

PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 1 2005

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Tui's Offshore Cat photographed by Greg Clarkson.

NEW ZEALAND MODEL POWER BOAT ASSOCIATION INC.

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NZMPBA – Annual General Meeting 2005

Presidents Report

Well this has been another busy and interesting year for a range of different reasons and the job is still reasonably time demanding.

As with last year we have had some successes and unfortunately some failures but the committee have once again pulled their weight and worked hard. Even after last years comments we still have members who are quite happy to sit back and complain but are not prepared to front up and assist. I again say to those members remember that we have a voluntary management group who have other commitments (such as family and work) besides model power boating and at times these other activities need to take priority.

We all do our best with the time we can make available and we are continually looking to improve all aspects of our hobby to ensure that we maximize the fun.

On behalf of the Association members, I want to thank the committee members for their effort over the last 12 months. I am sure that the new committee will be just as successful.

Our goal for the next 12 months is to assist clubs in obtaining new members and to increase participation levels at events. The goal is to get more people involved during a regatta to allow us to run a better event. We are going to encourage partners etc to help run the events, lap score etc, so far the response has been very positive.

The Good

- Harry has been doing a great job with the Propshaft but he could always do with more contributions from the members. This is our flagship to the association so please make some effort and give Harry some support.
- “Have fun” is working. I have had a great time at all of the regattas I have attended this year and the boating has been enjoyable as well. If we can continue with this attitude, I am sure that we will start to see some of the inactive boaters return to the events and hopefully when people see how much fun we can have at a regatta, they will join in as well.
- Nick Names are still being produced as they can be developed.
- Our Web site was updated during the year and we are looking at our option for further enhancement.
- We completed the new members handbook and distributed it to all members. This has included an up date of the constitution (which still requires a little work to finish it) and event and regatta guidelines. This has been a major job and we need to ensure that we now stay on top of the updating.

The Bad

I really don't have any bads for this year, things have gone well and while there are some things that we have not achieved (improving our regatta numbers) we have been steadily working through the perceived issues and we are looking to trial some different regatta formats during the year to see if we can improve the situation.

The Ugly

Well Elvis and Harry are still pretty ugly and you could add Nitro and Tui to that list when you see them early in the morning as well. And I forget to mention Pig Pen.

Looking Forward

These goals haven't changed much and in fact we have seen some of them come to a successful conclusion:

- We want to see more people at regattas and it would be great to see clubs have more activities and report on them in the Propshaft. We would also like people to tell us what's happening in the region.

- The regions have to get out and make it happen, promote the activity, attract interest and we all need to make sure that we support anyone who has an interest in our hobby. The more people we can get involved the better it is for everyone.
- The Thunder down under was a great event to be at and the more it is held the better it will be. I know Tui and Snorkel are already planning some more changes to the program to make it even better. The new Matrix / Endurance weekends for this season will offer another different opportunity for this type of boating and we have scheduled electric racing for the scale series to ensure that these boats get an opportunity on the water as well.
- To the first Nationals to be held in the South Island for quite some time was a blast and well worth attending. Thanks to Nitro and the crew for making it so successful. And we have to mention the venue, which would have to be the best I have seen. Big thanks to the Mainlanders who supported the event and to those who traveled across the ditch to give it a go.

Some Specific Thanks

- To Tui (Steve Trott) for another amazing effort and the drive he contributes to the Scale series and a number of other things. His enthusiastic approach will hopefully soon get those rewards he is looking for by getting larger numbers at the events.
- The members of the Association for supporting the association and the events that we offer. We also need your support in the form of feedback so we can get things right and improve on what we have to offer.
- To the people who have put others up during an event, while this can be a major disruption to the regular household activities for those who stay it adds to the fun of the weekend and of course it helps make the weekend more affordable.

Finally

We have established some new challenges to work through for the coming year and I am looking forward to the trial of some new events to see how successful we are at getting more boats on the water and new people driving them.

I am looking forward to my boating for the coming year but more importantly I am looking forward to catching up with as many people as I can and just having fun.

You will recall from one of my comments in the Propshaft that we also had a bit of a shaky time when Grasshopper and Harry were involved in a motor accident on the way back from Tokoroa. This is a reminder that we cannot be too careful while traveling around to the various events so please keep that in mind.

