

# PropShaft



Magazine of the New Zealand Model Power  
Boat Association

Issue 3 June/July 2002



## In this Issue

- Technical Stuff
- Regatta Write-ups
- Committee Minutes
- Nationals 2003 Update
- Plus more!

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NEW ZEALAND MODEL POWER BOAT ASSOCIATION**

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**Cover Photo: . 40-65 size Frank Ward Formula Vee, owned by Bruce Laurenson of Hamilton**

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

## PRESIDENTS REPORT JULY 2002

Most of you will remember from the committee meeting minutes last year that your committee made a decision to increase the quality level of the Propshaft magazine and also offer it in an emailed form to those who wanted it.

I would like to take this opportunity to thank Dave Richardson from the USA who made the quality leap so much easier by providing the funds for us to purchase a laser printer to print the magazine on. The new printer sure makes putting together each issue a breeze – thanks Dave. Dave has been a member of the NZMPBA for many years now, and felt that although his ability to race with us is limited, he wanted to give something back to our association.

As this edition is being sent out the Kockott family are over in Poland competing at the

Naviga world endurance champs. I am sure that we will have an article and some photos to put in the next issue of Propshaft. A photo of one of the family holding up a trophy would be great.

I would like to take an opportunity to thank those members that contribute to your magazine. Without their input the Propshaft would consist solely of regatta results and a few photos which would get a little boring. If anyone else would like to put an article in the mag, we accept practically anything and it doesn't need to be typed or word processed. We will even give you a call if necessary to sort out any parts that we can't decipher!

Greg

### WANTED!

Information on Prather Lap Cat 36".

Anyone knowing where these hulls can be purchased please contact Mike White on 03-313 3346 or email at [rallygirl@xtra.co.nz](mailto:rallygirl@xtra.co.nz)

### McCOY GLOW PLUGS

It has been brought to my notice that some McCOY glow plugs have been faulty.

The element where it is welded to the case is too long and hangs over the thread. When you screw in the plug it breaks the element off. I suggest that you check any plugs that you have and if needed, file the protruding wire off with a fine file.

I am sorry for any inconvenience with these plugs but it has only just been brought to my attention.

Gordon Homewood  
GRH HOBBIES

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## QUEENS BIRTHDAY WEEKEND 2002

By Nitro Ned

The annual running of this weekend regatta by the Marlborough Model Powerboat Club took place in the most perfect weather one could get for fast boating. We had 12 pre-enter the events, however only 10 ended up racing for the Radio Marlborough challenge Trophy.

Day one is dedicated to 100 metre speed and as usual the traditional night breeze down the river was evident on arrival at 8am. A few got on with tuning while the speed poles were set up then we waited for the flat stuff. When it did come it remained all day for the first time ever.

Joe Fraser and Murray Smithson from Christchurch ran their Deep Vees' through first before the water was glassy smooth to make use of the ripples to get air under their hulls. I did likewise with my FH tunnel.

Tony Rutledge was the first to take advantage of the flat stuff with his new Ladybug scale hydro. He completed 4 runs between 104.803 km/h and a best of 107.303 to set a new mark in this class, a record that has stood for 1 day less than 16 years!!!! Previously it was 96 km/h held by Peter Collier.

Tony then parked Ladybug and fired up his C2 Waka III for the challenge. 3 runs between 124 and 132.597kmh and another record, however he needed 129.282 to back it up. We had a rest for some more tuning at this time then at the next session we got our newest member to the elite 100kmh club.

Local boater Glen O'Donnell ran a 3.5 size SG Eagle fitted with an OS81VRM through the traps for a best of 117.359 with an angular run. He was having a lot of trouble keeping it straight. Bill McDonald ran his B mono for the challenge but the motor expired at the end of his runs but still got 50.332 km/h.

It was after Bills' run that the slowest run of the day was recorded by yours truly and a paltry 7.58 km/h! In the rescue dinghy. Yep, the cheeky buggers timed me when I went to retrieve my B mono that had fail-safed up the top end of the course. Trev Steenhart then ran for the challenge qualifying to get a best of 72.654 km/h.

Tony was itching to go again as the water was glassy smooth again and he finally did it by running 133.581 km/h so he used the previous run as a backup.

Everyone was speeded out so we left the flat stuff and headed home for refreshments.

Sunday dawned fine and calm with things looking promising for flat water again at Lake Altermarloch and it was. I had set the course out the previous Sunday. During practice Trev Steenhart ran over buoy 1 and flipped but by the time he got out to his boat it had sunk to the bottom. After a quick look to find it I suggested I get a diver from work to look for it on Monday, so we basically got straight into mono matrix followed by anti-clockwise matrix for the challenge. Tony was going quick and did a 4 lap heat of 49.52 sec in his final outing in this event.

I went and threw in the oval buoys then got on with challenge oval as the sun was going to be a problem later in the day. Tony's Waka was again it's usual consistent self and cleaned up this event as well. The sun was a real problem in the challenge finale on the right end of the course. Murray Smithson stopped and Rob Binnie ran into him basically because he could not see him. Tony won this as well with Joe Fraser 2<sup>nd</sup>, the only finishers. We packed up and went home after presentations for even more refreshments.



