

PropShaft



Magazine of the New Zealand Model Power
Boat Association

Issue 5 December 2002



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**NZMPBA
NEW ZEALAND MODEL POWER BOAT ASSOCIATION**

NZMPBA Website: <http://homepages.paradise.net.nz/nzmpba>

PRESIDENT

Greg Clarkson
12 Kenilworth Place
Hamilton
Ph: 07 846 7117
Fax: 07 839 8829 at work
Email: a.g.clarkson@paradise.net.nz

VICE PRESIDENT

Grant Binns
11 Westhaven Grove
Palmerston North
Ph: 06 355 1625
Email: Binns@Blackley.co.nz

SECRETARY / TREASURER

Grahame Haines
130 Maxwell Road
Blenheim
Ph/Fax: 03 577 5124
Mob: 025 220 4596
Email: nzmpba@xtra.co.nz

COMMITTEE

Wayne McNaught
263 Mitchell Street
Brooklyn
Wellington
Ph/Fax: 04 384 8968

Tony Rutledge
16 Reuben Grove
Lower Hutt
Ph: 04 567 6362

Geoff Stokes
15 Chelmarsh Place
Palmerston North
Ph 06 3547402
Email: Nascar1@xtra.co.nz

John Belworthy
37 Mahoe Street
Lower Hutt
Ph/Fax: 04 569 2312
Email: belworthyj@clear.net.nz

Steve Trott
50 Gravatt Road
Royal Palm Beach, Papamoa
Ph: 07 572 1366
Fax: 07 572 1567
Mob: 021 706 737
Email: Benchtop.Solutionsltd@xtra.co.nz

Propshaft Publisher
Scale Hydro Registrar
Records Collator
Presidents Cup Points Collator
Trophy Custodian

Anna Clarkson
Grahame Haines
Grahame Haines
John Belworthy
Tony Rutledge

Cover Photo: What Not to do to a OS46VRM by Daryl Christiansen.

THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED AT THE END OF FEBRUARY 2003

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PHONE: (09) 427-5878 FAX: (09) 424-0299

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OPENING HOURS

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

PRESIDENTS REPORT DECEMBER 2002

This is probably going to be my last presidents report. I have immensely enjoyed the three years in this position but it is now time for new leadership and fresh ideas and ways of doing things.

I would like to take the opportunity to thank the committee for their support, in this and previous years. Your input and ideas have driven us to where we are now.

Merry Christmas from Anna, Jack & I. Enjoy the summer break and we will see you in the new year.

Greg



NOTICE OF ANNUAL GENERAL MEETING

The AGM will once again be held in Palmerston North on Saturday 22nd February 2003. This weekend coincides with the NZ Stock Car Teams Champs. Remits for discussion that have been received to date are included with this Propshaft. The closing date for remits to be with the Secretary is January 15th.

A buy, sell and swap table will be available at the meeting so bring along any good stuff that you no longer have a use for and maybe you won't have to take it home again.

Another Thought (from Doris Binns)

What about a partners programme for the AGM. Give the partners an opportunity to meet each other, compare notes, and discuss attending other events, even if it was to shop and partake in a social evening. They could also look at helping with specific events (lap counting) and perhaps we could have a partners race or two. It would be nice to get some feedback from them to see why they don't go and what could we do to encourage them to go.
Just a thought.

If you have any feedback on the above idea, please give Grant a call and he can tee something up, with a bit of help from Susan.



MINUTES OF THE COMMITTEE MEETING 23/11/02 AT HAMILTON

MEETING OPENED 6.10pm

PRESENT: Grant Binns, Wayne McNaught, John Belworthy, Steve Trott, Geoff Stokes, Greg Clarkson

APOLOGIES: Tony Rutledge, Grahame Haines

MINUTES OF THE PREVIOUS MEETING: Read and confirmed

MATTERS ARISING

PETER HALL We don't have a dispute until he tells us that he won't reimburse the assn for money that was forwarded to him. Disputes tribunal cannot act here.

John I will research another part of the court that may be worth a look.

NORTH ISLAND CHAMPS Went well with some very lucky weather.

SOUND SYSTEM Under way. Grahame is working with Craig Poppe

John I have a circuit for a digital count down that Grahame can show to Craig.

Grant I would like to check out the proposed speakers prior to them being purchased to make sure that they fit the proposed purpose.