I would like to finish with the same final comment I made in last years report, I think it keeps our hobby in perspective:

Remember your committee, contest director, race controller or pit person is doing the best they can because they enjoy it. Unfortunately they may not always get it right but they don't try to get it wrong. Be positive, be supportive and be prepared to adjust your expectations because if they weren't doing the job, you wouldn't be participating.

Grant Binns
President

NZMPBA FINANCIAL STATEMENT 2004

DEBITS		CREDITS	
Propshaft	\$ 178.16	Opening Balance	\$ 40.92
Nationals	\$ 175.50	2004 Subscriptions	\$2000.00
With holding tax	\$ 1.21	Nationals	\$ 498.50
Phone/fax Xtra	\$ 521.89	Interest	\$ 3.09
Travel		Nelson deep Vee Regatta	\$ 50.00
AGM	\$ 42.03	Thunder down under Regatta	\$ 220.00
		Donations	\$ 289.00
New Rule Books	\$ 420.33	Propshaft Advertising	<u>\$ 25.00</u>
NAVIGA subs	\$ 461.89		
Stationary	\$ 65.23		
Total	<u>\$1866.24</u>		
A/C closing balance	<u>\$1260.27</u>		
	<u>\$3126.51</u>		<u>\$3126.51</u>

BANK ACCOUNTS

Westpac Trust Term deposit

030 599 021841 90001	\$2152.17
BNZ Cheque A/C	<u>\$1206.27</u>
	\$3358.44

OTHER ASSETS

Sound System	\$ 283.82
PA System	\$ 222.83
Stopwatches	\$ 89.41
Noise Meter	\$ 515.20
Suzuki outboard	\$ 138.89
Brother Ph/fax	\$ 91.45
Computer & Up Grades	\$ 382.86
Laser Printer	\$ 538.68
Cups and Trophies	<u>\$ 7492.09</u>
	\$ 9755.23
	<u>\$13113.67</u>

MINUTES OF THE NEW ZEALAND MODEL POWER BOAT ASSOCIATION

ANNUAL GENERAL MEETING

HELD SATURDAY 26th FEBRUARY 2005

AT SOMERSET STREET SCHOOL, PALMERSTON NORTH

Meeting Opened 2.15pm

Present

Grahame Haines (GH), Pieter Lokum (PL), Graeme Merrey (GM), Leigh Marsden (LM), Neil Plumpton (NP), Peter Collier (PC), Greg Clarkson (GC), Anna Clarkson (AC), Wayne McNaught (WM), John Belworthy (JB), Steve Trott (ST), John Nicholls (JN), Grant Binns (GB), Daryl Christiansen (DC), Don Ward (DW).

Apologies

Gordon Homewood, Malcolm Miller, Scott Pickering, Tony Kockott, Matthew Lee, Nigel Wong, Michael Binns, Tony Rutledge, Graeme Spence.

Moved accepted JB / DW

Minutes of the Last Meeting

Read and confirmed by WM /GC

Matters Arising from Previous Minutes

Membership. Dropped from 97 in 2002 to 75 2003 and 65 for 2004.

Speed runs Still need to sort out the Taranaki course certification debarkle.
Still need to sort out the Official observer situation.

Correspondence

Inward

Nil

Outward

Nil

Presidents Report

Read and confirmed Grant Binns / Greg Clarkson.

Financial Report

Read and confirmed Grahame Haines, seconded by Greg Clarkson.

2005 Membership Subscriptions

Moved Grant Binns/Pieter Lokum.

Election of Officers

Patron

Maurice Burrell-Smith, was nominated by Greg Clarkson, seconded by Don Ward
Carried.

President

Grant Binns was nominated by Anna Clarkson, seconded by Wayne McNaught.
Carried.

Vice President

Steve Trott, was nominated by Grant Binns, seconded by John Nicholls
Carried.

Secretary/Treasurer

Grahame Haines was nominated by Greg Clarkson, seconded by Graeme Merry.
Carried.

Honorary Auditor

Thompson Watson was nominated by Grant Binns, seconded by Greg Clarkson.
Carried

Committee

Tony Rutledge was nominated by Graeme Merry, seconded by Grahame Haines.
Wayne McNaught, was nominated by John Belworthy, seconded by Pieter Lokum.
Greg Clarkson, was nominated by John Belworthy, seconded by Peter Collier.