Rob Binnie and C2 tunnel



The Water We Left Behind



Tony Rutledge @ 132 kmh



Joe Fraser's Deep Vee @ Altermarloch



Glen O'Donnell Joining the 100Kmh club

Here are the results.

**Mono matrix:**

1st Murray Smithson            691.41 points  
 2<sup>nd</sup> Joe Fraser                    440.91 points

**Radio Marlborough Challenge Results**

NAME	PART 1	PART 2	PART 3	PART 4	TOTAL	PLACE
Tony Rutledge	1016.69	713.525	939.58	1000	3669.52	1ST
Joe Fraser	701.775	521.95	707.31	750	2681.035	2nd
Murray Smithson	767.845	590.59	400.82	-	1759.255	3rd
Glen O'Donnell	879.279	-	-	-	879.279	4th
Trevor Steenhart	820.039	-	-	-	820.039	5th
Bill MacDonald	669.042	-	-	-	669.042	6th
Brendon Kirk	-	162.94	388.03	-	550.97	7th
Rob Binnie	-	-	229.26	-	229.26	8th
Brad Haines	-	115.53	-	-	115.53	9th



**WHAT ABOUT AN "OFF SHORE" ADVENTURE – PART II**

Here is a follow up on the suggestion I made in the last issue of the Propshaft about looking for a Model Boating experience outside New Zealand.

Even though it is early days, I have had some feedback with a couple of suggestions as follows:

1. Attend a regatta in Sydney. This would be a relatively cheap place to go and could be tied in with a regional competition of some kind.
2. The Bill Muncey Memorial competition in San Diego in September. This is an event that combines Sport 45 and Scale Hydro racing on the same weekend as the full size boats and for the model racer

(and his pit person). It provides entry to the full size pits and a lot of other benefits as well.

I have discussed these possibilities with a number of members and there is some interest in both options. I am also looking for any other possible options so please let me know if you have any other ideas.

At this stage we would be looking at 2003 or perhaps 2004 and a trip of 7 to 10 days. I am going to put together some rough pricing for the above so if you would like to know more, please get in touch.

Grant Binns  
06-3551 625  
binns@blackley.co.nz



### HANDICAP SERIES ROUND 3 By Doris Binns

Well it was another fine warm sunny Manawatu day on 16 June for the third round of the series, which was amazing after the rain and strong winds from the day before.

The lake was flat and remained that way all day which promoted some good close racing for the 11 competitors who fronted.

After the regular 1.5 hours for tuning and qualifying, the handicaps were sorted and it was straight into the racing.

It was interesting to note that everyone is getting better, or in fact getting over-cautious, because in several heats we had a number of boats try to loose time on the last lap to avoid a significant breakout. The driving is also getting better because we again had an almost incident free day of racing.

Some of the things worth reporting include:

- John Nichols with his new OS 81 Kiwi III which is starting to perform really well.
- Michael Binns running the ex-Ken Rose Picco 67 mono which showed good speed and handling.
- Grant Binns with the old Dart 90 fitted with an OS 61 which was getting sorted by the end of the day.
- Neil Plumpton running in a CMB 45 in his mono
- Elvis McNaught with his 61 mono and the usually reliable 45 deep vee of Michaels. Both boats did not want to run.
- Leigh Marsden back on the water after a couple of years off with a 3.5 outboard mono.

Once the racing was over, most people took the opportunity to carry out some tuning as we tried to get boats ready for the Mid Winters. This went on for two hours before we decided to call it a day and head for home.

#### Group 1

Name	Best 4	5 Heat Total
Neil Plumpton	1190.44	1190.44
Daryl Christensen	1188.24	1452.58
Tony Rutledge	865.08	865.08
Elvis McNaught	927.94	927.94
John Belworthy	788.94	788.94

#### Group 2

Name	Best 4	5 Heat Total
Mark Graham	1233.38	1530.41
Pieter Lokum	1181.55	1181.55
Leigh Marsden	734.97	734.97
Don Ward	573.3	573.3
Michael Binns	288.97	288.97
Grant Binns	241.58	241.58

As can be seen from the results, Mark Graham had a faultless run all day with the big petrol doing the business. Daryl was the only other to complete all 5 heats. All up a good days fun and entertainment.

Because everyone is getting better at the racing, I think I need to look at the handicap system

once again. I am going to see if it is possible to set up a handicap system that works more like a golf handicap or perhaps we have some scratch racing to produce a handicap time (as we use to do in the old days). I will keep everyone informed if things are going to change for next year.



## ENGINE TUNING (HOW TO FIND THE SWEET SPOT) By Nitro Ned

A lot of new, and not so new, boaters to our hobby seem to have some degree of difficulty finding the right engine settings, or the sweet spot, for perfect running.

Our wee engines need the correct compression and mixture settings to give maximum horsepower at wide-open throttle (WOT) and give a long lifetime of use.

Many will have noticed the older, experienced boaters usually have little or no trouble with the tuning of their engines. This is mainly because they have done their homework and set their engines up properly and usually only have to alter the needle setting a couple of clicks each new day of running. I look at some guys at the pond winding their needles in and out every time they start their engines and ask why?

I look at my motors a bit like my car engine. I see someone playing with the needle and ask "do you lift the bonnet of your car and play with the carb mixture everytime you go out in it"? The answer of course is "no"! The same applies to our motors. Once set up properly they need little or no adjustment.

