

PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 1 March 2003



In this Issue

- Minutes of the 2003 AGM
- Nationals Entry Form
- Regatta Writeups
- Calendar of Events
- Scale Hydro Register
- Current NZMPBA Records

**NZMPBA
NEW ZEALAND MODEL POWER BOAT ASSOCIATION INC.**

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

PRESIDENT

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

VICE PRESIDENT

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

Scott Pickering

Soon to be living in Tokoroa
Mainly at the lake
Email: Scottcmb@hotmail.com

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

Craig Oram

Cnr Rongotea & Pioneer H/way
RD 5
Palmerston North

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: Dave Richardson's "St Regis" 1/8th Scale Hydroplane

THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED IN MAY 2003

THOUGHTS AND STUFF FROM THE PRESIDENT

By Grant Binns

After a very interesting AGM I have won the lollipop of becoming the President of the Association.

I have been Vice President for about 4 years and on the committee for a few years before that, so I have been around for quite some time, and I have been involved in the politics of the organisation for all of that time. Believe me, for such a small group of people we do have a lot of politics to consider.

For those that don't know me, I'm more commonly known as "Doris" (why, I don't know) and I have been instrumental in trying to get names for most of the participants in this region. I still have a few to go. I've been boating for about 15 years with my interests being glow and electric. Most of my experience has been with monos and deep vees but about three years ago I built a 45 Hydro, then a scale hydro and recently a C rigger and a Sport 45. I'm still not sure why I went into hydro racing but I have enjoyed taking part in the scale series for the last two seasons.

My son Michael (Big Hua) also races and every now and again Mother (Susan) will keep us company during our travels.

I was a bit reluctant to take on this job because I know how much time it can take up, and my day job keeps me fairly busy (I manage a construction company in Palmerston North and sit on a number of trade association groups and committees) and in my spare time I enjoy building boats and playing golf. At the end of the day time will tell how successful I can be in this role and to a large degree that will depend on how each you (the members) participate, react, complain or complement what the association is trying to do or achieve.

I have some basic philosophies about model boating (and life for that matter) which I would like to share because they have helped me in the past and they will let you know where I am coming from.

- When I go to a regatta I am going to have fun. If my boats go I will have even more fun.

- If you have a boat, I want to see it on the water. (the committee members and I want to see boats on the water).
- If you have a problem, tell the appropriate person, sort it, and then get on with it. (Don't stew on it or tell or complain to others who can't do anything about it).
- Put up or shut up. If you're not prepared to put your point of view directly then don't even start. I will always put forward my point of view and I am more than happy to be proved wrong by a good counter argument.

At the AGM we had we had a lot of good stuff to discuss and discuss we did. In a lot of cases the outcomes were predictable but we did pass a couple of "left field" rule changes as well. It is always disappointing to see a small group of attendees at the AGM because in some ways it is more important than racing and you certainly get better discussion with more people involved. I must however thank everyone who made the effort to attend, especially those who had to travel some distance. It is appreciated.

SUHA

There are some moves afoot to re-establish the Scale Unlimited Hydroplane Association which I believe would be very detrimental to this aspect of our hobby. This would be in direct competition with the NZMPBA Scale series run by Steve Trott. At this time it is too early to give you much more information but under SUHA rules, there must be an irrevocable difference of opinion amongst the members before this can happen. Obviously we have some members who are not happy but at the moment the NZMPBA does not know what they are unhappy about.

Hopefully we will get some feedback shortly and we will be able to progress the situation.

2003 Nationals

In this edition of Propshaft you will find an entry form for the Nationals. Please don't leave it until the last minute because you may miss out. Getting the events sorted for the Nationals is a big job, which can be made easier if people get their entries in early.

You will need to sort your accommodation as soon as possible. Palmerston North is always busy at Easter.

Well that is probably enough stuff from me for now and please remember if you have an issue,

send it to me or the secretary so it can be dealt with by the committee.

Fine weather, good boating and drive carefully.

Grant Binns
Doris



Some of Doris' better poses.

2003 SUBSCRIPTIONS ARE NOW DUE

They are	\$30.00	Adult
	\$15.00	2 nd Adult family member living at the same address
	\$7.50	Junior Member

Please send your subs to Grahame Haines at the address listed at the front of this magazine if you haven't already done so.

HIGH PERFORMANCE MODELS

SHOP B, 8 TAMARIKI AVE, OREWA, HIBISCUS COAST, NEW ZEALAND

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

EMAIL: HIGHPERFORMANCEMODELS@XTRA.CO.NZ

Futaba®



HIGH PERFORMANCE MODELS is the factory appointed distributor for CMB Motors Italia in New Zealand. We sell and race the full range of CMB engines plus the complete range of CMB Tuned Pipes, Spare Parts and Accessories. All engines are the latest versions direct from the factory.



*We have now added the **O.S.** and **MAGNUM** range of engines and can supply **Rossi** and **Super Tigre** on order.*

We now stock the full range of **FUTABA** and **ACOMS** radio's, **GWS** and **CIRRUS** servo's, all your fuel requirements as well as kits and accessories from **TAMIYA**, **Billing Boats**, **Mamoli**, **K&S Metals**, **Sullivan Starters**, **DU-BRO**, **BURAGO** among others.

HIGH PERFORMANCE FUEL

STANDARD FUEL (No Nitro)	5 Litres	\$29.99
SPORT FUEL (10% Nitro)	5 Litres	\$39.99
RACING FUEL (20% Nitro)	5 Litres	\$49.99

Available in synthetic, castor/synthetic or castor

We are regularly adding new products to our range so please phone, fax or email Tony or Kim or if you are in the area please drop by for a coffee and a chat.

OPENING HOURS

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

WELLINGTON OFFSHORE 2003

By Wayne McNaught

Challenging. No other word could better describe the annual Wellington offshore. A couple of rough weather days before the event were most likely the cause of the sometimes two metre swells racing across the course. Boats were often unseen for a number of seconds, sometimes popping back into view on a course other than that which the driver thought it would be. Even the rescue boat crew were unable to moor on their allocated marker buoy with the fear of being ejected at any moment.

