

# PropShaft



Magazine of the New Zealand Model Power  
Boat Association Incorporated

Issue 3 2003



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NEW ZEALAND MODEL POWER BOAT ASSOCIATION INC.**

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**COVER PHOTO**     **Matt Lee tidying up the course prior to the start of the Nationals at Palmerston North.**

**THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED IN NOVEMBER 2003**

## STUFF FROM THE PRESIDENT

Since the last Propshaft there has been a lot of activity in some areas and very little in others. I have been to two regattas and had a blast at both of them.

The latest was the mid winter endurance champs which was held in Palmerston North. The two day event produced some good racing and very interesting results, the most notable being 201.3 laps by Gerg in C2 endurance. Well done!!

The team's event produced its usual combination of great racing and total chaos but it is certainly a fun event to be part of.

SUHA Update - SUHA has now incorporated and is preparing its programme of events. They have requested the return of the trophies so the NZMPBA is currently sorting out replacements and our thanks must go to Gordon Homewood who has done a fair amount of legwork (and I suspect some fast talking) on our behalf to have some trophies donated by the "Big Boys". These will require some work but we should start to see them at the events in the near future.

To satisfy the NZMPBA's responsibilities, we are expecting some establishment details from the SUHA committee to confirm that they have a good base of support.

Petrol Update- Wayne has had only one formal comment to his article on the fuel options for the Petrol (Tug Boat) class. I have now spoken directly with 6 competitors, 5 of them have no problems if additives are allowed or not and 1 thinks that they should be allowed because the motors behave better, just as glow engines do.

While I don't run in the petrol class I have had personal experience as to the benefit of a little nitro in the glow fuel. 5% nitro changed Bob's Picco 21 from a pig to a kitten and it now runs like a dream.

I would also throw into the pot that playing with additives to improve performance (not just speed) is something that is relatively easy for basic participant like me, rather than doing some internal engine changes which are not quite so easy.

Wayne has had one meeting on the topic and a few issues have been highlighted, if you want to have a say you need to talk to him soon, before we draft a proposed rule change. Keep in mind however that we want to have fun and we only race for a piece of printed cardboard and perhaps some personal satisfaction.

Committee Activity - We must all acknowledge Nitro's efforts over the past few months, his father passed away, he has had other personal issues and to cap it off he has decided to earn his income in a different way.

Gerg has also had a change of job which has taken up a fair bit of his time and I suspect he will get even busier before it settles down.

I have also had my share of work commitments which has made finding spare time difficult.

The committee has however been working through the issues as best we can. We apologise for the delay in the rule book update, but rest assured, it is on its way. If you have a pressing need for information, contact either myself or Gerg and we will do what we can.

The Association sound system revamp is underway and the changes made to date have already produced benefits at regattas.

Time to get back to work, any problems or issues drop me a line or get in touch with a committee member.

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## OCTURA

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## SILVER CUP REGATTA - PALMERSTON NORTH - 5/6 JULY.

By John Belworthy & Scott Pickering

The weather forecast for the weekend was one of the worst forecast's I've heard of.

Wayne and I decided to go up Friday night and after shooting the breeze with Steve, Scott and our host, we finally hit the hay around midnight.

Saturday dawned overcast and windless. By the time we got down to the lake we even had some blue sky.

What a scene. Looking over a mirror-like lake with the snow covered hills reflecting on the water. It seemed a pity to disturb such a serene scene.

We started the day with Sport 45 after drivers briefing where a modified format was outlined. After warm up each competitor was to have 8 minutes to achieve their best one lap sprint. This was suggested by LM and was favourably entertained by all present. This gave the competitors a chance to get a time, and even experiment with different props or just try for a better line. You could get in 3 or 4 different times in the 8 minutes. The sport 45 competitors relented to the persistent Scott wanting to run his 45 rigger for a one lap sprint. Man is this thing ballistic. Scott has repaired this since Tokaroa and modded the CMB45 + 50 % nitro, it fair honks. 95kph average speed around the course, peaking around 120kph at the end of the straights.

After this we got straight into the heat racing, with a couple of heats per round. There weren't any real surprises in the heats or the final with Steve taking this quite comfortably as LM was still posting, Wayne broke the disc pin in his old faithful Fastpost, and Matt's new liner was just too new & tight. Paul put in some solid races to come second.