SCALE HYDRO REGISTER Wayne; the culling has brought about a few adverse comments. We need to put a note in the next Propshaft giving those that have lost registrations the opportunity to re register if they so wish.

SPEED COURSES Grant, This area needs a committee remit to tidy it up. With the equipment available today, it should not be necessary to have a surveyor on hand to set up a speed course. We also need to change the rule requiring a committee member to be present when speed runs are carried out.

INCORPORATION Greg, Do we need it? The cost in both time and money are considerable. What are the real benefits?

Grant is going to talk to their lawyers and report back.

CORRESPONDENCE IN

Tony Rutledge Sport 45 Hydro rules. This was moved into general business.

Gordon Homewood Incorporation, AGM at Hamilton and Scale hydro registration

Craig Poppe, Taupo Advising cheque from Taupo MBC wind up is ready for pickup. \$468.77

State Insurance Confirming that we are covered by insurance regardless of wether we are incorporated or not.

CORRESPONDENCE OUT

Galtec Models and High Performance Models. Invoices for Propshaft advertising
Various e-mails from committee members on association business.

Accounts for payment

#1137	Newman Graphics	Patches	\$707.63
#1138	Telecom NZ ltd		\$ 66.18
#1139	State Insurance		\$349.28
#1140	Taranaki MBC		\$ 70.00
#1141	A & G Clarkson	Propshaft	\$196.47
#1142	Telecom NZ ltd		\$ 78.14

Current Bank balance \$912.99

GENERAL BUSINESS

P1 CLASS

Wayne, We may have a problem here as the new model of the Zenoah G231 motor has two piston liners available. One is 23cc and the other is 25.6cc.

Grant, Our race organisers need the power to scrutinise any motor in any class to verify compliance with the cc rating of that class. Will draw up a remit to this effect.

AGM DATE AND VENUE

This is confirmed as being 22nd February 2003 at Highbury Primary School in Palmerston North.

Remits are to be in Grahame's hands prior to 15th January. Greg will mail or email them out from there.

SPORT 45 HYDRO.

Tony's letter read out

John We should not run to the IMPBA rules.

The idea of Sport 45 is that the hull should be a one-piece design.

Grant Tony's boat is a smart idea.

Don't think that it matches the spirit of the class.

Very hard to define a modified outrigger.

Wayne The USA rules prohibit the racing of some scale boats in this class

Grant We don't race B Scale, we race Sport 45.

Our rules need to apply to sport 45 hulls.

Steve Sport 45 born of the B Scale hydro class.

B Scale existed before Sport 45

We don't have enough members to be able to afford to split them.

This same argument decimated the class in USA.

We cannot allow this to happen to us.

We need clearly defined rules for the development of the class.

We currently do not.

Tony's hull is a radical move away from current boats.

Impba is a move in the right direction.

Sponson inside line should exist from front to back on one continuous line.

This has given rise to many other situations within our rules.

After plane needs to be a continuous flat surface across the boat.

We need a definitive answer so that the class doesn't get split.

John If we had min length plus drive dog placement plus a few other criteria we may be ok.

Grant The object of class is to get as many involved as possible. Eg as many differently painted fastposts etc.

Wayne Would line drawings be better than a whole lot of rules?

Greg Do we have the right to legislate to ban a boat that has already been built within our current rules?

Wayne Not really an issue as the owner has already withdrawn the hull.

Grant If Tony flattened out the bottom of the after plane then it would comply.

Steve Are we trying to get the class to be for some hi tech "weird" looking outriggers or are we trying to emulate full size racing?

Grant I don't believe that we should be tailoring Sport 45 to scale boats.

We should be looking towards Sp 45.

Need to keep Sport 45 within a manageable guideline.

How do we make it more representative of what we are trying to achieve.

IMPBA drawings work but need some mods to make it work for us.

We need engine wells of specific tolerances. Ditto for cutouts.

This would make the hulls easier to get going.

No shoes.

We need some dimensions to be able to add a bottom plan drawing to the IMPBA drawings.

This will be worked on and hopefully a solution can be published in the next propshaft that can then become a remit for the AGM.