Chatter on the drivers mound seldom needed to warn the competitors of the rescue boat wake as it was insignificant compared to the water conditions. Lot's of power was certainly not the order of the day. A well trimmed boat driven consistently was the answer. Radio trim tabs certainly seemed to be an advantage as well and maybe we should all look towards fitting them for future offshore events.

Even after all of the above, I feel that these are true offshore racing conditions and those that mastered them on the day deserve congratulations. Entry numbers this year were a little disappointing, so thanks to those of you that made the effort to attend. We may have to look at the timing of next years event. Weather patterns certainly aren't what they used to be so we'll do some research and see if we can come up with a date less likely to be affected by wind. In Wellington I hear you say. Dream on. None of these events would be possible without all the helpers who lap score, man the rescue boat and look after the BBQ lunch etc. Many thanks to Graham Spence, Brent, David and Mark Graham, Ron McAdam, Doris Binns and Darrell Hansen my neighbor for all doing their bit to make the event run as smoothly as possible. Also to Tony, John and Mark for helping to set up the course on Friday night.

Hard luck awards for the day go to Pieter Lokum (no nickname yet), John (JB, Harry) Belworthy and Sam Marsh from the Manawhatu. Sam's boat (Binnseys old sewing machine deep vee) suffered loose flywheel problems along with a faulty failsafe in the radio box. The adjusting pot was suffering from dry solder joints and literally fell off the circuit board when trying to adjust it.

Sam spent most of the day deep inside the boat stripping and refitting things finally getting it to run pretty well. Better luck next time Sam.

Pieter's boat developed a fuel mixture problem and then a broken rudder to finish things off. He opted to retire and help with pitting for the others for the rest of the day. JB put together three fairly good heats only to suffer flat batteries 2 laps into the final. He runs a quarter scale servo for the steering on this boat, a leftover from his steering strut days and is finding it very hungry on the batteries. Maybe a change of servo is in the wind. His cut down Elvis/McKenzie hull was certainly a boat that would have won the event outright had it kept going. Better luck next time John.

King of the Tug Boats this year was Mark (no nickname yet either) Graham. He actually managed to do something I seem to be incapable of. That is drive slowly to suit the conditions. Well done mate.

Highlight of the day was the unveiling of the new Rutledge designed offshore racing dunny seat. No shortage of deck buoyancy on this one. Obviously derived from a number of late night meetings held at various locations throughout last year culminating in a very special award to Tony at the WMPBC Christmas dinner. Comments like the bilge is getting full, you better give it a flush, and here comes the dunny master for another lap were heard whilst the super loo was on the course. Thanks for the entertainment LM. The mind boggles at what you'll come up with next year. Maybe a racing cistern or down pipe is in the design stages. Watch this space for updates throughout the year.

Graeme DePina (alias Hoss, King of the cowboys). What can I say. Very impressed with his new boat, a Dallas (DAG) Gibson hull bottom with some of the new features we are currently discussing to allow for future use on deep vee hulls. Motor problems again dictated his low score but as usual his beautifully prepared boat looked awesome on the water, when it was going. He obviously suffers from a much worse case of 'can't-throttle-off' disease than I do so maybe we will have to start up a therapy group to

overcome the problem. Let's just say he did a few less laps than last year. Come to think of it, so did I. I've got to get help quick. Anyway, enough of this dribble, Let's get on with the results.

Top Qualifier going into the finals was Peter (James Brown) Collier on 47 laps closely followed by Daryl (Slick) Christiansen and John B on 45 laps each. Mark G, Tony R and Doris Binns were all in the low forties hoping for a good final to pull up their overall scores. Tony R ended up top of the heap in the final on 45 laps with Peter C only scoring 41. The big Doris did well to score 36 laps with his old trusty B deep vee and Neil P and Mark G were next best on 35 laps a piece. Rent-a-wreck driven by Michael B did pretty well to score 32 and if not for an early

bounce off a marker buoy splitting the hull open up by the bow causing the boat to fill with water quicker than it could escape he certainly would have been in the hunt for a podium finish. I suppose I'll have to fix the dam thing now so where can I send the invoice Michael. After all of the additions Peter Collier came out on top with 88 laps very closely followed by the dunny master TR on 87. If only TR had flushed a little earlier he may have been able to take the win 2 years running but it wasn't to be. Third overall was Doris Binns on 77 laps.

The after match function was at the Parrot and Jigger for those who still had some energy to burn. Nice food and a couple of quiet drinks certainly went down well after such a busy day. A full list of results follows.

B Class	Laps	C1 Class:	Laps
Tony Rutledge	87	Peter Collier	88
Grant Binns	77	Michael Binns	71
John Belworthy	47	Daryl Christiansen	66
		Murray Mathieson	50
		Sam Marsh	20
		Pieter Lokum	9
P1 Class		C2 Class	
Mark Graham	76	Neil Plumpton	71
Wayne Mc Naught	40		
Graeme De Pina	7		

Thanks again to all who attended and we hope to see you all again next year. Just remember. Don't put things off until tomorrow. If you enjoy doing it today you can do it again tomorrow and double your fun.

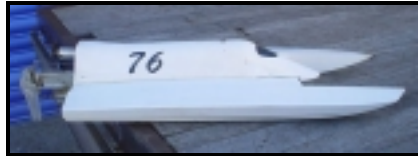
Regards
Wayne / Elvis.



FOR SALE

3.5cc Tunnel hull with Picco P5 motor, gearbox and pipe \$400.00
or split, \$200.00 Motor, gearbox & pipe
 \$200.00 Hull & hardware.

Contact John Belworthy on 04-5692312 evenings or
Email jcbelw@callplus.net.nz



UPDATE OF TECHNICAL TERMS By Doris

We have had a couple of new names arrive on the scene plus an update.

Goldilocks	Murray Mathieson	Cause he has
Father Neil	Neil Plumpton	Defender of the Glow faith at the Wellington Off shore
Hand Brake	Chris Belworthy	Cause she is
Harry Potter	John Belworthy	Much better than JB

We are still working on some other terms but I will keep you up to date as the situation develops.

HANDICAP RACING SERIES ROUND 1 PALMERSTON NORTH, 23 FEBRUARY 2003 By Doris

And the fine warm sunny Manawatu is was with no wind, flat water and plenty of warm sunshine as we started to get ready at 9:00am.

