

PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 2 2004

In this Issue

- AGM Report
- Constitution Update
- Nelson Offshore
- Wellington Offshore
- Nationals
- Regional News
- Calendar of Events



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

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

PRESIDENT

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

VICE PRESIDENT

Steve Trott
50 Gravatt Road
Royal Palm Beach, Papamoa
Ph: 07 541 1208
Fax: 07 571 1209
Mob: 0275 706737
Email:
benchtop.solutions@clear.net.nz

SECRETARY / TREASURER

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

COMMITTEE

Wayne McNaught

263 Mitchell Street
Brooklyn
Wellington
Ph/Fax: 04 384 8968
Email: wayne.ultieng@paradise.net.nz

Tony Rutledge

16 Reuben Grove
Lower Hutt
Ph: 04 567 6362

Scott Pickering

20 Draghorn Place
Tokoroa
Ph: 07 8865591
Email: Scottcmb@xtra.co.nz

John Belworthy

37 Mahoe Street
Lower Hutt
Ph/Fax: 04 569 2312
Email: jcbelw@callplus.net.nz

Malcolm Miller

93 Sykes Road
Manurewa
Auckland
Ph: 09 2682742
Email: M.J.Miller@xtra.co.nz

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

John Belworthy
Grahame Haines
Grahame Haines
John Belworthy
Tony Rutledge

THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED IN July 2004

**MINUTES OF THE NEW ZEALAND MODEL POWER BOAT ASSOCIATION
ANNUAL GENERAL MEETING
HELD SATURDAY 14 FEBRUARY 2004
AT SOMERSET STREET SCHOOL, PALMERSTON NORTH**

Meeting Opened 1.00pm

Present

Grahame Haines (GH), Paul Flett (PF), John Belworthy (JB), Steve Trott (ST), Matthew Lee (ML), John Nicholls (JN), Grant Binns (GB), Daryl Christiansen (DC), Scott Pickering (SP), Don Ward (DW), Tony Rutledge (TR), Malcolm Miller (MM).

Apologies

Gordon Homewood, Pieter Lokum, Wayne McNaught, Daryl Hensen, Graeme Spence.
Moved accepted ST / MM

Minutes of the Last Meeting

Read and confirmed by JB /DC

Matters Arising from Previous Minutes

Insurance. GH advised the details are to be printed in the updated rulebook.

Correspondence

Inward

NAVIGA. Secretary has received letter & invoice for this year's membership. Subscription is EURO 225. Next NAVIGA Worlds is in Slovenia this year.

JB suggested that any information received from NAVIGA should be published in Propshaft. GH agreed to forward relevant stuff to Editor.

Moved JB /ST that GH approach Tony Kockott to fund Half of the fee as he did last year as he has already indicated he wishes to compete in Slovenia.

FUNDRAISING. Letter from Fundo re club fundraising activities. General consensus, not interested.

Outward

Nil

Correspondence accepted by GH, seconded by GB.

Presidents Report

Read and confirmed Grant Binns / Steve Trott

Financial Report

Read and confirmed Grahame Haines, seconded by John Belworthy.

2004 Membership Subscriptions

Grahame Haines mentioned we have struggled for funds this year. We have 97 members on the books but only 75 were financial last year.

GB suggested we should be increasing our subs a little and more often rather than a big hike less often. Moved John Belworthy we put them up to \$35 for an adult. \$17.50 for a student still at school and Families 1 adult fee plus half off the appropriate fee for other members of that family. Seconded Scott Pickering. Carried.

Election of Officers

Patron

Maurice Burrell-Smith, was nominated by Grahame Haines, seconded by Tony Rutledge
Carried.

President

Grant Binns was nominated by John Belworthy, seconded by Malcolm Miller.
Carried.

Vice President

Steve Trott, was nominated by Matthew Lee, seconded by Daryl Christiansen
Carried.

Secretary/Treasurer

Grahame Haines was nominated by Scott Pickering, seconded by John Belworthy.
Carried.

Honorary Auditor

Thompson Watson was nominated by Grant Binns, seconded by Grahame Haines.
Carried

Committee

Tony Rutledge was nominated by John Belworthy, seconded by Don Ward.
Wayne McNaught, was nominated by Grant Binns, seconded by Grahame Haines
Scott Pickering, was nominated by Malcolm Miller, seconded by Tony Rutledge
John Belworthy was nominated by Tony Rutledge, seconded by Steve Trott.
Malcolm Miller, was nominated by John Belworthy, seconded by Steve Trott
John Belworthy moved all nominations for committee member be closed, seconded by Paul
Flett.
Carried.

Propshaft Editor

2 nominations received, John Belworthy and Gordon Homewood.
Vote unanimous in Favour of John Belworthy becoming Propshaft Editor.
There was some discussion on possible future formats of Propshaft and the general feeling
was for maybe more editions of smaller size could be beneficial to the membership.
Particularly technical information of the net can be beneficial.

Remits for Discussion

Remit 1 From John Nicholls

The present system of proxy voting and remit presentation is in need of a tidy up and
clarification.

The AGM, in part, is a meeting to either agree or disagree on the remits that have been
published and circulated more than one calendar month prior to the AGM.

Remit regarding voting and proxy votes

That the following is inserted between clauses 11 (b) & (c)

Remits **are not** to have major rewording carried out at the AGM that could change the
meaning or intent of the circulated remit. The remit should be voted upon as it stands, if there
is to be any major rewording then the remit is not "legal" and should be removed from the
agenda.

Any "remit" that was not published and circulated prior to the AGM is not to be considered by
the membership at the current AGM

The AGM, in part, is a meeting to either agree or disagree on the remits that have been published and circulated more than one calendar month prior to the AGM.

Proxy votes (to replace clause 11 (c))

Members who can't attend the AGM are able to give their vote based upon the circulated remits to another member who is attending or alternatively to the secretary.

The attending member is to be given a "letter of intent" from the absent member on which way to vote (This to be either for, against or abstain) for each and every single circulated remit. The casting of the proxy vote is to be demonstrated by a show of hands or other method as agreed upon at the meeting.

Prior to voting the secretary is to be shown the absent members letter of intent and his/her membership card by the attending member.

DISCUSSION.

Grant Binns Suggested this remit has two rule changes and they should be treated as separate discussions. He pointed out that any changes to our constitution have to be submitted to the Registrar of Incorporated Societies for approval.

PART 1. Accepted for discussion by Grant Binns seconded Malcolm Miller.

There was much discussion on definitions of major and minor word changes.

It was agreed we need to be able to change wording at times to make its definition more defining without changing the intent of the circulated remit.

With approval from John Nicholls (present), the final decision was to reword and amend part 1 of the remit as follows: -

11B. Any amendment to a published remit, must be acceptable to the original mover of the remit or his proxy, and the seconder. (I.e. Two people before it can be altered or amended).

Carried unanimously.

PART 2 Accepted for discussion by John Nicholls seconded by Paul Flett.

Grant Binns Our proxy voting rule as it is at the moment is fine it is just that many people don't used it the way it is set up to be used. The main problem with it is that if I do not agree with something I can go and get as many proxies as I want and railroad a remit or rule change in my favour.

It is a system of trust. If you want to cast a proxy vote on an issue you give it to someone who you can trust to vote in your best interest. The other alternative is to send your proxy to the secretary with clear written instructions. In this situation however if the wording were changed as we have just done above, your vote would not be able to be used

General feeling is we need to limit the number of proxy votes a member present can use. A final proposal was put to the floor after approval from John Nicholls (present).