John Belworthy was nominated by Anna Clarkson, seconded by Steve Trott.
Malcolm Miller, was nominated by Greg Clarkson, seconded by Wayne McNaught
John Belworthy moved all nominations for committee member be closed, seconded by Pieter Lokum.

Carried.

Propshaft Editor

Grant Binns Noted that this is not an official position that should be appointed at an AGM. Therefore it will be decided at the first committee meeting and notified in Propshaft.

Remits for Discussion

Remit 1. From Wayne McNaught

To relate to all classes of electric racing.

Open battery type to include Nickel Metal Hydride with a maximum Capacity of 3300Mah rating.

Reason. Cells under 2400 mah are no longer readily available in high discharge form. 2400 mah Nicads are now the lowest capacity cell in use in the electric arena for stock class racing and 3300 mah cells are preferred for modified classes. Nickel Metal Hydride cells are becoming more widely used due to their longer run times and fewer problems with disposal at the end of their life. (Nicaid cells are very toxic.) Raising the cell capacity will allow longer races to be run, hopefully generating some more interest in these classes.

DISCUSSION: - GB the main reason for this is that batteries under 2400mah are hard to find now. Nickel Metal Hydride batteries are standard now.

The only question I have about this remit is we have got 3300 mah and I read that 3600 is available and soon 3700 available in sub C.

GB should we just have sub C size batteries and no limit on capacity.

After much discussion it was decided by the proposer to change the wording of his remit to read

The Maximum cell capacity 3700mah for all classes

Wayne McNaught/Pieter Lokum

It was then put to the vote and carried.

General Business

From Gordon Homewood. He would like to see the AGM venue shifted to different venues each year. To enable members who can't travel an opportunity to attend an AGM.

There was some good discussion for and against Gordon's suggestion. The big positive was shifting from the Nationals as there are better decisions being made, as we are not tired after a days boating. Palmerston is still central to where most of the boaties are and being associated with a regatta gives boaters an incentive to attend.

Discussion on changes to hydro series. Grant Binns. We have catered for electrics now although no one has taken up the challenge.

We also want to introduce a second series to cater for mono matrix endurance and tunnels. Tunnels in particular generally only race at Nationals now and those with tunnels get racing throughout the year to keep the interest.

Endurance will be in the form of 2 x 20min heats.

We essentially want to try this for 12 months to see how it goes with 3 regattas planned for the next 12 months.

There are rumours around all ready that we are trying to change the endurance rules but this is not the case as it is purely a regatta-based exercise. The endurance at the Nationals will always be 1 hour.

John Belworthy raised the topic of our web page. We need to, and can convert the site to a world system to make it more easily accessible. Greg agreed to take up the challenge. JB to send info he has to date.

Meeting closed at 5.20pm.

Diamond Cup Regatta - 1st Round Scale Series

Palmerston North 26th & 27th February 05

By Doris.

This round was combined with the AGM so time was a bit restricted but the racing was still keen as are the social activities which I must admit started very seriously for the first event of the year.

Gerg Anna and Jack arrived from Hamilton on Friday night as did Harry Potter and Handbrake. Tui also called in for a little while and then Elvis arrived later on and that is when the fun started.

Elvis spent the evening getting advice on how to impress the new long distance love in his life and this kept the ladies amused for quite some time (Mother and Handbrake were still going at 2:00am).

We finally called it a night at 3:00am, we had stopped drinking the beer a long time ago but the Bourbon bottle got a real pounding from 3 of us.

Needless to say 6:30am arrived very soon and it took a while for the troops to get cranked up and get down to the lake.

The water was flat calm for Sport 45 racing on Saturday morning and it remained this way for the rest of the day. Sport 45 was interesting and very close at the front of the field, but then things started to break. Harry lost a rudder when the bracket broke and Doris lost a rudder servo after hitting a buoy while trying an inside passing move.

Elvis and Fast Post were smoking at times and so was John Nichols with Lady Bug. Tui and the DaDa clone also had chances but James Taylor (Peter Collier) with the "old" Boss just kept going round and clocking up the points to take a well deserved win
Leigh Marsden also collected good points with Pinky but Graham Merry struggled for tune on his boat.