There being no further business the meeting was closed at 9.40pm

NORTH ISLAND CHAMPS NEW PLYMOUTH LABOUR WEEKEND 2002 By Brian Dougan

It had been a while since the Taranaki guys had held a regatta of any form and when we were asked if we were able to hold the North Island champs, it was going to be a bit of a mission to get things underway. Several of us haven't really been active in the Model Boating scene for a long time. John Nicholls was the only one regularly attending regattas still.

So basically it meant we had to get our A into G and get our venue sorted and if we had time get a boat or two off the shelf for racing. We have one new member in Paul Flett who is dead keen to go boating any time he can, so he proved good motivation.

The biggest concern was the weather. The whole year so far had been windy and the location of our boating area meant if it was going to be windy, we might as well retire to the bar rather than go Boat Racing. We decided to set up 2 courses to give us the option should the wind be a factor. Most winds had been Westerlies and this meant down by the road end or behind the island. The road end had always been narrow when we had used it before, so we thought behind the island maybe the best. However it was the access that wasn't going to be the best and the Farmer wasn't to keen for us to drive across the paddock. The Road end it was then and when we did a trial measure up found that the erosion had made it just a bit wider for us.

We still hoped to have good weather so we could use our normal course, and kept working towards that. But after the weather forecast Thursday was for Westerlies of 30 knots, the decision was made for us. The next issue was the buoys. Our normal plastic ones were put in at the old site a fortnight before and during that time some one had decided that they were good target practice and shot them full of 22 holes. Enter the Warehouse and the noodles that they sell for flotation for kids. \$4.95 a length and we were away.

Saturday arrived and the forecast was spot on for a change. Westerly winds, but we had smooth water as the hill protected us. Binnsy arrived with all the rest of the gear and we spent an hour setting up. 21 entries meant we were in for a reasonably busy time.

First up were 2 heats of B Endurance. The B class is well-supported and some good racing present. A number suffered from reliability problems, but in all the rescue crews didn't have to do too much.

Daryl had a minor blow up when his motor fell apart. (See picture)
Petrol endurance was next, but only 2 entries due to a withdrawal on the day. Darryl attempting to give the record a go until a dunking put a halt to his run. He took it out from one of the new guys, Dean Harris from Auckland.



This took us to the lunch break and following that A mono matrix was up. We were treated to some great racing as with wins being shared around and some hard charging from some of the younger competitors. A few clashes, but no damage to speak of. Neil taking this out from Warren followed by John.

Tunnel Matrix had 3 entries. Merv Sowden had a newly finished Sprint cat dressed up in the colours of his sponsor, Express Video. This sported a MAC 84, which he was still running in. Neil proved to have the best tunnel still with a great turn of speed to run away from Merv and Don.

C1 endurance had 5 entries. The water was probably a touch on the rough side for the most, so Daryl with his Elvis Deep Vee was going to be at an advantage. He won in the end by 10 laps from Grant who

had radio failure during the very last lap, his boat heading off down the lake to do a few circles before running aground with no damage. Steve had to drive with great precision to come home third in the ex McGregor Hunter.

C2 Endurance finished the day off. Neil taking it out with his Tunnel very comfortably by a Hundred laps, from Michael Binns.

Sunday, another early start. Wind still there but the rain looked like it would stay away for the most of the day.

First up C2 Mono Matrix, 3 entries. Matt Lee taking this out from Michael Binns. Neil having a few reliability issues with his usually reliable Scarab.



Next event was Petrol Matrix, 3 entries, Daryl again taking from Dean Harris. Endurance followed. This was also a great race. John Belworthy and Warren Belk going lap for lap in the first ¼. John pulled out a handy lead after Warren stopped and looked on for a great lap score. However he too had a flip, but still winning comfortably 30 laps. The Kockett family had an event to forget, breaking a rod in one boat and having problems staying right way up with the other.

B Mono had more good racing. Tony taking it out from Warren, with Neil Third. 40 points covered the first 3 places. C1 was also close with Daryl piping Murray Matheson and Don Ward coming

in Third.

Lunch time and time for a change to the course for Oval racing.

Sport 45 was first up. The water was a little rough at the bottom end of the course and this caught a couple of competitors out. Tony took it out with Matt Lee only 40 points behind. For the locals, Paul Garner came home in third.

C Hydro followed. The Kiwi III Rigger has caught on with a number of these competing in this class. Merv Sowden ran well with a fairly styley painted Kiwi III sporting a MAC 84 and Grant Binns with a CMB 67 powered version as well. Both models will get better with more running. The water was still rough at the bottom end of the course and this tripped a number of the competitors up. Tony doing a big submarine dive in one heat. Neil took it out from Don with Grant with his new Kiwi in third.