This year with have a new scoring system for the series so it was discussed during the drivers meeting before tune up.

After a tune up period we were straight into the first race. The new system doesn't require a qualifying time, instead it calculates a handicap based on the fastest race time for each competitor in the first two rounds. The new system also adjusts the race time after the race is complete rather than by delaying the competitors start time and the competitors do not know what their handicap time actually is.

The new system means that there is very little scope to fudge a racing time and we offer the

added incentive of 50 points down to 10 points for the fastest 5 net times over each round.

Another advantage of the new system is that we are able to mix up the heats between rounds which gives everyone the chance to be on the water with a different range of boats.

The new system created some really good racing with the faster boats having to negotiate slower ones.

As you can see from the results, many of the competitors completed all 5 heats and some of the times were very consistent. Harry Potter with his DV was the most consistent with only a 6 second spread over his 5 race times.

Everyone appeared to be racing hard during each heat and no one broke out of their handicap time, so it would appear that the system works.

The day ran very smoothly and we had completed 5 rounds by 1:30 so after processing the results it was decided to have a team's race. The group was divided into two, some simple rules were set and away we went. The race ran for 30 minutes and the boat and driver had to be changed every 10 laps. If a boat

stopped on the water, another one could be launched straight away. At the end of 30 minutes, the nick names beat the standard names by 1 lap 87 to 86.

This was a good fun day with no race damage during the event although we did have three boats pull out with mechanical failure. Everyone enjoyed the day and they are already looking forward to the next round.

	5 Heat Total	Best 4 of 5 Heats
Graeme Spence	0	0
Mark Graham	1579.46	1284.27
Tug Boat	1569.46	1271.71
Pieter Lokum	1535.66	1241.89
Goldilocks	922.6	922.6
Slick	1575.43	1278.18
Elvis	1533.41	1250.53
Pig Pen	1530.41	1237.97
Father Neil	653.48	653.48
Big Hua		
Doris	313.48	313.48
Harry Potter	1655.09	1347.46

SEAFAIR TROPHY HYDROFEST

**PLEASE NOTE THE VENUE CHANGE ON YOUR ENTRY FORM TO TOKOROA.
THE NZMPBA IS NOT RUNNING AN EVENT IN AUCKLAND ON THE 10TH & 11TH OF MAY
AS WAS PREVIOUSLY ADVERTISED IN THE PROPSHAFT.**

The following is a list of Scale Hydro Registrations

BOAT NAME	"U" No	I/D	YEAR	model	f/size	OWNER	DATE OF REG	ENG Class
AMERICAN SPEEDY PRINTING	U40	8255	1983	X	Y	PAUL GARNER	1-Jun-98	C
ANNIHILATOR	GP007	N/A		X	Y	PAUL GARNER	26-Apr-99	B
ANNIHILATOR (PINK)	GPOO7	N/A	2001	X	X	PAUL GARNER	2-Jan-02	B
ATLAS VAN LINES [10]	U1	8200	1983	X	X	PHIL ATTENBOROUGH	28-Jul-02	C
BOSS MOBIL 1	GP05	N/A	1994	X	Y	GORDON HOMEWOOD	4-Nov-94	C
CANDYMAN	U5	7505	1979	Y	Y	WARREN BELK	21-Feb-91	C
CAPTRAN RESORTS	U20	7207	1981	Y	Y	JOHN NICHOLLS	17/11/98	C
CLOSE CALL	U10	8700	1997	X	X	NEIL STANLEY	29-Nov-02	C
DE WALT TOOLS	U6	8806	1995	Y	Y	PAUL FLETT	20-Jan-02	C
EXCUSE ME TOO	M4	n/a	1956	Y	Y	TONY RUTLEDGE	19-Feb-91	B
EXECUTONE [2]	U8	8806	1982	Y	Y	STEVE TROTT	4-Apr-99	B
EXECUTONE [2]	U8	8255	1982	Y	Y	STEVE TROTT	23-May-97	C
GP2	GP2	n/a	1988	Y	Y	WARREN BELK	21-Feb-91	B
KISW MISS ROCK [31	UIOO	8255	1983	Y	Y	SCOTT PICKERING	8-Sep-01	C
LITE ALL STAR	U7	8407	1984	Y	Y	GRAHAME HAINES	27-Feb-95	C
LLUMAR WINDOW TREATMENT	U8	8808	1998	Y	Y	CHRIS BREEN	23-May-99	C
MILLER HIGH LIFE [1]	UOO	8401	1988	Y	Y	MALCOLM MILLER	20-Jan-96	C
MISS BARDAHL	U40	6240	1962	Y	Y	DARYL CHRISTIANSEN	6-Jun-94	C
MOISS BUDWEISER [17]	U1	8901	1993	X	Y	JOHN BELWORTHY	24-Feb-03	C
MISS BUDWEISER [19]	U1	9401	1995	Y	Y	GRANT BINNS	8-Mar-97	C
MISS CIRCUS CIRCUS [5] P2	U31	8401	1988	Y	Y	JEFF WEAKE	1-Jan-01	C
MISS CIRCUS CIRCUS [5] P3	U00	8401	1988	X	X	GLEN O DONNELL	10-Sep-01	C
MISS CIRCUS CIRCUS [4] P4	U31	8700	1988	X	X	GRAEME DOGGETT	28-Sep-02	C
MISS EXIDE II	U11	92102	1996	X	Y	BRIAN DOUGAN	13-May-01	C
MISS RENAULT	U3	8303	1983	X	Y	PAUL FLETT	25-Mar-02	B
MISS THRIFTWAY	U60	5960	1959		Y	WAYNE LESTER	7-Nov-01	C
MISS TOSTI ASTI SPUMANTE [2]	U10	8410	1984	Y	Y	ED BRENNAN	28-Jul-02	C
NOTRE DAME [9]	U7	7202	1972	X	Y	ROSS HOMEWOOD	10-Nov-02	C
OH BOY OBERTO [4]	U55	8255	1972	X	Y	MATHEW LEE	8-Aug-02	B
OH BOY OBERTO [4]	U55	8255	1972	X	Y	MATHEW LEE	3-Dec-00	C
OH BOY OBERTO [6]	U2	8200	1977	Y	Y	BRIAN DOUGAN	1-Jun-98	C
PAY-N-PAK [2]	U25	8025	1980	Y	Y	GEOFF STOKES	4-Nov-92	C
PRESTO	E14	n/a	1987	Y	Y	WARREN BELK	21-Feb-91	C
PRIDE OF PAY-N-PAK [2]	U25	6925	1976	Y	Y	JOHN NICHOLLS	11-Feb-91	C
RED ADAIR	GP3	n/a	1994	X	Y	WAYNE McNAUGHT	29-Jul-02	C
SHELL TRU BLUE LADY BUG	GP6	n/a	1993	Y	Y	TONY RUTLEDGE	3-Mar-94	C
SMOKIN JOES	U10	8910	1995	X	Y	PAUL FLETT	1-Apr-02	C
SMOKIN JOES	U10	8910	1996	Y	Y	GEOFF STOKES	10-Dec-99	B
THE BOSS	GP1	n/a	1983	Y	Y	PETER COLLIER	2-Mar-91	B
THRIFTWAY TOO	U62	5762	1995	Y	Y	WARREN BELK	18-Mar-96	C
TIDE	U8	8808	1994	Y	Y	TONY RUTLEDGE	9-Sep-94	C
TRU-JEN	NZ2	n/a	1985	Y	Y	TONY RUTLEDGE	19-Feb-91	C
ULTRA BOLD & DASH	U8	8808	1991	Y	Y	TERRY WILSON	3-Jan-96	C
VALVOLINE/MISS MADISON	U6	8806	1991	X	X	BRIAN DOUGAN	16-Sep-02	C
WINSTONE EAGLE [2] LOBSTER	U10	8910	1990	X	Y	GRAHAME HAINES	27-Feb-91	C