The original proxy voting wording in the constitution will remain, but we will add to it: -

But an attending member may only cast two proxy votes.

A member has the right to submit a proxy vote to the secretary with voting instructions; this vote will only be cast if the remit is not amended.

VOTE

Carried Unanimously.

Remit 2 From Gordon Homewood

Under the heading CONSTITUTION No.11 C proxy Voting.

The wording be changed to read:

Proxy Voting: Proxy voting at the NZMPBA AGM by a non present financial member will be allowed by sending to the secretary, in writing, a list of the remits that the member wishes to vote on, with a "For" or "Against" vote for each remit listed.

This must have the members Name, Address and Number and be signed by the member.

These votes will be collated by the secretary and taken to the AGM.

Moved Gordon Homewood seconded Scott Pickering it be accepted for discussion.

General consensus was that this remit has been taken care of above so put to the vote.

The remit was lost by a unanimous decision.

Remit 3 From Gordon Homewood

Page 5 No 15.

If a competitor is not ready for a race or heat the race director must check with all other competitors in the race or heat before a delay in the start time can be made.

This is because at some meetings a delay in the start of a race has happened because the competitor has come a long distance and needed to do repairs. But a local competitor has not been given the same chance to do repairs, and to be fair all must have the same chance.

Accepted for discussion Gordon Homewood seconded Grahame Haines.

There was some vigorous discussion on this subject and in the end it was decided that contest directors still need flexibility to speed things up and if this is written into the rulebook as a rule there is nothing to stop competitors demanding the race be held up exclusively til their repairs are made.

It was recommended it be referred to committee for further modification with the view to something being written into the guidelines section of the rule book to assist contest directors and competitors when this situation arises.

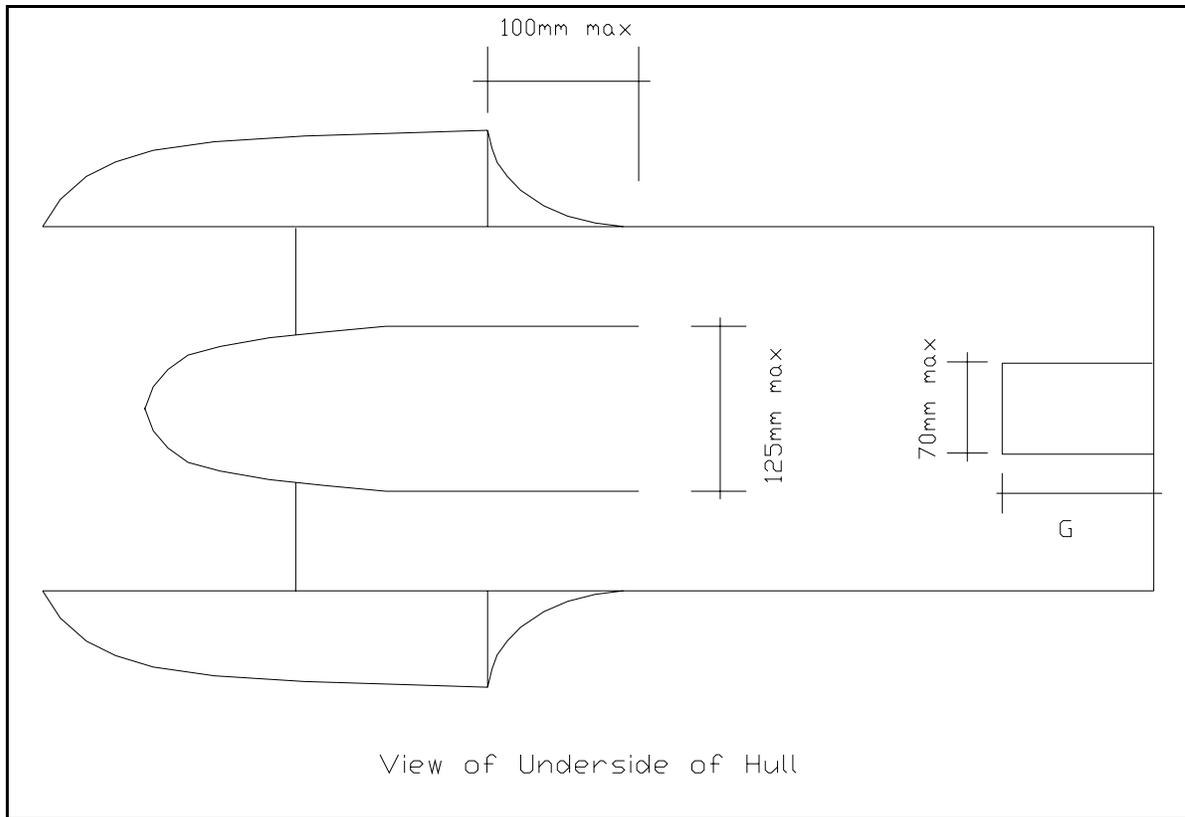
Vote 1 for by Proxy remainder against. Remit Lost.

Remit 4 From John Belworthy & Wayne McNaught

Think it is line 10 - the one that starts: The underside of the after plane shall be a flat surface across the hull with the exception of the allowable transom cut up (change to) and **cockpit centre section**. See drawings for allowable dimensions of cutup and (change) **cockpit centre section**.

See revised drawing of underside of hull attached.

Our reasoning is that the engine pan rule requires clarification. In the rule there is no specific location of the pan in the original rules and the width of the pan is very restrictive. This is supposed to be a freelance design and not a restrictive design as in B Scale. We do not see any performance enhancement from these alterations, only ease of fitting the motor, radio gear, fuel tank and pipe into a possible hull design.



Approved for discussion by John Belworthy seconded Don Ward

DISCUSSION. John outlined his reasoning for this remit and hulls were brought into the meeting to assist with explaining what we are trying to achieve with this remit. The discussion revolved around whether a belly pan and a lowered centre section are classed as the same thing. It was decided they are not so the following so rule 10 in Sport 45 will be amended to read; -

10. The underside of the after plane shall be a continuous flat surface across the hull with the exception of the allowable transom cut-up and cockpit centre section. See drawings for allowable dimensions of cut-up and engine pan.

Vote. Carried Unanimously.

Remit 5 From Wayne McNaught & Gordon Homewood

New remit for petrol class as follows.

Replace petrol class classifications with the following.

- P1 class. 15.01 to 23.00cc. Petrol and oil only. (No other additives allowed)
- P2 class 23.01 to 36.00cc Petrol and oil only. (No other additives allowed)
- P3 class. 36.01 to 45.00cc Petrol and oil only. (No other additives allowed)

All engines running in petrol class must be naturally aspirated and have spark ignition.

Reason.

Any changes to the fuel allowable will basically turn it into an open class and petrol class, as we know it will no longer exist. Internationally every organization stipulates petrol and spark ignition as a basis for this class and we should stay in line with this to preserve the class in its present form.

Up until now we have not had a method for testing fuel samples. As we are now capable of this we can implement this ruling with the confidence that the rule can be applied where necessary.

Accepted for discussion GRH/Wayne McNaught seconded Malcolm Miller.

DISCUSSION Another vigorously debated remit with good arguments for and against the remit.

For the remit: - as stated it aligns us with the rest of the world.

Puts everyone on a level playing field as far as fuels go.

