

PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 3 2004

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Mike Whites record breaking A Tunnel.

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THE NEXT PROPSHAFT IS DUE TO BE PUBLISHED IN August 2004

Stuff From The President April 04

Well as we steadily progress through the year we get opportunities to do a bit of boating from time to time. To this end we have just finished the Nationals in Blenheim and 20 plus members took the opportunity to have a bit of fun for Easter Weekend.

Mother, Tracy and I took a few extra days to make the most of our trip to the South Island and we enjoyed it. The car clocked up 1k less than 1700km for the week with Mother traveling more than 450km looking and shopping etc with Rooster and Handbrake included.

Lake Altimarloch was an absolute picture (and I took several). What a wonderful venue with many of the North Islanders wanting to take it home.

Nitro has supplied a full report on the event so I won't make any additional comment other than to thank a few people:

Thanks to Nitro and Rooster for making their home and car available to visitors and for the use of the garage for charging, making repairs and keeping the grog cold. We must also thank both of them for the effort they put into staging the event, I know how much work this is.

Thanks to everyone who made the effort to attend and participate in the weekend and a special thanks to a couple of people who kept showing up each day to help out even though their boats had let them down, this is appreciated and makes attending the Nationals well worth the effort.

It is always great to meet people who have the same interest but come from a different place and a different background. I met several people that I had never met before and I hope it isn't too long before we can touch base again.

I also need to thank those who helped out on the day, we had no complaints during the four days and everyone was happy to get on with the jobs they were given, this makes running the event a lot easier.

Congratulations to those who won titles, well done and remember you should start planning your defence now. And congratulations to those who competed for not a lot of reward (as I did). As you all know, without the other competitors, there wouldn't be an event for someone to win.

I hope you all finished the weekend with a good feeling even if the boating wasn't that good and hopefully you have been sparked with a view to head off and do a bit more racing so you can have a bit more fun.

After these Nationals I believe it is time that we introduced some old debate about our racing, particularly endurance, and then look at the format of our Nationals completely.

I had several discussions with members in Blenheim about the format of our racing and why couldn't it be made more interesting for those who are watching it. In particular some of the newer members considered a 1 hour endurance too long to watch and for some too long to concentrate as well. Should we consider the European racing format which has two 20 minute heats to qualify for a 30 minute final? Should we also be looking to use the larger course where possible?

To change the system would of course pose some problems such as fuel tank load and boat setup and of course all of our records would have to be set again.

I do however believe that it is worth thinking about.

As for our Nationals format, why do we have to run all events and all classes over the same weekend. For those who run a range of boats, it makes getting them all prepared a major task. There is also the issue of getting them all to the venue and this can involve a bit of planning if you have the ditch to cross. We then have to be able to fit all of the events into the weekend which at times has been difficult.

A good reason to not split up the Nationals is numbers, without people you cannot run an event. To have a 6 boat endurance race you need a minimum of 17 people.

However consider this for an option.

An Endurance Nationals similar to the Mid Winter endurance champs complete with a team's race at the end.

A Mono/Tunnel Matrix Nationals with perhaps 6 heats for each event rather than 4 and perhaps two rounds of open off shore.

A Hydro Nationals at the Gold Cup event for the Scale Series (or at the final round). 6 heats to count for the National title and time each scale race for matrix points as well. This event would also see two rounds of off shore.

I personally believe that a format like this would create some interest, you can go and be involved right from the start and your preparation time can be focused. Transport could be simpler to arrange but on the down side you may be required to travel three times if you wish to compete for all of the titles available.

There are a number of other options as well so put your thinking cap on and see what you can come up with. Have a talk amongst yourselves and with the committee members, I would really like some feedback on these thoughts.

Good Weather and Good Boating

Grant Binns
(Doris)

TIP

For those tired old liners with good pistons, you can send these to

"US CHROME of WISCONSIN"

650 Oak Park Ave

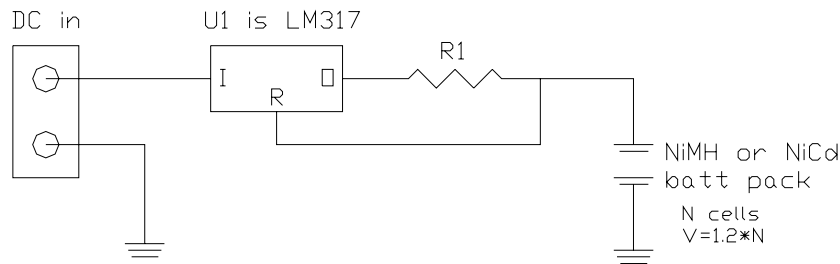
Fond du Lac, WI 54935

USA.