B Hydro was the last event for the day and this was taken out by Matt Lee with his Oberto Sport 45. It showed a clean set of heals to most of the Outriggers.

Monday, no real change to the weather. C Scale Hydro up first. Steve has Excutone trimmed nicely and the performance into the wind was what won him the event. Both Grant and Tony doing aerial displays in the back straight. Second was Tony and third was Matt Lee. The last 2 heats produced some great racing.



(Yes this is a person about to run C Scale Hydro and the water is calm)

Last event was open oval. Only 8 entries in the end and it was decided to put all in. A great mix of boats here from Outriggers to Petrol Mono's. Neil took it out from Don with Dean third with his Petrol Mono.

Thanks to Grant for organising a great event and also to John Belworthy who seemed to get landed with running most of the events.

DEFINITION OF TECHNICAL TERMS

Prepared by Doris

Many articles are written in technical terms, which are hard to follow for the new members and even some of the older ones. To this end the following list of technical terms may be of some use:

Term	Target	Reason
Elvis	Wayne McNaught	The Pres (actually ex president now)
Nitro Ned	Grahame Haines	Been that way for years
JB	John Belworthy	Cause that is what it is.
LM	Tony Rutledge	Life Member
Pig Pen	Don Ward	The messiest boater on the planet
Big Hua	Michael Binns	Cause he is
Gerg	Greg Clarkson	Spelt wrong by mistake once (& only once, but it stuck. Ed)
Da Da	Matt Lee (Trott)	Cause that's what he wears
Trotty	Steve Trott	Cause it is
James Taylor	Peter Collier	They look the same
Doris	Grant Binns	Who knows
Tugboat	Craig Oram	That's what he races
Bungle	Jeff Weake	Someone else gave it to him
Slick	Daryl Christiansen	He looks like that after a shower
Hoss	Graeme de Pina	Chief of the Waikato Cowboys
Mother	Susan Binns	Because she has to with the visitors
Mother 2	Anna Clarkson	Because she has to as well.

Please note that new terms will be added to this list with time.



The owner of a drug store walks in to find a guy leaning heavily against the wall.

The owner asks the clerk "What's with that guy over there by the wall?"

The clerk says, "Well, he came in here this morning to get something for his cough. I couldn't find the cough syrup, so I gave him an entire bottle of laxative."

The owner says "You idiot! You can't treat a cough with a bottle of laxatives!"

The clerk says "Of course you can!"

Look at him...he's afraid to cough!"

"Ho Ho Ho" says Santa. – We'd be saying that too if we only had to work one day a year!

PROPOSED PLAN FOR THE DIAMOND CUP REGATTA – BLENHEIM 2003

Dates are tentatively set at September 6/7

Confirmation of interest to be placed by Silver Cup regatta at Palmy.

Entries for Blenheim to close at least 3 weeks prior to event to give time to make final bookings as necessary.

Travel options as follows:

1. Make all your own arrangements.
2. Group / consolidated effort ie:
 - Find your own way to Wellington terminal for approx 5.30pm sailing.
 - Offload your gear into a van to be borrowed or hired locally.
 - Store your cars at the terminal lockup or else where as you choose.
 - One person to drive van on and the rest go on as foot passengers.
 - Graham Haines to organize a coach at Picton to shuttle everyone around for the weekend.
 - Accomodation will be billet type with the local boaties (probably all at Hainseys)
 - Events schedule follows
 - Finish regatta in time to catch approx 6pm sailing back to Wellington, stay with locals over night or travel on at your own choice.
 - The cost of van hire if we can't get a free one, van ferry crossing, and other group related expenses will be split evenly among those who go
 - Last time we did this about ten of us went and it cost roughly \$120 each, plus your travel to and from Wellington, food and other personal expenses.

Proposed format for the weekend is as follows:

Saturday At the Diversion

Sport 45 racing

B hydro matrix

Speed runs (open to anything)

Offshore / enduro

1/5 scale Hydro demo from the Christchurch guys (details to be arranged)

Sunday At Lake Altermarloch

C scale hydro

C hydro matrix

Offshore / enduro

Other as time allows

Both venues will be set up ready with race courses. In the event of one not being useable due to weather then we simply revert to the other site.

