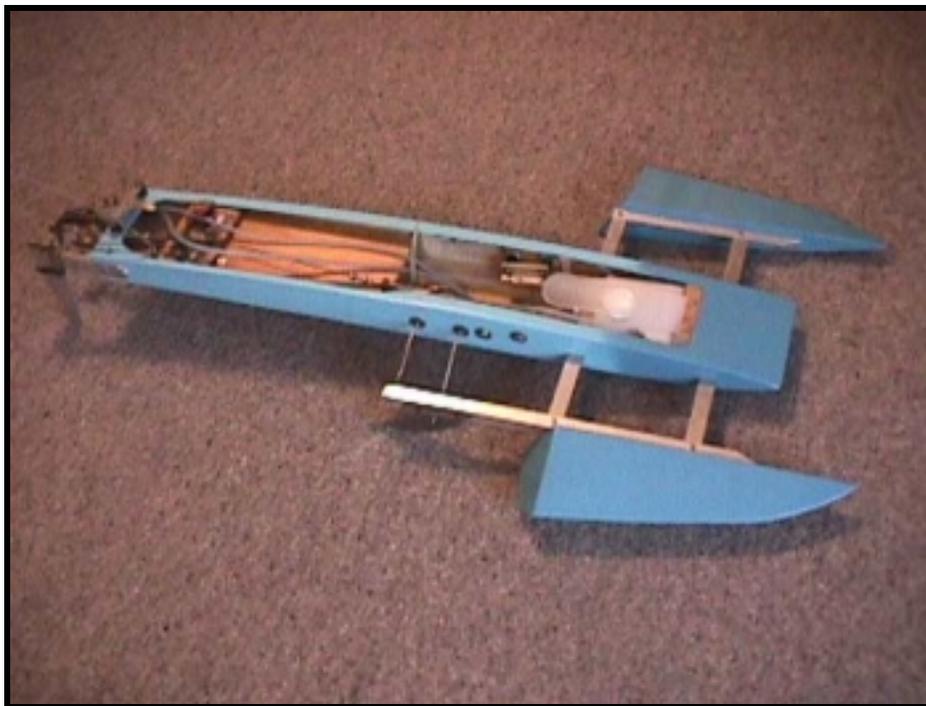


PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 2 May 2003



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NEW ZEALAND MODEL POWER BOAT ASSOCIATION INC.**

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THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED IN July/August 2003

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They are	\$30.00	Adult
	\$15.00	2nd Adult family member living at the same address
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Please send your subs to Grahame Haines at the address listed at the front of this magazine if you haven't already done so.

STUFF FROM THE PRESIDENT

Well there has been a little bit happening since the last Propshaft: our Nationals at Palmerston North, the second round of the Scale Series in Tokoroa and I visited the Manukau Model Power Boat Club for the first time to have a look at their club champs, meet some of the members and attend the SUHA meeting on Saturday Night.

The Nationals at Easter was a great event, which you will be able to tell from the write up, and the results, elsewhere in this issue.

The Scale round in Tokoroa was a good fun weekend as well. My racing wasn't very successful but the company and the entertainment for the weekend was first class. A special thanks to Tui (Steve Trott) and Snorkel (Scott Pickering) for all the hard work preparing the venue and running the event. I hope you both felt it was worth it. I know the crew in my room LM, Elvis and Harry Potter had a great time.

The trip to Auckland was a bit rushed, we (Mother, Tracy and Elvis) left Palmerston North at 8:00pm on Friday night because I had a late meeting and we arrived at Gergs in Hamilton at 1:00am. A few winks (cause Gerg gets up at 6:00am) then up for breakfast, hello, goodbye and off to Auckland.

Elvis and I got to the lake to see the end of the 1/8 scale racing and then the class I and II racing. Tui was there with a boat as was Paul Garner from the Naki but they were the only out of towners competing. Nitro had also flown in from the deep south and he was out with his noise meter as usual (just interested as he

always says). Sometimes I think that thing is glued to his hand because he checked every boat at Tokoroa (and got Tui) and he got some interesting numbers in Auckland as well.

It was good to meet the local guys but I didn't really get a chance to christen any of them with the exception of Hollywood (Malcolm Miller) who actually earned this name after his efforts at Hamilton. Don't worry the rest of you, your time will come.

I must admit to being very impressed by the finish and presentation of several of the boats, they are certainly a credit to the guys who put them on the water.

The SUHA meeting was interesting to say the least but didn't enlighten us at all as to why SUHA has to come out of recess. The only answer we could get out of Merv Sowden on the night was "because we want too". This Claytons answer has unfortunately upset a few people. I must admit that after the weekend, I am really struggling to see why the Auckland region needs another club that will effectively be a club within the club. Manukau MPBC is the largest in the country, they are well organised and have a race day every month with points contributing to a series. They have sufficient Scales and Sport 45's within their own ranks to run their own series (and they do) and they are happy to involve out of town visitors as well. They concentrate on semi scale. Why then do they need SUHA and the additional cost that imposes on their members when they can already do what SUHA will do?

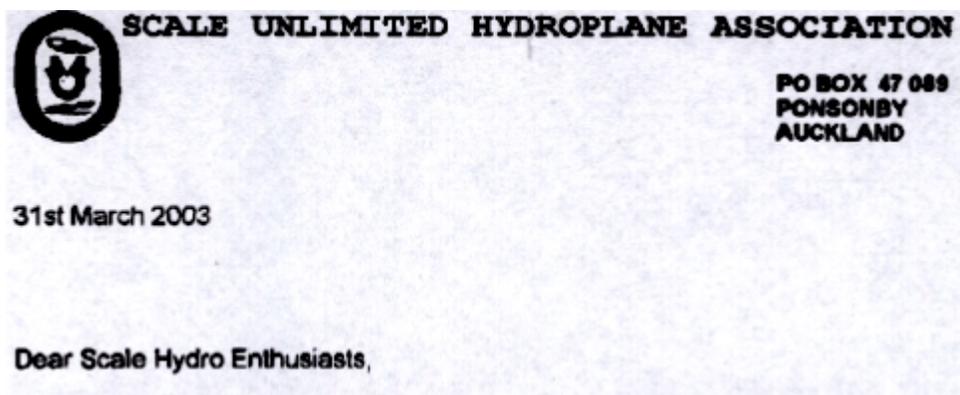
SUHA will also have the cost of incorporation, and one would assume, insurance but for what gain?

At the meeting it was eventually resolved to bring SUHA out of recess even though we tabled information from the company's office that indicated that this would be difficult. We also tabled an alternative remit which would have allowed a **new** SUHA to be established (quicker, easier and cheaper than coming out of recess) but again, this option was ruled out. The final outcome was that only past financial members at the time of the recess were allowed to vote. I believe this sets the criteria for who can sign the form to incorporate which requires 15 members. From the list read out on the night there were only 13 financial members at the time. Perhaps it will all come out in the wash in due time.

In this issue there are two letters, which set the background as we know it. One from Merv Sowden to the old and potential members of SUHA and a letter from the NZMPBA which we asked Merv to circulate before the meeting in Auckland. Unfortunately he refused to distribute the NZMPBA letter believing that it had some inaccuracies in it. I believe that our members need to be informed about what is happening so we will publish both letters (set out immediately below) and let you decide what you think is going on.

That's all for now, I hope to catch up with you soon, perhaps at the scale series, or the mid winter endurance champs, both events to be held in Palmerston North.

Enjoy your Boating
Doris



Editors Note

Sorry folks, at this stage we have not published Merv's letter due to the note below. Please also note that although Merv has stated that it was the case, the letter was NOT sent only to past Suha members, however we are unaware who did receive a copy.

-----Original Message-----

From: Merv Sowden [mailto:merv@expressvideo.co.nz]
Sent: Friday, 30 May 2003 16:04
To: Greg.Clarkson@paykel.co.nz
Subject: Fw: Suha Letter

Dear Greg

The letter in question was sent only to ex SUHA Members. It was not intended to be an open letter nor was it intended to be published in the Propshaft or any other publication. I do not give you or the NZMPBA permission to publish my letter in any form, what so ever.

Regards
Merv Sowden

If you would like further clarification please feel free to contact Merv direct. His email address is merv@expressvideo.co.nz

Grant Binns then wrote the reply set out below.

29 April 2003

**To Past Members of the Scale Unlimited Hydroplane Association
To Members of the NZ Model Powerboat Association**

Dear Model Boater,

I am writing this letter on behalf on the NZ Model Power Boat Association in response to letter from Merv Sowden dated 31 March 03. I agree with Merv that it is time to put the record straight and as an interested party I feel you need to hear the NZMPBA's point of view directly so I have asked Merv to circulate this letter to all on his SUHA mailing list to ensure that a more balanced view of the current situation can be presented. I will also have both of these letters published in the next Propshaft. After that the balls back with you to decide the future of Scale Hydroplane racing.

Firstly NZMPBA members don't all race 1/8 Scale Hydroplanes, as an Association we have to represent the interests of those who build and race model power boats.

As you are aware from previous correspondence, moves have been made to bring SUHA out of recess because some people (the NZMPBA don't know who they are) are not happy with the High Points series currently run by the NZMPBA. If you are one of these people please feel free to contact me directly or write to the Association with your issues and concerns.

When SUHA went into recess in 1998 for 12 months or less, the NZMPBA took on the responsibility of running Scale Hydro racing for all who were interested in this aspect of our hobby and current SUHA members were urged to join the NZMPBA.