Against the remit: - limits developments and restricts those who want to experiment
With fuels to improve performance.

It was eventually put to the floor for the vote.

Results. 10 For the remit. 3 against the remit. 5 abstentions.

Remit carried.

Remit 6

Changes section titles in the rulebook to

General Rules

Racing and event rules

Competition Guidelines

Constitution

Additional Information

Moved for discussion Grant Binns Seconded John Belworthy.

Put straight to the vote.

Carried.

Remit 7

1. General - Change wording to

These are general rules and will apply to all types of model boat racing. Further rules which apply to the various types of racing and events, i.e. endurance, matrix, etc., are listed separately. Where a rule for a specific type of racing is at variance with these rules the specific rule will apply.

Moved for discussion Grant Binns Seconded Tony Rutledge.

Grant explained the reasoning behind this remit and as no one had any comments against the remit it went to the vote.

Carried.

Remit 8

4. Classes

Add words internal combustion engine classes

Add class rules from the electric section and remove from the class racing rules.

Internal combustion engine classes shall be determined by engine swept volume measured in or parts of a cubic cm and shall be as described below.

Moved for discussion Grant Binns Seconded Scott Pickering

GB gave example. We need to remove aircraft origin from C1 as you can now buy specific marine front induction side exhaust engines that are not converted aircraft engines. The current rule specifies aircraft only.

Put straight to the vote.

Carried.

Remit 9

16 - Add description of the matrix points scoring system and remove from the class racing rules.

16. MATRIX POINTS SCORING SYSTEM

Mono matrix starts with 200 points, Hydro and tunnel matrix events start with 300 points for each heat.

A DNF (did not finish) scores no points.

Points per heat: (mono matrix)

200 points - Elapsed Time + Bonus Points for Place.

Bonus Points: 1st. 30 points

2nd. 20 points

3rd. 10 points

E.g. elapsed time 65.2 sec and 2nd place.

Points = (200 - 65.2) + 20 = 154.8 points.

Moved for discussion Grant Binns Seconded John Nicholls.

Grant outlined the reasons for this Remit.

Moved JB seconded TR an amendment to the above wording.

To read; **Hydro, Tunnel and Open Oval** inserted between the words points and matrix above.

Carried.

Remit 10

Re-number the general rules section as required.

Note

These changes allow for a further tidy up of the way we present our rules and guidelines to our members. At the same time we can fix some minor wording issues.

Moved for discussion Grant Binns Seconded Graham Merrey

Grant this is pretty self-explanatory

Carried

Remit 11

Constitution: That this AGM consider the proposed changes to the Constitution and action those that can be agreed upon.

Those items that require further amendment are to be referred to the incoming committee for further action based on the discussion that takes place at this AGM.

Refer attached Constitution Document.

Moved for discussion Grant Binns Seconded Grahame Haines.

Grant. I have gone thru the Constitution and made changes, which better reflect what we do and how we want to govern ourselves. Some of the changes are very minor and others are quite major. What I suggest is that we tackle each section one by one and pass those that we are all in agreement with. Those that need more work, we referred to committee for further rework then submit them at next years AGM.

In the meantime we have to submit the changes we make at This AGM to the Registrar of Incorporated Societies for approval then we will submit next years final changes when they have been passed.

Anything with a line thru it is to be deleted, anything underlined is to be added and of course everything will have to be renumbered and or re-lettered.

The members present passed all changes made with the exceptions: -

#9 Membership Fees and eligibility to compete at regattas needs further work at committee level.

#14 Alterations to Constitution, Rules and By-laws needs more work at committee level.

General Business

NATIONALS

GH reported everything pretty well sorted with new buoys made the venue secure and just need to set up everything at the pond the weekend before.

Limited billets are available. If we want to do paddleboats we can do them at the Sun Country lodge in town.

There are plenty of things for our women folk to do if they do not want to spend all their time at the boats.

OFFICIAL OBSERVERS AT SPEED RUNS.

John Nicholls raised the issue of having a committee member present at speed runs.

Grant pointed out this is stipulated in the rules and it will have to be changed by remit at an AGM.

John pointed out it is difficult to host speed runs if you cannot get the services of a committee member.

It was agreed to look at this situation at committee level and make recommendations for the next AGM.

DEFINITIONS OF SCALE HYDRO DIMENSIONS.

John Nicholls raised the contentious issue of what is the true transom of the boat. Much discussion was entered into mainly to push the boundaries of the rules.

GH pointed out for unlimiteds the dimensions are clearly defined in the Master Hull Roster and they have no doubt gone down this track.

Grant pointed out this is not an item that needs to be sorted out here but at committee.

John also raised the issue of front wings/canards and again an issue to be sorted elsewhere not at the AGM.

TIMING OF AGM

Scott raised the issue of the timing of the AGM on Valentines Day. Much light hearted banter ensued for and against it but this year it was timing of other events around this time of the year necessitated us holding it this weekend.

MERCHANDISING

Grahame Haines advised his partner is now working for the graphics company that does our patches and they are able to do embroidery and screen printing on shirts caps etc. If there is sufficient interest we can look into getting prices for different items and print it in Propshaft.

THUNDER DOWN UNDER.

Scott mentioned they had a fairly successful regatta last Labour weekend and will do it again this year but a slightly changed format.

There being no further business the meeting closed at 6.15pm.

Nelson Offshore 7 February

Thanks to those who came to support this event. Due to lack of entrants, we only raced for one day. The first race ran for 15 minutes, in a one metre swell! Murray Smithson racing an Apache with an OS 91, took out this race with 12 laps. The smaller boats found it very hard going and often took on aeroplane characteristics!

We then moved to the Port Reclamation for some flatter water due to the dangerous conditions for the rescue boat.

Second heat was another 15 minutes. Matt Gay, racing a Deep Vee with an ASP61 won this heat with 29 laps, closely followed by Joe Fraser with 26 laps. Third heat was 30 minutes, which Matt took out again with a whopping 66 laps. The fourth and final heat was for 30 minutes also. All Matt had to do was go out and idle round without stopping to secure first place over-all. He managed 54 laps.

Thank you to the following boaties for your support – Joe Fraser, Trevor Steenhart, Bill McDonald and Murray Smithson. A special thank you also to Graham Haines for his time and rescue boat.

Final results: 1st – Matt Gay – 159 laps
2nd – Joe Fraser – 86 laps
3rd – Murray Smithson – 51 laps
4th – Bill McDonald – 36 laps
5th – Trevor Steenhart – 10 laps

Wellywood offshore 2004 report.

Three seasons in one day would be the best way to convey the weather for this event but I suppose those of you living outside of the Capital city poke the borax at our weather all the time so any further dialog from me would be pointless. Let's just say it started out bad and got better and better as the day ambled on. Sunday of course was picture perfect as usual, NO RACING.

This year's entry was down on the normal turnout but those that attended had a blast with the variable conditions. This was the first ever offshore event for Nigel Wong. He was quite tentative early on in the rough conditions but as the day wore on I'm sure he wanted the throttle stick to travel further up than was possible as the red mist came down. Driving a borrowed boat that he had only driven once before in calm conditions he managed a creditable 4th position overall and 3rd in class on 92 laps. Well done mister Wong. As an aside I'm sure a new nickname is brewing in the Doris camp for Nigel. We'll be sure and publish it in the near future.