My OS65VRM in Lite All-Star is 21 years old and it has worn out 2 liners and wrecked a 3<sup>rd</sup> when it ran a bearing. It is still going strong. When it goes off song there is something wrong with it, not the tuning as a rule. Investigation on the latest episode found a broken exhaust manifold flange. It went off song lacking top end RPM,

and altering the needle made no difference. I returned the needle to the original setting then came home to investigate, and found the problem.

The correct compression ratio is probably the most influential aspect of our engines performance. Too low and the motor will not make power, or in some cases not even run on the water and quit. Too high and you can wreck the engine in one run.

An example of too low ratio. Some year's back, two local boaters brought a K&B 67 each for their tunnels. I mixed some 4:1 fuel for them and at the pond the boats would get 10 metres off shore and quit. Another boater was running 20% Nitro Byron fuel so offered a tank full each to try. Bingo – away they went full noise. I immediately realised the compression was too low for methanol fuel as Nitro requires less compression than methanol. Later checks found 7.5:1 ratios. We need around the 9:1 mark for methanol.

If you go to full sized boat race meetings or car race meetings the mechanics will often read the plugs to check their tuning as they provide a wealth of information on what is happening up in "Hells Kitchen" at WOT. The same can be done with our engines.

I have found the following chart taken from a model jet magazine several years ago very useful.

## GLOW PLUG COLOUR INDICATIONS

- Dark brown/oily – under compressed and/or over-rich
- Light brown/slightly moist – near correct compression and fuel
- Becoming greyish/dry – over compressed and or over- lean
- Definite grey/ sand blasted look – **detonation** over compressed and definite over leanness

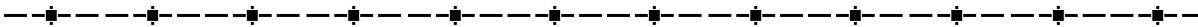
This is easy to check at the pond if you run the silver body plugs like McCoy etc however if you use black body plugs you may need to lift the head and inspect the combustion chamber for colour. The perfect colour is a bronzed look where you can still see the aluminum thru the colour. (My 81VRM burns virtually no colour on the head at all).

If you use McCoy plugs the outside is also heat sensitive so if it comes back blue/brown it maybe an indication of lean or over heated running. check the cooling as well as mixture.

Finally you cannot find your tuning by setting the needle on the bank. You must set things and run at WOT on the water or course for 5 or 6 laps to get a true reading.

Next Propshaft I will do an article on reading the plug element to add to John Belworthys article in Propshaft No 1 2002.

Good luck.



## **2003 NATIONALS – PALMERSTON NORTH, EASTER**

The fine warm sunny Manawatu during Easter 2003, model boats to race and good company with some social activities, what could be better?

Yes I know it is a long way off but if you are thinking of being here and taking part in the Traditional Manawatu enjoyable long weekend event, 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. Palmerston North is hosting some sort of University games over the Easter Weekend so expect the town to be fairly full.

The local team are expecting another good turnout of competitors and this will again lead to a full programme of events. In the next issue of Propshaft 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

Grant Binns  
06 3551 625  
[binns@blackley.co.nz](mailto:binns@blackley.co.nz)

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90 EVO 2000 HYDRO	750.00
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C7S STD GLOW PLUG	11.00
C6C CONE GLOW PLUG	12.00
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90 NITRO SILENCED	107.30
90 SMALL	111.00

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90 WATER COOLED	62.90
90 STD	40.70
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## ORDERS

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## MID-WINTER ENDURANCE CHAMPS 2002

By Greg Clarkson

The name of the regatta sums up the weather quite nicely, although we did not get the rain in Napier that the rest of the North Island experienced during the weekend.

I would like to thank Graeme & Carolyn Rose for their support of this event with G&C Hobbies. I didn't get a chance to have a look through their shop but I understand from those who did that it was well worth the visit. Graeme, having been involved in model boats for many years understands our requirements well.

A endurance again saw Adrienne Kockott putting in some fearless driving with a very fast boat, consistency just kept her out of the top three. Graeme Spence was making a come-back into model boating after 20 odd years away. His boat showed that with a bit more practice it was still capable of clocking up a decent score – even with an OS21.

B endurance was a classic case of the hare and the tortoise with Tony Rutledge having the slower boat but managing to stay on the water while John and Peter with faster boats had a few more trips in the rescue boat. Tony only regained the lead in the last 90 seconds.

C1 endurance was one of the most consistent races that I have watched for a long time. There were six boats in the race and they all scored over 100 laps. With the water conditions being nice and calm this was a great opportunity to give the record a nudge but alas a bit of brain fade meant that this wasn't to be. Tony Rutledge took out this event from Wayne by a mere two laps with Peter being only another two laps behind.

Saturday saw Ken Rose taking a stint in the lap-scoring seat – a task that he thoroughly enjoyed he said later. Thanks.

Petrol. Well what can be said about this? Reliability was not the call of the day here. Graeme dePina took out the placings by virtue of being the only boat left running at the 30-minute mark but still had to run for another 10 minutes to take the front position. This is definitely not the norm with the smelly boats but it did make for a busy time in the pits during the race and at various workshops later on Saturday night.

C2 enduro gain saw the slightly slower boat of Daryl Christiansen clocking up very consistent laps to beat the faster boats. Neil's tunnel definitely had the legs, being a fair rocket around the course when he was able to go flat out, but not the consistency.