For those that went on this trip last time you will be able to tell others what a blast it was.

This is a great opportunity to catch up and support the South Island boaties with what they do and spur every ones interest further.

I hope we get enough interest that we have to hire two vans !!

Anyone requiring further details etc, Please contact Steve Trott. His contact details are at the front of this magazine.



**SOMETHING TO THINK ABOUT
WHEN ENTERING REGATTAS.
By Steve Trott**

Some time ago I did a wee spiel on this topic.

Considering the silent and hidden trend that has developed further this year, I thought it prudent to offer a reminder and prompt to PLEASE make sure that when you fill out your entry forms for regattas to complete ALL details required and get your entry in ON TIME.

This is a PLEA from myself and on behalf of all event organizers.

The key to all this is consideration and cooperation.

If you stop and think about it, without event organizers, there would be no events! Organizers give up a lot of their time voluntarily and that often impacts on the time they have to get their own gear ready and ultimately on their own performance at the regatta.

All of us I am sure enjoy having our frequencies, event schedule and other necessary details confirmed with time to spare prior to an event. If you need to implement any changes you can do it in the comfort of your home and not be under pressure at the regatta when time is usually at a premium.

From the position of a regatta organizer this also helps the overall event to run smoothly with out time wasting hiccups.

The main things to remember then when considering entering regatta events then are:

- 1/ Contemplate all regattas for that year, make a conscious decision which you will definitely attend, then those you might attend but need to plan and work towards.
- 2/ Know which events you can be properly prepared for rather than taking a "might be ready by then" approach.
- 3/ When filling out your entry form put down all your details, don't assume that "I did it last time, they should know from that"
- 4/ Make sure you offer an alternative frequency for all classes you enter, this is a requirement as per the NZMPBA handbook.
- 5/ Offer any other info that might help the organizer.
- 6/ Enclose your cheque payable to the host club or the NZMPBA as per the entry form.
- 7/ Get your entry in the post, fax it or email it so it is in the organisers hands by the entry close date.

If we all apply at least some of the above instead of it being the exception then we can all enjoy the tasks at hand a lot more and be ready to go hard at the next races

Thanks Steve Trott.



**QUAD SERIES – FINAL DAY
SUNDAY NOVEMBER 17 2002
PALMERSTON NORTH
By Grant Binns**

Well it was another fine warm sunny Manawatu day but without too much fine (although it didn't rain) and it wasn't very warm (it was actually bloody cold) but at the end of the day it could have been a lot worse and actually matched the weather forecast which was the pits. While we had a

reasonable turnout, 12 in all, there were a couple of key people missing which certainly had an impact on the final result.

The goal was to run two complete rounds on the day, i.e. 10 heats for each competitor with the option to change boats after the first 5 heats.

After a relatively short period for qualifying, the handicaps were prepared and racing got underway. Generally things were pretty close on the water with a number of blanket finishes for the first three boats in a heat.

Round 4 was won by Elvis on 1198 points followed by Tugboat on 1176 and Doris on 1171.

The weather improved slightly for round 5 in the afternoon and like always with this event, consistency is well rewarded. Round 4 was won again by Elvis on 1211 points followed by JB on 1193 and Pieter on 1177.

The overall title was up for grabs at the start of the day with Neil Plumpton, Mark Graham and Pieter Lokum all in a position to win the trophy. The winner however really became a non event when both Neil and Mark failed to appear.

Pieter however still put in his usual reliable performance to ensure that the title was his for the first time. Congratulations Pieter.

Notables from the day

LM being presented with the "Tit of the Day" trophy after 7 years of trying (and coming close on several occasions) to win it (one of the few that his name isn't on). The award was made for building controversial boats and the associated flack that was produced.

The Big Hua for seizing a second engine in two regattas.

JB running really well in the morning until the batteries went flat and then running really well in the afternoon until he missed 1 buoy.

Pig Pen with his K&B 82 cat looking the part on the water but then putting his 90 rigger about 20m up the bank after he lost control at lunch time, back to the cat.

LM for racing hard and then having two offs. Even the controversial don't go very well when they are upside down.

Slick had a good run with his old Picco 90 rigger but it would consistently stop just before the finish. He then changed to a very bouncy ride with a petrol crackerbox only to have different things keep falling off. Pieter Lokums nice deep vee only had one off all day, it performs really well on the water and deserves to be the series winner.