Murray Smithson was our only Mainland competitor this year and fronted with a very pretty cut down Apache deep vee with OS 90 power. Problems in the early heats limited his overall score (the dummy hit a marker buoy after being warned that they would bite back), but things improved and netted him 2nd in class C2 on 75 laps. His boat looks a million dollars on the water and I'm sure it will improve with a little tweaking.

Pieter Lokum (no nickname yet either) decided to go with his Elvis hull this year after a very frustrating 2003 offshore trying to keep his 43 " challenger upright for much of the day. Pieter repowered his boat with the engine from the challenger and put in some excellent laps in the later stages of the day. An early indiscretion by your truly saw a shallow water launch damage the rudder and break the propshaft all in one go putting Pieter on the back foot for nearly all of heat two. He was ready to throw in the towel when it was found that his spare shaft was 10mm too long for the new engine install but some good old K one w one ingenuity saw the boat back out for the last few minutes of the heat and finished the day still running.

My humble apologies for the crap launch and I'll fall on my ceremonial sword after I make him a new shaft.

Bob and Doris Binns, what can I say. Bob's (aka Michael's) boat didn't thrive in the choppy conditions. In fact it was downright undrivable barely getting to buoy one before turning turtle. In a weak moment Doris offered Bob the use of his boat and you guessed it Bob beat Doris in the heats and final to win B class on 79 laps overall. Doris scored 69 overall and couldn't and still doesn't believe he was beaten by the boy. Well done Bob. I'm sure between us we can keep reminding him of this auspicious occasion.

John Belworthy set the early pace with his cut down Elvis deep vee but radio gremlins crept in ruining his chances for the event. John's 23 laps in heat one was an awesome piece of driving given the swell and chop he had to deal with. Most other competitors only managed 10 to 15 laps in the same conditions with the exception of Mark (pullstart) Graham on 22 laps with his P1 class apache. Mark's day slid down the slippery slope with ignition problems and we may see a class change for this boat in the near future.

Peter Collier proved to everyone that you don't need to teach and old dog new tricks because he already knows them all. I think Peters boat is approaching 20 years old (a little younger than he) but his ability to cope with the conditions and drive flat out where others were having great difficulty netted him the overall trophies for the year. Peter only won 2 out of the 3 heats that counted but blitzed the field in the final with 69 laps for the half hour. Next Closest was yours truly on 59 with the recently repowered Apache ASP90. Pieter Lokum was next on 52 with his Elvis boat named Viper. Pieter also took out the best presented boat award with Viper. He suggested at the prize giving that that this was pretty good for a 10 year old boat but JB blew him out of the water a little when he remarked that the bloody thing has been in the wardrobe at home for at least 5 of these years. Still well done Pieter. You have set the standard by which others need to follow aye John.

Tony Rutledge AKA LM was conspicuous by his absence having been seconded to play interclub tennis. The team apparently lost the match so maybe boating would have been a better option after all Tony. Hope you can make it next year.

All in all an excellent days boating only made possible by the volunteers who gave their time so we could have fun. Thanks to the Laurel and Hardy lap score and BBQ virtuoso of Graeme Spence and Brent McBride and for Ron McAdam for assisting on the food and drinks and immortalising us all on video for future viewing. Thanks also to Darrell Hansen AKA animal for spending the whole day in the rescue boat assisted by Pullstart and Harry Potter on an alternating basis. He was slightly crippled on Sunday with a case of bruised backside from the pounding waves. Maybe we need a waterproof cushion for next year aye Darrell. Additional thanks to Mark (Pullstart) for readying the outboard and tinny for the regatta and I think this year sets a new record as we didn't have to rescue an upturned 10 foot 6hp boat with our 7 foot 2hp piddler. Maybe we are finally getting the hang of it.

If any of you are seriously looking at building a new deep vee for offshore racing take these words of advice.

Build it long. Build it low. Give it radio trim tabs and fit it with some sort of 90 motor. Just ask Harry Potter, He's convinced. Oops sorry Chrissy (handbrake) John's wife for those that don't know. I wasn't supposed to encourage him was I? There I go Falling on that ceremonial sword again. List of results below.

| B Class Heats. | | B Class Final | | O/all |
|----------------|---------|--------------------|---------|-------|
| Bob Binns | 51 laps | Bob Binns | 28 laps | 79 |
| Doris Binns | 47 laps | Doris Binns | 22 laps | 69 |
| John Belworthy | 34 laps | John Belworthy | 30 laps | 64 |
| | | With borrowed boat | | |
| C1 Class Heats | | C1 Class Final | | O/all |
| Peter Collier | 83 laps | Peter Collier | 69 laps | 152 |
| Pieter Lokum | 58 laps | Pieter Lokum | 52 laps | 110 |
| Nigel Wong | 53 laps | Nigel Wong | 39 laps | 92 |

| C2 Class Heats | | C2 Class Final | | O/all |
|-----------------|---------|----------------|---------|-------|
| Elvis | 59 laps | Elvis | 59 laps | 118 |
| Murray Smithson | 55 laps | Murray | 20 laps | 75 |

| P1 Class Heats | | P1 Class Final | | O/all |
|----------------|---------|----------------|---------|-------|
| Mark Graham | 42 laps | Mark Graham | 20 laps | 62 |

Congrats again to Peter Collier for showing us all how it's done. I'm sure by next year someone will have to have learned enough tricks to beat ya!

Cheers, Elvis.____

NATIONALS 2004 LAKE ALTIMARLOCH BLENHEIM.

By Nitro Ned

The fact that the nationals were a reality only hit home the day before when the North Island boaters started arriving. The only problem I had with that was the buggers brought the rain with them as we had had 2 weeks of typical fine sunny Marlborough weather prior to them turning up. After the usual banter etc Steve Trott (Tui) and I headed for the lake to set out the course while Grant (Doris) Binns stayed behind to go and met the rest of the North Island competitors off the later ferry.

Trev Steenhardt from Christchurch met us at the lake to help place the buoys. Using one of my work laser guidance systems we set the course in the pouring rain that was also very cold. The one advantage with the dull day that we discovered was, once out on the lake, the laser painted a line on the surface of the water, which made placement of the buoys super easy, and the whole task was done in less than 2 hours but we still got very wet. It was straight home to warm showers.

The drive up to the venue on Friday Morning was nothing short of breathtaking with snow low down on the mountains and the autumn colours on the trees. Judging by the comments from those who had never been to Lake Altimarloch before, the long drive from Blenheim was worth every bit of the time it took to get there. The rain had moved on but left things wet under foot and a cool morning but that changed later in the day.

The first drivers briefing was held for the 22 competitors then 2 practice sessions run before the lunch break. Nitro fired up the BBQ for lunch with bangers n bread, bacon butties and bacon & egg sandies on the menu. (The latter a very popular one.)!

The first event was 2 heats of offshore to get into the groove of racing followed by C1 mono matrix. The final event was C tunnel.

Some of the highlights of Day 1.

Steve Loomes boat sinking in offshore after a collision with Grant (Doris) Binns.

Ross (Flipper) Homewood diving for Steve's boat with out success.

Greg (Gerg) Clarkson, stopping to stir his coffee percolator, before launching at the start of heat 2 of C1 matrix with 1:15 to go on the countdown.

Tony (LM) Rutledge taking a clean sweep in C1

Darrin O'Malley blowing a rod at the start of his second C1 heat

The close racing in C tunnel between Nitro, Doris and Malc Jamieson.

Matthew (DaDa) Lee also diving for Steve's boat, without success.