The team's race was a contrast of periods of frantic activity in the pits through to all teams out on the course and adding laps to their scores and giving Carolyn some busy times on the lap scoring board. The "Boy Racers" who took out the first place position were not free of dramas with a blown motor and another unspecified problem, which left them down to a minimum number of boats by the end of the two hours. Watching the happenings in the pit area was, at times, more entertaining than the on the water action.

It was good to see plenty of happy smiling faces during the weekend and after we had finished. The mid winters is a very satisfying event to run as everyone tends to get some good time on the water at some stage, whether it be with their own boat or a loaner in the teams race – and that, in the end, is what we are all here for.



## Mid Winters 2002 Results

<b>A Endurance</b>	<b>Laps</b>	<b>Hull Type</b>	<b>Engine</b>	<b>Prop</b>
John Belworthy	169	Small Hunter	OS21RXM	
Michael Binns	142	Naviga 20	Picco 21	
Neil Plumpton	133	Naviga 20	OS 21 RXM	X 430
Adrienne Kockott	118	Tempest	CMB 21	Mocom
Graeme Spence	70	Dart	OS 21 FSR	
Warrick Kockott	49		CMB 21	Mocom

<b>B Endurance</b>	<b>Laps</b>	<b>Hull Type</b>	<b>Engine</b>	<b>Prop</b>
Tony Rutledge	158	Vortex	OS 46 SF	Agnew 2018
Peter Collier	154	Dart 40 Mk5	OS 40 FSR	A22
John Belworthy	146.4	Hunter	Nelson 45	
Daryl Christiansen	132.2	Vortex	OS 46 VRM	X 448
Grant Binns	127	O/D Tunnel Hull	Rossi 45	
Neil Plumpton	120.3	Own Design Mono	CMB 45	X 440
Birmy Korving	109	Dart	K&B 40	
Lex Miller	88	Deep Vee	K&B 45	X 447
Tony Kockott	67	Spyder	CMB 45	Mocom
Michael Binns	53	Cigarette Deep Vee	Tiger Shark 45	P 225

<b>C1 Endurance</b>	<b>Laps</b>	<b>Hull Type</b>	<b>Engine</b>	<b>Prop</b>
Tony Rutledge	160	Vortex	OS 61 FSR	PS 2026
Wayne McNaught	158	Vortex	OS 61 SF	PS 1925
Peter Collier	156	Hunter	OS 61 FSR	B25
Grant Binns	145	Dart 90	OS 61	P 230
Don Ward	119	Hunter	OS 61	X 447
Murray Matheson	101	Vortex	SC 61	X 450

<b>Petrol Endurance</b>	<b>Laps</b>	<b>Hull Type</b>	<b>Engine</b>	<b>Prop</b>
Graeme dePina	57	Deep Vee	Zenoah	
Wayne McNaught	54	Apache Deep Vee	Zenoah	P 270
Mark Graham	28	Deep Vee	Zenoah	
Daryl Christiansen	26	Zircon	Zenoah	X 455
Murray Matheson	18	Deep Vee	Zenoah	X 460
Birmy Korving	12	Biiig Deep Vee	Zenoah	

<b>C2 Endurance</b>	<b>Laps</b>	<b>Hull Type</b>	<b>Engine</b>	<b>Prop</b>
Daryl Christiansen	186	Tornado	CMB 90	X 452
Neil Plumpton	138	Sprint Cat	OS 81 VRM	S 240
Michael Binns	103	Hunter	Picco 67	
Graeme Spence	98	Dart 100	Picco 80	
Lex Miller	22	F1 Tunnel	Picco 67	X 452
Don Ward	1	Sprint Cat	OS 81 VRM	X 452

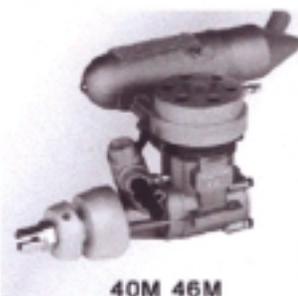
<b>2 Hr Teams Race</b>	<b>Laps</b>	<b>Team Members</b>
<b>The Boy Racers</b>	330	John Belworthy Tony Rutledge Daryl Christiansen
<b>Team Who'a's</b>	296	Grant Binns Peter Collier Michael Binns Don Ward
<b>Bay City Boaties</b>	287	Graeme Spence Lex Miller Neil Plumpton
<b>The Vultures</b>	270	Team Kockott Birmy Korving
<b>The Interislanders</b>	150	Wayne McNaught Mark Graham Graeme dePina Murray Matheson



*Indecision is the key to flexibility.*

# ASP MARINE ENGINES

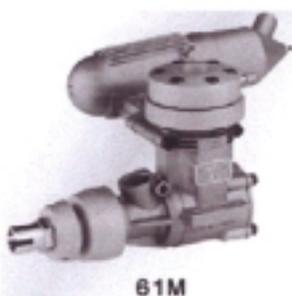
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40M 46M

**.46M PRICE: \$226.80**

Type	12M	15M	21M	40M	46M	61M	91M
Displ(cc)	1.94	2.45	3.46	6.46	7.49	9.95	14.97
Bore(mm)	13.80	15.50	16.60	20.66	22.25	24.00	27.30
Stroke(mm)	13.00	13.00	16.00	19.28	19.28	22.00	25.50
Weight(g)	136	240	315	540	534	780	1000