2003

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

The following minutes have been abbreviated to save space. If you would like a full copy of the minutes please contact Greg Clarkson.

**MINUTES OF THE NEW ZEALAND MODEL POWER BOAT ASSOCIATION
ANNUAL GENERAL MEETING
HELD SATURDAY 22 FEBRUARY 2003**

Meeting Opened 10.04am

Present

Greg Clarkson, Grahame Haines, Paul Flett, John Belworthy, Wayne McNaught, Steve Trott, Brian Dougan, John Nicholls, Grant Binns, Craig Oram, Daryl Christiansen, Graeme Crimp, Scott Pickering, Anna Clarkson, Geoff Stokes, Murray Matheson, Don Ward. Jeff Weake.

Apologies

Tony Rutledge, Michael Binns, Matthew Lee, Gordon Homewood, Mark Graham, Pieter Lokum, Tony Kockott.

Minutes of the Last Meeting

Read and confirmed by John Belworthy, seconded by Grant Binns.

Matters Arising from Previous Minutes

Naviga. Secretary has received letter & invoice for this years membership. Naviga also sent competition rules for 2003. Subscription is EURO 225. Next Naviga Worlds is in 2004. Refer to General Business.

PC & sound system. Association still has not received \$300 from Peter Hall. Grahame Haines had to put a new motherboard into the association PC. It appears the computer was built up from second hand & obsolete parts. General discussion was to stick with Windows 98 and not upgrade to XP. Wayne McNaught suggested we write off the debt. John Belworthy moved this, seconded by Grahame Haines. All agreed.

Correspondence

Inward

Letter from Naviga

Letter from Terry Wilson with proxy votes

Inward from Companies Office regarding reincorporation

Inward from SUHA

Outward

Reply to SUHA

Correspondence accepted by Grahame Haines, seconded by Anna Clarkson.

Presidents Report

Read and confirmed Wayne McNaught, seconded by Grant Binns.

Treasurers Report

Read and confirmed Grahame Haines, seconded by Scott Pickering.

Remits for Discussion

Remit 1 From Grant Binns

Section – RECORDS Event Details

Carried. 1 against.

Remit 2 From Grant Binns
ScaleOffshore, Offshore Racing Class
Carried. Unanimous.

Remit 3 From John Belworthy, Grant Binns, and Wayne McNaught
Hull Definitions Mono & Deep Vee Hulls.
Carried. Unanimous

Remit 4 From Wayne McNaught.
Tunnel Hull Definition.
Carried Unanimous.

Remit 5 From John Belworthy, Grant Binns and Wayne McNaught.
Electric Class. Standard Class line A.
Carried Unanimous

Remit 6 From Wayne McNaught & John Belworthy
General racing rules. – Classes #4
Carried Unanimous

Remit 7 From Dallas Gibson
Petrol Class Introduce a P3 class 36.01cc to 45cc.
Vote 1 against Carried.

Remit 8 From Gordon Homewood
Petrol Classes P1 and P2
Remit lost.

Remit 9 From Grahame Haines
Insert a picture of paddleboat dimensions into the rulebook.
Carried Unanimous.

Remit 10 From Grant Binns
That the NZMPBA cease to be an incorporated society as it is a cost to the association with no benefit at this time.

Withdraw original remit wording and amend to
“As a group, we register with the Incorporated Societies as New Zealand Model Power Boat Association”
Carried Unanimous

Remit 11 From Grant Binns
That the NZMPBA develop a set of goal and management guidelines for the running of the association.
Remit Withdrawn

Remit 12 From Gordon Homewood
National Championships
Vote 1 in favour Remit Lost

Remit 13 From Gordon Homewood
AGM That the AGM be held during the National championships
Vote 3 in favour Remit lost.

Remit 14 From NZMPBA Committee

The remit is now as follows

Sport 45 Hydro

1. Hull must be of three (3) point hydroplane configuration.
2. Boats shall be freelance appearance and finished in a manner appropriate to a past or present limited or unlimited class hydroplane.
3. A name and the owners NZMPBA number must be displayed on the boat.
4. Open cockpit must be complete with a driver of scale like appearance. It must be at least shoulders and head height. Canopy type hydros must at least have a painted windscreen.
5. Maximum engine capacity must not exceed 7.509 cc, inboard only. Gear boxes are not permitted.
6. The engine and tuned pipe must be concealed where possible.
7. Outrigger, modified outrigger, tunnel and canard hulls are not permitted.
8. The drive dog may extend beyond the transom, but no more than 50 mm to the front face of the drive dog.
9. Minimum hull length will be 890 mm.
10. The underside of the afterplane shall be a continuous flat surface across the hull with the exception of the allowable transom cutup and engine pan. See drawings for allowable dimensions of cutup & engine pan.
11. Hull width at the transom's narrowest point shall not be less than 60% of the width of the hull between the inside edges of the front sponson ride surfaces.
12. For picklefork hulls the front recess shall not be more than 25% of the total hull length. (A forward wing is considered part of the hull and is not included in 25% picklefork recess).
13. Air Dams, ride plates and rear sponsons/shoes are permitted.
14. Multi Winged hulls are not permitted – See attached diagrams for clarification.
15. Boats shall be raced using the oval matrix format or other such format as may be advertised by the contest director.

