

PropShaft



Magazine of the New Zealand Model Power
Boat Association

Issue 4 August/September 2002



In this Issue

- Technical Stuff
- Regatta Write-ups
- Committee Minutes
- Scale Hydro Register

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NEW ZEALAND MODEL POWER BOAT ASSOCIATION**

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Cover Photo: The Kockott family at the Naviga World Champs in Poland.

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

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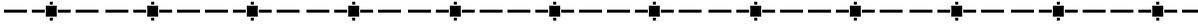
OPENING HOURS

MONDAY to FRIDAY 9AM to 5 PM
SATURDAY 10AM to 2PM

PRESIDENTS REPORT SEPTEMBER 2002

There is soooooo much good stuff in this magazine that I am not going to hold you up by prattling on here. Enjoy your Propshaft.

Greg.



SPEED RUNS WITH HYDROS **By Tony Rutledge**

Speed runs with hydros is challenging and, at times, frustrating but when it all comes together it is a real buzz to be in control (of sorts!) of a boat traveling at 130k+.

There are 5 ingredients for successful speed runs:

- A suitable speed run course
- Time keepers
- A low drag hull
- An efficient high pitch prop
- Sufficient power & torque to turn a high pitch prop

Speed Course

Flat water is essential because at speeds greater than 80mph the slightest ripple can cause a hydro to blow over resulting in a spectacular and damaging cartwheel.

The best venue in NZ is the Wairau Diversion near Blenheim, which is not only like a mirror at certain times of the year, but also has 200-300m run-up on the left hand end and virtually unlimited run-up on the right hand end.

At least 200m of run-up is required with a high pitch speed prop because the hydros take a long time to accelerate and get on pipe. It is like trying to get a car off the line in top gear.

The 100m course at Blenheim is also accurately surveyed with highly visible sighting markers on both sides of the channel. Many records have been set on this course.

Time Keeping

The method of timing used by the NZMPBA is 2 watches at each end of the 100m course. The first set of watches at the left hand end measures the total time to go through the course from left to right, turn around at the far right hand end and come back through the course from right to left. The second pair of watches measures the turnaround time at the right hand end.

The time to travel 200m is the total time minus the turnaround time.

The watches at each end of the course must agree within 0.2 seconds for a legitimate time.

Speed is calculated from

$$V = \frac{720}{t} \text{ km/hr} \quad \text{Where } t = \text{time to do } 200 \text{ metres}$$

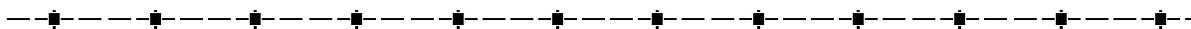
Eg, if $t = 6 \text{ sec}$

$$V = \frac{720}{6} = 120 \text{ km/hr}$$

At this speed 0.1 sec makes a difference of 2km/hr so the timekeepers need to have sharp reactions.

Without dedicated and competent people on the stopwatches we would not be able to measure speed accurately.

Next Issue we continue with Hull Design & Setup, Propellors, & Torque & Horsepower.



NAVIGA WORLD CHAMPIONSHIPS 2002- BELCHATOW, POLAND **By Kim Kockott**

Due to the decision to split the Hydro, Offshore and V's racing at the 2002 WC event we missed the opening ceremony which normally sets the atmosphere for the World Championships. A parade of all the participating teams in their countries colours, waving their flags, starts the excitement.

We arrived in Warsaw after a 36 hour plane trip to find that Lufthansa had lost 3 of our 4 bags, one of which contained our tool box. Although by this stage we were desperate for a shower and change we had to be thankful that the two boxes containing our boats had arrived in one piece. Our transmitters were in our hand baggage so if all else failed we could still race. After filling in the paperwork for the lost bags and the boats having undergone a thorough inspection by a customs official we were very late through arrivals and found the car hire person had left. Phone calls to the hire company found only Polish speakers, until one of the opposition car hire representatives made a call for us. Our car arrived and after another conversation we could not understand at all we set off on the two hour trip to Belchatow.

Our hotel was right on the banks of the lake and our room was far more than was promised. We had a large balcony overlooking the lake. We had two separate bedrooms and an entrance area which we used to store and work on the boats. By this stage exhaustion had set in so we showered and all dressed in Warrick's clothes, went downstairs for a much needed beer, meal and a brief hello to old friends.



THE STAND AND FLAGS



REGISTRATION

We woke up feeling like new but unfortunately we still all looked like Warrick and went downstairs to enjoy our delious hotel breakfast. Our first day there was the Hydro and offshore finals. All the H and O competitors were complaining that they had not had a moments break without the V races in between and exhaustion had taken a lot of pleasure away. We missed the Australian team completely as they left straight after the finals and only had a couple of days to catch up with people like Andy Brown from the American team. Most of the other teams were left rather thin with the departure of the H and O competitors. It was voted at the Naviga Section Meeting that the H, O and V will race together in future.