Before we had managed to finish this stage the weather had started to close in. Mother Binns had bought down sausages, bread and sauce for lunch. The wet stuff started dribbling and then set in. Some of us old's made noises about packing in for the day. This was taken on by all, so we packed it in before it was no more the Sunny Warm Manawatu. It was bloody awful.

We retired to the Binns residence for some ales and Committee meeting.

An enjoyable evening was had in the warmth of the house - (not much done in the workshop that night.)

Some stayed up and watched the Warriors lose again.

Sunday started much colder than Saturday with frozen windscreens and door rubbers. Once down at the lake, the sun broke out and the day improved all the time. We basically ended up with one of the best days Palmerston North has turned on. Perfect for C Scale. LM arrived for the days racing and made his presence felt by taking out the one lap sprints followed closely by Grant. Steve was not having his usual good runs. Must have been put off with trying to get some others to run Matt's boats. Grant has modified the Bud and is happy with the mods and Paul made some minor changes enabling him to get more consistent turns.

Unfortunately we had a reasonably damaging racing incident in the heat racing with Matt's boat coming off the worst, with some rebuilding of the sponson being required.

There was some very exciting racing though with LM not having it all his way, with Daryl's old shovel nose Bardahl winning one of the heats. This is now as fast as the other Scales in a straight line, only giving away some turning ability, Still quite difficult to pass though.

LM took out the final with Paul second. Paul was pretty happy with his efforts by the two boats he brought down, running consistently and finishing, also taking out concourse with his C Scale Speedy Print.

After more mothering by Mrs. Binns, lunch on a platter, we got on with 45 & C rigger racing. That very fast 45 rigger of Scott's finally had an official run. Unfortunately he got caught out by the huge speed differential, hitting the back of Fastpost. When he had a clear run he was coming up to lap LM in 5 laps! We had another unfortunate racing incident with LM flat spinning in front of Steve, making a bit of a mess of LM's sport 45 cowl.

Thanks for those kind and encouraging words there HP!!....hey all, Snorkle here. Yeah I have to agree with Harry there about disturbing such a scene! It was such an awesome site but DAMN IT WAS COLD!!!!!! What a weekend it was with the turn out of such great competitors and very helpful people, it was a weekend to enjoy!! Thanks to Aunty Doris for putting us up at his place and lending the use of his workshop (might be an idea to make sure that Gismo is not allowed in Doris's shed!!..I think he would

be hard to get out of there!!!! hahaha) and I also noticed that Doris's siblings seem to make timely exits and disappear when ever he starts playing his Wings video and BOOMS it out through his custom stereo. You could see the reactions on their faces (rolling of the eyes and the thoughts of " O OHH.....Dad's at it again!!!!....he has his Wings video out again!!!! ) hahahaha. But seriously thanks again Aunty for putting us up at your place!! You make out of towners feel very welcome and feel very warm!! Even your dog does too!!!!...hahaha

Yep I reckon some of the scales that were at the previous meeting in Tokoroa have had a few improvements made to them cause they were certainly handling a lot better in Palmy. E.g.

Tony Rutledge's Lady Bug, Doris's Budweiser and Daryl's Bardahl, so I hope to see these same boats turning up at the next meeting in Blenheim for some great racing and also a go at the records for the speed runs cause I know I'm going to be there with my new B rigger for an attempt. This I'm looking forward too!! But mainly for getting down there and seeing the Mainland guys in their own domain for the first time and spending some great boating time with them all, so roll on September!!!! (Which reminds me.....I better pack two bottles of vodka to keep me warm at Nitro's place, I hear its bloody cold down there!!!) hahaha but anyway...better go that's enough of my dribble, take care all and look forward to seeing you all at the next regatta.....Snorkle

### Silver Cup 2003 Results

Sport 45 Hydro	Boat	Engine	Propellor	1 Lap Sprint
Steve Trott	Executone	CMB 45	PS5017	16.08
Wayne McNaught	Fast Post	OS 46 VRM	X450/3	17.80
Paul Garner	Annihilator	OS 46 VRM	X448	20.24
Matthew Lee	Oh Boy Oberto	CMB 45	X450/3	
Grant Binns	Ugly	K&B 45	P235	

Sport 45 Hydro	Most Authentic Boat	Heat Racing	Final	Points After Round 3
Steve Trott	570	2000	1st	8115
Tony Rutledge				5240
Paul Garner	590	1200		3335
Matthew Lee	375			2924
John Nicholls				1709
Wayne McNaught	240			1535
Grant Binns	60	750		1294
Daryl Christiansen				755