Graeme Spence had a well performing 21 mono and he discovered that they use fuel and actually need to be filled up every now and again during the day.

Sam Marsh who is new to our hobby, found out how frustrating it can be when he broke a drive shaft during the warm up.

Doris put another Rossi 45 into the old DV and it performed without a hitch, except when it hit a buoy.

Elvis got Rent a Wreck of the shelf, and the old girl never missed a beat all day. It appears to perform at about the same pace as his reactions, good help us when he has a 90 rigger on the water.

Tugboats petrol DV going great on the water until the last heat of the day when he hit a buoy, flipped and finished pointing to the sky and then to cap it all off Pig Pen (the brother-in-law) got all confused (after going round him for three laps) and then hits him, at reduced throttle with his big cat. The clunk has almost totalled the DV, BUGGER.

All up a really good day with a lot of racing and fun.

I still believe that racing the clock, while it is different, it isn't as much fun as racing each other. I will be looking at the system over the Christmas period to see what modifications can be made to improve the series further.

If you have any comments to make, please give me a call

Thanks to all the guys who have helped and supported the series throughout the year. All the best for Christmas and be ready to rock and roll for next year.

Regards
Doris

HANDICAP SERIES 2002 RESULTS

BEST 5 TOTAL

	Round 1	Round 2	Round 3	Round 4	Round 5	Total	Place
Pieter Lokum	1320.58	1393.6	1181.55	1105.31	1455.1	6456.14	1
Elvis McNaught	1100.87	231.06	927.94	1468.53	1504.38	5232.78	2
Tony Rutledge	733.4	1474.28	865.08	1144.59	441.27	4658.62	3
Don Ward	569.13	1156.16	573.3	1010.89	1071.25	4380.73	4
Grant Binns	1006.04	309.66	241.58	1432.42	1015.77	4005.47	5
Mark Graham	1327.85	1048.32	1530.41			3906.58	6
Neil Plumpton	1144.7	1503.56	1190.44			3838.7	7
Big Hua	1337.65	1478.46	218.43	291	303.5	3629.04	8
John Belworthy	0		788.94	924.81	1449.69	3163.44	9
Tug Boat				1459.55	1119.09	2578.64	10
Daryl Christensen	0		1452.58	275.75	286.28	2014.61	11
Graeme Spence				774.33	819.2	1593.53	12
Lex Miller		1331.39				1331.39	13
Cory	1314.49					1314.49	14
Geoff Stokes	1145.62	0				1145.62	15
Murray Matheson	901.15					901.15	16
Leigh Marsden			734.97			734.97	17
Tony Bolstad		247.32				247.32	18

BEST 4 TOTAL

	Round 1	Round 2	Round 3	Round 4	Round 5	Total	Place
Pieter Lokum	1105.01	1135.35	1181.55	1105.31	1177.85	4600.06	1
Elvis McNaught	1100.87	231.06	927.94	1198.48	1211.78	4439.07	2
Tony Rutledge	733.4	1191.88	865.08	1144.59	441.27	3934.95	3
Don Ward	569.13	1156.16	573.3	1010.89	1071.25	3811.6	4
Neil Plumpton	1168	1225.65	1190.44			3584.09	5
Grant Binns	1006.04	309.66	241.58	1171.5	1015.77	3502.97	6
Mark Graham	1099.35	1048.32	1233.38			3381.05	7
Big Hua	1094.61	1220.12	288.97	291	303.5	2909.23	8
John Belworthy	0		788.94	924.81	1193.55	2907.3	9
Tug Boat				1176.53	1119.09	2295.62	10
Daryl Christensen	0		1188.24	275.75	286.28	1750.27	11
Graeme Spence				774.33	819.2	1593.53	12
Cory	1110.52					1110.52	13
Lex Miller		1086.75				1086.75	14
Geoff Stokes	949	0				949	15
Murray Matheson	901.15					901.15	16
Leigh Marsden			734.97			734.97	17
Tony Bolstad		247.32				247.32	18

DIAMOND CUP HYDROFEST. - HAMILTON, 23RD & 24TH NOVEMBER 2002.
By Steve Trott

I am sure that all entrants were praying for one thing, no wind !!
Upon our arrival at Hamilton Lake early Friday afternoon the water was already roughed up.
While we waited to see if the breeze would abate so we could set the course, several more of the locals showed up.