Our suitcases arrived and we proudly presented ourselves as New Zealand's team at registration. Registration is held over two days and all competitors have their boats and radios scrutineered to make

sure they comply with Naviga rules. The radio checks are very thorough. As you stand in the line waiting your turn, you cannot help getting really excited. Hearing different languages spoken around you, recognising people from the last championship and waiting patiently while communication problems are sorted out by translators is the start of the pre-race nerves build up.

Each heat has twelve boats and in most instances there were about sixty boats in each class. Warrick was the first one to race and he kept a good and steady course. Adrienne raced well and in both heats she was in the top three until she flipped her boat. In the couple of minutes she was off she lost about seven laps and we were terribly disappointed for her. In B class Tony was in twelfth place after the first heat but in the second heat hit a boat that stopped right in front of him. In C class his boat went well in the first heat but unfortunately blew a bearing during the second heat. Most importantly we were glad for the opportunity to be part of the racing.

There were thirty countries competing in this years event. Each nationality has their own personality. The Dutch wear their clogs to the water edge, the Chinese study model boating as a career, Russian's and other old eastern block countries hitch hike to the location and still start their boats with string, faster than others with an electric starter. People arrive from far like Argentina, America, Hong Kong, China, Australia, and now NZ. Tables are set out with makeshift shops selling anything and everything to do with boats. It is being part of this that makes the world championships a memorable event.



PREPARATION AREA



THE BANQUET TABLE

The highlight of every World Championships is the Banquet. The organisers lay on vast amounts of local cuisine and alcohol and this year was no exception. It is a time to relax, chat to old friends and make new ones.

On the day of the finals the stands were packed and the tension high, flags waved and people cheered. The boaters who make it to the finals are very fast and experienced and watching the races is extremely exciting but the main thing on your mind is the determination to be in amongst them the next time. Each day at the World Champs there is so much to learn about boating, what are the latest designs and meeting the people behind them. However there is nothing to compare with the excitement and flow of adrenalin that you feel before each race.



THE \$12 FLAG AT THE PRIZE GIVING



NAVIGA OFFICIALS

Time for prizes, farewells, speeches and thank you's came too quickly. Everyone waved their countries flags for the last time and said their sad goodbyes. The Naviga flag was handed over to Slovenia who will host the 2004 World Championships in Velenje.



PICTON OFFSHORE 2002
By Nitro Ned

The 2002 sailing of this annual event was scheduled to be run at Shelly Beach on Picton Harbour on 7th of September. We arrived to set up the venue to find waves up to 1/2 metre hitting the shore. The guys present agreed it was too dangerous to race there so we high tailed it back to the Wairau diversion to set up and race there.

A small entry of 5 competitors meant it could be a relaxed laid back affair. Murray Smithson, Brendon Kirk and Joe Fraser were up from Christchurch together with Rob Binnie and Trev Steenhart, the latter 2 here for the Handicap series that was to be raced the following day. Bill McDonald was over from Motueka as well as a new local competitor, Darrin O'Malley, who now owns the ex-Chris Breen Antares 3.5 Deep Vee.

The water was fairly flat, however, the strong nor-wester made things tricky down the back. Heat 1 saw Bill stop on lap 3 after Darrin had flipped on lap 2. Brendon set the pace with 21 laps in 10 minutes and Murray 3 laps back on 18, and Joe did 15.

Heat 2 and Bill managed 5 laps before he stopped again which is unusual for his boats. Brendon pulled off with a noisy motor after 12 laps and a cracked manifold was the culprit. Murray got 2 laps in before his carb broke. Joe won with 15 laps and Darrin got to 13 with the wee A boat.

Bill scratched from any further racing after discovering metal bits on top of the piston in his boat. Murray fitted another carb and won heat 3 on 20 laps. Joe chased him all the way for 19 laps, Darrin 13 and Brendon 11.

Heat 4 and Brendon was back on song with a repaired manifold for 20 laps. Joe did 18, Darrin 13 and Murray 12.

Time was marching on so the guys elected to go straight into the 20 minute final. Murray's boat had had enough so he withdrew which left Brendon, Joe, and Darrin to race for the trophy. Brendon's SC61 powered craft was hot and cleared out to a 39 lap total in 20 minutes. Joe was holding a strong second

place till his shaft let go on lap 14. Darrin was slowly circulating and clocking up laps on a regular basis and duly overhauled Joes tally and finished up with a creditable total of 25 laps.

The daily total saw Brendon amass 103 laps; Joe 80 laps, Darrin a creditable 65, Murray 52, and Bill 7.

SUNDAY.

Handicap day. Murray went back to Christchurch after the Deep Vee, as he had to pack up to shift houses – yuck!

Flat water saw 5 of us do 1 lap times.