61M

**.61M PRICE: \$243.00**

	Output power (kw/rpm)	Practical RPM
12M	0.45/16,000	3000/17,000
15M	0.50/19,500	3000/17,000
21M	0.85/28,000	3000/17,000
40M	1.05/17,000	2000/17,000
46M	1.20/17,000	2000/17,000
61M	1.60/17,500	2000/17,000
91M	2.35/18,000	2000/17,000

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# "BIG BOYS TOYS"

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## TOP OF THE SOUTH HANDICAP/SPEED WEEKEND By Nitro Ned

The second round of the South Island handicap series was held at Tasman in the Nelson region on Saturday July 20, then we all shifted to Blenheim for some speed runs on the Sunday.

Marty Love and myself traveled to Tasman early Saturday morning and there was quite a strong wind blowing. At the pond however, it was a different story, with almost flat conditions as it is tucked under a hill and protected from the southwest.

3 boaters traveled up from Christchurch, being Murray Smithson, Brendon Kirk and Joe Fraser. Locals Bill McDonald and John Hitchcock made up the rest of the competition.

After setting out the course, we got in some practice then the 1-lap times were recorded. Marty was the only one to have trouble getting a consistent run out of his boat. My Lite All Star scale hydro was also a bit skittish in the idle department, however removal of the carb and a good blow out cured the problem.

With 6 boats and 7 people we ran 3 boat heats and as Marty elected to withdraw from racing we had a spare body to run each race. This type of racing is new to us Mainlanders so it was good to have small fields so we could adjust to the handicap starts. The laptop computer unfortunately threw a berk and gave us all the wrong handicaps (low by 4.5 sec). This made the end results less than desirable as 3 of us broke out on more than 1 occasion. This was not discovered till I worked out the results at home on the other computer. It did not worry those concerned as we are using this year to sort out the bugs and get used to this form of racing.

After the racing everyone got in some tuning for the speed runs in Blenheim the following day.

The only downer (for me) was that I broke the crankshaft in the Rossi 65 in my Fulton Hogan tunnel where it steps down for the front bearing, a bummer as this motor is 1980's vintage and parts for them are as scarce as rocking horse poo!!!! The motor was fair howling when it went as well.

We packed up and headed home. Brendon made the trip to Blenheim and stayed the night with me. Next morning we awoke to strong nor-westers at home. This concerned Brendon as he was after the C2 tunnel record. I assured him the diversion would be OK, and it was. John and Bill traveled over from Nelson and with Marty and my 2 boys, Joel and Ethan, we had enough timers to do some runs.

Marty and Joel timed the turn-around end, so Ethan and myself timed the start/finish end. All I can say here is never doubt the reaction times of 8-10 yr. old kids. Out of 28 timed runs only 3 watch times were more than 10/100ths apart and of the rest 75% were less than 5/100 apart. 6 of those were exactly the same times.

Bill, Brendon and John were after records and finally after much trying and alteration of settings Brendon broke Alan Lundbergs C2 tunnel record by 2kmh to a new mark of 90.509kph. Bill got to within 132 kph of his C1 deep vee record and John got to within 1.154 kph of Bills B-deep vee record.

The water finally got too rough to run fast speeds at 1.30 so the boys decided they had had enough so we packed up and went home. The weekend was enjoyed by all and we are looking forward to early September for the Picton deep vee regatta and the 3<sup>rd</sup> round of the handicap series.

### RESULTS HANDICAP SERIES

Brendon Kirk	C1 Deep Vee	1391.79 points
Joe Fraser	C2 Deep Vee	1360.84 points
Nitro Ned	Lite All Star	1322.55 points
Bill McDonald	C1 Deep Vee	1152.05 points
John Hitchcock	B Deep Vee	809.17 points
Murray Smithson	C2 Mono	148.42 points

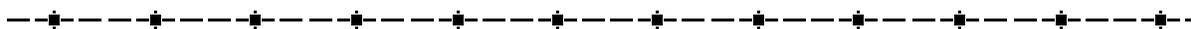
## SPEED RUNS

Best runs.

Bill McDonald	C1 Deep Vee	71.535 Km/h
John Hitchcock	B Deep Vee	72.654 Km/h
Brendon Kirk	C2 Tunnel	90.509 Km/h
	Back-up	89.720 Km/h

Brendon's statistics:

<b>Hull:</b>	<b>Engine:</b>	<b>Prop:</b>	<b>Fuel:</b>
Nova Cat	A90	Octura X460	4:1



## WORLD CUP SCALE HYDRO REGATTA By Greg Clarkson

It didn't rain and it didn't snow and I don't think that anyone got sunburnt.

That covers the positive weather aspects of the World Cup Offshore Hydro racing weekend on 27 & 28 July.

The weather people had promised us strong south easterly winds for the weekend and they did not tell fibs. I guess that someone must have mentioned that we wanted to go scale hydro racing a week or so before and the weather responded accordingly with nice rolling waves and enough breeze to cause the offshore boats a few problems – I had 5 of them in the rescue boat at one stage.

Entry numbers to this round of the scale hydro series were up to 28 with a couple of scratchings still giving us a very full two days of racing. It is always easy to find plenty of help except from Neil at regattas of this size.