C Scale Hydro	Boat	Engine	Propellor	1 Lap Sprint
Tony Rutledge	Ladybug	OS 65 VRM	P255	14.90
Grant Binns	Budweiser (T4)	Picco 67	X455/3	15.39
Matthew Lee	Oh Boy Oberto	CMB 67	PS5017	17.27
Daryl Christiansen	Bardahl	OS 65 VRM	X457	17.33
Paul Garner	American Speedy Print	OS 65 VRM	X455	18.80
Steve Trott	Executone	CMB 67	O1662	19.92

C Scale Hydro	Most Authentic Boat	Heat Racing	Final	Points After Round 3
Tony Rutledge	480	1725	1st	6543
Grant Binns	510	1100		5630
Matthew Lee	415			4767
Daryl Christiansen	615	1000		6216
Paul Garner	495	394	2nd	1414
Steve Trott	520	1225		5963
Grahame Haines				1213
John Nicholls				575

Open Offshore	Boat	Hull Type	Engine	Propellor	Laps
Don Ward	Pig Pen 2	Cat	K&B 82	P240	39
Grant Binns	Blackley Contracting	Deep Vee	Rossi 45	P230	35
Murray Matheson		Deep Vee	Zenoah G22		33
Daryl Christiansen	Novalok	Elvis Deep Vee	OS 61 SF	PS2028	22
Neil Plumpton	89	Scarab	OS 81 VRM	O1462	
Wayne McNaught	Excalibur 2	Deep Vee	Zenoah G231	P270	
Leigh Marsden		Deep Vee	K&B 45	X447	
John Belworthy		Deep Vee	OS46	X445	

B Hydro Matrix	Points
Tony Rutledge	663.03
Wayne McNaught	646.03
Scott Pickering	501.32
Steve Trott	473.64

C Hydro Matrix	Points
Tony Rutledge	996.68
Daryl Christiansen	491.80
Scott Pickering	246.23
Grant Binns	226.40



Graeme dePina's answer to his fuel mixing woes in the Petrol class.

The toy (oops, tool) is normally used for mixing cocktails when power is not available but Graeme is confident that it can be adapted for mixing the demon petrol brew.

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AGENTS FOR



**WELCOME TO THE FINE SUNNY MANAWATU.  
A MID WINTERS REPORT.  
By Wayne MvNaught**

By and large the first line above was right on the money. Things got a little squally mid afternoon on Saturday so the A boaters went soft on it and we delayed their start till Sunday morning. It dawned a little brisk but the lake was pretty as a picture with not a nipple in site. Oops spot the spelling mistake. There was no excuse for having a bad run in A class due to weather but the odd error in driving took its toll on laps. Of all the boats entered Harry Potters (John B ) was the quickest consistently lapping the field every 5 or 6 laps. Two fairly respectable pit stops did the cause no harm but a couple of spins and a motor stop on Father Neils wash was enough to keep the elusive 191 laps at arms length once again. Harry had put in an enormous effort into optimising his boat motor combination and I'm sure it wont be too long before he reaches his goal. Better luck next time Harry. Warren Belk came home in second place with Father Neil in third.

Back to Saturday, we started the day with B class just for a change. We had 8 competitors in this class. Because overall entry numbers were a little down it was necessary to split these into 2 groups so that we had enough bodies to help run the event. Harry's B boat showed awesome speed in the warm-up but suffered a bad case of stage fright in the actual race and was withdrawn after a frustrating 15 minutes or so not wanting to run at all. It was good to see Leigh Marsden with his nicely prepared deep vee running in this event. Unfortunately an early breakage saw him limited to 43 laps so better luck next time Leigh. Murray Smithson aka Tractor had a good run barely beating Daryl Christiansen (slick) by 2 buoys for second place with his OS powered Storm. Can't get much closer than that guys. Murray put in an enormous effort to come up from Christchurch for this event and thanks go to Tony Rutledge for helping him out with Transportation from Wellywood. Good to see you there Murray. Warren Belk (no nickname that's stuck yet) won this event with 158 laps. I think Warrens boat is more suited to the choppy conditions and didn't seem to break loose as well as I've seen it do in the past but as they say a win is a win is a win so congrats to Warren the part time boat racer for this one. Father Neil was only 5 laps adrift of a podium finish on 143 so not a bad effort all round.