I ran my 1/8 scale @18.655 sec

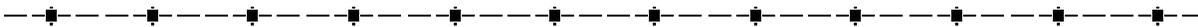
Rob Binnie ran an A 1 cube in a cat for 17.045 sec

Brendon ran his B SG Eagle Round in 17.195 sec

Trev ran an A90 Cat at 17.895 sec, while

Darrin did 34.735 with Antares

As usual I got the Handicaps into the computer then hit the wrong button. We had our target time off Darrin's time so recorded things manually. We raced round one and just as we finished it the wind changed direction to a westerly straight down the diversion and within 5 minutes the water was unboatable. We decided to pack up and head home for a brew before the boys headed south. I had to start making a new rear wing, which I lost off my scale, for the Palmy Regatta in 2 weeks.



MINUTES OF THE COMMITTEE MEETING 22/09/02 AT PALMERSTON NORTH

PRESENT: Grant Binns, Grahame Haines, Jeff Stokes, Steve Trott, Tony Rutledge and John Belworthy.

APOLOGIES: Greg Clarkson, Wayne McNaught

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

MATTERS ARISING:

PETER HALL: GH. Little to report at this stage. Greg is handling it from Hamilton as it is easier than doing it between Islands. I will e-mail him for a progress report and report back to the next meeting.

RULEBOOKS: GH. New pages and updates sent out with last Propshaft. Another 4 requests for Rulebook up-grades to the new one but there are still many out there not updated.

JB. I noted that you had changed frequency numbers in the 40mhz band from the list Wayne and I sent.

GH. Yes I changed 40.665 to 40.790 and 40.695 to 40.690, as they are the correct ones. GRH advised me that all NZ 40 MHz frequencies end with a zero and we are the only country in the world that does on this band. Both lists obtained from the Futaba and Hi-Tec importers showed the numbers that I changed them to.

The exception to the above is the new dual conversion frequencies for Hi-Tec. They allow a much closer channel separation and have some frequencies ending with a 5.

ASSOCIATION GOALS: GH. I have located our original list written by Steve Trott.

JB. I suggest we defer discussion to General Business. All agreed.

ASSOCIATION BUSINESS CARDS: GB showed all present a sample copy of what he thinks we need. Basically a 6x4-postcard size with a picture of a model boat on it. (Of course it had to be a Budweiser and

the reasoning, "you can see the aerial so people see it is a model") and a simple statement like our name and for more information visit the website.

The point was raised about those without computers. Grant commented that more people either own or have access to a computer now days than those who don't.

JB. Some extra contact information could be printed on the back.

GB. It is better this size as it is less likely to get lost in wallets or thrown away. The picture is larger and shows more detail therefore keeps the interest in wanting to know more.

NORTH ISLAND CHAMPS: GB. I have 3 entries so far, all locals and no entry fees yet! I have spoken to Brian Dougan and all is OK at their end. He did comment that the motorcamp we usually use for accommodation is fully booked for motels and cabins.

CHAIRMANSHIP: No one has put his or her hand up yet!

SOUND SYSTEM: GH. Craig Poppe is working on a package for us.

General consensus is that he put the Taupo Model Boat Club funds toward the costs of making up the system for us.

MERCHANDISING: GH. showed a sample of a good quality T-shirt with the NZMPBA logo embroidered onto it by our patch maker.

All agreed it looked very smart.

GH. He can do that on anything material. E.g., caps, hats, beanies, jerseys, sweaters and jackets. It can also be screen printed onto virtually anything and the popular one here is t-shirts. No prices as yet but will advise as soon as available.

GB. I would like to have this available for the 2003 Nationals at Palmerston North with the words 2003 Nationals Palmerston North printed under the Logo.

GH. That can be arranged.

GB. Do we need to standardise on a colour?

General discussion concluded that colours could be arranged for specific orders.

SCALE HYDROS: ST. Hainsey and I have had a big slaughter on the Register to weed out the registrations of people who have not been involved in racing or made an attempt to build their boat within the last 2 years.

GH. I will publish the revised list in Propshaft then sort out any squabbles if and when they arise.

GB. Whilst on the subject what is happening with the certificate of compliance?

ST. I have them here with me, and it just needs someone to do the deed and issue them.

GB. Let's give this some priority and get it done.

JB. I will take that task on board and be the Official Measurer.

GH to draw diagram of dimensions required and post to John together with the latest Master Hull Roster for Unlimiteds.

CORRESPONDENCE INWARD:

From Manakau Model Powerboat Club re: Speed course at Wattle downs

From Merv Sowden e-mail via Grant Binns re: Incorporation

From Greg Clarkson re: Payments for Propshaft advertising

From David Forde at the Companies Office (3) with information on re-incorporating the NZMPBA.

Various e-mails from committee dealing with above and other general Association business.

Inward correspondence confirmed GH/GB

CORRESPONDENCE OUTWARD:

To Manakau Model Powerboat Club re: their speed course at Wattle Downs

To Companies Office seeking information on Incorporating as a society. (3)

To Committee members via e-mail on general Association business.