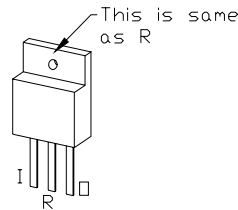
Malcolm Jamieson has used these people for his Mercury Outboards and was discussing one day about model engines. Evidently they are regularly getting piston/liners for re-chroming!

On further investigation this company only re-chromes on **ALUMINIUM** liners.

Constant Current Charger



$V_{in} = (1.25 * N) + 4.5V \text{ min}$
 $V_{in} = 30V \text{ max}$
 $R1 = 1.25 / (1000 * I)$
 $P_r = (I / 1000)^2 * R$
 $P_u = (V_{in} - ((1.2 * N) + 1.25)) * I$
 $I = \text{mA}$ $R = \Omega$ $P_r, P_u \text{ in W}$
 $P_r = \text{Power dissipation of } R1$
 $P_u = \text{Power dissipation of } U1$
 $U1 \text{ will need a heatsink if } P1 > 1W$



With the advent of higher capacity Nicad and Nickel Metal Hydride batteries of all sizes, ie AAA, AA etc. the old Futaba type charger will no longer charge them. I have found this circuit and built it for the variety of batteries I now have accumulated.

The batteries I have at present are 600mA AAA's, old 700mA Nicads, some 900mA Nicads, 1100 NiMH and a couple of 2000 MiMH.

You can charge these with an automatic fast charger (but it is not recommended to charge that way all the time) or the fancy Dook Dook from Australia, (very nice, expensive and believed to be the best.)

I have a couple of issues with the above methods (my personal views) is that generally you can only charge one battery at a time. As I have a few boats that I normally run at various regattas, I wanted a charger that could charge more than one setup at a time. I have built my charger with 2 Tx and 3 Rx outlets for approximately \$70.

This covered a transformer from Dick Smith, Case, 5 rectifiers, LM317T (this is not a souped up LM but a voltage regulator – the heart of this charger.) Some resistors, Leds, Tx plugs and servo extension leads to get the Rx plugs.

The transformer has 12, 15 and 18v outlets and capable of delivering 1 amp. The 18v tapping is required to charge 8 cells and the 12v was used for 4 or 5 cell packs. I used the 12v tapping so I didn't have to heatsink the voltage regulators.

Below are some of the values calculated for various battery capacities that may be of use to possible builders of a similar unit.

V in	18	18	18	12	12	12	12	12
No. of Cells	8	8	8	4	4	4	5	5
Mah Cells - amps	900	1800	2300	600	700	1100	1100	1800
Res Value	13.89	6.94	5.43	20.83	17.86	11.36	11.36	6.94
Res Watts	0.1125	0.225	0.2875	0.075	0.0875	0.1375	0.1375	0.225
Power dissipation of LM317 > 1 req								
heatsinking	0.6435	1.287	1.6445	0.357	0.4165	0.6545	0.5225	0.855

These are C10 charging rates requiring 12 hours charge. I use a 24hr, 230v timer set to turn off after 12 hours to stop over charging. I also discharge after use to allow full charge each time. This eliminates the top up scenario and possible overcharging, not knowing how much charge is left in them if you do not take them back to a base level of 1.1v per cell.

If you require anymore info on this then give me a call or email me. JB alias Harry.

Club Happenings Hamilton

Stanley Shrimpton has repaired his OS81VRM from another rod failure and is ready to go for the next round of the scale series and the Mid Winters.

Graeme dePina is trying to find some more performance from his petrol tunnel. He is also shoe horning a petrol motor into Bungles old c hydro.

Jeff Weake has found some enthusiasm again after having a drive of Graeme's boat at Huntly.