At the time there were some issues with the C Scale Vs 1/8th Scale rules which allowed GP boats to be built to a different size to the 1/8 counterparts and thus the GP boat could have a competitive edge. The NZMPBA identified this issue and subsequently amended its rules at an AGM to ensure that all C Scale boats would be built to the same physical dimensions more or less. This was done to foster the class and allow local people to build and race scale GP boats that were local rather than American Hydroplanes that they had not and generally could not see in the flesh.

I have now asked several times if using our current rules creates a competitive edge for either the GP or 1/8 model, I have yet to get an answer in the affirmative and from those who know a lot more about these models than I do, I have been told that with the current rules, it doesn't matter which type of model you build, they will be as competitive as each other.

The next issue is that SUHA set out conditions at the AGM where it went into recess as to how it could come out of recess, namely:

Should it arise that there be an irrevocable difference of opinion with the members racing under NZMPBA, then SUHA reserves the right to activate and the Secretary of the NZMPBA shall be advised formally in writing.

With that resolution, SUHA effectively handed over the running of its interests to the NZMPBA.

There is no question that since taking responsibility for Scale Hydroplane racing, things have changed, I don't believe that you would expect anything less in 5 years and at each stage these changes have been notified and debated at AGM's where everyone has the opportunity to express their concerns or point of view. And in the case of regatta format etc, these have generally been discussed with the participants at

these regattas with the ultimate goal to try and get as many people to an event as possible and with as many boats as possible so we can have some fun.

SUHA or any of the past members have yet to outline to the NZMPBA what issues they have with the current series so that we can get to a point where we can agree or disagree. Until such time as this can be established the NZMPBA will continue to run the High Points Series as published in the Propshaft and as agreed in 1998.

If we could get this problem (that exists but no one knows what it is) out in the open and we can't resolve it, then it would be up to the NZMPBA to call a special meeting of Scale Hydroplane enthusiasts with a motion to reinstate SUHA.

This is my interpretation of the democratic process that must be followed. And which hasn't been followed to date even after letters outlining this view.

It would appear that we have some confusion in the latest SUHA letter about regattas. The NZMPBA has a hand book for its members, it contains rules for classes, hulls and racing etc. Event specifications such as the High Points Series are guidelines only and can be changed by the event organiser, hopefully with the agreement of the participants, the ultimate goal of course is to get as many people to attend as possible and if changing the format does this then the changes should have the support of all, if not the format can be changed again. If you read the current High Points regatta format in the handbook you will see that it is very different to what actually happens now. By adding some new classes, we have been able to get more people to a race meet and this has made it much easier to run (more hands make less work). While we still have some event issues to sort out, I believe we are heading in the right direction.

Merv indicated that he has lodged his disapproval of the current series through discussion with two committee members, this needs to be done in writing to the association. I have had a considerable amount of correspondence with Merv over the recess issue and he has still not listed the issues in any of this material.

As far as the sport 45 issues are concerned, the situation and the boat he refers to, as I interpret the rules (both NZMPBA and SUHA), would not comply. After this years AGM however this sport 45 would comply and could be issued with a certificate of compliance and indeed so could most of the boats that are or have been running.

SUHA was discussed at the NZMPBA AGM but the main thrust of the discussion was to try and determine what issues existed and who or how many people had them so we could try to make some headway with the situation. The discussion wasn't very enlightening and was quite frustrating for some of the people involved.

There was a definite view that personalities rather than issues were the main reason for the SUHA situation, I don't know the answer to that at this stage.

As far as changing dates for scheduled events is concerned, this is considered as a last resort by the NZMPBA, our policy is to seek an alternative venue first because changing dates is always a bigger issue. When we lost the use of the water at Rotorua last year, the venue was moved to Hamilton on the same weekend.

If SUHA was to come out of recess, I believe this would be a significant backward step for Scale Hydroplane racing. We currently struggle to get enough of these models on the water now let alone if we split the numbers. We also have the issue of duplicate registrations and of course the potential of regatta clashes or just too many events.

I have also heard stories that suggest the latest NZMPBA AGM passed rules that restricted the types of boats that could be built and outlawed many others.

In my view, these stories could not be further from the truth and they are an insult on the integrity of the people who took part at that AGM.

I believe these members (and the old committee) did a fantastic job of sorting out the Sport 45 situation and developing a set of rules that will allow most boats to be eligible but still maintain competitive guidelines.

On top of this we now have a certificate of compliance that can be obtained for all models in all classes if required and it can be issued to a boat that does not strictly comply with the rules providing the non compliance isn't deemed to create a performance enhancement. If this isn't meeting our constitutional objective of promoting model boating, then what is?

I believe that this logic also has to be applied to the C scale Vs 1/8 scale debate as well, can such a small group as us afford to have tunnel vision and restrict the opportunity for others who want to come and join us, I don't believe we can.

At this stage the NZMPBA is running the High Points Series and will continue to do so until the proper protocol has been carried out and SUHA has been established as set out in the conditions passed by their recess AGM.

I hope this puts a more balanced view on the current situation and it allows all of those who are interested in this part of our hobby to decide where it should go in the future.

I believe that the NZMPBA is doing its best to create a series where people will participate with as many boats as they can, I believe that Steve Trott is doing a fantastic job in getting the series around the country and creating the opportunity for people to attend and the current format is also encouraging other participants to attend which exposes them to the scale hydroplane concept and will hopefully lead to more of these boats on the water.

If we have a problem, let's get them out on the table, otherwise let's just get on with it.

I am more than happy to field questions or receive comments about the above or anything else that is associated with our hobby.

Grant Binns
President

Home Phone 06 3551 625

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Work Fax 06 356 9729



2003 NATIONALS REPORT **By Greg Clarkson & Grant Binns**

What started as a gentle to moderate breeze soon developed into very strong and variable winds. Day two was as bad or worse and the hydro boys were starting to wonder if it was going to be worth bringing the boats out of the cars. We were however quite fortunate that it never got rough enough to make the water conditions unboatable. By day three the weather gods were starting to look upon our prayers/begging with some favour and after a gentle breeze for the two heats of C1 enduro the water went to a dead calm with a glassy surface – perrrrffeeccctt! That was the way it stayed for the rest of the event, much to the delight of all who were present.

Well that's enough of the weather reports, on to the racing.

The general description would have to be "great with a few minor exceptions". There was no major boat damage throughout the event apart from a few minor cuts and bruises.

Lake levels were at record lows due to there being no significant rain for many months. The water was down by at least a metre, which exposed obstacles that had remained hidden up until now. The most significant of which was a big gravel bar across the right hand end of the

course just outside the racing line for the monos but it required us to change the hydro course around a bit and to run 5 lap heats. Daryl made the most of this new water feature by parking the rescue boat in the middle of the course and walking over to pick up Neil's boat, much to the amusement of those that were watching. Day 1 before drivers briefing was notable for the sight of Matthew Trott stripped down to his togs with a pruning saw cutting off most of the on course branches that were of a manageable size. After 45 minutes in the pond with a nasty wind chill as well, Matt and Steve had successfully given us a boatable course with only one obstacle that was too big to handle. Thanks a heap guys.

This nats will long be remembered for Grant Binns and his allocation of nick names to most of those who didn't already have one – I thought that we grew out of these things after high school, but then just take a look at what we do on weekends. Big D or Doris or DB as he is so affectionately known is going to publish an amended glossary of who's who and you will probably need to refer to it plenty of times to make sense of this write-up.

Highlights

- The high quality deck to deck close racing when water conditions allowed.
- The high level of competitiveness that made all winners really appreciate their victories as there were no give a ways at this nationals.
- The great feeling of friendly rivalry during racing and the off the water hi-spirits that are always a part of our regattas. It was great to see competitors helping their rivals get back on the water from a mechanical failure when it can count against them in the long run.
- Adrienne Kockott giving the A Endurance record a good nudge up to 190 laps in a race that had perfect water conditions and a team of good drivers in the event. Adrienne was running a brand new CMB 3.5 as she (although she blames it on Dad) blew the rod in her old motor the day before the race.
- Leigh Marsden back at the sticks after a long recuperation from a bad accident. Good to see ya back into it.

- All competitors pitching in to help Doris run a great nationals. Believe it or not, it is harder to keep things moving with less people than having heaps of competitors. This year we had 23 starters which is a good number to have in attendance but when we have a heat with seven boats in it the numbers for helpers can become pretty thin. We didn't have to wait around once until we found a volunteer for a particular job which is a credit to all those who attended.

It was good to see the Kockotts with a van load of boat products from their shop to help support us during the races. Watch out for their advert elsewhere in this magazine – the prices are hot.

Sunday night was spent at a local Palmerston North Tavern where we ate drank and gave out the trophies that had been won to date. Somehow (and mostly due to untrue & malicious allegations) I managed to win the coveted TODD trophy. I'm sure that I missed the log in the mill – honest. Anyway, Jack thinks that it is really cool to play with. So much so that I am not going to give it back until he is ready to part with it – could be a long time.

That is all from me and I will now email this down to Doris so that he can add his thoughts on and probably print more nasty untruths.

The Doris Files

Welcome to the fine warm sunny Manawatu (well at least I am consistent and two out of three ain't bad). As Gerg has said the weather wasn't bad and probably added to the events by requiring a bit of additional skill from both the drivers and the pit men.

