekend 1 and then attend a competition on the following weekend. In the middle could involve sightseeing, or perhaps model shop shopping. I am sure we could set up a partners programme as well should they wish to be part of the trip. The goal would be to have fun, meet new people, learning and gaining new experiences. I don't see winning as being high on the priority list, but it would be nice.

At this stage I would like to hear from anyone who might be interested in this sort of venture in perhaps August, September or October next year. I would like to know where you would like to go and for how long and if there is a better time to go.

Grant Binns
Ph: 06 3551 625
Email: binns@blackley.co.nz



GOVERNORS CUP HYDROFEST REPORT By No Nitro yet Ned!

The Manawatu Model Power Boat Club hosted the 2002 Governors Cup regatta on 4th & 5th of May. As usual I caught the 6pm Aratere out of Picton on the Friday night and was greeted on the windy side by Tony Rutledge. He had earlier collected 2 other Mainlanders, Rob Binnie and Brendon Kirk from Christchurch.

John Belworthy called round at 6am the next morning to collect me and help transport boats and gear to Palmy. We got to the fine windy Manawatu at 8.30 just in time for drivers briefing.

Binnsey did his usual praising of the Manawatu weather and also made it quite clear that as he was the current holder of the Dick of the Day Trophy that it was definitely going to be awarded to someone else before the weekend finished. This immediately put us on a no muck up alert!

It was agreed to go with the programme as it stood and B hydro went first. My son Joel was entered to race my A Hydro but succumbed to the flu on Thursday night and elected to stay home. I raced the A hydro as well as John Belworthy, in with the B's. Johns boat was more than competitive with the B hydros and scored a strong second place. All of us except Tony succumbed to the wind on the back straight at some stage during the event.

Offshore was due next but with the weather showing signs of deteriorating further we got on with Sport 45. All had to back out of the throttle on the back straight to survive and the times showed in the 1-lap sprints.

During the heats everyone had at least 1 DNF and the launch area on the front straight was causing wind problems as well, as Steve Trott found on a couple of occasions, so there were very few places where one could run flat out.

All 5 made the final but only Steve and Paul Garner managed to finish.

After the Sport 45, 2 x 15 minute offshore heats were raced. These boats relished in the rough conditions and Neil Plumpton showed he was going to be hard to beat providing everything held together.

We were all finished by 3.30 and most headed back to Binnseys for a committee meeting then to watch the Crusaders whupp the Hurricanes (or should they be the light breezes). It was also here that the 7 guests shouted tea. \$76 worth of Chinese and pizzas and there was not a lot left either after we had finished. It was then to the shed to do the customary boat build for Binnsey although it was mostly Rob's boat needing the attention as his radio

had gone out, so he shoehorned some of Binnseys gear into his C hydro so he could race on Sunday. It was after dark that it really blew and it was so hard it was rattling windows and shaking the house.

Sunday was the opposite of Saturday. The wind obviously blew its guts during the night to leave a mirror smooth lake. By drivers briefing someone had already accumulated so many misdemeanours that it was impossible for anyone else to win the coveted trophy even if they went and tried to win it! Grant duly presented it to Rob Binnie for the following:

1. Trying to set fire to the Interislander luggage truck when an Allen key shorted his starting battery!
2. Travelling all the way from Christchurch with crook radio gear!
3. Saying he had crook servos when it was a flat battery pack!
4. Blaming a crook throttle servo when he had a jammed carb!
5. Forgetting to get his sleeping bag out of John's car till way after we had all gone to sleep so slept on the lounge floor in his clothes!
6. Having trouble getting into the toilet in the morning when all he had to do was turn the doorknob!
7. Then doing an Oscar (Binnseys dog) and peeing on the back lawn cause he could not wait!



The Lucky Recipient and his Trophy.



Rob's Eagle SG Hydro



Dad & Adopted Son Checking Things Out

C Hydro was next and some good hard close racing was witnessed here. John Nicholls ran his brand new Wakka Hydro with a corker paint job. Brendon also ran his B Eagle SG with the C hydros as well.



John Nicholls' new Waka III



2 x Melonheads

Heat 1 saw Tony Rutledge and Daryl Christiansen race sponson to sponson for the whole race. Daryl had a 1.5 sec lead at the last turn and did a 360 flat spin, recovered and missed out on first place by 1/10 of a second! All of their races were hard and fast with glass smooth water.

Rob was already on the prowl pointing out every little mistake we made to try and offload the "Trophy". He tried to get Tony for re-hooking his fuel line to his shaft oiler tube. Tony **was** nursing some head pressure from the night before!! He still managed to crack the 1000 points for 4 heats, which does not happen very often.

Perfect water greeted the 1/8 scales and the 1 lap sprints showed with Steve clocking a 15.35 sec lap on a wide run! Tony was close on 15.93.

We all set up to run loose on the flat water till the breeze showed around 1pm and I for one wound some down into my wing on Lite All-star more and more as the day wore on, to stay stuck to the water. The racing was close and fast and only Binnsey and Paul Garner had to contend the consolation race with Paul filling the sixth spot in the final. The only downer was John Nicholls running a bearing in his motor after the 1 lap sprints.

Only Steve, Tony and Daryl finished the final with me spinning on lap 3 and the others stopping for various reasons and Matthew Lee failing to start.

The day finished with two more 15-minute offshore heats followed by prize giving and then pack for home.

Here then are the results.