Dallas Gibson is working on getting an electric tunnel running on an electric drill motor. Not sure what speed he is achieving but that may be reported elsewhere in this mag.

Marcel leGrand is trying to get out of working weekends so that he can come out boating a bit more often. Plenty of keenness there but not enough opportunity.

Greg Clarkson is still fixing all of the things that broke at the nationals.

News from the BOP and Tokoroa and Cambridge.

The weed problem has been sorted at Tokoroa a lot sooner than we anticipated, this gives us the ability to run the next round of Scale series 3rd & 4th July and the Thunder down Under at Labour weekend. Also gives us locals somewhere at last to go and do a bit of testing. Huge Thx to SWDC.

We have not heard anymore from the Waipa DC about the clean up of Lake Te Ko Utu at Cambridge... we hope that this occurs soon so we can make use of this great spot also.....

Snorkel is recovering from his SI trip for speed runs and found that he may have not got in enough preparation time, although going very close to the 90 tunnel record with a brand new boat... oh well, we are planning to hold more speed runs in combination with Hamilton club at lake Hakanoa on the 25th July, maybe this might do it for him !!

On the Tui front... still working away at getting DaDas new 90 tunnel together and still getting the hurry up to get Taylors deep vee going too.....Dadas replacement scale has had a good first work out and is thought to go better than the original... we better not get on to the cloning issue as it might not be pc!!... as a note Tony Belle now has the moulds and bulkhead patterns to churn out both the B scale (sp 45) and 1/8 th version (c scale) as fibre glass copies, Hull, Deck, Cowl and bulkheads, there are lots of boats available full size wise to copy, contact Steve T for more info and prices etc.....

Apart from this I can only advise every one to install a heater in the garage or you might find it hard to leave the comfort of the lounge to go get some boats sorted....come on... harden up !!!!

Thx, TUI.

News from Auckland by Hollywood.

I have finally started work on my GRH 50" Eurocat to be powered with a CMB .90 and hope to have it completed for the Thunder Down Under on Labour weekend.

Rob Binnie is very pleased with the performance of his A90 powered Eagle after putting an OS 9B carb on it for the Governors Cup at Hakanoa, he said the transformation makes it like driving a whole new boat.

Tony Belle is rumoured to be setting up his CMB .90 in a cat.
That's all I can think of at the moment.
Hollywood

Tip from Greg Clarkson – LPG Gas Bottles.

Many of us use the trusty gas bottle (often temporarily flogged from the bbq) for the odd brazing jobs that are required when building boats. Even if you don't the following may be of interest.

LPG is made up of two gasses. Propane and Butane. Propane as a compressed liquid is lighter than butane and the two liquids in the gas bottle will separate out into distinct layers over time. As the gas that we burn can only come off the top of a liquid (unless it is being boiled at the time) this means that the propane will burn off first leaving the slower burning and lower heat butane behind. This has the effect of bbq's that don't seem to be heating properly even though the bottle still seems to have plenty in it and brazing jobs that don't flow well and are a pain in the proverbial.

Moral of the story. Shake your bottle before using or get it filled with propane only. In Hamilton we can do this at no extra cost but a bit of travel to the other side of town. It shouldn't take too much time to find a filling place in your area that uses propane rather than lpg.

Tip from Tui via Elvis.

After running for the day, flush your water cooling system with a little fuel. This should completely alleviate the build up of oxidation inside the head and other water cooling parts of your system. It may even help the removal of Cap screws that pass through the head cooling water on some engines.

Wanted !!!!

Luke Rob near Wanganui 06-3465669.

Wants to purchase a Deepvee or Mono suitable as a first boat – anything considered. Luke would like something that he can start boating with that requires little work. After some time he will then build other types as interest and experience improves.

Scale Hydro Round

At Lake Hakanoa Huntly

Jeff Weake -BUNGLE

Here we are in duck shooting season, all geared up ready to race our model powerboats on what can be an awesome piece of water.

Well that's not quite the way Saturday morning started off with a stiff breeze chopping up the water, perfect conditions for the offshore guy's. They were split into two heats of seven boats. There was a variation of hulls and motor sizes from offshore cats, deep V's, sprint cats, and even a formula one tunnel of Gerg's. The entries for this event next round will have to comply with offshore rules, and have to look more like an offshore boat.