I really enjoyed the four days and this was made even better by all of the people involved, getting on with their jobs, assisting where ever possible and trying to have fun. We had good communication on the drivers stand and this produced some good driving and thus good racing. The other benefit is less incidents on the water which means that not as many people have things to fix when they get home.

The highlights for me were:

1. DaDa thinking I was joking about him going for a swim on Friday morning before we started, and

then slowly catching up with the reality that I was serious about it. Once he had resigned himself to the fact that he was going to get wet, he and Trotty did a great job clearing the timber off the course.

2. Having a christening at every drivers brief as we came up with new names for people which I hope will be used at events from here on in. There is a new list of technical terms elsewhere in the issue.

3. Presenting Gerg with the Tit Of The Day Trophy on Sunday night. I suspect that this is probably the most sort after trophy on offer anywhere in the country because the competition is always fierce. Gerg had a series of whopsies leading up to the presentation and just to ensure the result he through in a couple of extra one's on Monday as well. Other competitors were LM

(who was the current holder and very reluctant to give it back), Pig Pen who had several goes at parking his boats on the gravel bar, and Zoom, Elvis, Big Hua and Trotty all scored points as well.

4. C Scale Hydro, flat water for the first time I can remember, and a boat that performed beyond expectation (as did the rubber legged driver). It was a blast.

5. The friendly atmosphere for the duration of the event and almost a complete turnout for the dinner on Sunday night plus Steve Kent who is starting to get the itch again.

Thanks to all for the help and assistance and a big thanks to Mother for all the work put into making sure that we were fed and organised both at the lake and at home.

2003 Nationals Results

No	Nick Name	First	Surname	Score	Hull	Motor	Prop
A Endurance							
11	Conrod	Adrienne	Kockott	190	Tempest	CMB	1924
89	Father Neil	Neil	Plumpton	165	Naviga	OS RXM	X430
76	Harry Potter	John	Belworthy	157	Lil Hunter	CMB	X 445
121	Big Hua	Michael	Binns	153	Naviga	Picco	1515
999		Brent	McBride	103	Dart	OS FSR	1515
21	Jug Head	Warrick	Kockott	26	Storm	CMB	1924
B Endurance							
43	LM	Tony	Rutledge	157.5	Vortex	OS SF	1926
71	Doris	Grant	Binns	122.3	O/D Cat	Rossi	X646/3
89	Father Neil	Neil	Plumpton	109	O/D	CMB	1442
121	Big Hua	Michael	Binns	96	Prather DV	Tiger Shark	P225
76	Harry Potter	John	Belworthy	93.5	Hunter	Nelson	X447
26	Slick	Daryl	Christiansen	75	Vortex	OS VRM	1924
4	Jumbo	Tony	Kockott	64	Spyder	CMB	1924
23	James Taylor	Peter	Collier	49	Dart 4015	OS 40FSR	B22
50	Tractor	Murray	Smithson	45	Storm	OS SF	1924
131		Leigh	Marsden	8	Prather DV	K&B	X445
C1 Endurance							
43	LM	Tony	Rutledge	172	Vortex	OS Max	1926
26	Slick	Daryl	Christiansen	161	Elvis DV	OS FSR	X448
185	Gerg	Greg	Clarkson	159	Hassler	OS FSR	2220
5	Elvis	Wayne	McNaught	145	Vortex	ASP	2026
71	Doris	Grant	Binns	140	Dart 90	OS	P 235
50	Tractor	Murray	Smithson	127	Storm	OS FSR	1925
70	Goldilocks	Murray	Matheson	120	Vortex	SC	1927

232	Trotty	Steve	Trott	115	Hunter	OS FSR	1450
36	Pig Pen	Don	Ward	113	Hunter	OS SF	P225
27	Zoom	Sam	Marsh	82	D V	OS 60	?
	C2 Endurance						
185	Gerg	Greg	Clarkson	182	Tornado	CMB 90	2227
89	Father Neil	Neil	Plumpton	158	Sprint Cat	OS 81	P 245
48	Captain	Brendon	Kirk	147	Nova Cat	CMB 90	X 460/3
121	Big Hua	Michael	Binns	138	Vortex	Picco 67	P 230
36	Pig Pen	Don	Ward	124	Cat	K&B 82	P240
229	Splatt	Graeme	Spence	104	Dart 90	Picco 80	X 450
5	Elvis	Wayne	McNaught	74	Tornado	Picco 67	PS 2127
4	Jumbo	Tony	Kockott	14	Tornado	CMB 90	1748
50	Tractor	Murray	Smithson	14	Predator	OS 81	X 452/3
	P1 Petrol	Enduro					
26	Slick	Daryl	Christiansen	154	Zircon	Zenoah	X455
5	Elvis	Wayne	McNaught	145	Apache	Zenoah	P270
70	Goldilocks	Murray	Matheson	127	D Vee	Zenoah	X460
69	Pull Start	Mark	Graham	107	Apache	Zenoah	X470
	A Mono						
76	Harry Potter	John	Belworthy	551.11	Sml Hunter	CMB	X445
21	Jug Head	Warrick	Kockott	376.56	Storm	CMB	1924
89	Father Neil	Neil	Plumpton	373.7	Naviga	OS RXM	X430
121	Big Hua	Michael	Binns	125.85	Naviga	Picco	1515
999		Brent	McBride	67	Dart	OS FSR	1515
11	Conrod	Adrienne	Kockott	0	Tempest	CMB	1924
	B Mono						
50	Tractor	Murray	Smithson	528.9	Storm	OS SF	1924
89	Father Neil	Neil	Plumpton	392	O/D	CMB	1442
43	LM	Tony	Rutledge	333.84	Vortex	OS SF	1926
26	Slick	Daryl	Christiansen	141.78	Vortex	OS VRM	1924
4	Jumbo	Tony	Kockott	129.73	Spider	CNB Evo	1924
76	Harry Potter	John	Belworthy	0	Hunter	Nelson	X447
131		Leigh	Marsden	0	DV	K&B	X 445
	C1 Mono						
232	Trotty	Steve	Trott	567.25	Hunter	OS FSR	1450
70	Goldilocks	Murray	Matheson	488.66	Vortex	SC	1927
23	James Taylor	Peter	Collier	458.91	Hunter	OS FSR	B 25
185	Gerg	Greg	Clarkson	457.79	Hassler	OS FSR	2220
43	LM	Tony	Rutledge	454.17	Vortex	OS FSR	1926
26	Slick	Daryl	Christiansen	408.42	Elvis	OS FSR	X448
36	Pig Pen	Don	Ward	389.75	Hunter	Super Tiger	P225
50	Tractor	Murray	Smithson	156.83	Storm	OS FSR	1925
27	Zoom	Sam	Marsh	100.81		OS SF	
5	Elvis	Wayne	McNaught	0	Vortex	ASP	2026

	C2 Mono						
5	Elvis	Wayne	McNaught	561.68	Tornado	Picco 67	2127
89	Father Neil	Neil	Plumpton	451.74	Scarab	OS 81	P240
229	Splatt	Graeme	Spence	318.98	Dart 90	Picco 80	X 450
185	Gerg	Greg	Clarkson	306.91	Tornado	CMB 90	2227
4	Jumbo	Tony	Kockott	162.87	Tornado	CMB 90	1748
50	Tractor	Murray	Smithson	0	Predator	OS 81	X 452/3
	Petrol Mono						
26	Slick	Daryl	Christiansen	598.44	Zircon	Zenoah	X455
70	Goldilocks	Murray	Matheson	469.93	D Vee	Zenoah	X 460
69	Pull Start	Mark	Graham	220.28	Apache	Zenoah	X 470
5	Elvis	Wayne	McNaught	134.16	Apache	Zenoah	P 270
	C Tunnel						
36	Pig Pen	Don	Ward	648.02	Cat	K&B 82	P 240
48	Captain	Brendon	Kirk	436.01	Nova Cat	CMB 90	X 460/3
71	Doris	Grant	Binns	148.62	F1 Tunnel	OPS 67	X 450/3
89	Father Neil	Neil	Plumpton	0	Sprint Cat	OS 81	P245
	B Hydro						
43	LM	Tony	Rutledge	880.23	OD Sp 45	OS VRM	PS 5017/3
89	Father Neil	Neil	Plumpton	837.39	O/D Rigger	CMB	X452
62	Da Da	Matt	Lee	755.58	SP 45	CMB	PS 5017/3
76	Harry Potter	John	Belworthy	706.34	OD	OS 21 RXM	1950
70	Goldilocks	Murray	Matheson	215.28	OD Stick	Picco 40	1950
232	Trotty	Steve	Trott	0	SP 45	CMB	PS 5017/3
5	Elvis	Wayne	McNaught	0	OD Stick	OS 21 RXM	1655
	C Hydro						
43	LM	Tony	Rutledge	967.99	Kiwi III	OS 81VRM	1667
36	Pig Pen	Don	Ward	675.24	Kiwi II	CMB 90	P255
71	Doris	Grant	Binns	442.12	Kiwi III	CMB 67	ABC 62x104
48	Captain	Brendon	Kirk	402.68	Nova Cat	CMB 90	X 460/3
26	Slick	Daryl	Christiansen	250.49	Kiwi III	CMB 90	1667
89	Father Neil	Neil	Plumpton	230.69	O/D Rigger	OS 91	1463
50	Tractor	Murray	Smithson	0	Kiwi II	CMB 90	1667
	Sport 45						
62	Da Da	Matt	Lee	836.54	SP 45	CMB	PS 5017/3
43	LM	Tony	Rutledge	686.06	Sp 45	OS VRM	PS 5017/3
232	Trotty	Steve	Trott	637.67	SP 45	CMB	PS 5017/3
5	Elvis	Wayne	McNaught	323.59	Fast Post	OS VRM	X 450
71	Doris	Grant	Binns	0	Fastpost	K&B	P235
	C Scale Hydro						
71	Doris	Grant	Binns	923.78	Miss Bud	Picco EXR	X 455/3
232	Trotty	Steve	Trott	823.36	Executone	CMB	PS 5017/3
62	Da Da	Matt	Lee	689.75	O Boy Ober	CMB	5017/3
43	LM	Tony	Rutledge	453.71	Lady Bug	OS VRM	5517/3