Petrol class or as Doris has called it Retrol class was the good the bad and the ugly as usual. The ugly was Slick boofing his boat stand with the prop before racing even started and badly bending his shaft. My (Elvis's) Tornado/Zenoah was right in with a chance until the race started. It showed an awesome turn of speed and handled like a dream but the gremlins ensured the motor only ran for a few laps at a time netting 22 laps for a very frustrating 30 minutes on the water. Graeme (Hoss) DePina shared in the gremlin stakes but fared a lot better on 40 laps. Nobody works harder than Hoss on race day in the tinkering department. I suppose that's the price you pay for going really quick in this class. Murray Matheson aka Goldilocks ran his cut down hull with under water drive to second place on 76 laps. This is not the normal set-up for the Zenoah powered deep vee's but I'm sure with a bit more fiddling it will prove to be a good set-up for offshore racing. Good effort Goldilocks. 1<sup>st</sup> place in petrol class this year went to Mark (Pullstart ) Graham on 138 laps. Thanks must go to Pullstart for proving that Tugboats can do reasonably well. It helps us other tug boaters keep the faith.

C1 class was by far the most popular with 11 competitors using a variety of hulls. Everything from a storm 3.5 hull right up to an Elvis deep vee. Gerg Clarkson took a well-earned win on 168 laps and was not really challenged for the whole race. Pieter Lokum came in 2<sup>nd</sup> with his immaculately finished Challenger deep vee running an SC 61 for power. Pieter has had a very good run with this boat of late in a variety of events and the boat really looks the part on the water. Something us others should aspire to I think. Third on the day was Graham Merrey running his hunter mono with OS61FSR. This is quite an old boat but still performs well enough for a podium position. If you have an old mono lying on the shelf but think it won't be competitive with the newer generation hulls and motors think again. Bring it out and have some fun. We would love to see you boating.

C2 class, what can I say. Gerg was a man on a mission. It appeared from his demeanour he was quite serious about this one. His CMB 90 powered Tornado didn't seem to look that fast on the water but it was getting around the course at a very respectable pace. His fuel stops were a little

long due to the enormous tank in the boat and a slightly leaking silicon exhaust coupler in the last 10 minutes made it necessary to back off the pace to get to the finish. Because of the slight exhaust leak no noise check was done at the conclusion of the heat. The score sheet read 201 and 3 buoys. Later investigation revealed the existing record to be 201 laps even. A Clayton's victory for Gerg on this occasion. All the same congrats to Gerg for getting into the 200-lap club even if it won't go into the record books this time. None of the other competitors even got close with the next closest score being Tractor aka Murray Smithson on 72 laps for second. 3rd on 71 laps was Father Neil having an unusually troublesome run with his OS powered tunnel. The highlight of this event for me was pitting for Doris. The receiver batteries in his F1 tunnel were a little on the flat side so we had a 25 minute shopping spree at the GRH mobile toy store followed by a cup of tea and a biscuit while they were charging. At about the 45-minute mark all hell broke loose as the 80 powered F1 tunnel blasted around the course with Doris yelling YeHa at every opportunity. His 51 laps needed 5 fuel stops, reminiscent of Al Lundbergs F1 tunnel with a small fuel tank but awesome speed. This boat also needed serious silicon repairs to keep it on the water so I'm glad it didn't run for the whole hour. I think that must have been the most exhausting 15 minutes of boating I have ever had. Thanks for the entertainment Doris.

While on the entertainment side of things we have a new budding commentator in our midst. Tony (LM, Murray Deaker) Rutledge did a fine job of calling the teams race for the whole 2 hours. I don't think I have ever heard Tony Talk so much in the whole time I've

known him. The team's race was the usual full on 2 hours of fun all be it very competitive. All I have to say is the other team won, again. Check the results for more info. Many thanks to Gofer (Jocelyn Plumpton) and Darrel (Animal) Hansen for lap scoring for the whole 2 hours. Without them ya wouldn't know how many laps ya did. It appears that the lap totals are creeping up every year which is good to see. It was a great disappointment to me that we did not hand out the coveted tit of the day trophy at this regatta. I'm not even sure who is the current holder, no pun intended (Me and I'm not giving it back – ha). Perhaps the last lucky recipient would care to return it so we can dish it out to another unsuspecting tit. All in all a good weekends boating and social activities were had by all.