Remit 14 Carried unanimously

Remit 15 From NZMPBA Committee

B Scale Hydroplane

Grant moved an amendment to remit 15 3,9 that the drive dog may extend beyond the transom to a maximum of 50mm.

Carried Unanimously.

Remit 16 From Steve Trott

Sport 45 Hydroplane - Grandfather Clause

Remit 16 Withdrawn

Remit 17 From Grant Binns

Certificate of Compliance

Carried Unanimous.

Remit 18 From John Nicholls & Brian Dougan

Sport 45 Hydroplane

Remit 18 Withdrawn

Remit 19 From John Nicholls

Sport 45 Hydroplane Hull length.

Remit 19 Withdrawn

Remit 20 From John Nicholls

Sport 45 Hydroplane Fuel.

Vote 2 for Remit was Lost.

Remit 21 From John Nicholls

Remove all reference to the cracker box class from the rule book

Remit was Lost

Remit 22 From John Nicholls

Remove all reference to the fast electric class from the rule book

Remit was Lost

Remit 23 From Steve Trott

C Scale Hydroplane

Carried Unanimous

Remit 24 From Steve Trott

C Scale Hydroplane

Steve Considering the precedent that has already been set in the 45 class I would like to amend the remit to:

‘The drive dog may extend beyond the transom, but no more than 50 mm to the front face of the drive dog.’

Carried 17 votes to 9

Remit 25 From Grahame Haines

C Scale Hydroplane

Steve amended to remove depth part of the measurements.

Carried Unanimous

Remit 26 From Grahame Haines

In C Scale regatta format and event specifications listed in additional information section of rulebook 3, Penalties

Grahame amended to add footnote to the remit.

Carried

Remit 27 From Murray Smithson

Mono Matrix

Remit Lost.

Election of Officers

Patron

Maurice Burrell-Smith

President

Grant Binns

Vice President

Greg Clarkson

Secretary/Treasurer

Grahame Haines

Committee

Steve Trott
Wayne McNaught
John Belworthy

Tony Rutledge
Scott Pickering
Craig Oram

Honorary Auditor

Thompson Watson

2004 Nationals Venue

Grahame Haines is happy to put forward Blenheim as the venue for 2004. There are lots of new lakes being built so a venue away from the diversion would not be a problem. Lake Altermarloc is also available but he will endeavour to find a suitable lake closer to town.

2003 Membership Subscriptions

Grahame Haines moved subscriptions remain the same
Carried.

General Business

Incorporation.

Remit was passed that we should register as NZMPBA Inc.

Public liability.

Grahame asked if we should publish this in the rulebook. Yes. It will be put into the information section. This lets members know what they are covered for in case of an accident. It will also be put in the next Propshaft.

Naviga.

It will cost the association approximately \$400 per year to be financial with Naviga. Can't join in & out. Tony Kockott is probably prepared to pay half again.

Brian asked what do we get for our membership to Naviga?

We are allowed 3 people per class to represent NZ at the Naviga Worlds, however any individual can go and compete singly.

Greg suggested checking with the Kockott family to see if they are prepared to pay half again.

Wayne suggested maybe seeking sponsorship.

Grahame will email Tony Kockott.

Speed records.

Wayne would like to see an update of current speed records in the Propshaft.

SUHA.

Grahame as sec/treas has recvd letter 17/2/03 from Merv Sowden stating Suha is no longer in recess, & wanting trophies that were on loan to NZMBA to be returned asap.

Copies of Correspondence between 2 assns 30/1/97 (nzmpba to suha). re combining both groups

Letter from suha, 3/2/97

Mins from meeting at binns 17/8/97.

Mins suha mtg 2/5/98. suha went into recess for 12 months & members join nzmpba & trophies lent to nzmpba for period that suha in recess.

8/5/98 merv to scale racers.

Grant Moved that the incumbant President continues dialogue with suha and report back at the nationals.

Carried.

There being no further business the meeting was closed at 4.00pm.



NZMPBA FINANCIAL STATEMENT 2002

DEBITS

Propshaft	\$350.54
Insurance	\$529.81
With holding tax	\$ 3.89
Phone/fax Xtra	\$835.23
Travel	\$ 79.00
AGM	\$ 30.00
Patches	\$707.63

CREDITS

Opening Balance	\$ 254.82
2002 Subscriptions	\$2475.00
Nationals	\$ 94.67
Interest	\$ 9.97
Scale Hydro Regattas	\$ 280.20
Donations	\$ 508.77
Propshaft Advertising	\$ 200.00

Computer repairs	\$708.75
Chq Bk	\$ 2.50
Record Cards	\$117.00
New Rule Books	\$118.86
Stationary	\$ 48.24
Taranaki MBC	\$ 70.00

Total **\$3601.45**

A/C closing balance **\$ 221.98**

\$3823.43

\$3823.43

TERM DEPOSITS

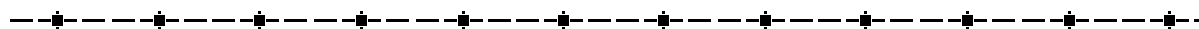
WESTPAC TRUST	
03059902184190001	
Opening balance	\$2025.62
Interest	\$ 37.07

ASSETS

PA System	\$ 418.16
Stopwatches	\$ 110.38
Noise Meter	\$ 636.06
Suzuki outboard	\$ 192.24
Brother Ph/fax	\$ 203.74
Computer	\$ 934.72
Cups and Trophies	\$6795.54

TOTAL VALUE OF TERM DEPOSITS **\$2062.69**

TOTAL VALUE OF ASSETS **\$8990.84**



PRESIDENTS REPORT
By Greg Clarkson

A president's report is traditionally a summary of what has happened in the preceding year followed by some insight as to where we will be heading in the future. Reading the propshaft will give all the history of the previous 12 months so I don't plan to bore you with further comment.