	Off Shore						
5	Elvis	Wayne	McNaught	145	Apache	Zenoah	P 270
36	Pig Pen	Don	Ward	129	Cat	K&B 82	
26	Slick	Daryl	Christiansen	126	Elvis DV	OS 61 FSR	X 448
76	Harry Potter	John	Belworthy	125	Elvis DV	OS 46	X448
71	Doris	Grant	Binns	122	Deep Vee	Rossi 45	P 235
70	Goldilocks	Murray	Matheson	114	Apache	Zenoah	X460
121	Big Hua	Michael	Binns	104	Deep Vee	Tiger Shark 46	P 225
69	Pull Start	Mark	Graham	77	Apache	Zenoah	X 470
27	Zoom	Sam	Marsh	76	Boat	OS 60 FS	
	Open Oval						
43	LM	Tony	Rutledge	1021.91	Kiwi III	OS 81 VRM	
89	Father Neil	Neil	Plumpton	910.88	O/D Rigger	OS 91	
36	Pig Pen	Don	Ward	888.57	Kiwi II	CMB 90	P255
4	Jumbo	Tony	Kockott	781.9	Tornado	CMB 90	
26	Slick	Daryl	Christiansen	780.16	Kiwi III	CMB 90	1667
121	Big Hua	Michael	Binns	737.33	Vortex	Picco 67	P 230
48	Captain	Brendon	Kirk	453.06	Nova Cat	CMB 90	
50	Tractor	Murray	Smithson	0			
	King of the Lake				Presidents Cup		
89	Father Neil	Neil	Plumpton	1	LM	Tony	Rutledge
36	Pig Pen	Don	Ward	2	Father Neil	Neil	Plumpton
27	Zoom	Sam	Marsh	3	Slick	Daryl	Christiansen
26	Slick	Daryl	Christiansen				
50	Tractor	Murray	Smithson				
121	Big Hua	Michael	Binns				
	IOP						
43	LM	Tony	Rutledge	1.29	Open Oval		
89	Father Neil	Neil	Plumpton	1.81	Open Oval		
	High Points						
43	LM	Tony	Rutledge	115	Open Oval / C Hydro		
26	Slick	Daryl	Christiansen	108	Petrol Mono / Petrol Endurance		
	Rookie of the Year				Most Improved Boater		
27	Zoom	Sam	Marsh		Pig Pen	Don	Ward
	King of the Nats				Engine Busters		
43	LM	Tony	Rutledge	290	The Kockott Family		
89	Father Neil	Neil	Plumpton	200			
36	Pig Pen	Don	Ward	190	Manawatu Tit of the Day		
					Gerg	Greg	Clarkson

Watch out for Nationals Photos in the next issue of Propshaft.

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AGENTS FOR



ADDITIONS AND CHANGES TO THE DEFINITION OF TERMS

Jumbo	Tony Kockott	'Cause that is what he fly's
Jughead	Warwick Kockott	'Cause Dad said
Conrod	Adrienne Kockott	'Cause that is what she breaks
Snap	Kim Kockott	'Cause that is what she does (Think about it)
Zoom	Sam Marsh	'Cause he wants to
Jack Spratt	Jack Clarkson	'Cause he is a mini Gerg
Gofa	Jocelyn Plumpton	'Cause she said she was
Tractor	Murray Smithson	'Cause he sounds like that at night
Pull Start	Mark Graham	'Cause that's what he does
Captain	Brendon Kirk	'Cause what else would you call him
Tui	Steve Trott	'Cause that's what he drinks
Splat	Graeme Spence	'Cause John said so
Snorkel	Scott Pickering	'Cause that is what he does (dives for bits that have sunk)
Gizmo	Rob Binnie	'Cause he has, in his tool box
Hollywood	Malcolm Miller	'Cause he puts on a show

Special Note: There is a suggestion that Gizmo be up graded to Weka because where ever he went on his recent trip to the North Island, he collected all these shiny bits to take back to his South Island nest. He is currently signing his email as Gizmo Weka Binnie.
The Jury is still out.



MOTOR REPORT ASP 61. By Wayne McNaught

I suppose apprehension would be the first word that would come into most peoples mind's when purchasing a Chinese brand motor for model boat use. If your main consideration is cost this motor win's hands down. At just under \$250.00 this is one good value motor. It comes already water cooled and has a flywheel already fitted. The advertising material boast,s new crankcase and carburettor design and improved metallurgy. After a visual inspection this certainly seems to be the case. Power output is listed as 1.6 kw about 2.1 horsepower in the old terminology @ 17500 rpm. Seems pretty good so far.

The mounting footprint is identical to the OS/SF along with the exhaust flange stud spacing and output shaft thread. The crankcase casting looks good and the output end is well gusseted for good bearing alignment. The carburettor follows the proven OS twin needle system and has a very good transition from idle up to full speed with no hesitation.

The piston fit on my particular motor was excellent and only required a minimal run in period to bed in. Initial inspection before running the motor for the first time only involved the removal of the back plate to allow a quick look inside for any machining swarf. None was found and it was a pleasant surprise to find the motor was well lubricated with oil. With the square drive nut done up tight there was a slight amount of end float on the crankshaft so I figured the engineers at ASP had done their homework here and got the fit just right.

As I mentioned earlier the exhaust flange is identical to the OS 61 SF. As my original motor was one of these my manifold fitted but could not be tightened home as it hit the Picco style cooling ring on the motor. This only occurred because I have an extension on the top of the manifold plate to carry cooling water. This problem was simply overcome by fitting a 3 mm spacer plate in between the crankcase and manifold plate. I'm told the exhaust outlet will not

match the old FSR dimensions so if you are using this motor as a replacement for one of these you will have to make a new manifold to suit.

I didn't have much time before the first event for this motor so it only got about ten minutes running in the boat beforehand. Three short runs to get the tune about right and off to the Nationals. Heat one of C1 mono matrix and all was looking good. The boat stopped in the mill. The idle speed was set far too low on the trim so this was fixed and the boat didn't stop for the rest of the event. It was still running fairly rich but the boat speed wasn't much behind the rest of the competitors. All in all quite a pleasing result.

Next day was C1 endurance and still the motor had only run for 20 minutes or so. I left the mixture as it was the day before for the first stint and the performance improved as the fuel level dropped. While refueling I leaned the needle a couple of clicks and the boat speed improved yet again. At the 50 minute mark the motor seemed to sag a little so I decided to bring it in for a look so as not to do any damage. I thought it may have gone a little lean but on inspection it was found that the exhaust manifold had broken.

This was later tracked down to the tuned pipe hitting the inside of the hull.

At the 50 minute mark the boat had done 145 laps with one fuel stop. This would have netted around 175 laps as no further fuel was required to finish the race.

The boat was run rich for the first 36 minutes so we can assume that the lap times could be improved by at least 1 second a lap netting another 7 or 8 laps on the total for the hour. The vortex hull the motor is installed in is far from sorted as it has a real bad oversteer tendency that needs to be fixed. I'm sure with a little bit of fine tuning on the hull and a bullet proof header pipe scores in the high 180's will not be a problem.

My impressions on this motor. As if you hadn't already guessed.
Reliability, power, fuel economy, finish, price. 10 out of 10.
Bad hull set up, poor engineering on header, bad driving by owner. 2 out of 10.
What more can I say. Buy one I'm sure you won't be disappointed.

Regards, Wayne McNaught (Elvis.)



THROTTLING AND SAFETY

By Peter Collier

Background

I was delighted to attend the recent Nationals at Palmerston North and spend a day competing in a couple of events. Not something I get to do very often, but by not doing too much I can keep some interest there and continue to participate, albeit in a limited way and with older equipment. Gone for now is the dedication I used to show with regular attendances and top equipment, nevertheless the fun is still there for the taking.

Comparing the present with bygone days I am dismayed to see that some things never change and maybe get worse, so much so I am compelled to put my two cents in. I am referring to reliability or more specifically some boats inability to throttle properly. More than twenty years ago this was as fundamental as it is today, and those that succeeded in the hobby had the

problem sorted, I mean sorted. Consequently I have difficulty understanding why some boaters just accept that their boat(s) don't/won't throttle and carry on regardless, creating a hazard for others and disappointment for themselves when good equipment fails to deliver results at the end of the day.

In my mind the problem of getting boats to throttle was solved many years ago, so I would like to pass on what I learnt in the hope that some others will realise that it is possible to overcome the problem of getting adequate control of a racing boat.