ACCOUNTS FOR PAYMENT:

#1132	Post Shop	Rulebook envelopes	\$ 25.00
#1133	Boss Print	Record cards	\$ 117.00
#1134	Computer Food	Toner for printer	\$ 154.07
#1135	Telecom NZ Ltd.	Phone a/c	\$ 69.82
	Withholding Tax		\$ 2.53
#1136	Telecom NZ Ltd	Phone a/c	\$ 73.10
Current bank account balance			\$1581.92

Confirmed GH/TR

GENERAL BUSINESS:

TONY RUTLEDGES NEW SPORT 45. Discussion on the legality.

JB. This boat shows that people can use the outrigger concept, fill in the boom area and make it like a scale-type hydro.

GH. Winston Eagle 1990 and Pride of Pay N Pak 1969 are two examples of full sized outriggers. The Winston got modified and the rear filled in to turn it into a conventional Unlimited, the Winston Select back up in 1992. If they do it to full-size then why not the models?

GB. As the rules read in the rulebook I see the boat fits the criteria from a hull definition but fails to comply with the drive dog rule, as it is not under the transom.

All agreed that the boat would fit the legal definition of a Sport 45 provided the drive dog is run under the transom.

CERTIFICATION OF SPEED COURSES

GB. Raised the point that it should not be necessary to have a Registered Surveyor to set out and certify courses. In today's contraction environment for example most engineers use total station survey equipment to set out jobs instead of hiring surveyors. I believe when a course is set out the application should state who set it out, his qualifications, how he did it and the equipment used. Then if the secretary is unsure the committee can confer to confirm or reject the application.

All agreed that this would need to be changed by way of a remit.

All agreed that the official observer issue needs attention by the AGM requiring a committee member to be present. Auckland is an example with committee members in Hamilton and Tauranga there is much travel involved and the member has to make a special trip if he does not intend to boat.

A suggestion is for the host club to notify secretary of their proposed official observer he can then e-mail other committee members to get their approval and notify applicant.

Another option, is to have specifically named people in each region who have the experience to run speed events, and can observe as well as committee members, if, a committee member cannot attend.

INCORPORATION OF THE NZMPBA

It has been brought to the attention of the committee that we are no longer incorporated under the Incorporated Societies Act (See Inward Correspondence).

GH. I went back through the NZMPBA Minutes to see why. I found that in 1990 we changed our name from the New Zealand Model Marine Association Inc to the present name. At the first committee meeting after the 1990 AGM it was reported that the Secretary had approached the Registrar of Incorporated Societies and obtained the appropriate forms necessary to facilitate a name change.

The following meeting minutes state under Name Change, in Matters arising, "No progress yet"

At the next committee meeting, the subject did not get raised in Matters Arising. It consequently got missed, as well as at subsequent committee meetings, so the project never got followed through to completion.

GH. I have contacted The Companies Office, who now handle this stuff and got all the relevant information needed to facilitate re-incorporation.

GB we need to submit a new Constitution and we were going to update our present one anyway so this maybe a good time to do it.

It was pointed out that we are able to reincorporate as the NZMMA then do the name change as we then retain the Inc 1970 identity where as if we just incorporate as NZMPBA it will be listed as Inc 2002 or 2003 whenever it happens. The 1970 definitely give people an indication of the longevity of our Association.

GB. There is some merit in having our establishment as 1970.

JB. I suggest we do re-incorporate as the NZMMA, then in Committee, re-do the constitution to better suit the present situation, for approval at the next AGM. Then we complete the name change.

GB is to be the head of the steering committee to facilitate re-incorporating as NZMMA and then name change by next AGM.

There being no further business the meeting closed @ 6.40 pm.



ROUND 4 OF SCALE HYDRO SERIES AT PALMERSTON NORTH (MORE LIKE BLOW ME OVER JACK!)

By Nitro Ned

The 4th round of the NZMPBA scale Hydro series was held in Palmerston North on the 21/22 September. The TV One weather man, Jim Hickey, had said earlier in the week that we were coming up to the equinoxes where day and night are the same length and we usually get some wind. Well Saturday was exactly half way between the longest and shortest day and Jim did not tell lies this time, as the weather people seem to do so often these days.

I had to cross the ditch on the 9.30pm sailing as the usual 6.00pm one was full, being the start of the school holidays. Tony Rutledge met me at 12.30 am when we docked and of course it was raining. Home to Tony's and straight into the bag for a snooze.

Up before the sparrows again to pack the car and head off to Palmy. Wellington was calm and most of the journey up likewise. However, at Shirrifs pond the signs were already starting to show we were in for a rough day. Wind was from the Southwest and straight up the pond. Binnsey as usual spouted off about the fine sunny Manawatu but the mention of wind was carefully avoided. I believe the tit of the day trophy may have had a bearing on that!

B Hydro was scheduled first so a quick practice and into the racing. 8 competitors, including John Belworthy racing his A hydro with the B's, and it held its own quite well given the conditions. In heat 1 there were 4 starters and no finishers with all succumbing to the conditions. John was the last to come unstuck by a gust of wind!