There was no dispute of the best presented offshore boat, "Show Down" of Rex Anderson's, which was a cigarette hull powered by a 35cc Tas motor. Second place was Malcolm Miller with "Skull Duggery" deep v powered by a mighty CMB90 that goes like fast snot, and Stan Shrimpton third with his offshore "CAT".

In the offshore endurance racing over the two days, Neil Plumpton showed his awesome consistency completing 60 laps of a big random shaped course, followed by Nigel Wong on 50 laps and Malcolm Miller on 43 laps.

Good crowds of people came to the lake with amazement and interest of what was going on. Even the odd interested duck shooter made their way to observe the racing. This was great entertainment for the town.

The breeze dropped and so did the rough water. B hydro matrix was the next event with a quick field, Tony leading the field with his new boat coming first, followed by Neil Plumpton and Steve Trott third.

The water continued to get better and with the big block C hydro matrix boats did there best to slice through the water, Rob Binnie proved that the boats go better on top of the water and steering the right way? "Bugger" He took out First place followed by Grant Binns new rigger and Neil Plumpton in third.

Some new looking sport 45's were amongst the field contesting for the one lap sprints with Tony Rutledge in first place followed by John Belworthy in second and Wayne McNaught in third with the trust "Fast Post". Also the final race finished up in the same order, but Matt Lee managed to push Wayne out of the third place in the Heat racing.

On Sunday morning Bungle and TUI set out the speed course for the first time ever officially at Lake Hakanoa. When the morning breeze dropped some good times were reached with Neil Plumpton getting into 90km/h with his new CMB90 rigger, also the 1/8th scale of Grant Binns flew through almost cracking into the 90's with 89.38km/h. Many classes of boats went through the speed course, such as Dallas Gibsons new 12 cell electric hydro slid through at 29.67km/h.

It was great to see a good turn out of 1/8th Scale Hydroplanes, which has inspired me to get my "Miss Circus Circus" on the water racing. The most authentic boat was undoubtedly Steve Trotts "Executone", second was Tony Rutledges "Shell Ladybug", and third Malcolm Miller.

The heat racing was full of action with the "Bud" of Grant Binns winning. Malcolm Miller won both the one lap sprints and the final race for the 1/8th scale hydroplane's which was impressive to watch the close contended races.

Thank you to all the competitors that raced at this event, I look forward to the regattas in the future and hope to see you all there.

On behalf of everyone, I would like to thank Steve Trott for all his time and efforts not only planning this series but setting out the courses and running the events. If it weren't for Steve the regatta would probably fade away like a passed racing events run around the country, Thank you Steve

BUNGLE BOY

Governors Cup regatta results.

B Hydro Matrix

1	T Rutledge	884.63 pts
2	N Plumpton	683.91
3	S Trott	217.34

C Hydro Matrix

1	R Binnie	611.63 pts
2	G Binns	408.23
3	N Plumpton	202.19
rest dnf		

Best presented Offshore boat.

1	R Anderson	Petrol Deep vee
2	M Miller	Skullduggery
3	S Shrimpton	Cat

Offshore Enduro

1	N Plumpton	60 laps
2	N Wong	50
3	M Miller	43
4	J Belworthy	41
5	S Shrimpton	32
6	A Meek	25
7	G DePina	21
8	R Anderson	20
9	J Weake	13
10	W McNaught	10
11=	G Binns	7
	G Clarkson	7

Offshore Hi Points series most laps after round 2

1=	N Plumpton	104 laps
1=	J Belworthy	104
3	G Binns	59
4	N Wong	50
5	M Miller	43
6	D Ward	39
7	S Shrimpton	32
8=	A Meek	25
8=	S Marsh	25
10	J Nicholls	23
11	G DePina	21
12	R Anderson	20
13	D Christiansen	15
14	J Weake	13
15	W McNaught	10
16=	G Binns	7
	G Clarkson	7

Sport 45 hydro.

Most Authentic boat judging

1	S Trott	Executone	620 pts
2	J Belworthy	Motaman	435
3	T Rutledge	The Breeze	430
4	M Lee	Oh boy Oberto	425
5	G Binns	Blackley Cont	385
6	W McNaught	Fastpost	205

1Lap Sprints.