The problem

Modern glow engines **will throttle** satisfactorily without quitting if the idle mixture is set properly. Unfortunately the addition of a tune pipe can upset this balance, and the better a pipe works

the worse a throttling problem can become. I am sure that not many boaters realise why this is so. Well the addition of a pipe, intended to extract more power from an engine, requires more fuel for the extra power. This is easily delivered by opening the main needle, a richer setting and that sounds simple enough and all is well. Except that at reduced throttle settings, when the pipe is not working to extract more power as the revs are down, and the engine/pipe is operating out of its power band no longer requiring the increased fuel. In this situation (part throttle) the mixture is likely to be too rich, won't run properly the plug oils up/cool down etc, the revs won't pick up when the throttle is opened again and the motor may even **stop!** The answer seems quite simple, lean out the idle mixture to even it up throughout the throttle range. This certainly won't make the problem any worse but is no guarantee of a complete solution. When in doubt follow the manufacturers instructions and bear in mind the influence of the tune pipe.

Other solutions

It is not always possible to get desirable throttling just by tweaking an idle mixture and the following are some additional suggestions:

1. Add a restrictor to the carburetor throat
 2. Position of tank and header tanks
 3. Pressure connections
 4. Propellor size.
1. Sometimes carburetors are just too big. A rule of thumb says that doubling the throat size will deliver a 10% increase in power. But that does not mean by doubling and doubling again and again will deliver 10% + 10% + 10%... In reality it is more like 10% + 3% + 0.5% and a heap of trouble with reliability. And what are you going to do with all that extra power anyway, if indeed it is even there. If you are not running 100 m speed with a 500 m run up you will be turning again after 70 m, so that extra power is of no advantage. Adding a restrictor or running a smaller carb will not slow the boat but will actually make it accelerate better out of the corners, because you can tune it better overcoming any slight deficiency in top power, which might only be realised after 300 m of straight running
 2. The position of the tank can make a difference, especially if the carb isn't that good

at controlling the mixture. If the tank is behind the motor sudden deceleration when throttling back can cause a rush of fuel into the carb causing flooding if the reduction in jet opening is not sufficient to reduce the flow. Similarly on acceleration the motor may be starved of fuel, resulting in slower acceleration. At least if the tank is forwards of the motor the effect is going to be in the right direction. This may be the intended function of a header tank, I don't know for sure as I have never used one. What I do know for sure is that with hydros this works very well and I am not sure how I will make out with my Kiwi 3 which calls for a tank behind the motor. Well Tony Rutledge seems to get it to work so maybe carbs are better these days, or he just knows what he is doing.

3. Pressure connection, now this is an interesting one and I will tell a story about one of our most prominent and successful boaters who fell for this one. The unsaid boater on reading a magazine article or somehow learning that in the context of control line speed, if the pressure line was extended to the bottom of the tank such that it was always covered in fuel, then constant pressure would be maintained in the tank. This would in turn ensure constant fuel delivery, good news so far. But and a massive BUT, what happens when you throttle back? Firstly the pressure cannot easily get out of the tank, you have throttled back and the pressure in the tune pipe drops, but fuel is still being forced into the carb, which may not be all that big a deal if it is a good metering carb. Secondly and probably fatal is that raw fuel is also forced back out through the pressure line into the pipe and runs down the manifold into the exhaust port and snuffs out the motor. I sorted this problem out, it involved an RPM carb, and you cannot fault them for not metering properly. At full throttle, reducing the throttle to about 7/8ths it would just quit. In fact from any position it would throttle up okay but any slight pull back would cause it to quit. The problem was fixed simply changing the pressure line into the tank so that it was above the surface of the fuel and that gas pressure could escape.

Am I going to say who the boater was, well name your price.

These days I see a lot of aircraft style tanks with clunks being used in boats and I wonder if the pressure lines inside the tanks are pointing up or down (in the fuel or in the air space like they should be). It might be worth checking this out if you boat shows these symptoms.

4. The selection of propellor size is always important and should not be overlooked in a bad throttling situation. Probably warrants an article on its own, so all I will say is experiment.

Advantages of throttling

So what are the advantages, well no prizes for acknowledging that there are benefits in not stopping when milling or racing, and that finishing races helps your score card. But there is much much more as follows:

1. Better acceleration
2. Ability to throw larger props
3. Easier to drive
4. Safer driving
5. More precise starts to heat races
6. Improved reliability.

Who would argue with these advantages. But why is it so?

1. Better acceleration is achieved by having the best/correct mixture at all throttle setting, obvious since we all know that a motor delivers more torque if the mixture is correct and that applies all the way up the rev range with the corresponding throttle openings.
2. For the same reason as 1 above, bigger props can be turned.
3. Of course it is easier to drive, you can put your boat where you want it and stay out of trouble.
4. No more abrupt changes in direction to avoid trouble and in the process cause more trouble.
5. Enable better milling and timing of starts, run at the same speed as others.
6. Well of course. For all the above reasons.

The above wrapup points seem so obvious I feel stupid having to write them.

To my way of thinking all the arguments are for boats that throttle well, even as a trade off against ultimate top speed. Does anyone want to put forward a counter argument?

Proper throttling should be part of the tuning up process. There is no point in getting a boat to go lightning fast and reliable at full throttle and run dozens of laps like that faultlessly on club day, only to have it quit in the mill start or when you have to slow up to avoid a dangerous situation. Tuning up should include getting the throttling right, which means running at a variety of speeds and throttle openings to find weak spots in the performance envelope, and then fix them.

The payoff

Those of you that attended the Nationals will know what I mean, perhaps. But the same scene is played out over and over at the regattas we hold all over NZ. Our fickle weather means that we need to get used to driving in all kinds of weather, from smooth to rough in all kinds of wind conditions, and don't forget about racing chop.

In the C1 Matrix I had two very satisfying heat wins in heats 3 and 4. Heats 1 and 2 were an okay finish and a dnf through just pushing a little too hard after a jumped start. But in the heats 3 and 4, after I had established a racing groove, the starts were nailed perfectly in lane 1. From there on the strategy was to go as hard as the conditions would allow, which just happened to be variable and windy. This involved throttling right back, to settle the boat into the water on the turns and turn tight, then banging the throttle hard open coming out of the turns and taking advantage of the superior acceleration (due to a well tuned carb) to pull away from the other boats and then throttling back to $\frac{3}{4}$ or even $\frac{1}{2}$ to avoid getting unstable but still maintaining a good speed and lead to the next turn and repeating the process. Over the 4 laps it was possible to open a comfortable lead, without taking too many risks and secure 1st place with the best heat time for the conditions.

For me driving a race like this is the most satisfying way to boat and I wouldn't want to be doing it any other way, and the key is a boat that throttles!!!!

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21 EVO LS- GREEN HEAD	\$499.95	45 EVO 2/2 GEAR DRIVE- PURPLE HEAD	\$644.95
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21 LS EX-HEADER WATER COOL	\$52.00	45 EVO II WATER COOLED EX-HEADER	\$57.00
21 VALVOLA EX-HEADER W/C	\$52.00	45 EVO II STANDARD EX-HEADER	\$47.25
21 MANIFOLD SILICON	\$7.50	45 MANIFOLD SILICON	\$8.00
CMB 67		CMB 90	
67 GPE -PURPLE HEAD	\$649.95	90 EVO 2000 - PURPLE HEAD	\$759.00
67 H-RACING (CAM) - GREEN HEAD	\$639.95	90 EVO II PIPE - SILENCED	\$137.00
80 H-RACING (CAM) - GREEN HEAD	\$659.95	90 SMALL PIPE - SILENCED	\$142.00
67 STD MARINE PIPE - SILENCED	\$105.00	90 EX- HEADER WATER COOLED	\$75.00
67 STD HEADER	\$47.25	90 EX-HEADER SMALL WATER COOLED	\$66.50
67 MANIFOLD SILICON	\$7.50	90 MANIFOLD SILICON	\$10.50

All the CMB EVO engines come standard with a full r/c carb. CAM motors have hydro carb.

OCTURA

STRUTS AND STRUDDERS		FLEX FERULES	
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OC250L-24A	24" .250 CABLE	X440	\$35.95
OC6SQL-24A	24" .187 CABLE LEFT ONE END SQ	X640	\$35.95
OC8SQL-18	18" .250 CABLE LEFT ONE END SQ	X642	\$36.20
OC8SQL-24A	24" .250 CABLE LEFT ONE END SQ	X447	\$36.20
OC8SQL-36	36" .250 CABLE LEFT TWO END SQ	X450	\$38.65
OC187T-240	24" .187 TEFLON TUBING	X452	\$39.25
OC250T-240	24" .250 TEFLON TUBING	X457	\$43.75
K&S 9/32"	12" 9/32 BRASS TUBE FOR .187 TEFLON	X462	\$43.90
K&S 9/32'	36" 9/32 BRASS TUBE FOR .187 TEFLON	X465	\$47.25
K&S 11/32"	12" 11/32 BRASS TUBE FOR .250 TEFLON	X447/3	\$45.90
K&S 11/32'	36" 11/32 BRASS TUBE FOR .250 TEFLON	X450/3	\$46.80
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OC6TWM	THRUST WASHER 3/16"ID X 7/16" OD	X460/3	\$50.75
OC8TW	THRUST WASHER 1/4" ID	ACCESSORIES	
OC6TB	BALL THRUST WASHER 3/16" ID	OC468PB	PROP BALANCER \$84.95
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OC6DM	DRIVE DOG 3/16"ID 3/8"OD	ANTENNA MOUNT #2 \$7.50	
OC8D	DRIVE DOG 1/4"ID 1/2" OD	HWALL 7 ASSORTED HEX WRENCHES \$7.50	
OC6NE	NEEDLE BEARING 3/16" SHAFT	ALL OCTURA BOLTS AND SCREWS IN STOCK	
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OC68RB	PROP REDUCER BUSHING FOR .25 DIA		

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MINUTES OF THE COMMITTEE MEETING 10/05/03 AT TOKOROA

PRESENT: - Grant Binns, Grahame Haines, Greg Clarkson, Steve Trott, Tony Rutledge, Wayne McNaught, Scott Pickering and John Belworthy.