Heat 2 & one finisher, Matthew Lee. Binnsey had a collet come loose and took the tip off his prop. Tony's new sport 45 hydro simply got blown off the water by a savage gust of wind. Heat 3 and Neil Plumpton's first run. He duly won the heat sporting a new CMB 45 in his trusty rigger replacing a rather tired OS46VRM. Heat 4 and Neil took this from Matthew.

Heat 5 and Binnsey finally finished one aye! And in first place as well! Boy did we know it!!! Heat 6 and Tony did it again however Neil gave him a hard time for a while till Neil's pipe came adrift. Heat 7, and in the mill I passed comment that the riggers seemed to be handling the conditions best, then, going down the back for the first time after the start, John did a swan dive and then Neil less than a second later blowing my theory as Matthew won again with his sport 45. Heat 8 saw Tony finish ahead of John.

By now it was too rough for hydro racing so the offshore guys started grinning as the conditions suited their boats. The first 15-minute heat saw Steve Trott, B D/V, Don Ward C2 cat, Neil Plumpton C2 D/V, Murray Matheson Petrol D/V, and Tony Rutledge C1 D/V.

Steve had carb troubles after 3 laps, Don had difficulty with the rough and Neil, Tony, and Murray had a good race and 3 laps covered them.

Heat 2 had the rest, Daryl Christiansen C1 D/V, Binnsey BD/V, John Belworthy BD/V, Craig Oram new Petrol D/V, and Matthew Lee B D/V. Matthew had the same problem with the carb as Dad did. Daryl was as consistent as ever while Binnsey had a couple of stoppages. John's boat was as quick as the C boats and he was having a ball! Craig's boat, however, was most impressive in the conditions and nailed 23 laps.

These guys were still fizzin' so we decided on another round but remixed the heats. This time it was Don, Neil, John, Tony and Craig in the first heat. Man what a cracker! John hounded Neil (with his pit man Binnseys help) and Neil hounded back! Tony and Craig had a race between themselves.

Heat 2 and only Daryl and Murray left going so they had an easy run. Murray broke his rudder early so withdrew. So then after 2 rounds Neil had 50 laps, Tony and Craig 44, John 43, and Daryl 38. These were the front-runners. By now everyone was winded literally so we headed to Binnseys place for a committee meeting, followed by \$80 worth of Chinese and pizzas for tea. (There were about a dozen diners!)

Next day Sunday.

The wind is still with us but westerly straight onto our backs and water is reasonable. Got on with Sport 45. Four starters for the 1-lap sprints. Tony and Steve ran brand new boats with Matthew using Dads old boat sporting a new Oberto Paint scheme. John Nicholls ran first to set the pace at 23.15 sec. Steve had new boat blues and DNF'ed. Tony went out with God on his side and ran 15.945 sec! Matthew was not so lucky with the wind and did 20.195. All ran together for the heat racing and Tony's new boat was untouchable. He withdrew from the final heat and the final to give the others a chance at points for the highpoints. Matthew was the only finisher in the final to win his first ever trophy.

Next up was C Scale and the pressure was on to get racing as the wind was slowly changing direction back to yesterdays direction down the pond. 1 laps reflected this. Daryl and Merv Sowden had DNF's. Binnsey Matthew, myself, Steve, and John Nicholls got times but as usual God again came to the fore on Tony's run, flattened out the water for him and he ran an 18.95 sec lap! 1.5 sec faster than Steve and Matthew. Straight after he finished his run the wind let go with vengeance. We managed 3 rounds each and Steve and Daryl managed to finish 2 heats the rest of us 1 or zero.

Six of us then lined up for the final but nobody was able to finish. Binnsey went the furthestest with 6 laps out of 7. He missed 2 buoys!

The offshore guys capped off the weekend with a 20-minute all-in. The wind was stronger than yesterday and there was some spectacular aerobatics from some boats at times. Neil carried on where he finished the previous day in front and left the rest to fight over the minor placings. John ran out of RX batteries 3 minutes from the end and Daryl was able to sneak past Johns tally by 2 laps to take second, and left John in 3rd.

Ron McAdam came up for the day from Upper Hutt with his Red Head Hydro and after the racing was done Tony Rutledge took her for a spin in the rough and the old girl handled it better than most of the 3-point hydros. A truly magnificent model to watch.

That done we had prize giving and went home!