Saturday.

What an awesome view on arrival at the lake. Doris stopped me at the entry to take some photos. I did likewise. Fine weather reflection smooth water and again the scene was set for a perfect days racing.



First event is B mono matrix. 5 competitors and the first heat had John (Harry potter) Belworthy and Warwick (Jug Head) Kockott battling hard and set the scene. Jug Head won by .2 of a second but LM was also in the hunt if either of them faltered 3 sec adrift. Murray (Tractor) Smithson and Daniel Steenhardt were a little further off the pace.

Heat 2 and Harry reversed the result by 3 seconds and LM 5sec behind Jug Head.

Heat 3 and Harry got off the hook with an easy win after Jug Head DNFed. LM was 12 sec behind Harry and Tractor a further 4 sec behind LM.

Heat 4 and Jug Head repeated heat 1 winning by .5 sec from Harry and LM 9 sec adrift of Harry.

Second event was A endurance. 6 "buzzy bees" hit the water simultaneously. Tony (Jumbo) Kockott became the first casualty with a blown bearing after 6 laps. I think he just wanted to sit back and admire the beautiful scenery at the lake! For the first 20 minutes Harry Gerg and Wayne (Elvis) McNaught went at it hammer and tongs! Most of that time there was only 5 meters between them. Gerg became the second casualty with a broken drive shaft. 25 minutes gone, and Harry still lead Elvis by 5 meters. Then Harry missed a buoy. Elvis now in front. Then he missed a buoy and Harry back in front. Meanwhile Jug Head and Darrin O'Malley kept chewing away at their laps. Fuel stops saw the lead change yet again and Harry back in front. Harry's shaft then started to make noises to the effect "hey, I need some oil". Harry finally had to concede and come in and oil his shaft. Elvis relaxed and missed a buoy.

With 9 minutes left and a comfortable 3 lap buffer Elvis flipped at the entry to the front straight. A quick rescue saw him back on the water 1 lap down on Harry. Harry's shaft started squawking again and he had to pit. Elvis back in front and then with 6 minutes to go he did the unthinkable and flipped on the same buoy as before and let Harry gain the win by 7 laps. Back behind this battle stoppages created a close call, as well, for 3rd and 4th with only 1 buoy separating Warwick and Darrin at the finish.

Next event, C2 mono Matrix. An event that showed promise of being a hummer at the practice stage but became a non-event with most heats only having either 1, 2, or 3 finishers out of 7 competitors.

Next after lunch was supposed to be B Tunnel however breakages in previous events saw this event cancelled thru lack of numbers. The cruelest blow was dealt to non other than Doris Binns with his brand new ASP 46 breaking its crankcase at the rear bearing before it was even run in! It was now onto C1 endurance. Like A in the morning the racing was as close as the mornings event between Gerg, Elvis, Tui & LM. 13 minutes into the race and Tui spun at buoy 5 and LM with nowhere to go but straight over him, damaged his drive shaft. He got going again but it let go shortly after ending his race. Shortly after LM'S demise Gerg s motor cried enough with the rod going "bang".

Meanwhile Elvis was working away at his task of scoring laps. Tui kept the pace on but more stoppages cost him laps. Elvis was now on a record setting pace but in the end fell short by 5 laps scoring 180 in the hour. Tui managed 157.

Final event of the day, offshore. Attrition saw the 2 groups combined to make 1 6-boat 20minute heat. Elvis ran away with this scoring 52 laps. Tractor got 28 and Gavin Jamieson got 25.

Final event of the day was Paddleboat racing at the scenic circle hotel swimming pool. There is an unwritten rule that once you have won this trophy you cannot win it again. 3 of the 8 competitors have won it before so 5 were left to do battle.

Here we got our youngest ever national champion with 8 yr old Taylor Trott showing the old hands how to win these things up without blowing engines. Jean (Rooster) Meredith was second and Doris Binns 3rd.

Other Highlights: -

The sound of chortling magpies and singing tui's (feathered ones) on arrival.

The ladies taking a break from shopping to come to the lake.

A diver finding and rescuing Steve Loomes boat

The excellent meal at Scenic Circle Hotel.

Sunday

The same sight and sounds greeted us on arrival again. A kingfisher was also in full song as well.

"Those buggers singing usually mean rain is on the way," said David Moorhouse, the lake owner.

The only cloud visible was over Wellington! Who wants to be in Wellington!

At drivers briefing 3 more people had their nicknames bestowed on them!

Ross Homewood is now FLIPPER coz he looked like a dolphin searching for Steves boat the day before.

Steve is now BARNICLE coz he put his boat in an area where, if it had been in the sea it would grow barnacles if left there.

Jean Nitro's partner is now ROOSTER coz she has roosters all round the walls of their house. As well even though she is small and short she can be quite cocky at times!

First event was B endurance.

Scratchings meant only 4 competitors left. 3 hit the water simultaneously. Jug Head was late coz Jumbo was still rebuilding his engine! Harry took off like a scolded dingo and was clearly on record pace while Tractor and Daniel Steenhardt were having their own race. Harry flipped on buoy 5 which did not do his record chances any good.

Jug Head got to the race at the 14 minute mark then shortly after Daniel severed a shaft ending his competition for the day. Harry and Tractor kept at it and by half time Harry was 3 laps off the record pace, however considering the flip the record was possible if he kept out of trouble. Several stopwatch checks had him lapping between 15.5 and 16.5 seconds.

At the end he managed to pip Bevan Allan's 185-lap record set in 1995 by 3 laps. Had he not flipped on buoy 5 200 may have been a realistic possibility.

Next event was the buzzy bees. A mono matrix.

5 competitors 4 actually started racing. First heat and a coming together between Harry and Jug head saw Harry's retirement. Elvis also joined the fray and DNFed as well. This left Darrin and his Antares to finish and win.

He then proceeded to finish the rest of the heats and being the only one to do so became a National Champion for the first time and with the slowest boat in the field no less!!!

Next up was C2 endurance 10 originally pre entered but by race time, scratchings meant we were reduced to 5 plus Duncan Atkinsons P2 Cat so we combined 2 scheduled heats into one which in effect saved us an hours time during the day.

I did not see too much of the race but heard it. I was told it was a typical C2 race heaps of speed and plenty of rescues. I spent that time cooking snags and onions on the BBQ and beating off the que trying to pre order bacon and egg sandwiches. You see I only had a dozen eggs so waited till the snarlers were gone then took orders for the B&E's on a first come first served basis. The dozen eggs did not last long.

Straight after lunch Tui and I set up the laser again and set out the oval ready for sport 45 and C scale Hydro. Only took us about ½ an hour.

Sport 45 first up and 6 competitors. Doris had problems with his boat and never made the finish of any heats. The sun caused some problems going into the right hand end of the course on the back straight but it did not seem to deter the close racing that ensued. Harry Potter won the event with 3 first places and a third. LM was second with 2 thirds and a first. Elvis filled third place with 3 seconds and a DNF Tui and DaDa had at least 1 DNF, each which seemed consistent with how their nationals had been going for them so far with little gremlins preventing them for achieving some good results.

C Scale hydro was the last event for Sunday.

5 of us entered but LM left his scale at home so left 4 I was not going to enter either but I go my arm twisted. Lite had not run for close on 12 months so hasty shaft repairs saw her ready for battle. Doris blitzed us in the first heat and if he finished 4 he would be hard to beat. Tui got 2nd and me Nitro 3rd. DaDa DNFed. Heat 2 and Tui and I DNFed while Doris and DaDa finished. Heat 3 had Doris and Tui DNF while DaDa pipped me by 6 sec. Heat 4 Doris DNS and Tui took the win with DaDa pipping me again by 3 sec.