1	T Rutledge	16.67 sec
2	J Belworthy	16.78
3	W McNaught	18.02
4	G Binns	19.29
5	S Trott	20.92
	rest	dnf

Heat Racing

1	J Belworthy	1700 pts
2	T Rutledge	1600
3	M Lee	817
4	G Binns	563
5	W McNaught	450
6	S Trott	225

Trophy Final

1	T Rutledge
2	J Belworthy
3	W McNaught
4	M Lee
5	Rest dnf

Sport 45 Hydro Hi Points series after round 2

T Rutledge	The Breeze	4920 pts
J Belworthy	Motaman	3835
M Lee	Oh Boy Oberto	3291
S Trott	Executone	3184
G Binns	Blackly Cont	1117
W McNaught	Fastpost	1105
J Nicholls	Ladybug	877
G Merrey	Full Tit	653

C Scale Hydro.

Most Authentic boat judging

1	S Trott	Executone	620 pts
2	T Rutledge	Ladybug	555
3	M Miller	Miller Hi life	505
4	G Binns	Budweiser	480
5	M Lee	Oh Boy Oberto	470
6	T Wilson	Ultra Bold and Dash	240

1 Lap Sprints.

1	M Miller	16.47 sec
2	S Trott	16.96
3	G Binns	17.14
4	T Rutledge	17.15
5	M Lee	19.00

rest dnf

Heat racing.

1	G Binns	1394
2	T Rutledge	1375
3	S Trott	1052
4	M Lee	865
5	M Miller	827

rest dnf

Trophy Final

1	M Miller
2	T Rutledge
3	S Trott
4	Rest dnf

C Scale Hydro series after round 2.

T Rutledge	Ladybug	5038
M Miller	Miller Hi Life	4167
S Trott	Executone	4072
M Lee	Oh Boy Oberto	2716
G Binns	Budweiser	2099
D Christiansen	Bardahl	1040
T Wilson	Ultra Bold n Dash	240
J Nicholls	Pay n Pak	0

Speed Runs from Hakanoa.

M Miller 45 Tunnell 77.88 kmh & 79.426
 C2 Deep V 77.838

G Binns 1/8 Budweiser 75.78 & 89.38

S Shrimpton C2 Tunnell 57.78 & 56.47

N Wong 61 cat 53.69 & 59.70

N Plumpton C2 Hydro 90.169

D Gibson 12 cell Stk electric 29.67

M Lee 1/8 Oh Boy Oberto 77.50

No records and no patches requested.....TUI.

Building a Foam Rigger by Harry.

This article will be split over a couple of Propshafts depending on space. It will not be a definitive article with actual dimensions but a how I have done it. This is not the only way to build one and hopefully will show that it is not that difficult to do. You may well have better ways to do various parts than the way I have.

First you need to get a large enough piece of foam to shape the main hull from. I use odd pieces of general construction foam, freezer wall foam etc. It is not the high density foam that is available that sands to a finer finish. The general foam takes a little more care after glassing than possibly the higher density one may.



This photo shows the shaped main hull with 2 layers of 2 oz glass cloth and epoxy resin curing out in some sunny Wellington weather. Let this cure properly to reduce the possibility of the final shape moving and you end up with a second rate finish to your pride and joy.



Scoop out the interior foam to leave approximately 5mm thickness. I have found with the foam I use that the epoxy resin soaks into the foam a little. After roughly scooping out the foam by scoring the foam with Stanley knife and then chiselling out lumps, I then use coarse sand paper to get the final interior shape. When doing this sanding, I have found the right thickness has become apparent when you start sanding parts of the epoxy resin that has soaked through the foam. I then use 1 layer of 2 oz glass cloth on the inside. Again let this cure properly.



This photo is out of sequence but is to show the undercutting of the inner layer of glass and then the removal of foam between the layers of glass to approximately 3mm.

This is to allow a decent glue area for the edges of cockpit cut out and gluing of ply bottom and transom. The join between ply and glass hull will be reinforced with a glass fillet.



In this photo I have pre-sanded the hull before applying a mix of epoxy resin and micro balloons. (My micro balloons are brown in colour.) The finish on the hull has been sanded after applying the micro balloons/resin layer and is now ready for the first undercoat. You may need to spot fill as minute holes may appear where the resin has not filled the glass completely.