We began the weekend with the big debate as to which side of the lake would be best to boat from given the expected winds. As it turned out neither side was noticeably better than the other.

However after the B Hydro and first two heats of offshore we decided to make a move back to our normal side. It was marginally calmer at one end, but the right end was a real challenge to get around.

Steve decided to throw a set of digital scales into his car for the weekend so as to get some additional weight data on the boats. This was very interesting and can be seen at the end of the results area.

There weren't any real nail biter heats to be noted, but it was noticeable that some of the hydros seemed to survive the conditions better than others, particularly Daryl's shovel nosed Bardahl which seemed to have enough frontal bouyancy to help in the waves but occasionally got caught out going up wind when Daryl got a bit heavy on the throttle.

At the end of the day we all still had a lot of fun, especially Grant Binns and Tony Rutledge with my sons squeaky hammer. The motto of the weekend was "Don't come to Hamilton without a deep vee in the boot".

## World Cup 2002 Results

Offshore	Engine	Hull	Prop	Kg	Laps
Neil Plumpton	OS81VRM	Scarab	P 240	7.40	115
Tony Rutledge	OS61 FSR	Cigarette	PS 2026	6.05	107
Rex Anderson	OS61 FSR	Cigarette	PS 2628	9.45	106
John Belworthy	OS46 Orphan	Novalock	X 448	6.10	96
Graeme Doggett	Zenoah	Scarab	X 472	9.65	93
Jason Lester	OS46 VXM	Skater 67	X 447	6.05	77
Dallas Gibson	Homelite 30	Cigarette	X 482	9.70	53
Malcolm Miller	OS91VRM	Scarab	X 457/3	9.25	48
Shane Gough	Homelite 25	Cigarette	P 275	9.55	33
Andrew Meek	McCulloch 28	Scale Pelin	P 260	11.00	23
Graeme dePina	Zenoah	Predator	P 265	8.15	14
Wayne McNaught	OS6 SF	Predator	X 450/3	5.95	12
Grant Binns	Rossi 45	O/D Cat	X 446/3	5.70	8
Stanley Shrimpton	OS81VRM	Sprint Cat	X 452/3	8.60	8
Brent Harrison	Zenoah	Sprint Cat	X 470	7.70	7
Tony Belle	A90	Sprint Cat	PS 5517	7.85	4
Steve Trott	OS40VRM	Cigarette	1250	5.35	0

B Hydro	Hull	Engine	Prop	Kg	Points
Tony Rutledge	Waka	Os46VRM	1755	3.95	828.47
John Belworthy	OD Hydro	Rossi 3.5	1950	2.50	450.42
Neil Plumpton	OD Hydro	CMB 45	X447	4.30	424.47
Steve Trott	Sp 45	CMB 45	X447x3	6.10	378.19
Grant Binns	OD Hydro	K&B45	P235	3.25	
Daryl	Sp 45	Os46VRM	X450	4.65	
John Nicholls	Sp 45	CMB 45	P235	4.8	

C Hydro	Hull	Engine	Prop	Kg	Points
Tony Rutledge	Waka	OS 81 VRM	1667	4.30	695.47
Daryl Christiansen	O/D Hydro	CMB 90	1667	5.80	448.72
Grant Binns	Waka	CMB 67	X 450/3	4.20	
Neil Plumpton	O/D Hydro	OS 81 VRM	1465	6.25	
John Nicholls	Waka	OS 81 VRM	1667	4.65	

### Sport 45 Hydro 1 Lap Sprint

	Boat	Engine	Propellor	Kg
Jason Lester	Poseidon	OS 46 VRM	PS 5017	4.85
John Nicholls	Genesis	CMB 45	X 447	
Steve Trott	Oh Boy Oberto	CMB 45	X 450x3	
Daryl Christiansen	Full Tit	OS 46 VRM		
Tony Rutledge	Nautilass	OS 46 VRM	1650	4.75
Merve Sowden	Radical Rat	Mac 45	X 450	4.90
Wayne McNaught	Fast Post	OS 46 VRM	X 452	5.25

### Sport 45 Heat Racing

Seconds	Points
27.90	Steve Trott 1100
28.35	Wayne McNaught 825
	Tony Rutledge 800
	Jason Lester 700
	John Nicholls 0
	Daryl Christiansen 0
	Merve Sowden 0

### Sport 45 High Points After 3 Rounds

	Points
Steve Trott	9000

### Sport 45 Final

Steve Trott	400
Wayne McNaught	300

Tony Rutledge	Nautilass	2725	Jason Lester	225
Paul Garner	Annihilator	2213		
Jason Lester	Posidon	2125		
John Nicholls	Genesis	2002		
Wayne McNaught	Fast Post	1125		
Daryl Christiansen	Full Tit	525		
Merve Sowden	Radical Rat II	328		