Another 2 hrs later and the wind had just gotten stronger as the time ticked by.
Discussing the options we decided to go up to Lake Hakanoa at Huntly to check conditions, we took all the necessary equipment just in case. It turned out the Lake Hakanoa was essentially unaffected so the decision was made to set up there and make the best of it.

We finally finished setting the course around 6pm then all we had to do was contact all the entrants to let them know of the change.

As Saturday dawned conditions were near perfect, the option was taken to run all the hydro racing thru that day while the weather was on our side.

Being short of a few of our regular racers didn't seem to effect things, the entry level was still good and there was some very close racing and a lot of fun to be a part of.
The hydro racing finally finished about 4.30pm and we decided to pull up the course and move back to Hamilton Lake for Sunday and have a full on morning of offshore racing.

Conditions Sunday morning were calm to start with, you know about the calm before the storm !!
Well it wasn't long before the breeze was up and the white caps to go with it...perfect test for the vees and cats.

A simple but challenging course was set, it got even trickier when someone redirected the Americas cup right thru the back of the course !!

In the end we finished up at about 11.30am and did prize giving so everyone could hit the road.

Thanks to the Hamilton Club for hosting this event and if anyone has a spare tuned pipe could you ring Grant B, he needs 2 or 3 new ones....!!

See the results for the meeting and overall final Hi Points Series attached.

See ya at the water..... Steve Trott.

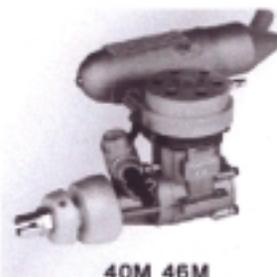


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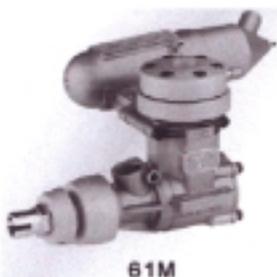
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Displ(cc)	1.94	2.45	3.46	6.46	7.49	9.95	14.97
Bore(mm)	13.80	15.50	16.60	20.66	22.25	24.00	27.30
Stroke(mm)	13.00	13.00	16.00	19.28	19.28	22.00	25.50
Weight(g)	136	240	315	540	534	780	1000



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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SCALE HYDRO HI POINTS SERIES 2002. By Steve Trott

What a year. What we haven't experienced isn't worth talking about!!

The key ingredient has been everyone having fun.

From my point of view it has been hard work at times but still enjoyable, realistically I don't see this changing.

For next season there will be some changes and modifications.

We will be visiting a couple of venues not used for the series for a while and in September an extra special trip to Blenheim will be made. Start thinking and planning for that now. We have done it once before and it was fantastic. We have an even better race site this time so don't be the one left at home!!

I am wanting to do a written programme for each regatta this season, I have a volunteer who will help produce these, the only way this will work is if I have your co-operation with getting your entry forms back promptly.

I will also be contemplating how and when we will apply Boat judging so the presentation of our craft is better maintained.

The events we run during these regattas basically work ok. Once again, I will be looking at the format and fine-tuning some areas of that.

There is not that much time before we kick off with the first round for next year in late January at New Plymouth, the entry form is with this Propshaft.

Finally, thank you VERY much to all the host clubs and the band of faithful followers that get stuck in and do their bit and some times more.

See you at the water, Steve Trott



NZMPBA 2003 CALENDAR OF EVENTS (DRAFT COPY)

NOTE If you don't see a regatta listed below that your club is planning to host, please get in touch with Greg as soon as you are able.

January	26 th	Wellington Offshore	Wellington
February	08/09	Scale Hydro Regatta	New Plymouth
February	23/24	Governors Cup AGM + Round 1 of Quad Series	Palmerston North
April	18/21	NZMPBA National Championships	Palmerston North
May	10/11	Scale Hydro Regatta Seafair Trophy	Auckland
May 31 – June 01		Queens Birthday Regatta	Blenheim
July	5/6	Scale Hydro Regatta Silver Cup	Palmerston North
September	6/7	Scale Hydro Regatta Diamond Cup (See Proposed Plan)	Blenheim
November	22/23	Scale Hydro Regatta World Cup	Rotorua or Hamilton