Front Sponsons.

Cut and sand foam blocks to the required shapes.



I have glued on reinforcing ply sections where my sponson mounting tubes come through the sponson side along with turn fin mounting position aluminium plate surrounded by a ply doubler to glue the sponson outer plywood skins to.



Bottom, inside and non trip plywood skins glued ready before adding the aluminium Tubes and timber locating blocks that will be shaped and glued to the outer ply skin. The aluminium tubes are located securely at both ends. In the previous photo, the small plywood squares on the inner sponson skin and at the outer end, in the above photo, the timber locating block. This is very important, as the sponsons take extremely high loads when running in rough water and hitting buoys etc. Note the timber block in the bow of the sponson. This strengthens this part of the sponson by tying all the layers of plywood together and presenting a reasonable sized flat area against the foam sponson.



The cowl has been cut out, with the foam around the edges of the opening scooped out and

then filled with epoxy glue. This gives adequate strength around the opening and also seals between the inner and outer layers of fibreglass.

That's as far as I have progressed at this stage. Other projects have taken over in the mean time, so it may be a little while to the next instalment.
Email or write to me if you require more detailed information on the article to date.



Bill MacDonalds C2 Deepvee record holder



John Rickerbys B Outboard Tunnel



Scott Pickerings B Rigger

RADIO MARLBOROUGH CHALLENGE 2004
AT THE DIVERSION BLENHEIM

BY NITRO NED

This years running of the event was shaping up to be a beauty with 16 entries (the largest in a number of years) and the prospect of the ultimate record getting a further nudge upwards courtesy of Scott (snorkel) Pickering travelling all the way from Tokoroa with a CMB 67 shoehorned into his B hydro.

The week leading up to the weekend was the dead opposite with me snotted up with the flu and eventually having to take a couple of days off work as well. (Only the 3rd time in my working career I've done that with the flu). The weather forecast was also looking increasingly more dog, as we got closer to the weekend.

I went to work Friday as I felt good but by lunchtime wished I hadn't! A busy day as it was got home at 6.00 just as Wayne (Elvis) McNaught. And Darrell (Dazzle) Hansen arrived from the ferries. Shortly after Snorkel and Mel arrived closely followed by Trev and Daniel Steenhardt. My house was now full. The night spent talking boats N stuff and pondering the weather!

Saturday dawned fine but the predicted winds meant that the top end speeds we were hoping to realize would probably not happen as the water would never be perfectly flat. My health was still crap but I was not going to let that put a damper on the weekend. Boy what a relief when we arrived at the Diversion near perfect water. I wasted no time in getting the speed course set up and after a quick drivers brief got into speed and as it is a necessary part of the R.M.Challenge, it was emphasised that those entered should complete runs ASAP to score points for the event.

Elvis broke the ice but konked at the top end of the course. Ross Homewood Chch and Dazzle got times for the RMC then Mike white Chch ran his K&B 3.5 tunnel thru and only did 1 run instead of the usual 2 each time. The speed worked out, and Woohoo, he had bettered John (Harry Potter) Belworthy's 1992 record of 59.950kmh by 2.5 k at 62.473 kmh. He now needed at least 60.911kmh to back it up!

Next Tony (LM) Rutledge did a run with his new Sport 45 for the RMC and bugger me Woohoo again first run 100.770 kmh bettering Steve Trotts record buy heaps. Needing a backup of 98.251 went and did 102.128kmh. As the first run was within the backup required he also had new record and good points for the RMC.

In doing this he became the second member of an exclusive club, The NZMPBA "TRI-TONS". I.e. members who have officially run over 100kmh in 3 separate classes. I have been the sole member since 1997 and feel very privileged to be joined by probably our most experienced boater. Guess the next challenge is 4!

Mike changed props and had a go at backing up his record and his best was 60.125kmh or .786kmh short of his back-up required. Bugger!

Darrin O'Malley and Gavin Jamieson did their challenge runs then Mike went again with the original record prop. Woohoo 61.224 and the record safe Whew!

Daniel, Snorkel and Elvis did Challenge times with the most significant being snorkel only 3kmh off C2 tunnel record. (Maybe another record is possible)!