### C Scale Hydro 1 Lap Sprints

	Hull	Engine	Prop	Kg	Seconds		Points
Steve Trott	Executone	CMB 67	PS 5517x3	6.60	20.53	Tony Rutledge	1600
Grahame Haines	Lite All Star	OS 65 VRM	X 452/3	7.65	21.36	Grahame Haines	700
Grant Binns	Budweiser (T4)	OPS 67	PS 5017	7.00	22.43	John Nicholls	700
Chris Breen	Llumar	OS 65 VRM	X 452/3	6.90	22.96	Chris Breen	625
Matthew Lee	Oh Boy Oberto	OPS 67	X 455/3	7.20	26.15	Daryl Christiansen	525
John Nicholls	Captran Resorts	OS 65 VRM	X 460	6.90		Steve Trott	400
Daryl Christiansen	Bardahl	OS 65 VRM	O X447x3	6.75		Grant Binns	300
Tony Rutledge	Ladybug	OS 65 VRM	P 255	5.30		Matthew Lee	0
Merve Sowden	Budweiser (T2)	Mac 67	PS 1755	7.30		Malcolm Miller	0
Terry Wilson	Ultra Bold & Dash	OS65VRM	X 455/3	7.70		Terry Wilson	0
Malcolm Miller	Miller High Life	Mac 67	PS 1755	6.70		Merve Sowden	0

### C Scale Heat Racing

### C Scale High Points After 3 Rounds

	Points	
Steve Trott	Executone	8700
Tony Rutledge	Shell True Blue Ladybug	5900
Matthew Lee	Oh Boy Oberto	4952
Grahame Haines	Lite All Star	3596
Daryl Christiansen	Bardahl	3330
Grant Binns	Budweiser (T4)	2050
John Nicholls	Captran Resorts	1569
Paul Garner	American Speedy Printing	1477
Chris Breen	Llumar Window Treatments	1094
Malcolm Miller	Miller High Life	74
Terry Wilson	Ultra Bold & Dash	33
Merve Sowden	Miss Budweiser (T2)	0
Geoff Stokes	Pay N Pak	0

### C Scale Final

Steve Trott	400
Daryl Christiansen	300



## MINUTES OF THE COMMITTEE MEETING 27/07/02 AT HAMILTON

**PRESENT:** Greg Clarkson, Grant Binns, Grahame Haines, Steve Trott, Tony Rutledge, John Belworthy.

**APOLOGIES:** Geoff Stokes.

**MINUTES OF THE PREVIOUS MEETING:** -Read and confirmed: GH/JB

**MATTERS ARISING:**

**PETER HALL.** GH. I sent a letter spelling out our concerns re the lack of action on the sound system and gave him 21 days from the date of the letter, 12-05-02, to deliver the goods or refund our money. As usual nothing happened except he sent me an e-mail stating he never promised a 17-inch monitor. That would only happen depending on the upgrade and as we got a far greater upgrade than initially anticipated there was no funds left for the larger monitor. He also stated in this e-mail that he would send the old computer to me and the sound system upgrade as well, but as usual nothing happened.

GC. I will go to the appropriate authorities and start proceedings from here, as it will be easier than working between the 2 Islands.

ST. Any other response?

GC. Yes I got an e-mail to say the Maraekakaho School was interested in the old computer and we would get some return on it. I think he has basically lost interest in the project. What I need is Bank statements and all correspondence pertaining to the saga sent to me for the claim.

GB. We gave him the support to complete this project on behalf of the membership and he has let us down.

JB. We will have to go through the small claims court to effect this claim properly.

ST. lets just get on with it and get it done then we can get on with finding another source for the upgrade.

AGREED UNANIMOUSLY

**TREVOR STEENHART.** GH. It has been solved with Trevor agreeing to a 12-month probationary period.

JB. We should make a note to revisit this in 12 months from the start of his probation to review the year.

AGREED UNANIMOUSLY.

**RULEBOOKS.** GH. Very little response from the membership to the request in the last Propshaft to make sure they are up graded to the new Green Divided rulebook. I got 2 replies!!!!!!

I have amended the appropriate pages that need to go in the rulebook from the last AGM and they will be sent out with the next Propshaft with instructions and if their rulebook does not have green pages then the upgrades will not fit into the appropriate place.

We will re-visit the exercise again in the next Propshaft.

**ASSOCIATION GOALS.** JB. Boating has become more relaxed since we started on this.

GB. This has come about by getting rid of the dumb rules.

JB. We need to set some more goals like a USA trip or the NAVIGA world Championships in Italy 2004. I feel we should put something in Propshaft to gauge the feeling of the membership and ask for suggestions or ideas. We should be looking 2 years down the track. I feel it is our responsibility as a committee to promote this.

ST. When I introduced this I was looking more at our own structure and growth.

JB. I believe our priorities have changed but things are still on track as long as we have something in front of us to work towards.

GB. We do this each committee meeting by revisiting stuff.

Also stepping back a bit, if anyone wishes to use the Association name to assist with fundraising then they should be allowed to providing the committee is consulted.

**INTERNET HOME PAGE.** Consensus. We believe this is working well for what it was intended. To provide contacts and links to our hobby.

**ASSOCIATION BUSINESS CARDS.** JB. I talked to Sean and there is no problem with printing them. We just need a design.

GC. Do we need to sort out a new web site address as discussed at the last meeting before we go ahead with this?

After much discussion the general consensus is leave the website as it is and put that on the card.

SIZE. ½ A5 and 2 pictures or small business card size and 1 picture?

Decision was the small one. White background with colour photo on card. E.g. Binnseys Bud.

GB and JB to sort out between them.

**SUBS INVOICE.** GH. This was a very worthwhile exercise. We sent out 45 invoices to members who were, or had not been financial for the last 2 years. I got 2 returned un-deliverable and we received 21 subs from this exercise.