RESULTS

B HYDRO MATRIX

		Points	Placing
Matthew Lee	Oh Boy Oberto	479.46	1st
Neil Plumpton	O/D rigger	421.02	2nd
Tony Rutledge	Excuse-moi	403.29	3rd
John Belworthy	O/D A rigger	341.83	4th
Grant Binns	Thingie	182.09	5th

OFF SHORE

	Laps	Placing
Neil Plumpton	77	1st
Daryl Christiansen	67	2nd
John Belworthy	65	3rd
Craig Oram	56	4th
Tony Rutledge	3	5th
Murray Matheson	45	
Don Ward	33	
Grant Binns	8	
Steve Trott	3	
Matthew Lee	1	

SPORT 45

	1 Lap Sprints	Heats	Final	Total Points
Steve Trott	DNF	1225 pts	DNF	1225
Matthew Lee	20.19 sec	750 pts	400 pts	1550
John Nicholls	23.15 sec	330 pts	DNF	300
Tony Rutledge	15.945 sec	0	0	0
Daryl Christiansen	0	0	0	0

1/8 SCALE HYDRO

	1 Lap Sprints	Heats	Final	Total Points
Steve Trott	20.370 sec	800 pts	DNF	1100
Daryl Christiansen	DNF	625 pts	DNF	625
John Nicholls	27.63 sec	400 pts	DNF	505
Grahame Haines	22.97 sec	300 pts	DNF	469
Grant Binns	24.80 sec	300 pts	DNF	427
Tony Rutledge	18.95 sec	-	DNF	400
Matthew Lee	20.56 sec	-	DNF	225
Merv Sowden	DNF	-	-	0

SPORT 45 HIGH POINTS AFTER 4 ROUNDS

		Points
Steve Trott	Oh Boy Oberto	9000
Tony Rutledge	Nautilass	2725
John Nicholls	Genesis	2302
Paul Garner	Annihilator	2213
Jason Lester	Poseidon	2125
Matthew Lee	Oh Boy Oberto	1550
Steve Trott	Executone (new boat)	1225

Wayne McNaught	Fast Post	1125
Daryl Christiansen	Full Tit	525
Merve Sowden	Radical Rat	328

C SCALE HIGH POINTS AFTER 4 ROUNDS		Points
Steve Trott	Executone	9800
Tony Rutledge	Shell True Blue Ladybug	6300
Mathew Lee	Oh Boy Oberto	4952
Grahame Haines	Lite All Star	4065
Daryl Christiansen	Bardahl	3955
Grant Binns	Miss Budweiser T4	2477
John Nicholls	Captran Resorts	2074
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



ENTRY LEVEL MODEL BOATING By Dallas Gibson

Over the last few years our hobby has become very expensive, especially for someone wanting to have a go at model boating.

Possibly this puts quite a few people, giving it a “no-no, sorry would like to but not at this price”??

During the last few months I have found a source of really cheap petrol motors from the local Trade & Exchange / Loot newspapers. They are mainly weed eater, petrol powered in various states of condition, usually purchased for about 1 dozen cans or \$10 - \$30.

Most of the motors seem to go okay, some need minor repairs to the carb, etc.

Most motors can be easily converted for model marine use in their air cooled, clutch or non-clutch, state as it is easy to fit alloy engine plates. Mounting rubbers are cheaply attained through the local muffler experts as these are used to locate exhaust systems on cars.

As all weed eaters have ¼ square drive (usually cable). The cable can be cut to suit the model boat, etc. Props, hardware can either be brought or made. Hulls are also readily available in either hull only, to fully fitted hull, deck & Turret. At least three model boaters that I know of have converted 25cc air-cooled weed eaters and fitted them into Bruce Laursen's cigarette 52" hulls, with a bit of time spent on them. Cost approximately \$400-\$800 in water including 2nd hand radio gear.

One of these boats is now in Wellington and I am sure Mike won't mind me quoting him. Total cost was less than \$500 painted and it goes extremely well.

One big advantage of the weed eater class is that it is cheap to run on petrol. The hulls are usually fairly big so water conditions don't worry them too much.

Motors

The following motors are easily converted to marine use.

Homelite 25-30cc

Zenoah 25cc weedeater is a quicky

Tas 23.R-30cc

McCulloch 28cc

Echo-Kioritz 14-30cc

All of these motors run in anti-clockwise rotation so are ideal.

Could the above class be helpful for newcomers etc? I think so, as one of these boats powered by courtesy of a Homelite air-cooled, clutch motor, did well enough at the National Championships last Easter. Also, as you get used to your boat, you will find that most motors can be easily modified really cheaply for more power. More on this later. In closing, I would like to point out that these boats are not slugs. Most 25cc in stock form will exceed 40kmh. Modified, up to 65kmh. Also, these petrol hulls make a good Kontiki with third servo fitted for line release. Believe you me, I know.

Hey fella's, how about giving the above ramblings some thought. We do need new members for the future. It could be the way to go.

Happy boating,
DAG

PS: Motor electronics worn out? Don't worry. Grab a mate with a lathe, get him to turn out a glow plug insert, fit the glow plug, mix up 20-1 methanol and synthetic oil (not castor oil as it gums up the curly diaphragm) and off you go. 20-1 you say, hell that's not enough oil. Remember these motors have needle rollers on conrods and big, big balls on the crankshaft, and are designed to run on up to 40-1 petrol/oil ratio. Also instant mod 10% nitro. It works.