APOLOGIES: - Craig Oram.

MINUTES OF THE PREVIOUS MEETING: -Read and confirmed GC/ST

MATTERS ARISING: -

PETER HALL: - It was suggested that we write this off as a bad debt and just get on with the future. Agreed unanimously.

SOUND SYSTEM: - GH. Craig Poppe had a look at what we were trying to do and believed that it would be cheaper in the long run to go to a digital Dictaphone or MP3 player like what Greg has kindly done with his player for this weekend, rather than try and build up one from plans finding parts etc. I suggest we talk nicely to Greg and either buy his player from him or borrow it for regattas etc.

GC: - The Association could have this player for about \$150. It can be fitted into the amp box with an external idiot-proof stop/start button. Part 2 of this scenario is for around \$100 extra we could have it set up with a remote start/stop system like a garage door opener. We can have either system or both together.

GB: - This system is pretty well bullet proof.

JB: - I suggest we use the Taupo money and go for a MP3/remote system. Just do it!

GB: - We also need to look at the speakers as the current ones are bulky to transport. I will have a play with the small ones with the view of cutting the size down to see if that will affect the sound quality.

WMcN: - We only need to have localized sound and not broadcast to the world so cutting down could very well work.

GC: - We need to get someone to take this on board and do it. GB & GC to follow through.

SCALE HYDRO REGISTER: - GH. It is sorted out with those not actively racing and involved in boating activities being deleted.

Scales are taking off in the South Island with 3 running and another being built.

SPEED COURSES: - SP. Owing to the speeds we are getting into we need to follow the Yanks and look at laser timing as fractions of a second at 130plus Kph can make a difference of several Kph to the speeds.

WMcN: - The cost is the main problem. JB and myself looked at all sorts of options including transponders on the boat and laser/electronic timing and we need \$10,000 ~ \$15,000 for the ideal setup. The transponder system could be used for matrix, endurance and everything.

GB: - I believe a laser system would not be much cheaper than the transponder system.

WMcN: - Whatever we do we will need to do some serious fund raising.

CORRESPONDENCE INWARD: -

From SUHA Re coming out of recession. Tabled @ AGM

From Greg with information from the Companies office re Incorporation

From Companies Office confirming our incorporation.

From SUHA entry forms for their May regatta.

From SUHA trying to explain why they are coming out of recess.

From Gordon and Judy Homewood Re petrol remit being lost at AGM and proxy voting at AGM.

From Merv Sowden - complaining about words said about him at the AGM.

From NAVIGA minutes of their last committee meeting (forward to the Kockotts)

From Dave Richardson re Laser printer not being listed as an asset in the Association Balance sheet

From Steve Trott responding to letter sent from Merv Sowden.
 From Secretary of Auckland Club complaining about AGM minutes.
 From SUHA with entry forms to their regatta in May
 From Lotteries commission with latest grant distributions
 From Westpac trust with details on our investment account
 Various e-mails from committee members, dealing with above and other general Association business.
 GB/SP

CORRESPONDENCE OUTWARD: -

To Companies office with the application for Incorporation as a society
 To Merv Sowden acknowledging receipt of his letter of complaint
 From Grant Binns Copy of letter to be sent to past members of SUHA

ACCOUNTS FOR PAYMENT: -

#1137 Newman Graphics Patches	\$707.63
#1138 Telecom	\$ 66.18
#1139 State Insurance	\$349.28
#1140 TMBC reimbursement	\$ 70.00
#1141 A &G Clarkson (Propshaft)	\$196.47
#1142 Telecom	\$ 78.14
#1143 Marlborough Copier Services	\$ 60.00
#1144 Marlborough Copier Services (Mother board)	\$648.00
#1145 Telecom	\$ 74.43
#1146 Telecom	\$ 69.96
#1147 Warehouse Stationary (Comp ink & paper)	\$ 38.22
#1148 Telecom	\$ 59.37
#1149 Companies Office (Incorporation fees)	\$100.00
#1150 Telecom	\$ 64.08
#1151 AGM Smoko	\$ 12.15
#1152 AGM Hall hire	\$ 30.00
#1153 A & G Clarkson (Propshaft)	\$108.06
#1154 Post Shop (envelopes)	\$ 61.50
#1155 Telecom	\$ 59.46
DD Naviga (Affiliation fees)	\$463.93
Current bank account balance	\$892.20
Approved for payment	GC/JB

GENERAL BUSINESS: -

SMARTS. (Sports and Management Recreational Technology Systems).
 GRANT. Advised they are a promotional outfit. They attended the Nationals and are impressed with what we do and are organizing a hobbies weekend for sometime next year in Palmy, probably Manfield, involving all facets of R/C (cars helicopters boats planes etc) We would have use of the jetsprint course. They will build a drivers stand or whatever we want. Would only be able to run monos because of the size of the running area. Wanted to know if we would be interested in being involved. It is a dream scheme at this stage. They expect up wards of 600 competitors if they pull it off.
 All agreed that Grant keep liaising with them and inform us of developments.

NATIONALS.

GRANT. We had an income of \$567 expenses from Assn. point of view. Nametags fuel etc \$30.50 leaving a net income of \$536.50. Still to come out of that is \$90 for patches. Manawatu MPBC is holding onto \$129.50 cash and \$407 of cheques gone to NZMPBA.

Grant expressed the wish that the NZMPBA would make a donation to the club to assist with repairs to a fence and continuing weed control at the pond.

Moved GH seconded W McN we donate \$200 to Manawatu MPBC.

Unanimous.

LASER PRINTER.

Dave Richardson raised the issue via Grant as to why the laser printer that he donated to the NZMPBA was not listed in the assets on the financial statement.

GH admitted that it was an oversight on his part as the funds did not pass through the Assn. books. He is seeing an accountant on his return to Blenheim and will get advice on how to list it correctly in our assets. The 2002 financial statement will be amended to cover this and reprinted in Propshaft.

HEALTH AND SAFETY POLICY

GRANT. Congratulated Steve on the work he has done on this so far and is a great step in the right direction.

Scott mentioned it was a condition, of being able to race at Lake Moananui, by the Council that we show them we have a health and safety policy.

Steve advised some of it was created out of his head and some adapted from his work policy.

Grant mentioned it is good but not quite right. It is a technical thing in that it is called a POLICY when we can't call it that. Reason is, if something goes wrong at a regatta that the NZMPBA or its executive has no control over. If the competitors or organizers are members of the NZMPBA, because it is a policy, we could be held liable. It only needs the first paragraph re-wording to emphasize they are guidelines only.

They are there to assist people in adapting a system for each individual situation i.e. regattas.

They should also be in the rulebook.

Steve to send original document to Grant to finalize.

GRH LETTER ON PETROL ISSUE.

GRANT. Gordon has sent me an e-mail and I have replied with my views and noted it would be discussed fully at the next committee meeting.

Basically as the rule is worded in the rulebook it is for petrol only. It can be interpreted as no additives including oil!!!! When we discussed this at the AGM we decided that additives were not an issue.

SCOTT. Do additives make a huge difference?

WAYNE. I race in that class and I do not see additives as an issue. Why should we place restrictions on petrol additives when glow racers can use anything? It restricts the experimenters who want to further development in that class. Should we therefore ban additives in the glo classes as well?

GRANT. If we ban the use of these additives we have to come up with a system to detect the use of them. Do we need to go down that track?

Unanimously agreed we need to change the wording, to cover ignition type and fuel type, to stop the nitpickers from creating issues that divert the intention away from the aim of our hobby to have fun!

Grant pointed out it cannot be changed at committee and needs to be remitted at an AGM.

GH the old rules used to say spark ignition from memory and this has inadvertently been changed in subsequent updates and not been picked up by anyone. Therefore it is noted via these minutes, (as published in Propshaft). The Committee will put forward a remit at the next AGM that this be changed to SPARK IGNITION, PETROL AND ADDITIVES. We will administer the rule along those lines till the AGM, by which time the correct wording will have been worked out.

Wayne is to liase with Gordon to come up with a suitable solution.

PROXY VOTING.

GRANT. The second part of Gordons letter is about proxy voting. I have also had the same discussion with John Nicholls. They both believe the proxy voting at the AGM this year was hijacked by one member holding many proxies. We need to put an article into Propshaft explaining how this works. The big problem is most people do not understand how this works.

John Nicholls has agreed via Grant to send a suggestion on how to tidy up the Proxy voting and Grant has sent an interim reply saying we are looking forward to it.

GRANT. I am a member of 4 different National Organizations that have proxy voting, and none of them work to the satisfaction of all the membership either.

SPORT 45 RULES.

GRANT. Johns other issue in his letter is the Sport 45 rules as we have currently got them listed. He was debating the clarification of the depth of the pickle fork and whether the canard was included in the dimension or removed from the 25% length. The agreement at the AGM was different to that published in the minutes of the AGM in Propshaft according to John.