Thanks to Gordon and Judy from GRH for coming down from Cambridge to help us get rid of all our excess money that we need to spend on modelling supplies and also to Graeme and Caroline Rose from GC hobbies in Hastings for doing the same. Graeme also put on a few display flights with his electric flying wing during the lunch breaks. These people put in an enormous effort bringing their goods to you so please support them when you need supplies. The only down side to the weekend was having to put up with Ken Rose for a whole day. Only kidding Ken. Good to see ya.

All going well the next event for endurance racing will be the North Island champs at Tokoroa so make a real big effort to be there. There's a chance you might see Gerg really take the C2 record this time (Nup, sorry, can't attend this year - Greg).  
Cheers Elvis

### Mid Winter Endurance Results

#### A Endurance

Number	Name	Name	Hull	Motor	Prop	Laps	Placing
76	John Belworthy	Harry Potter	Lit Hunter	CMB	P 225	184	1
46	Warren Belk		Tempest	OS RXM	1923	162	2
89	Neil Plumpton	Father Neil	Naviga	OS RXM		152	3
121	Michael Binns	Bob	Naviga	Picco	1515	131	4

#### B Endurance

Number	Name	Name	Hull	Motor	Prop	Laps	Placing
46	Warren Belk		Hunter	OS 46 VR	X447	158	1
50	Murray Smithson	Tractor	Storm	OS	1923	148.2	2

26	Daryl Christiansen	Slick	Vortex	OS 46 VRM	X448	148	3
89	Neil Plumpton	Father Neil	OD	CMB	X440	143	4
121	Michael Binns	Bob	Prather DV	Tiger Shark	P225	99	5
71	Grant Binns	Doris	Cat OD	Rossi	X646	50	6
131	Leigh Marsden		DV	K&B	X445	43	7
76	John Belworthy	Harry Potter	Storm	Nelson	P 225	33	8

### C1 Endurance

Number	Name	Name	Hull	Motor	Prop	Laps	Placing
185	Greg Clarkson	Gerg	Hustler	OS61FSR	Ag 2220	168	1
83	Pieter Lokum		Challenger	Thunder Tiger	2026.5	153	2
210	Graham Merrey		Hunter	OS 61FSR		138	3
50	Murray Smithson	Tractor	Storm	OS	1925	137	4
46	Warren Belk		Vortex	OS 61	1923	97	5
26	Daryl Christiansen	Slick	Elvis DV	OS 61 SF	X448	86	6
71	Grant Binns	Doris	Dart 90	OS 61	P235	70	7
36	Don Ward	Pig Pen	Hunter	OS 61	P 225	66	8
5	Wayne McNaught	Elvis	Vortex	ASP 61	PS 2026	49	9
70	Murray Matheson	Goldilocks	DV	SC	X448	37	10
30	Jeff Weake	Bungle	Hunter	OS 61FSR	2126	1	11

### C2 Endurance

Number	Name	Name	Hull	Motor	Prop	Laps	Placing
185	Greg Clarkson	Gerg	Tornado	CMB 90	PS 2128	201/3	1
50	Murray Smithson	Tractor	Vortex	OS 81	2028	72	2
89	Neil Plumpton	Father Neil	Tunnel	OS 81	245	71	3
71	Grant Binns	Doris	F1 Tunnel	OPS 67	X450/3	51	4
36	Don Ward	Pig Pen	Cat	K&B 82	P 245	46	5

### Petrol Endurance

Number	Name	Name	Hull	Motor	Prop	Laps	Placing
69	Mark Graham	Pull Start	DV	G 23	X270	138	1
70	Murray Matheson	Goldilocks	DV	G23	2127	76	2
8	Graeme dePina	Hoss	Cige	G 23	P265	40	3
5	Wayne McNaught	Elvis	Tornado	G 23	PS 2127	22	4
26	Daryl Christiansen	Slick	Zircon II	G 23	X455		5