Many I have talked to since say it is a good idea, as it reminds them to pay their subs as it is treated like a bill. If it is just printed in Propshaft many tend to overlook the demand or have forgotten it is in there by the time they have finished reading the magazine. I will do the same next year to every member in the New Year.

WM. Why don't we send it out with the first Propshaft in the New Year to save postage?

GH. I believe it will be more effective if it is sent out as a separate posting, because it then gets treated as a normal bill for the household. If it is in with Propshaft, I think it will be too easy to overlook the invoice as reading the magazine is the priority and other stuff becomes secondary.

**NORTH ISLAND CHAMPS.** GC. Things are well under way. They will be setting out 2 courses on separate sites on the lake so that there will be boatable water whichever the way the wind blows.

GB. I am sorting out the entry forms.

Matters Arising Approved: ST/TR

**CORRESPONDENCE INWARD:**

From Peter Hall (e-mail) replying to request to front up with funds.

From NAVIGA. Report on last executive meeting.

From G Homewood (e-mail) expressing concerns over frequencies listed in the rulebook.

From Committee members (e-mail) sorting the frequency problems.

From Thompson Watson Palmerston North. .Auditors report.

From Manakau Model Boat Club. Speed course certificate.

Inward Correspondence Approved: GH/GB

**CORRESPONDENCE OUTWARD:**

To Peter Hall requesting delivery of sound system device or money back within 21 days.

To Trevor Steenhart advising NZMPBA acceptance of a 12 month probationary period for membership.

To G Homewood (e-mail) sorting the frequency thing.

To committee members (e-mail) sorting the frequency thing.

Outward Correspondence Approved: GH/WMcN

**ACCOUNTS FOR PAYMENT:**

#1127	Telecom April	\$70.07
#1128	Ferry ticket (travel)	\$79.00
#1129	W/house Stationary Rulebook clear files	\$79.63
#1130	Telecom May	\$81.21
#1131	Telecom June	\$78.50
	Current bank account balance	\$1916.96

Financials approved: GH/JB

**GENERAL BUSINESS:**

**CHAIRMANSHIP.** Greg Clarkson served notice that he will be stepping down at the next AGM W/McN. We therefore need to lobby for a new chairman to take over from Greg.

**FREQUENCIES.** GH reports this has been sorted out and the replacement page for the NEW rulebook will be sent out with the next Propshaft.

### **SOUND SYSTEM.**

GB reports the current set up is awkward to transport and set up at venues. We still need the digital countdown set up and a very user-friendly system to set up at venues.

JB. Why don't we advertise in Propshaft for someone who dabbles in electronics to sort the amp thing out?

GB. We also need to rearrange the speakers.

JB. We would be better to buy some new smaller speakers.

GB. I agree we need to give the whole system a general tidy up.

### **MERCHANDISING.**

GH reports that the person doing our patches is also keen to do hats tee shirts sweatshirts etc with the NZMPBA logo on them.

General consensus is do some costing and advertise to gauge the market before we commit to anything.

### **TAUPO MODEL BOAT CLUB.**

GH reports that Craig Poppe has made contact to report that this now defunct club has over \$400 in its account and he wishes to donate it to the NZMPBA to tidy up the winding up of the club.

All agreed this would be gratefully accepted.

FOOT NOTE: GH, GB, and WMcN called on Craig on the way home from Hamilton and as he is in the electronics business he will look into helping us sort the PA system out, re speakers and digital countdown.

### **SPORT 45 TUNNEL HIGH POINTS SCALE SERIES EVENT.**

GH reports this event in the rulebook is causing confusion regarding the use of gearboxes in tunnel hulls. Gearboxes were banned from tunnels for this event only and not from tunnels in general. Since this event has been dropped from the Scale High Points Series, through lack of support, and the current format of B/C hydro racing combined with offshore racing as a support event has become very popular He suggested that this event be removed from the Rulebook

ST agreed the current format is very successful.

All present agreed to remove this event from the Rulebook. GH/ST

### **SCALE HYDRO REGISTER.**

ST reports there are several hydros registered that have never been built and are not likely to be built by the registered owner. It needs to be tidied up.

GH you and I will work through this over the next couple of weeks and clean it up.

There being no further business the meeting closed @ 9.10pm.

*I didn't say it was your fault, I said I was going to blame you.*

## NZMPBA 2002 CALENDAR OF EVENTS

Events highlighted indicate a change since the last issue.

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	Hamilton
September	07	Picton Offshore	Picton
<b>September</b>	<b>08</b>	<b>Round 4 Handicap Series</b>	<b>Palmerston North</b>
September	08	South Island Handicap Series Round 3	Blenheim
September	21/22	Scale Hydro Regatta Silver Cup	Palmerston Nth
October	06	South Island Handicap Series Round 4	Christchurch
<b>October</b>	<b>05</b>	<b>Taupo Offshore</b>	<b>Taupo</b>
October	26/28	North Island Champs	New Plymouth
<b>November</b>	<b>10/17</b>	<b>Round 5 Handicap Series</b> Date Dependant on interest in V8 Super Cars	<b>Palmerston North</b>
November	23/24	Scale Hydro Regatta Diamond Cup	Hamilton

*Super glue is forever!*