GH. This seems to be an oversight in the minutes. After all we are human beings and it is impossible to catch everything that is said at a meeting word for word by one person. I will review the tape to confirm what was said. The final rules need to be printed and distributed for inclusion in members rulebooks and as soon as possible to end all confusion.

SUHA

Mervs Personal letter to the Secretary:- Grant on receipt of copy of Mervs letter drafted a reply stating his views and reiterating it would be discussed at the next Committee meeting, together with any further comments Merv wished to add prior to the said meeting.

There was response to that letter.

I wish to move that a formal version of this letter be sent to Merv from the NZMPBA along those lines.

Seconded Grahame.

GRAHAME. I will do this as my official capacity of Secretary.

GRANT. Following on from that I would like to send a similar letter to the Auckland Club.

STEVE. Suggested since Grant has been responsible for most of the discussions with Merv and SUHA that he lead the discussion and we each comment separately on the issues raised to prevent things getting out of hand. Otherwise we can discuss this forever and go nowhere. Agreed unanimously.

GRANT. We have all read Mervs letter to the SUHA membership I asked Merv to distribute my reply to balance the letter he sent on the 31st March regarding this issue. That was sent on the second of May. Merv replied on Thursday 8th May (just before I left work), that he could not as there were inaccuracies in it and it has become a personal issue. He attached various e-mail responses he had regarding various issues discussed with the Secretary over Trophy returns. He advised they had been passed onto his lawyer for comment. Grant replied with a quick response on Friday @ 12 o'clock. That he was disappointed to read that Merv sees this as a personal issue and hoped that he (Merv) was not indicating that I (Grant) have a personal issue with him. Grant went on to mention that with the current situation we have, he was struggling to see the logic in it all. We have seen inaccuracies in his letter and we did not have the opportunity to comment on that. We felt it would have been proper for Merv to allow us to make comment and let the membership decide for themselves what to take from it all.

Grant also pointed out that the e-mail from the secretary was inaccurate in that it was agreed that the trophies would be returned once SUHA was up and running legitimately.

We do have an issue, in that 2 members of the NZMPBA, who have donated trophies for scale hydroplane racing, have contacted us. They have requested that these remain in the care of the NZMPBA. We will have to sort this issue out once SUHA are up and running.

The NZMPBA are currently sourcing new trophies to replace the SUHA ones once they are established. Based on advice he has been given Grant stated the procedure to re-establish SUHA, as spelled out in previous correspondence between him and Merv, is the correct procedure to follow and he will discuss this further at the committee meeting. Grant moved that we gather a list of all past and present SUHA members. We send them a copy of our letter so that they can make up their own mind. We send a

covering note to the effect that Merv would not distribute the letter or give us a list of members to send the letter to, for various reasons known only to himself.

GRANT we need to get this letter out as soon as possible.

There was other discussion from personal points of view pertaining to the current situation but essentially we need to get to the Regatta and meeting to get the real feeling from all present what is going on.

GRANT we as an Association still have an issue. We have tossed out a challenge. "SUHA if you want to re-establish, this is what you have to do". Do we want to stick with that? Consensus is yes.

GRANT. We have to front up to this meeting and point out you cannot do this. If you want to go ahead and reform this is what you have to do, here are the issues, here is the procedures lets get it rolling. You cannot have this AGM recognized, as it has no status. The other choice is to forget about it. Personally I feel if we do that it won't do us any good. We need someone to front up. Steve and Grahame agreed to represent the NZMPBA at the meeting. The President was to attend if possible.

CERTIFICATE OF COMPLIANCE.

JOHN. How far do we go with this? Do we cover every boat?

GRANT. It is available for every boat and It says that this boat fits that class. Safety issues are covered under scrutineering.

JOHN how about OSH?

GRANT OSH only has jurisdiction if you are employed, or employ someone. That is not to say the Police can't bring a civil charge against the organiser/s

REGATTA SUPPORT.

JOHN. We have been so tied up with the SUHA thing that we re losing sight of supporting our own racing. Steve has put in a lot of effort into these regattas and if it weren't for the 2 South Islanders who made the effort to come we would have had a dismal attendance.

Maybe we need to survey members to see what they want.

GRANT. We need to survey scale racers for example to see what we need to do to bring them back racing. I suggest we wait till Palmerston North Regatta to gauge support then if the numbers are down we contact racers and find out what are the criteria for them to come to the races. It maybe financial, timing, family who knows?

The Meeting closed 6.00PM.



NZMPBA FINANCIAL STATEMENT 2002 (AMENDED)

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
Computer repairs	\$708.75
Chq Bk	\$ 2.50
Record Cards	\$117.00
New Rule Books	\$118.86
Stationary	\$ 48.24
Laser Printer	\$1200.00
Taranaki MBC	\$ 70.00
Total	<u>\$4801.45</u>

CREDITS

Opening Balance	\$ 254.82
2002 Subscriptions	\$2475.00
Nationals	\$ 94.67
Interest	\$ 9.97
Scale Hydro Regattas	\$ 280.20
Donations	\$1708.77
Propshaft Advertising	\$ 200.00

A/C closing balance \$ 221.98

\$5023.43

\$5023.43

TERM DEPOSITS

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

TOTAL VALUE OF TERM DEPOSITS \$2062.69

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
Laser Printer \$ 1200.00

TOTAL VALUE OF ASSETS
\$10190.84



**Governors Cup Hydrofest
10TH & 11TH MAY 2003
Host : Lake Moana-Nui, Tokoroa
By Snorkel (Scott Pickering)**

Hey there everyone, from here at the "Sunny South Waikato" (snigger snigger). Just gotta say BOY DID I ENJOY THE WEEKEND WE HAD HERE in Tokoroa for the Hydrofest. The weather had a slow start for the Saturday, starting off with guys quickly searching for spare fog lights to attach to their offshores. Unfortunately Steve and I had to succumb to setting up the course on the non-favoured side due to weed problems and consequently had to set up a 70-metre course on the Friday. The drivers briefing had a special announcement added to by Aunty Doris, who took the opportunity to christen two members with fresh new nicknames. Yours truly got the new handle of "Snorkel" and Rob Binnie got a handle of "Gizmo". Now apparently these nicknames were thought up during Aunty Doris and Elvis' trip in the car on their way to this event. Now I gotta tell ya they must have been REALLY BORED whilst in said vehicle, but I suppose it beats playing there usual "I spy" and singing their usual camp songs.

The first event was the offshore. The sun had cleared through the fog enough to start on time for this 20-minute event and the water was dead flat to the dismay of the wave lovers. Daryl Christiansen started up quickly and reliably and

headed the pack followed closely, and not too far behind by the Wellington Wizard (Tony Rutledge), Elvis, and Aunty Doris with the only CAT out amongst the pigeons. Andrew Meek and Rex Anderson made up the rest of the field. During the course of the race good lines were kept and a great display of disciplined driving was displayed. Unfortunately Aunty Doris fell out with a blown engine but all in all there were a good example of skills which impressed the crowd of spectators that grew quickly in numbers to observe. Next up was the one-lap sprints for the Sport 45. Steve burned up the 70-metre course with a quick 14.37 sec lap followed closely by the Wizard with a 15.21 sec lap, but poor old Aunty Doris got a DNF (tsk tsk, maybe a coat of paint might make ya boat go faster Doris....hahahaha). But I gotta say that all the guys were good sports and let me run my brand new B-rigger in this event to see what sort of time I could turn out. Well, after tracking the marker buoys down and getting a descent line on number one lane my new boat turned out a 10.6 sec time!!!! Not bad for a new rigger that only ever had two hours on the water the day before, and a stock standard CMB EVO2 45 with raised compression to suit the altitude I might add. I am most pleased!!!

The rest of the day turned out great with some great racing and the crowd was even bigger!! The sausage sizzle, run by my much better half Melodee, cooked up and sold 70 sausages in 2 hours. WOOOHOOOO.....damn is she a good cook or what!!!!. And a little birdie tells me that a certain two members, who will remain nameless, had practically eaten ¼ of them. So maybe its true about the KINGS eating habits, and I also think that water isn't the only thing that's in drought in the South Island. Maybe sausages are too....hahahahaha.

After lunch the B Hydro kicked off pretty smoothly until the second race when yours truly smacked a marker buoy on lap two whilst trying an inside pass to take the lead. Unfortunately this broke my right sponson in half and put me out for the duration of the day. With broken pride and buying a ticket to the "Wellington Wizard's School of Model Boat Driving" I had to live up to my new nickname of 'Snorkel' and dive into the water yet again to retrieve boat parts...hahahahaha. (The crowd were cheering on too!!!).

The night out at the local Cozzy club was a good evening with everyone being very happy with the meals they served and the atmosphere it provides. (But I was let down by Doris who I heard was a bit of a party animal. He went home early to get back to the motel!! His excuse was that he was tired from the long hours....but I reckon he just wanted to be alone with his Cat motor that died...hahahaha).

Sunday turned out to be an off-and-on drizzly kind of day with Daryl and Tony duelling it out in the offshore again, but unfortunately Daryl had a flip which made Tony unlap his lead and take out the event totally to keep his reputation intact. (I had my study note pad handy with me to sneakily jot down some of Tony's tricks and tips for skilful boat driving. GOD KNOWS I NEED IT!!!) hahahaha. The C scale sprints were up next and Steve turned up another blistering pass of 13.05 and Mathew with a near identical 13.10, and get this – Tony with a 13.11!!!! Now is that close or WHAT!!!! And also gotta mention Doris's Budweiser was also close with a 13.59 sec followed by Daryl with a 14.99. Unfortunately Hainsey had a few problems with his boat and got a 30.80 (but from what I have

seen in the past, and what I have heard, Hainsey's scale is an awesome boat when its on song). Also with the new rule changes as far as drive dog position, Daryl now finds that with this change to his boat he now can get his boat around corners and found it in his word's "AWESOME!!! WOOOHOOO!!!! IT WOULD NEVER DO THAT IN THE PAST!!!!". So needless to say Daryl ended up taking out second in the trophy final. Steve took out honours in this event with a boat that's displaying blistering speed.