### 2 Hour Teams Race

Team	Name	Name	Hull	Motor	Prop	Laps	Placing
<b>Fog Busters</b>						<b>361</b>	<b>1</b>
	185 Greg Clarkson	Gerg	Hustler	OS61FSR	Ag 2220		
	8 Graeme dePina	Hoss	Cige	G23	P265		
	46 Warren Belk		Hunter	OS 46 VR	X447		
	131 Leigh Marsden		DV	K&B	X445		
<b>Team Fiik</b>						<b>354</b>	<b>2</b>
	76 John Belworthy	Harry Potter	Deep Vee	OS 40			
	83 Pieter Lokum		Challenger	Thunder Tiger	2026.5		
	69 Mark Graham	Pull Start	DV	G 23	X270		
	89 Neil Plumpton	Father Neil	Tunnel	OS 81	245		
<b>Goldilocks &amp; The 3 Bears</b>						<b>345</b>	<b>3</b>
	70 Murray Matheson	Goldilocks	Vortex	SC	1927		
	50 Murray Smithson	Tractor	Storm	OS	1923		
	26 Daryl Christiansen	Slick	Elvis DV	OS 61 SF	X448		
	210 Graham Merrey		Hunter	OS 61FSR			

71 Grant Binns	Doris	Dart 90	OS 61	P235
121 Michael Binns	Big Hua	Naviga	Picco 3.5	1515
5 Wayne McNaught	Elvis	Tornado	G 23	PS 2127
36 Don Ward	Pig Pen	Cat	K&B 82	P 245

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## ENDURANCE / OFFSHORE RACING SERIES

Following the recent successful running of the mid winters in Palmerston North a few heads got together and put some thought into the concept of running a series for the two types of events.

We felt that with the fun that was had by all of the attendants the racing could be extended to a series quite successfully.

The basic concepts at this stage (please note that these ideas are not set in stone and all comments are gratefully welcome) are as follows.

### Endurance Series.

Will consist of four events including and culminating at the Nationals with all laps scored totalling towards a series winner in each class

### Offshore Series.

Will consist of the events currently held within the Scale hydro series plus the Wellington, Taupo, and Hamilton 100 minute, offshore events and again culminating at the Nationals with the offshore events that have been held there for the past two years.

### Teams Race

We felt there is probably only scope to hold two of these events per year due to the organisation involved plus the effort put into the race by the competitors. As well as the mid winters, Tokoroa would be a great venue for another 2-hour teams race due to the action on the water for the full duration of the event plus the support of the local community towards our racing. We could also run one of these event on the Naviga 100x50 course which would enable us

to compare our performance with the world champions.

### Endurance Event Organisation

While the NZMPBA committee will provide as much assistance and guidance as possible along with the assn P/A system, the organization would ultimately be the responsibility of the host clubs. A brief list of duties are as follows

Provide an accurately measured course with appropriate pit areas, boat rescuing facilities etc.

Distribute an entry form (samples available) and collect and process entries as they are returned.

Organise race draws for the event. This does not require computer assistance if you don't have one. We can provide you with blank lap score sheets to fill out and there is always plenty of assistance available to get this part sorted.

Organise and run the overall weekend's race format – delegation in this area helps but generally most participants are willing to help and if not, give them a job anyway.

Yes there is a bit of work involved in putting a successful race weekend together but it is a very rewarding and worthwhile part of our hobby. It can also generate an income for the club.

We would like to kick the series off in the New Year and will sort out dates and venues in the near future and publish them in the next propshaft.

If you would like to make comments or criticisms (constructive hopefully) about the above ideas please get in contact with Greg or Grant.

<b>HAMILTON 100 MINUTE OFFSHORE</b>		<b>(2 x 50 minute heats)</b>	
<b>VENUE START</b>	<b>HAMILTON LAKE 9.00am</b>	<b>DATE ENTRIES</b>	<b>Saturday 27 September On the day (Bring spare frequencies)</b>
<b>ENTRY FEE</b>	<b>\$5.00</b>		



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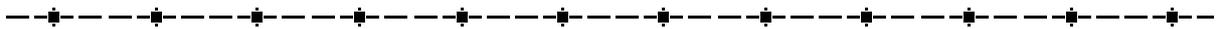
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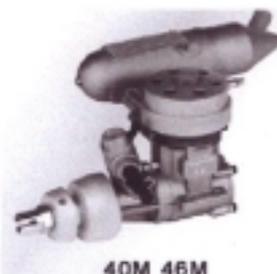


**NZMPBA 2003 CALENDAR OF EVENTS**

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
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

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Displ(cc)	1.94	2.45	3.46	6.46	7.49	9.95	14.97
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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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