Everyone called round to the house of Nitro and Rooster for a BBQ tea and for prize giving for events held so far. Some serious shed talk was accomplished over some refreshments and boat mods.

Monday

The dammed Kingfisher wasn't lying yesterday either. Cloudy and overcast with light showers by lunchtime.

If ever there was a down day at the nationals it was today. Guess the weather started it off after the pristine days previous. Many of the South Island boaters were conspicuous by their absence. In fact if it wasn't for the North Islanders who were committed anyway as many were not travelling till that evening there would have been no racing and 3 trophies would have gone into storage for the year. This was disappointing as it was the first nationals in the South Island since 1998 and the locals bummed out!!!!

B Hydro had 3 competitors. Tui DaDa and LM. LM clean swept this event by finishing 4 heats. He also set a new points record in doing so.

C Hydro next. 5 competitors with 1 rookie Duncan Atkinson of Nelson. Doris was still having tuning problems with Holy Shit. Doris it might be the name causing the problem! Duncan also had a low speed problem with his Picco 90 and even had LM his pit crew stumped. Thoughts were leading to maybe a crack in the case somewhere. Tui DaDa and Daniel Steenhardt were the main contenders till the second Heat. Tui and DaDa (father and Son) were having a right royal battle and had everyone glued to the race. Going into the left hand turn on lap 3 Tui ran over the entry buoy so ran wide to make sure he had steering. The boat responded and came round wide but it kept coming round and at the start of the back straight collected DaDa's O'Berto just behind the front

sponson and with carbon and composite materials verses wood, the wood hull came off second best to the tune of a write-off. Lost in the crash was DaDa's manifold and pipe as well. This crash while being just one of those things that happen with racing none the less left everyone gutted. Losing a scale hydro is like losing a child for many of us as we put so much time and effort into maintaining them in pristine order. The Trotts had sanded both their boats down and repainted them just for the Nationals. Daniel only now needed to finish one heat faster than DaDa to win the C hydro event.

Open Oval next and nobody was keen to race anymore. We managed to coax 5 to start. Tui ran the event while I cranked up the Barbie so that Jumbo Snap and Jug head could have a feed before heading for the ferries as they travelled on the 2.00pm sailing.

Jumbo raced open oval but his rotten luck continued at these nationals when he ran over Darrin O'Malley and bugged a prop. He decided enough was enough so packed it and waited for some B&E sampies.

LM won this event with his sport 45 hull and set a new record for points as well. (Again)!!! Next the final round of offshore and only a hand full left running but Elvis and his Mellon Head continued its recent form and took out yet another win.

LM won the final event of the Nationals King of the Lake. He ran the only hydro against deep Vees.

The final prize giving was held then we all packed up and headed home to warm up.

On the whole a good nationals if we forget the final day. There has been talk mooted that we split the nationals into endurance ones, and, matrix and oval ones. Maybe there is some merit in this as everyone seemed burnt out by Monday after all the endurance racing the previous days.

All that aside these nationals would not have been the success they have been with out the generous help of the following: -

MORRIS CONTRACTORS LTD BLENHEIM

For the use of their trailer for a drivers stand.
Also their line laser for setting out the course.

NEWMAN GRAPHICS RENWICK

For the fridge magnet mementos
For the nationals patches

THE SCENIC CIRCLE BLENHEIM COUNTRY HOTEL

For the excellent meal on Saturday night.
For the use of their swimming pool for the Paddle Boat racing.

MALCOLM RUSSELL

For supplying the extra dinghy and outboard.

GAVIN AND MALCOLM JAMIESON

For replacing the outboard prop lost on Saturday.

SOUNDS 93FM

For helping us find a diver.

JOHN FORREST

For diving for and retrieving Steve Loomes boat.

The biggest thanks is reserved for: -

DAVID AND JILL MOORHOUSE the owners of Altimarloch.

For allowing us access to their beautiful lake. That also included flush toilet facilities.

Finally check out the photos to see what you missed by not attending.



Malcolm Jamiesons tunnel with OS81.

CONGRATULATIONS

Congratulations to the following boaters for breaking NZMPBA records at the Nationals.

John Belworthy for setting a new record of 188 laps in B endurance bettering the old mark set in 1995 by 3 laps. Also B Mono matrix with points of 629.92 points

Tony Rutledge set a new record in B Hydro matrix of 953.63 points bettering the old mark by 124.84 points, which he set in 1999. This was done using his sport 45 hydro.

Tony also set a new record in Open Oval Matrix of 922.400 points bettering the old mark by 30.8 points, which was set back in 2000. This was also set using his Sport 45 hydro.

Note: I have a CD with 33 photo's of the Nationals taken by our Resident Model Boat photographer (Nitro) If anyone would like me to email them – drop me a line. (Harry)

| Name | Hull | Motor | Prop | Result | |
|--------------------|---------|--------|-------|--------|------|
| A Endurance | | | | | |
| John Belworthy | Hunter | CMB LS | P225 | 164 | Laps |
| Elvis McNaught | Dart 5 | OS RZM | P225m | 157 | Laps |
| Warwick Kockott | Storm | CMB LS | 2024 | 97+3 | Laps |
| Darrin O'Malley | Dumas | OS FP | | 97+2 | Laps |
| Greg Clarkson | Hustler | CMB | P230 | 55 | Laps |
| Tony Kockott | Tempest | CMB | 1924 | | |

A Mono

| | | | | | | |
|---------|-----------|---------|--------|-------|--------|-----|
| Darrin | O'Malley | Dumas | OS FP | | 449.16 | Pts |
| Elvis | McNaught | Dart 5 | OS RZM | P225m | 409.31 | Pts |
| Warwick | Kockott | Storm | CMB LS | 2024 | 252.84 | Pts |
| John | Belworthy | Hunter | CMB LS | P225 | | |
| Greg | Clarkson | Hustler | CMB | P230 | | |

B Endurance

| | | | | | | |
|---------|-----------|--------|---------|------|-----|------|
| John | Belworthy | Storm | Nelson | X442 | 188 | Laps |
| Murray | Smithson | Vortex | OS | 1924 | 164 | Laps |
| Warwick | Kockott | Spyder | CMB Evo | 1924 | 31 | Laps |
| Daniel | Steenhart | Hunter | Picco | P215 | 22 | Laps |

B Mono

| | | | | | | |
|---------|-----------|--------|---------|------|--------|-----|
| John | Belworthy | Storm | Nelson | X442 | 629.92 | Pts |
| Warwick | Kockott | Spyder | CMB Evo | 1924 | 470.3 | Pts |
| Tony | Rutledge | Vortex | OS SF | 2026 | 409.71 | Pts |
| Murray | Smithson | Vortex | OS | 1924 | 370.83 | Pts |
| Daniel | Steenhart | Hunter | Picco | P215 | 292.35 | Pts |

C1 Endurance

| | | | | | | |
|--------|----------|----------|--------|------|-----|------|
| Elvis | McNaught | Vortex | ASP | 1928 | 180 | Laps |
| Steve | Trott | Hunter | OS FSR | 1450 | 157 | Laps |
| Greg | Clarkson | Hustler | OS FSR | 2220 | 99 | Laps |
| Tony | Rutledge | Vortex | OS FSR | 2026 | 89 | Laps |
| Darrin | O'Malley | Predator | ASP | P245 | 29 | Laps |
| Murray | Smithson | Vortex | OS FSR | 1926 | 6 | Laps |