ENGINE TUNING PART 2 By Nitro Ned

To follow on from the article in last Propshaft on engine tuning, here is some more information on reading the plug to find the sweet spot with your particular setup.

Shiny element (like new)

You picked up a new plug by mistake! Or your engine is set to a rich setting and head clearance and fuel are very user friendly. YOU CAN LEAN DOWN THE ENGINE AND TEST AGAIN.

Dull element

A dull element is one that has lost its shine, but is not frosted. If the element is still in its original shape, not mangled or twisted, your engine is lean enough to work hard without being damaged. This is a good setting for prolonged racing. E.g. endurance.

Frosted element

The frosted element has an "orange peel" surface. The "orange peel" is an indication that you are, in fact, running lean. Lean is mean, but don't expect the plug to hang in there during prolonged racing. If the element is not mangled, you are simply running lean, and your head clearance is still OK..

Mangled element (Shiny or dull)

The mangled element is an indication the head clearance is too tight. Add a head shim to raise the head clearance until the plug comes back undamaged.

Mangled element (Frosted or missing)

When the element is frosted or completely destroyed, it can be an indication of a lean run, too tight a head clearance, or both. You must set the engine rich and run it again to determine the cause of the damage. When the needle setting is rich, you can determine whether the head clearance is too tight.

Shiny but mangled element

If the engine is rich and the element is mangled, the head clearance is too tight. Add head shims until the plug comes back undamaged. Then, and only then, can you start to lean the mixture.

Black element

A black element is not a good one. It can be an indication that a rotor is being eaten up or that aluminum filings are in the engine. An unusually black residue at the tuned pipe exhaust is an indication that some aluminum is coming apart in the engine.

Small shiny flakes

Small shiny flakes on the base of the glo-plug base can be an indication that a bearing is letting go!

Missing plug

This scenario shows that you forgot to tighten the glo-plug before you launched the boat. Ya dummy!!

Dull and pulled out slightly

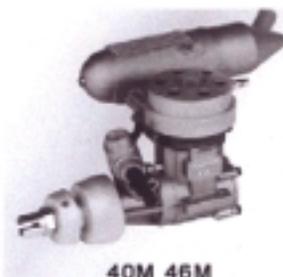
When the element is dull and pulled out toward the piston, your needle setting and tuned pipe are on the money. The pulled element is an indication that the pipe scavenging is working great.

Finally as I mentioned in the last article you cannot find the correct setting by simply running your engine on the bank. It can only be found by running 5 or 6 laps at wide open throttle on the pond with your desired prop tacked on to get a true reading of what is happening in your engine.

Good luck, and happy and safe boating.

ASP MARINE ENGINES

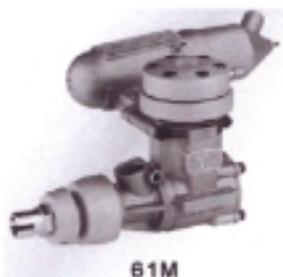
at a *VERY* affordable Price !



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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* **improved metallurgy**

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(Rear Safety Needle optional at no extra cost on many engines)

* **baffled (quiet) silencers (available for most engines)**

meaning improved starting, reliability, power and long life; *all at great value prices.*