The C hydro matrix started to dwindle with boats that had to retire. Daryl unfortunately blowing his Picco and myself with receiver battery problems, and the event was taken out by the Wizard. Also gotta note that Gizmo's A90 powered SG Eagle is no boat that hangs around when its up on pipe, but unfortunately he suffered that age old problem of 'always runs awesome on practise day but on race day it doesn't want to know'. I really look forward to the future of racing my Pinkert against him as well as Tony's well known Waka and Aunty Doris's Waka with a CMB67 and all are at their best flying around the course. It will look spectacular!!!!

To round this dribble off I would like to mention that the future of the lake in Tokoroa is looking good for the North Island Champs this year. With organising and working with the Council about the weed problem and the help I have had from Malcolm Miller, from Auckland, with his advice and contacts, and Steve Trott with his liaising and proactivity, it looks in good shape – thanks guys!!!! Events like this can't happen without this sort of input. I would like to mention that the Damn Wellington Wizard made the front page of the South Waikato Times !!!!!!!!!!! GEEZZZZZ, is there anything he doesn't get in front of????? Hahahahaha. Tony, you're a gentleman and an awesome competitor – don't ever change matey!!!!

The results of the weekend are as follows and thanks to all that made the trip up here to Tokoroa. Hope to see you all again here soon. A special thanks to Gizmo and Nitro for the effort they made to travel so far. Awesome guys, thanks! Was awesome to see you and spend time with you guys. Well, see you guys at the next regatta in Palmy.

Seafair Trophy Results

Sport 45 Hydro	Boat	Engine	Propellor	1 Lap Sprint	Heat Racing	Final
Steve Trott	Executone	CMB 45	O X450x3	14.37	1725	
Tony Rutledge	Nautilass	OS 46 VRM	O 1650	15.21	1400	400
Wayne McNaught	Fast Post	OS 46 VRM	O X648	17.48	300	300
Matthew Lee	Oh Boy Oberto	CMB 45	O X450x3	27.51	0	
Grant Binns				DNF	169	

Sport 45 Hydro Most Authentic Boat Judging

Steve Trott	Executone	1
Tony Rutledge	Nautilass	2
Matthew Lee	Oh Boy Oberto	3
Wayne McNaught	Fast Post	4
Grant Binns	Ug	5

Sport 45 Hipoints after 2 Rounds

Tony Rutledge	Nautilass	5240
Steve Trott	Executone	4745
Matthew Lee	Oh Boy Oberto	2549
John Nicholls	Genesis	1709
Paul Garner	Annihilator	1320
Wayne McNaught	Fast Post	995
Daryl Christiansen	Full Tit	755
Grant Binns	Ug	484

C Scale Hydro

				1 Lap Sprint	Heat Racing	Final
Steve Trott	Executone	CMB 67	PS 5517x3			
Daryl Christiansen	Bardahl	OS 65 VRM	O X447x3	13.05	1200	400
Tony Rutledge	Ladybug	OS 65 VRM	P 255	14.99	1500	300
Grant Binns	Budweiser (T4)	OPS 67	PS 5017	13.11	0	225
Grahame Haines	Lite All Star	OS 65 VRM	X 452/3	13.59	1150	169
Matthew Lee	Oh Boy Oberto	OPS 67	X 455/3	30.8	600	0
				13.1	1700	0

C Scale Hydro Most Authentic Boat Judging

Daryl Christiansen	Bardahl	1
Steve Trott	Executone	2
Tony Rutledge	Ladybug	3
Grahame Haines	Lite All Star	4
Grant Binns	Budweiser (T4)	5
Matthew Lee	Oh Boy Oberto	6

C Scale Hi Points after 2 Rounds

Daryl Christiansen	Bardahl	4601
Matthew Lee	Oh Boy Oberto	4352
Steve Trott	Executone	4218
Grant Binns	Budweiser (T4)	4020
Tony Rutledge	Ladybug	3938
Grahame Haines	Lite All Star	1213
John Nicholls	Captran Resorts	575
Paul Garner	Speedy Printing	225

B Hydro Matrix

Tony Rutledge	953.44
Steve Trott	687.92

C Hydro Matrix

Tony Rutledge
Grant Binns

Offshore Enduro Laps

Tony Rutledge	122
Daryl Christiansen	118
Wayne McNaught	113
Andrew Meek	43
Grant Binns	34
Rex Anderson	20

Best Presented Offshore Boat

Rex Anderson	Pentax
Wayne Mcnaught	Excalibur
Tony Rutledge	Enduro 2

NEW PETROL CLASS CLASSIFICATION

Dear Fellow Model Boater

It appears we still have some issues with the definition of our petrol class. I am endeavoring to rectify this situation and need, and value, your feedback on this subject.

At present the fuel definition is causing us a problem and needs better wording to remove any argument over its validity.

I personally hate to use this terminology but we need to ensure that the spirit of this class is adhered to and we use weed-eater based engines running on a petrol and 2-stroke oil mix, or 4-stroke engines, if they become available. Should a 35cc OS glow engine converted to run on petrol running crank triggered ignition and a spark plug be allowed? Should a custom built engine be allowed if it has double the power of anything else commercially available? You will probably agree that over-regulation of any class, be it petrol or otherwise, will not be in our best interest so we must temper our approach to ensure that the outcome is the best one possible.

The three issues we need to deal with are:

1. Adding an oil definition for 2 stroke engines.
2. Whether or not to limit the type of petrol used.
3. Whether or not to allow additives in the 2-stroke mix, i.e. nitro.

If we are to be pedantic about the current wording, 2-stroke engines cannot be used in this class as they require lubricating oil to be added to the petrol. My understanding of this wording says petrol only (i.e. not glow fuel). If we are to allow 4-stroke engines in this class our new wording must not exclude their possible use.

As most of you are aware there are many different types of petrol products available, from 91 unleaded right through to C16, as used in formula one engines. Should the class definition specify which products may be used or should this be left up to the individual? If a limit is placed on the type of petrol used can you suggest a simple way of testing the fuel at the pond during a regatta that would be 100 % accurate? It has been suggested to me that it would not be fair if somebody sets a speed

record in petrol class with additives in the fuel. We currently have no such stipulation in the glow classes so is this really a problem? As we currently specify glow fuel as a definition for all other classes I thought it would be interesting to ask some of our senior members what constitutes glow fuel and the answer was basically "anything that will make the motor run". If we were to limit petrol types and additives would this create disparity between the classes? Would it limit the progression of petrol class in NZ? Surely we must allow people some freedom to experiment but I totally agree that there must be some guidelines to ensure everybody has the same opportunities available to them. Should we cap the amount of money spent on a motor purchase? Would this offer any benefit to the class? My personal view on this one is we don't limit money spent on any other class so it would seem to be inappropriate to do so here. I am however, aware that there are a number of members that boat on a very strict budget using second hand gear and converted weed eater motors. Would this group benefit more from the liberalisation of the fuel definition?

At our last AGM we voted and passed some fairly radical changes to the hull definitions that are most akin to these engines so it would be silly to make a bad decision on the fuel type's available for them to run on.

My comments for what they are worth:
Fuel: Petrol. No limit on type used. Any type of lubricating oil for 2-stroke engines. Any additives (i.e. Nitromethane) allowed.

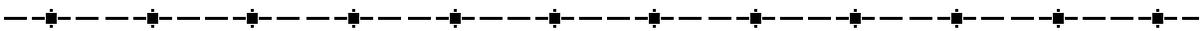
This would seem to bring the fuel description into line with the glow fuel classes, i.e. anything that will make it run.

As you can see this is yet another can of worms that we need to get a lid on as soon as possible and you now have the opportunity to help us make the right decision.

Please give this subject some serious thought and phone/fax, or write to me ASAP. Your comments will be read and discussed and used to formulate any new additions to the handbook. Above all else, please remember that anything we come up with must be able to work at the lake on the day of a regatta, as well as be a set

of guidelines for the class. You do not have to be directly involved in this class to comment and by all means use this as a topic of discussion at your next club meeting. My contact details are inside the front cover of this magazine.

Cheers,
Wayne Mc Naught (Elvis), NZMPBA Committee.



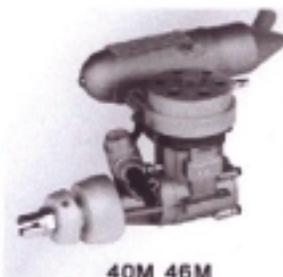
NZMPBA 2003 CALENDAR OF EVENTS

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	TOKOROA
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	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

ASP MARINE ENGINES

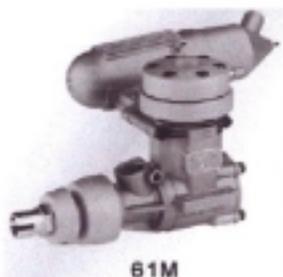
at a *VERY* affordable Price !



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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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.

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