I would like to take this opportunity to thank the team that has made up the committee, not just this year but over my three years as president. Your willingness to go the extra mile has made the job a pleasure.

I feel it is also opportune to mention the tremendous amount of effort that Steve Trott has put into the very successful scale hydro series. Many people probably do not realise the number of hours that go into putting together a well-run event.

A large part of what the association offers to many of our members is the Propshaft magazine. It is pleasing to report that we are now over the 50% mark with our emailing colour copies out. This number is climbing steadily and really makes the production of the magazine a pleasure.

As to the future. Our association is currently faced with the prospect of yet another Suha re-emergence. I personally don't see this as an advantageous occurrence as any split in our numbers has in the past proven detrimental to the hobby.

I have enjoyed immensely the time in the position and am now looking forward to getting back into the boating side of things again.

2003 NATIONALS – PALMERSTON NORTH, APRIL 18TH TO 21ST

Your planning should now be well underway for this event and in this issue of Propshaft you will find your entry form. Please complete it and return it as soon as possible and before the closing date. The late entry fee will apply because there is a lot of work involved in putting the final programme together and this can be stuffed up completely by late entries.

Remember that all matrix events are likely to be bracketed together as much as possible. The layout on the entry form gives a likely order but this will change subject to entries.

Could you indicate on the back of your entry form if you would be prepared to stay for a Prize Giving dinner on Monday night?

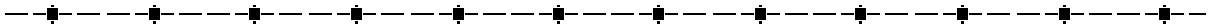
Could you also indicate if you are bringing your partner and or family along for the weekend?

As in Hamilton last year, we have added an Open Offshore event. Boats entered in this event must comply with the new rules, i.e. look like an Offshore race boat.

We are looking forward to a great event but to achieve this we need your support so we are hoping to see people from all over the country here in Palmerston North at Easter.

Please contact me if you have any question about the Nationals.

Regards
Grant Binns



GOVERNORS CUP HYDROFEST 8TH & 9TH FEBRUARY 2003 HOST: TARANAKI MODEL POWER BOAT CLUB By Steve Trott

Once again we faced similar conditions to the previous regatta run at Cowley Lake. A constant northerly type breeze was just enough to keep things a test to read the water. The course was shortened up to 70m straights to pull in the end of the circuit most exposed to the breeze and then 6 lap heats were run to compensate the race length. Some found that this had an effect on setup where usually a little more top end with long straights is desirable, but on the short course with two extra corners to negotiate then acceleration and consistent cornering, ability is more the requirement.

The low overall number of entries was slightly disappointing, however almost all entered all events. Only problem with this is that quite a few more 3 and 4 boat heats had

to be run to get every one through. That meant realistically that time was not really to spare.

A combination of things such as the revised format where we get into the scale racing each morning more or less first thing to get supposedly the best water; static judging the scale hydros while the first heat of offshore is run, with the revised score sheets that have evened up the playing field, (PLEASE NOTE: You must have your photos with you for this): being reasonably strict with the one lap sprint events where a lot of time can be wasted; only allowing 5 minutes from when the last boat from the heat is returned to shore, etc etc, all meant that the regatta trundled along nicely.

The quality of the racing in general was very good with only a couple of exceptions. Probably the worst being my own when heading into the first corner of the C Scale final with a start that everyone had nailed. I tried to stick my nose where it didn't belong, in tight, in very rough race chop. The boat bounced and went over Mats O-Boy Oberto, cutting the cowl in half, of which the front sank and other damage to the deck and leaving my boat badly damaged too. I can tell you now it's no fun returning home with one wrecked boat, let alone two. None too good for the reputation either.

The Hi Points are testament to the close and consistent finishing of heats. Not a lot of room at the top of the table and no real

runaways. This sets up the next regatta nicely.

Many thanks to the Taranaki lads for putting on the venue and especially the help with running things each day. John N, I must say, was the bravest inviting us all to his place for the Saturday night barby and beers. Especially leaving us to look after the place while he and the family went to the concert at the park. I guess it was all fairly tame but still a darn good night.

I look forward to seeing most of you at the Nats, and then soon after that, the second round of the series. Come prepared and go hard

Governors Cup 2003

C Scale Hydro	Hull	Engine	Prop	1 Lap Sprint	Points
Matthew Lee	Oh Boy Oberto	CMB 67	PS5017	13.39	400
Tony Rutledge	Ladybug	OS 65 VRM	PS 55/17	14.61	300
Paul Garner	American Speedy Print	OS 65 VRM	X 457	15.78	225
Grant Binns	Budweiser (T4)	Picco 67	X455/3	18.045	169
Daryl Christiansen	Bardahl	OS 65 VRM	X452/3	18.27	127
Steve Trott	Executone	CMB 67	PS 5017	DNF	0
John Nicholls	Captran Resorts	MAC 67	X455/3	DNF	0

C Scale Hydro	Heat Racing	Final	Total Points
Matthew Lee	1200	0	1995
Tony Rutledge	1700	400	2960
Paul Garner	0	DNS	225
Grant Binns	1150	300	2064
Daryl Christiansen	1225	225	2117
Steve Trott	1100		1668
John Nicholls			575

Sport 45 Hydro	Boat	Engine	Propellor	Sprint	Points
Matthew Lee	Oh Boy Oberto	CMB 45	PS 50/17	15.46	400
Paul Garner	Annihilator	OS 46 VRM	X447/3	15.785	300
Grant Binns		K&B 45	P230	17.43	225
John Nicholls	Genesis	CMB 45	O X447	17.845	169
Steve Trott	Executone	CMB 45	X448/3	DNF	
Tony Rutledge	Nautilass	OS 46 VRM	O 1650	DNF	
Daryl Christiansen	Full Tit	OS 46 VRM	X447	DNF	

Sport 45 Hydro	Heat Racing	Final	Total Points
Tony Rutledge	1800	300	2675
Steve Trott	1100	400	2125
Matthew Lee	1200		2050