C1 Mono

| | | | | | | |
|--------|----------|----------|--------|------|--------|-----|
| Tony | Rutledge | Vortex | OS FSR | 2026 | 594.54 | Pts |
| Steve | Trott | Hunter | OS FSR | 1450 | 454.95 | Pts |
| Elvis | McNaught | Vortex | ASP | 1928 | 394.93 | Pts |
| Murray | Smithson | Vortex | OS FSR | 1926 | 380.08 | Pts |
| Greg | Clarkson | Hustler | OS FSR | 2220 | 300.78 | Pts |
| Darrin | O'Malley | Predator | ASP | P245 | 110.6 | Pts |

C2 Endurance

| | | | | | | |
|---------|----------|-----------|------------|------|-----|------|
| Greg | Clarkson | Tornado | CMB 90 Evo | 2127 | 133 | Laps |
| Tony | Kockott | Tornado | CMB 90 EVO | 1748 | 94 | Laps |
| Duncan | Atkinson | Avenger | Zenoah | X472 | 76 | Laps |
| Malcolm | Jamieson | OD Tunnel | OS 81 VRM | P240 | 72 | Laps |
| Gavin | Jamieson | Cigarette | OS 65 VRM | X452 | 66 | Laps |

| | | | | | | |
|--------|----------|-----------|-----------|--------|----|------|
| Grant | Binns | F1 Tunnel | OPS 67 | X450/3 | 37 | Laps |
| Murray | Smithson | Vortex | OS 65 VRM | 1926 | 21 | Laps |

C2 Mono

| | | | | | | |
|----------------|-----------|-----------|------------|------|--------|-----|
| Greg | Clarkson | Tornado | CMB 90 Evo | 2127 | 631.8 | Pts |
| Murray | Smithson | Vortex | OS 65 VRM | 1926 | 327.79 | Pts |
| Elvis McNaught | | Tornado | Picco 80 | X452 | 289.25 | Pts |
| Tony | Kockott | Tornado | CMB 90 EVO | 1748 | 229.33 | Pts |
| Ross | Homewood | Puma | OS 61 VRM | X455 | 126.5 | Pts |
| Gavin | Jamieson | Cigarette | OS 65 VRM | X452 | | |
| Trevor | Steenhart | Predator | A90 | P255 | | |

C Tunnel

| | | | | | | |
|---------|-----------|------------|-----------|--------|--------|-----|
| Grant | Binns | F1 | OPS 67 | X450/3 | 878.31 | Pts |
| Grahame | Haines | F1 | Rossi 61 | X452/3 | 872.88 | Pts |
| Malcolm | Jamieson | OD | OS 81 VRM | X452/3 | 617.95 | Pts |
| Trevor | Steenhart | Sprint Cat | CMB 90 | X460/3 | | |

B Hydro

| | | | | | | |
|-------|----------|---------|----------|--------|--------|-----|
| Tony | Rutledge | OD | OS 46VRM | 5017/3 | 953.63 | Pts |
| Matt | Lee | B Scale | CMB Evo | X450/3 | 438.95 | Pts |
| Steve | Trott | B Scale | CMB Evo | X450/3 | 427.19 | Pts |

C Hydro

| | | | | | | |
|--------|-----------|----------|----------|------|--------|-----|
| Daniel | Steenhart | OD | Picco 90 | P260 | 447.59 | Pts |
| Duncan | Atkinson | OD | Picco 90 | X470 | 204.88 | Pts |
| Matt | Lee | Scale | CMB 67 | 5017 | 188.22 | Pts |
| Steve | Trott | Scale | CMB 67 | 5517 | | |
| Grant | Binns | Kiwi III | CMB 67 | P250 | | |

Sport 45

| | | | | | | |
|-------|-----------|-----------------------|-----------|--------|--------|-----|
| John | Belworthy | Motorman | Nelson 46 | P245 | 878.12 | Pts |
| Tony | Rutledge | The Breeze | OS 46 VRM | 1650 | 822.31 | Pts |
| Elvis | McNaught | Fastpost | OS 46 VRM | X452 | 657.6 | Pts |
| Steve | Trott | Executone | CMB | | 531.77 | Pts |
| Matt | Lee | Oh Boy Oberto | CMB | | 463.66 | Pts |
| Grant | Binns | Blackley Construction | K&B 45 | X646/3 | | |

C Scale Hydro

| | | | | | | |
|---------|--------|----------------|-----------|--------|--------|-----|
| Matt | Lee | Oh Boy Oberto | CMB | 5017 | 636.32 | Pts |
| Grahame | Haines | Lite All Star | OS 65 VRM | X452/3 | 614.96 | Pts |
| Grant | Binns | Miss Budweiser | Picco | X455/3 | 454.45 | Pts |
| Steve | Trott | Executone | CMB | 5517 | 429.7 | Pts |

Open Oval

| | | | | | | |
|--------|----------|----------|------------|--------|--------|-----|
| Tony | Rutledge | Sport 45 | OS 46 VRM | 1650 | 922.4 | Pts |
| Greg | Clarkson | Tunnel | CMB 90 | X457/3 | 542.98 | Pts |
| Darrin | O'Malley | Predator | ASP 61 | P245 | 515.59 | Pts |
| Duncan | Atkinson | Cat | Zenoah | X472 | | |
| Tony | Kockott | Tornado | CMB 90 EVO | 1748 | | |

Open Off Shore

| | | | | | | |
|---------|----------|----------|-----------|--------|-----|------|
| Elvis | McNaught | DV | ASP 90 | P255 | 140 | Laps |
| Darrin | O'Malley | Predator | ASP 61 | P245 | 108 | Laps |
| Gavin | Jamieson | DV | OS 65 VRM | | 74 | Laps |
| Murray | Smithson | DV | OS RSR 90 | X457/3 | 52 | Laps |
| Duncan | Atkinson | Cat | Zenoah | X472 | 39 | Laps |
| Grant | Binns | OD Cat | ASP 46 | X646/3 | 34 | Laps |
| Ross | Homewood | DV | OS 61 VRM | X455 | 19 | Laps |
| Stephen | Loomes | Tri Hull | SC 61 | P235 | | |
| Chris | Holmes | Cat | K&B 82 | X457/3 | | |

King of the Lake

| | | | | |
|--------|----------|----------|-----------|------|
| Tony | Rutledge | Sport 45 | OS 46 VRM | 1650 |
| Darrin | O'Malley | Predator | ASP 61 | P245 |
| Duncan | Atkinson | Cat | Zenoah | X472 |

Paddle Boat Racing

| | | |
|--------------|----|-----|
| Taylor Trott | 22 | Pts |
| Rooster | 19 | Pts |
| Doris | 15 | Pts |

Best Finished Race Boats

| | | |
|------------------|----------|-----------------------|
| Malcolm Jamieson | C Tunnel | Merc |
| Grant Binns | Sport 45 | Blackley Construction |
| Grant Binns | Kiwi III | Holy Shit |

Presidents Cup

| | | |
|----------------|-----|-----|
| Tony Rutledge | 945 | Pts |
| Steve Trott | 715 | Pts |
| John Belworthy | 635 | Pts |