Bill Mc Donald then did 2 runs with his C2 deep Vee for the challenge and bugger me if he did not add 1kmh to his existing Record to a new mark of 81.540 kmh. The watches were outside the tolerances on the second run so like mike would have to go again to get the necessary back-up of 79.5kmh.

Trev went next with his C2 Cat and had a fast run of 87.64 kmh which was just a bit quicker than Snorkel so now there was two looking at the C2 Tunnel record .

Try as they did they both could not improve on the above speeds. Several others made runs to qualify for the challenge then by 3.00 they had had enough and as the water was still reasonably smooth we decided to run the anticlockwise matrix. This event is the mono matrix course but you can race anything so long as it can turn left. It is normally dominated by tunnels and LM's Hydro however it was Elvis and his Melon Head that showed the way from Dazzles b Mono with Malc Jamieson filling 3rd with his C2 tunnel

SUNDAY.

The predicted southerly did not really materialise so the water remained boatable again.

Snorkel was keen to have a bash at the record so any time the water was flat enough he went for a test run but the water never settled flat enough to really turn on the top end speeds.

After the drivers briefing the points were read out after day one and it was still fairly tight at the top so the result could go any way. With 16 competitors we needed 11 heats to get through the Challenge oval so got on with the racing.

It was consistency that would prove to be the winner with this event and again Mellon Head showed the way. Gavin Jamieson got second and Dazzle third. Who needs big grunty boats!

The final event was the 10x10 the top ten shoot out over 10 laps only 8 started and 7 finished.

A few brave souls did some speed runs after the racing but the water was too rough for all out speed again so we packed up and headed home for prize giving.

CONGRATULATIONS

The following 3 members have recently broken NZMPBA records at recent regattas.

Mike White from Canterbury set a new 100 meter speed record of 62.473 kmh in A tunnel.

He used an owned designed boat running an inboard rear induction K&B 3.5cc engine on 10% nitro. The prop used was a Prather 215.

Tony(LM) Rutledge set a new 100 meter speed record of 102.128 kmh in Sport 45 hydro using an own designed and built hydroplane powered by an OS46 VRM engine He used standard 4:1 methanol Oil mix swinging an Octura 1755 prop.

Bill McDonald of Motueka increased his own C2 Deep Vee 100 meter speed record up to 81.540 kmh using a Predator Deep Vee. The engine a Picco 90 and running on 5:1 methanol oil mix. The prop was a Prop Shop 6017/3.

All 3 records were set at the Wairau diversion at Queens Birthday weekend.

Well done guys. Nitro Ned. Records Officer.

RADIO MARLBOROUGH CHALLENGE

SCORE SHEET

NAME	PART 1	PART 2	PART 3	PART 4	TOTAL	PLACE
Elvis McNaught	840.47	614.91	798.30	750	3003.81	1 st
L.M.	1082.2 8	398.55	444.86	563	2488.69	2 nd
Darrin O'Malley	769.55	479.73	528.15	422	2199.43	3 rd
Malcolm Jamieson	915.95	546.95	400.94	317	2180.84	4 th
Gavin Jamieson	900.21	387.55	644.27	238	2170.03	5 th
Darrell Hansen	778.73	553.14	459.35		1791.22	6 th
Bill McDonald	1011.3 2	375.44	284.32	1000	1771.08	
Matt Gay	642.97	536.99	494.19		1674.15	
Snorkel	965.23	122.84	412.05		1500.12	
Ross Homewood	710.70	328.07	417.75		1456.52	
Mike White	968.69	282.93	185.04		1442.66	
Trev Steenhart	968.36				968.36	
Daniel Steenhart	725.93		182.97		908.9	
Jock McDonald	882.41				882.41	
John Rickerby	734.33	114.15			848.48	

CALENDAR OF EVENTS FOR 2004

3 rd > 4 th July	Rnd 3 Scale hydro series, Diamond Cup	Tokoroa
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
6 th > 7 th November	Quad Series ??	TBA
27 th > 28 th Novemmbber Nth	Rnd 5 Scale hydro series	Palmerston

NOTE: Round 3 of the Scale series has been moved back to Tokoroa.