John Nicholls	1350	1709	
Paul Garner	400	225	1320
Daryl Christiansen	525	755	
Grant Binns		235	

B Hydro	Boat	Hull Type	Engine	Propellor	Points
Grant Binns	71	O/D Rigger	K&B 45	P 230	835.52
Tony Rutledge	Kiwi 3	O/D Rigger	OS 46VRM	O1755	707.73
Matthew Lee	Oh Boy Oberto	Sport 45	CMB 45 EVO	PS 5017	692.92
Steve Trott	Executone	Sport 45	CMB 45	O X450/3	685.09
John Nicholls	Genesis	Sport 45	CMB 45EVO	O X445	620.5
Daryl Christenson	Full Tit	Dumas Eagle	OS 46VRM	O X448	0

C Hydro	Boat	Hull Type	Engine	Propellor	Points
Daryl Christiansen	Something Nasty	Not Sure	CMB 90		960.01
Grant Binns	Kiwi 3	O/D Rigger	CMB67	ABC62x104	615.13
Tony Rutledge	Kiwi 3	O/D Rigger	OS 65 VRM	O1667 Cut	0
Steve Trott		O/D Rigger	CMB 90	1467	0
John Nicholls	Kiwi 3	O/D Rigger	OS 81 VRM		0
Daryl Christiansen	Something Nasty	Not Sure	CMB 90		0

Offshore	Laps
Grant Binns	55
Daryl Christiansen	49
Tony Rutledge	31
Matthew Lee	1



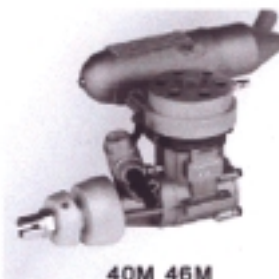
Series Winners from 2002



Unwelcome Klingon Mr Spock

ASP MARINE ENGINES

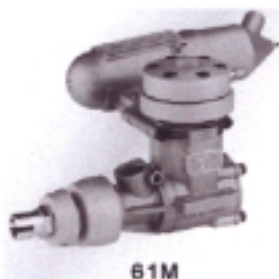
at a *VERY* affordable Price !



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

PERFECT FOR THE C1 CLASS !!!

The latest 'Series 3' engines are traditional ABC and all engines are twin ball raced including many enhancements over previous versions;

* **new crankcase design (with O.S. exhaust port sizes ensuring many silencer options are available)**

* **double bushed CNC conrods**

* **improved metallurgy**

* **new design (internal idle needle) twin needle carbs**

(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.*

All engines are provided with **Comprehensive English instructions** (including running in and carb. setting) and Galtech Models Ltd full after sales parts backup and support.

Distributed By:
GALTECH MODELS LTD
 28-30 Sutton Place, PO Box 1267
 Palmerston North
 New Zealand

Phone: 06 3555 747

Fax: 06 359 4501

Email: rene@galtechmodels.com
www.galtechmodels.com

All Prices include GST
 Freight Extra
 Courier \$6.50 per Engine Anywhere in NZ

"BIG BOYS TOYS"

MAIL ORDER SPECIALISTS
 WE ACCEPT ALL MAJOR CREDIT CARDS.

CURRENT NZMPBA RECORDS

CLASS	NAME	DATE	SPEED Kph	ENGINE	HULL	PROP
A Hydro	G Haines	2/06/91	104.700	Picco 3.5 buggy	O/D Rigger	Octura 1955
B Hydro	B Jessop	14/05/83	122.860	OS40VRM	DAG Stick	Big Bird DAP
C1 Hydro	B Allan	9/07/97	82.560	OS61FSR	O/D Rigger	Octura 1957
C2 Hydro	T Rutledge	1/06/02	133.581	OS81VRM	WAKA III	Big Bird DAP 5.5
P1 Hydro	B Theobald	29/01/84	51.870			
P2 Hydro	P McGregor	5/08/84	89.720	Stihl 36 cc	Nitro Twin Mk II	Octura 2.8
A Scale Hydro	D Gibson	9/02/85	69.300	K&B 3.5	Miss Wix	JG
B Scale Hydro	T Rutledge	2/01/98	94.364	OS46VRM	Viper	Octura 1650
C Scale Hydro	T Rutledge	1/06/02	107.303	OS65VRM	Shell Lady bug	Octura 1957
A Mono	G Haines	10/08/97	70.107	Picco 3.5 car	A/B Delta	Prather 235
B Mono	B McDonald	4/09/99	75.230	OS46VRM	Modified Naviga	Octura X646
C1 Mono	Bevan Allan	9/07/97	72.654	OS61FSR	Delta	Octura X 455
C2 Mono	G Haines	2/06/96	84.507	OS81VRM	C Delta	Prather 260 cut
P1 Mono	B McDonald	9/08/97	65.943	Tas 22cc	Norski Cigarette	Propshop 7016
P2 Mono	A Christian	25/02/84	63.660	Stihl 36 cc	Delta	
A Deep Vee	B McDonald	12/10/97	60.939	OS21SEM	O/D Deep Vee	Prather 225
B Deep Vee	B McDonald	29/09/98	73.808	OS46VRM	Predator	Propshop 1750
C1 Deep Vee	B McDonald	6/02/01	71.667	OS60FSR	Predator	Propshop 1750
C2 Deep Vee	Bill McDonald	8/06/00	80.627	Picco 90	Predator	Propshop 6017/3
P1 Deep Vee	B McDonald	9/08/97	65.011	Tas 22cc	Norski Cigarette	Propshop 7016
P2 Deep Vee	R Lattaney	2/06/96	57.855	Mathe 35	Cigarette Deep Vee	Octura X 470/3
A Tunnel	J Belworthy	26/09/92	59.950	Rossi 3.5	OD	Octura X445
B Tunnel	A Lundberg	19/06/93	77.171	OS46VRM	Belworthy F1	Octura X 450
C1 Tunnel						
C2 Tunnel	A Lundberg	4/06/94	88.560	OS81VRM	Belworthy F1	Octura X 457
P1 Tunnel						
P2 Tunnel						
A Hydro O/B	M Sowden	25/02/84	60.250	K&B 3.5 O/B		
B Hydro O/B	Joe Fraser	6/03/00	55.577	K&B 7.5 O/B	O/D Drag Hydro	Octura X 445
C Hydro O/B	K West	25/02/84	66.450	K&B 7.5 O/B		
A Mono O/B	M Sowden	9/02/85	46.860	K&B 3.5 O/B		
B Mono O/B	Joe Fraser	8/06/00	53.294	K&B 7.5 O/B	Delta	Octura X645
C Mono O/B	K West	26/02/84	56.890	K&B 7.5 O/B		
A Deep Vee O/B	M Sowden	9/12/85	47.980	K&B 3.5 O/B		
B Deep Vee O/B	P Fowler	30/05/92	45.760	K&B 7.5 O/B		
C Deep Vee O/B	M Sowden	17/08/83	43.670	K&B 7.5 O/B		
A Tunnel O/B	R Homewood	03/06/01	70.410	Thunder tiger 3.5	Dumas Hotshot	Prather 215
B Tunnel O/B	M Smithson	6/02/01	70.623	K&B 7.5	Prather Lap Cat	Octura X 450/3
C Tunnel O/B						
Std Elec Mono	G Binns	1/06/96	26.543	Speed 500	Deep Vee	1522
Open Elec Mono	W McNaught	20/02/94	42.220			
Std Elec D/Vee						
Open Elec D/Vee						
Std Elec Tunnel						
Open Elec Tunnel	P Lokum	1/06/96	39.440	10 turn S	O/D Tunnel	octura X437/3
Std Elec Hydro	D Gibson	17/03/85	20.200		O/D Hydro	
Open Elec Hydro	K Rose	2/01/98	48.257	Graupner 700 BB	O/D Rigger	Octura X 447
12 Cell Stock Hydro	K Rose	14/06/98	48.100	Graupner 700 BB	O/D Rigger	Octura X646
Matrix				POINTS		
A Mono Matrix	John Belworthy	24/04/00	568.160	Rossi 21	Storm	Octura X 648
B Mono Matrix	Daryl Christiansen	20/10/01	588.860	OS46VRM	Vortex	Octura X 448
C1 Mono Matrix	Tony Rutledge	19/10/01	630.780	OS60FSR	Vortex	