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BOAT NAME	"U" No	I/D	YEAR	model	f/size	OWNER	DATE OF REG	ENG Class	2001
AMERICAN SPEEDY PRINTING	U40	8255	1983	X	Y	PAUL GARNER	1-Jun-98	C	R
ANNIHILATOR	GP007	N/A		X	Y	PAUL GARNER	26-Apr-99	B	R
ANNIHILATOR (PINK)	GPOO7	N/A	2001	X	X	PAUL GARNER	2-Jan-02	B	R
ATLAS VAN LINES [10]	U1	8200	1983	X	X	PHIL ATTENBOROUGH	28-Jul-02	C	R
CANDYMAN	U5	7505	1979	Y	Y	WARREN BELK	21-Feb-91	C	R
CAPTRAN RESORTS	U20	7207	1981	Y	Y	JOHN NICHOLLS	17/11/98	C	R
DE WALT TOOLS	U6	8806	1995	Y	Y	PAUL FLETT	20-Jan-02	C	R
EXCUSE ME TOO	M4	n/a	1956	Y	Y	TONY RUTLEDGE	19-Feb-91	B	R
EXECUTONE [2]	U8	8806	1982	Y	Y	STEVE TROTT	4-Apr-99	B	R
EXECUTONE [2]	U8	8255	1982	Y	Y	STEVE TROTT	23-May-97	C	R
GP2	GP2	n/a	1988	Y	Y	WARREN BELK	21-Feb-91	B	R
KISW MISS ROCK [31	UIOO	8255	1983	Y	Y	SCOTT PICKERING	8-Sep-01	C	R
LITE ALL STAR	U7	8407	1984	Y	Y	GRAHAME HAINES	27-Feb-95	C	R
LLUMAR WINDOW TREATMENT	U8	8808	1998	Y	Y	CHRIS BREEN	23-May-99	C	R
MILLER HIGH LIFE [1]	UOO	8401	1988	Y	Y	MALCOLM MILLER	20-Jan-96	C	R
MISS BARDAHL	U40	6240	1962	Y	Y	DARYL CHRISTIANSEN	6-Jun-94	C	R
MISS BUDWEISER [17] RED P2	U1	8701	1994	X	Y	MERV SOWDEN	25-Mar-02	C	R
MISS BUDWEISER [19]	U1	9401	1995	Y	Y	GRANT BINNS	8-Mar-97	C	R
MISS CIRCUS CIRCUS [5] P2	U31	8401	1988	Y	Y	JEFF WEAKE	1-Jan-01	C	R
MISS CIRCUS CIRCUS [5] P3	U00	8401	1988	X	X	GLEN O DONNELL	10-Sep-01	C	R
MISS CIRCUS CIRCUS [4] P4	U31	8700	1988	X	X	GRAEME DOGGETT	28-Sep-02	C	R
MISS EXIDE II	U11	92102	1996	X	Y	BRIAN DOUGAN	13-May-01	C	R
MISS RENAULT	U3	8303	1983	X	Y	PAUL FLETT	25-Mar-02	B	R
MISS THRIFTWAY	U60	5960	1959		Y	WAYNE LESTER	7-Nov-01	C	R
MISS TOSTI ASTI SPUMANTE [2]	U10	8410	1984	Y	Y	ED BRENNAN	28-Jul-02	C	R
OH BOY OBERTO [4]	U55	8255	1972	X	Y	MATHEW LEE	8-Aug-02	B	R
OH BOY OBERTO [4]	U55	8255	1972	X	Y	MATHEW LEE	3-Dec-00	C	R
OH BOY OBERTO [6]	U2	8200	1977	Y	Y	BRIAN DOUGAN	1-Jun-98	C	R
PAY-N-PAK [2]	U25	8025	1980	Y	Y	GEOFF STOKES	4-Nov-92	C	R
PRESTO	E14	n/a	1987	Y	Y	WARREN BELK	21-Feb-91	C	R
PRIDE OF PAY-N-PAK [2]	U25	6925	1976	Y	Y	JOHN NICHOLLS	11-Feb-91	C	R
RED ADAIR	GP3	n/a	1994	X	Y	WAYNE McNAUGHT	29-Jul-02	C	R
SHELL TRU BLUE LADY BUG	GP6	n/a	1993	Y	Y	TONY RUTLEDGE	3-Mar-94	C	R
SMOKIN JOES	U10	8910	1995	X	Y	PAUL FLETT	1-Apr-02	C	R
SMOKIN JOES	U10	8910	1996	Y	Y	GEOFF STOKES	10-Dec-99	B	R
THE BOSS	GP1	n/a	1983	Y	Y	PETER COLLIER	2-Mar-91	B	R
THRIFTWAY TOO	U62	5762	1995	Y	Y	WARREN BELK	18-Mar-96	C	R

TIDE	U8	8808	1994	Y	Y	TONY RUTLEDGE	9-Sep-94	C	R
TRU-JEN	NZ2	n/a	1985	Y	Y	TONY RUTLEDGE	19-Feb-91	C	R
ULTRA BOLD & DASH	U8	8808	1991	Y	Y	TERRY WILSON	3-Jan-96	C	R
VALVOLINE/MISS MADISON	U6	8806	1991	X	X	BRIAN DOUGAN	16-Sep-02	C	R
WINSTONE EAGLE [2] LOBSTER	U10	8910	1990	X	Y	GRAHAME HAINES	27-Feb-91	C	R

IMPORTANT NOTICE

Sport 45 Hydro Rule Clarifications.

Please take careful note of rule 2.

“Freelance Canard, Tunnel and Outrigger designs are not eligible to run in this class.”

If you are planning to build or are already in the process of or have finished a race boat that in ANY WAY might compromise this rule, please delay your progress as it has become apparent that our rules are not written well enough to reflect the spirit or intentions of this class.

This class is intended to be an entry level class (with some scope for development) to C scale hydro and will be ruined if we allow it to expand beyond certain boundaries. This has already been seen to happen overseas and the NZMPBA should take guidance from this.

Rest assured your committee has begun work on this issue and we will have some progress to report for the Christmas edition of Propshaft.

For the meantime, if you feel the need to contact me about your particular situation please do so, it is in the interests of those taking part in and for the good of this class that we consider all aspects.

My contact details are at the front of this publication.

Thank you for your cooperation
Steve Trott.

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
September	08	Round 4 Handicap Series	Palmerston North
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
October	05	Taupo Offshore	Taupo
October	26/28	North Island Champs	New Plymouth
November	10/17	Round 5 Handicap Series Date Dependant on interest in V8 Super Cars	Palmerston North
November	23/24	Scale Hydro Regatta Diamond Cup	Hamilton