Sport 45 Hydro 1 Lap Sprint

| | Boat | Engine | Propellor | Seconds |
|--------------------|---------------|-----------|-----------|---------|
| Steve Trott | Oh Boy Oberto | CMB 45 | O X450x3 | 18.12 |
| Daryl Christiansen | Full Tit | OS 46 VRM | | 19.16 |
| Tony Rutledge | Nautilass | OS 46 VRM | O 1650 | 20.32 |
| Paul Garner | Annihilator | | | 21.99 |
| John Nicholls | Genesis | CMB 45 | O X447 | 23.71 |

Sport 45 Hydro Heat Racing

| | Points |
|--------------------|--------|
| Steve Trott | 2700 |
| Paul Garner | 1744 |
| Tony Rutledge | 1700 |
| John Nicholls | 300 |
| Daryl Christiansen | 225 |

Sport 45 High Points After 2 Rounds

Points

| | | |
|--------------------|----------------|------|
| Steve Trott | Oh Boy Oberto | 7500 |
| Paul Garner | Annihilator | 2213 |
| Tony Rutledge | Nautilass | 1925 |
| John Nicholls | Genesis | 1702 |
| Jason Lester | Posidon | 1200 |
| Daryl Christiansen | Full Tit | 525 |
| Merv Sowden | Radical Rat II | 328 |

Sport 45 Final

| | |
|-------------|-----|
| Steve Trott | 1st |
| Paul Garner | 2nd |

C Scale Hydro 1 Lap Sprints

| | Boat | Engine | Propellor | Seconds |
|--------------------|-----------------|-----------|-----------|---------|
| Steve Trott | Executone | CMB 67 | PS5517x3 | 15.35 |
| Tony Rutledge | Ladybug | OS 65 VRM | P 255 | 15.93 |
| Grant Binns | Budweiser | OPS 67 | O X445x3 | 16.49 |
| Grahame Haines | Lite All Star | OS 65 VRM | O X457 | 18.49 |
| Paul Garner | Speedy Printing | | | 20.71 |
| Daryl Christiansen | Bardahl | OS 65 VRM | O X447x3 | 24.06 |
| John Nicholls | Captran Resorts | OS 65 VRM | O X457 | 24.85 |
| Matthew Lee | Oh Boy Oberto | OPS 67 | PS5017x3 | DNF |

C Scale Heat Racing

| | Points |
|--------------------|--------|
| Tony Rutledge | 3700 |
| Steve Trott | 3200 |
| Matthew Lee | 2500 |
| Grahame Haines | 2400 |
| Daryl Christiansen | 2175 |
| Paul Garner | 1350 |
| Grant Binns | 1300 |
| John Nicholls | 0 |

C Scale High Points After 2 Rounds

Points

| | | |
|---------------|-------------------------|------|
| Steve Trott | Executone | 7500 |
| Matthew Lee | Oh Boy Oberto | 4825 |
| Tony Rutledge | Shell True Blue Ladybug | 4300 |

C Scale Final

| | |
|--------------------|-----|
| Steve Trott | 1st |
| Tony Rutledge | 2nd |
| Daryl Christiansen | 3rd |

| | | | | |
|--------------------|--------------------------|------|-----------------------|---------------|
| Grahame Haines | Lite All Star | 2569 | | |
| Daryl Christiansen | Bardahl | 2505 | | |
| Grant Binns | Budweiser (T4) | 1525 | B Hydro Matrix | Points |
| Paul Garner | American Speedy Printing | 1477 | Tony Rutledge | 775.96 |
| John Nicholls | Captran Resorts | 869 | John Belworthy | 624.56 |
| Chris Breen | Llumar Window Treatments | 300 | Neil Plumpton | 514.89 |
| Merve Sowden | Miss Budweiser (T2) | 0 | Steve Trott | 451.00 |
| Geoff Stokes | Pay N Pak | 0 | Grant Binns | 406.36 |
| Malcolm Miller | Miller High Life | 0 | Brendon Kirk | 386.37 |

1 Hour Offshore Enduro

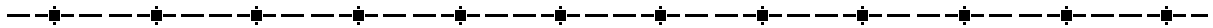
Laps

| | |
|--------------------|----|
| Murray Matheson | 98 |
| Grant Binns | 82 |
| Tony Rutledge | 80 |
| Neil Plumpton | 73 |
| Don Ward | 67 |
| John Belworthy | 46 |
| Wayne McNaught | 20 |
| Daryl Christiansen | 9 |

C Hydro Matrix

Points

| | |
|--------------------|---------|
| Tony Rutledge | 1024.48 |
| Daryl Christiansen | 963.95 |
| John Nicholls | 847.25 |
| Brendon Kirk | 702.05 |
| Don Ward | 238.82 |
| Rob Binnie | DNF |
| Neil Plumpton | DNS |



NZMPBA 2002 CALENDAR OF EVENTS

| | | | |
|-----------|-------|---------------------------------------|------------------------------------|
| April | 21 | Round 2 Handicap Series (Southern) | Palmerston Nth |
| May | 4/5 | Scale Hydro Regatta Governors Cup | Palmerston Nth |
| June | 1/3 | Queens Birthday Regatta | Blenheim |
| June | 16 | Round 3 Handicap Series (Southern) | Palmerston Nth |
| July | 6/7 | Mid Winter Endurance Champs | Napier |
| July | 19 | South Island Handicap Series Round 2 | Nelson |
| July | 27/28 | Scale Hydro Regatta World Cup | Rotorua (Note Venue Change) |
| September | 07 | Picton Offshore | Picton |
| September | 08 | South Island Handicap Series Round 3 | Blenheim |
| September | 21/22 | Scale Hydro Regatta Seafair Trophy | Palmerston Nth |
| October | 06 | South Island Handicap Series Round 4 | Christchurch |
| October | 12 ?? | Taupo Offshore | Taupo |
| October | 26/28 | North Island Champs | New Plymouth |
| November | 23/24 | Scale Hydro Regatta Diamond Cup | Hamilton |