C2 Mono Matrix	M Harrison	2/01/98	646.520	Homebuilt 90		
P1 Mono Matrix	Daryl Christiansen	24/04/00	637.180	Zenoah	Zircon	Mocom
P2 Mono Matrix	W FEISST	24/10/00	527.660			
A Hydro Matrix	John Belworthy	4/05/99	872.700	Nova Rossi 21	O/D Rigger	Octura 1950
B Hydro Matrix	T Rutledge	4/05/99	828.790			
C Hydro Matrix	T Rutledge	1/01/94	1000.810	Picco 90	Kiwi II	Octura 1667
A Scale Hydro Matrix						
B Scale Hydro Matrix	Steve Trott	31/03/02	991.900	CMB 45	Oh Boy Oberto	Octura X 450/3
C Scale Hydro Matrix	Grant Binns	22/10/01	839.880	OPS67	Miss Budweiser	Octura X450/3
A Tunnel Matrix	Brendon Kirk	31/03/02	554.500			
B Tunnel Matrix	Peter Wright	24/04/00	874.410	CMB 45	Sprint Cat	Octura X 648
C Tunnel Matrix	Don Ward	20/10/01	883.060			
Open Oval Matrix	Daryl Christiansen	24/04/00	891.600	CMB 90	O/D Rigger	Octura 1667
Std Electric Matrix	Grant Binns	24/04/00	519.390	Johnson	O/D	Octura X 440
12 Cell Stock Matrix	Grant Binns	5/4/99	529.620			

Naviga Triangle

SECONDS

A Naviga	J Belworthy	9/10/82	18.500	Taipan 3.5	Dart 21
B Naviga	J Belworthy	9/10/82	16.200	K&B 6.5	Dart 40
C1 Naviga	J Belworthy	9/10/82	16.800	OS61FSR	
C2 Naviga	M Smithson	24/10/71	34.500		
P1 Naviga					
P2 Naviga	J Brown	5/01/78	24.000		
Std Electric	M Bold	13/09/80	40.100		
Open Electric	R McKenzie	8/01/77	38.000		

Endurance

LAPS

A Endurance	John Belworthy	7/07/01	186.4	OS21RXM	Cut down Hunter	JG H27
B Endurance	B Allan	30/12/95	185.0	Rossi 45	Hustler	1818
C1 Endurance	B Allan	1/01/97	186.3	Super Tiger 61	O/D	2220
C2 Endurance	B Allan	2/01/98	201.0	Super Tiger 75	O/D	2220
P1 Endurance	D Christiansen	7/01/00	173.0	Zenoah	Zircon	Mocom
P2 Endurance	P Hughes	8/01/77	152.0	Sachs 33cc	Cabin cruiser	Graupner X 70

Tethered Hydro

Kph

A Tethered Hydro	M Bold	5/01/78	56.3		
B Tethered Hydro	T Rodgers	5/01/78	90.5		
C Tethered Hydro	T Rodgers	5/01/78	90.0		
0-2.5 Air Tethered Hydro	W Morgan	9/06/74	165.2	Rossi 15	

NZMPBA 2003 CALENDAR OF EVENTS

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 Governors Cup	New Plymouth
February	23/24	AGM + Round 1 of Quad Series	Palmerston North
April	18/21	NZMPBA National Championships	Palmerston North
May	10/11	Scale Hydro Regatta Seafair Trophy	<u>TOKOROA</u>
PLEASE NOTE THE VENUE CHANGE FOR THIS EVENT			
May 31 – June 01		Queens Birthday Regatta	Blenheim
June	8	Handicap Series Round 2	Palmerston North
July	5/6	Scale Hydro Regatta Silver Cup	Palmerston North
August	2-3	Mid Winter Endurance	Palmerston North
PLEASE NOTE THE VENUE CHANGE FOR THIS EVENT			
August	24	Handicap Series Round 3	Palmerston North
September	6/7	Scale Hydro Regatta Diamond Cup (See Proposed Plan)	Blenheim
September	28	Handicap Series Round 4	Palmerston North
November	9	Handicap Series Round 5	Palmerston North
November	22/23	Scale Hydro Regatta World Cup	Rotorua or Hamilton