Don Horne Trophy

| | | | |
|---|-------------|---------|----------------|
| = | Steve Trott | C Scale | Executone |
| = | Steve Trott | B Scale | Executone |
| | Grant Binns | C Scale | Miss Budweiser |

Endurance Cup

| | | |
|---|-----------------|---------------|
| | John Belworthy | 188 Laps - B |
| | Wayne McNaught | 180 Laps - C1 |
| = | Murray Smithson | 164 Laps - B |

| | | | | | |
|------------------------------|---|-----------------|----------|--------------|-----|
| | = | John Belworthy | | 164 Laps - A | |
| King of the Nationals | | Tony Rutledge | 395 | Pts | |
| | | John Belworthy | 325 | Pts | |
| | | Wayne McNaught | 225 | Pts | |
| High Points Trophy | | Greg Clarkson | C2 Mono | 124 | Pts |
| | | John Belworthy | B Mono | 119 | Pts |
| | | Tony Rutledge | Sport 45 | 118 | Pts |
| Index of Performance | | Greg Clarkson | C2 Mono | 2.73 | |
| | | Tony Rutledge | B Hydro | 3.96 | |
| | | John Belworthy | B Mono | 4.01 | |
| Rookie of the Year | | Darrin O Malley | | 165 | Pts |
| Most Improved Boater | | Wayne McNaught | | | |
| Engine Buster Trophy | | Grant Binns | | | |
| Hard Luck Trophy | | Steve Trott | | | |

Regional News

Manawatu Local News – April

I went down to the lake and had a walk around over the weekend; it doesn't make for good news.

A section of the road is missing, about 40m long and up to 2.5m deep in places and right out to the waters edge. The access road is covered in silt up to 150mm in some places as is our car park. The launching and pit areas have an even greater depth of silt over them and the inside of the Wendy house is just a mess.

The water is still silty brown with no sign at all that it is starting to settle out, but at least there is no obvious signs of any trees etc being dumped in our race area.

A careful row around will be required before we can do any boating down there at all.

I heard on the news that the river was carrying 28 tonnes of silt per second past the Fitzherbert Bridge during its peak so there is a really good chance that a large portion has been dumped in our lake, only time will tell.

On the boating front things have obviously been very quiet. Leigh is building a new DV with an OPS 60 for power and he has been playing with a cat as well. Goldilocks has been working but has found a bit of time to put together a 21 and he has a couple of other projects on the go as well.

Bob has purchased a house so boating has to go on hold while he does all sorts of things to it. Bob has also just qualified as a builder and has a certificate to prove it.

Doris has been painting boats (finally) and even though he still has a couple to go the first two have come out OK. He also has a number of other projects on the go including the new DV which is also painted and now needs to be sign written.

I don't know what Pig Pen is up to, he has been keeping a low profile which for him (like me) is difficult to achieve at the best of times. Hopefully he has some new toys on the way as well for when we get some water to play on.

Regards, Doris

From north of the Bombay hills by Malcolm Miller.

Adrian Milanese has put his J&G 25cc into a Microburst mono which shows a good turn of speed. Several members are building boats for the electric drill challenge. Club champs held Mat 8th – 9th May at Wattle Farm.

From the BOP region by Tui.

Tui and Warren Belk are still working with the Tauranga DC to try and get a permanent venue developed in the Bay, slow going but we are ever hopeful. Tui and Snorkel still working on the SWDC to try and get the lake at Tokoroa cleared of weed, progress is slow but is happening. Tui and Gordon Homewood both had a site meeting with Waipa DC at Lake Te Ko Utu in Cambridge. A fantastic spot not utilised for many years, we have the go ahead and the WDC is going to do a clean up of the site over the next couple of weeks so we can have a test run there before we hold any full on regattas. This should be an excellent venue and probably the Venue for the "Thunder Down Under" if Tokoroa is still not ready.

Snorkel is getting a bunch of boats ready for some speed record attempts in Blenheim at Queens Birthday. Tui and DaDa are in the final stages of finishing the replacement Oh Boy Oberto since dad wrecked the original at the Nats!! DaDa is also working on a 90 Cat (mmmmmmmm) and Dad is finishing off Taylors first boat, a 61 Deep Vee....

No small wonder that Tui is a little Buggered. (Give that man a Medal-Ed)

From the Capital by Ed.

Nigel has his Catamaran from Gordon Homewood running quite well with an ASP61.

He is also using to setup his ASP75 motor before fitting this to his old faithful Wing Ding hydro. LM has been beavering away at getting his Sport45 turning better to keep the No.1 spot. We have a new nick name for Animal – its now going to be Dazzle. You wait till you see his 45 Mono!!!! I've had an oops with the 45 Mono in the Dead arm where we run – a narrow piece of water with concrete walls both side – some minor repairs to the bow.

Peter Collier has been game to run his OS81 rigger in the same piece when the river has been too rough!

Please note that there will be no adds this issue. This issue of Propshaft has grown a bit too large and High Performance Hobbies have closed the shop but are operating from their home.

They are calling the Business:

High Performance Models
"Mainly Marine"
Importers of CMB Engines and Spares
Contact: Tony or Kim
Tel/Fax: 09-428 5874
Email: highperformancemodels@xtra.co.nz
Website: www.highperformancemodels.com

Next issue I will have some info on repairing plating on Liners and where to get this done. I will also have some interesting Web site to visit, an article on an inexpensive charger and other articles of interest along with results of the coming Scale meeting and news from the Committee.

Happy and Safe boating – Harry.

CALENDAR OF EVENTS FOR 2004

| | | |
|---|--|-------------------------|
| 15 th > 16 th May Plymouth | Rnd 2 Scale hydro series, Governors Cup. | New |
| 7 th June | Queens Birthday regatta | TBA |
| 3 rd > 4 th July | Rnd 3 Scale hydro series, Diamond Cup | Tokoroa or Cambridge |
| 7 th > 8 th August | Mid Winter Endurance Champs | Hamilton |
| 28 th > 29 th August | Quad Series ?? | TBA |
| 11 th > 12 th Sept | Rnd 4 Scale hydro series, Peter Knight Racing Cup | Blenheim |
| 26 th Sept | Quad Series ?? | TBA |
| 23 rd > 25 th October | Thunder Down Under | Tokoroa or Cambridge |
| 6 th > 7 th November | Quad Series ?? | TBA |
| 27 th > 28 th November | Rnd 5 Scale hydro series | Palmerston Nth |

For Sale

| Description |
|--|
| F1 Tunnel, Painted and in good condition – Some use |
| 3.5 Hot Shot Sprint, ABS Tunnel, Painted, very little use if any. |
| Tornado 42", painted with some hardware installed, good condition |
| Prather 40" deep vee, with top. Painted, timber rails installed, no hardware fitted, never used. |
| Dart 90 Hull, average condition |
| Jetstream 800 Painted, no hardware |
| Jetstream 800 Painted, some electric hardware including motor and gearbox, drive system and strut. |
| |
| 3.5 K&B Out board, SS Gold head model. Air cooled, Complete, Possibly New |
| Webra 61 Speed, Rear induction, side exhaust Cooling ring and flywheel |
| |
| ABS Outboard Cowl |
| Octura Strudder Unit (Modified) |
| Petrol Carb and Bits |

I have been asked to sell the above items from an estate.
All offers will be considered but please don't be silly.

Contact Grant Binns
 06 355 1625 Home
 06 356 5557 Work