The off shore heat was held on flat water which gave the higher-powered boats a bit of an edge. We also saw a couple of new boats on the water, which hopefully is a sign of things to come for the rest of the series.

B Hydro was a bit depleted with the earlier damage but the racing was still very competitive at times. We need a few more rigger runners to get in and help Father Ted sort out these Sport 45 boys.

The AGM filled in the afternoon and then it was off to the Cloverlea Tavern for a very pleasant dinner and chat. It was great to see this event well supported. Nitro and his new wife Angie joined us (on their honeymoon what's more) which added to the occasion.

After dinner Saturday night was a bit quiet, I think I had a few tired people staying.

Sunday was the usual full on day with some close racing but like usual the wind came up and so did the ripples and sometimes waves.

C Scale Hydro saw various competitors win heats and a good start in the final put the pressure on in the first few corners until a bail out, a rooster tail, an upside down and then it was all over. It is now very noticeable that all of these boats are about the same speed, passing is difficult, a good start and "Big Balls" is essential.

It will be very interesting over the next few rounds to see who can get that little bit more out of their setup to develop an edge over the others.

C Hydro conditions were rough but Slick and LM put on a good display. Father Ted is still having problems with his 90 rigger. The JT green thing had a bit of trouble staying right way up.

The off shore heats were more like off shore events with some very lumpy water and good wind gusts to make the conditions quite tricky.

Good steady performances now came to the fore and as can be seen from the results, it was close.

We are now looking forward to the next round.

Diamond Cup regatta results.

B Hydro Matrix

1	P Collier	662.95 pts
2	J Nicholls	390.91
	rest dnf	

C Hydro Matrix

D Christiansen	929.44 pts
T Rutledge	688.46
P Collier	205.82
rest dnf	

Best presented Offshore boat.

1	G Binns	M & Ms Deep Vee
2	T Trott	Villain
3	W McNaught	Melonhead

Offshore Enduro after Rnd 1

1	D Christiansen	66 laps	8	J Belworthy	36
2	P Lokum	65	9	G Binns	35
3	P Collier	61	10	T Rutledge	31
4	N Plumpton	57	11	T Trott (vee)	27
5	L Marsden	46	12	D Ward	22
6	S Trott (cat)	45	13	W McNaught	5
7	D Hansen	43			

Sport 45 hydro.

Most Authentic boat judging

1	S Trott Executone	540 pts
2	J Nicholls Ladybug	525
3	P Collier The Boss	480
4	J Belworthy Motaman	465
5	L Marsden Pinky	443
6	G Binns Blackley Const	410
7	T Trott Oberto	360
8	G Merrey No Name	280
9	W McNaught Fastpost	240

1Lap Sprints.

1	J Belworthy	16.30 sec
2	W McNaught	17.09
3	J Nicholls	17.23
4	G Binns	17.25
5	P Collier	22.85
6	L Marsden	23.37
7	T Trott	25.27
8	S Trott	26.27

Heat Racing

1	P Collier	1500 pts
2	W McNaught	1200
3	L Marsden	750
4	J Belworthy	700
5	S Trott	619
6=	T Trott	600
6=	J Nicholls	600
8	G Binns	400

Trophy Final

1	J Nicholls
2	S Trott
	Rest dnf

Sport 45 Hydro Hi Points series after round 1

P Collier	The Boss	2107 pts
J Nicholls	Ladybug	1750
W McNaught	Fastpost	1740
J Belworthy	Motaman	1565
S Trott	Executone	1459
L Marsden	Pinky	1298
G Binns	Blackley Const	979
T Trott	Oberto	960
G Merrey	No Name	280

C Scale Hydro.**Most Authentic boat judging**

1	T Rutledge	Ladybug	400 pts
2	J Nicholls	Madison	300
3	D Christiansen	Bardahl	225
4	S Trott	Executone	169
5	T Trott	Oh Boy Oberto	127
6	G Binns	Budweiser	105

1 Lap Sprints.

1	G Binns	16.14 sec
2	T Rutledge	16.92
3	T Trott	17.18
4	J Nicholls	19.23
	rest dnf	

Heat racing.

1	T Rutledge	1725
2	G Binns	1450
3	S Trott	1000
4	J Nicholls	169
	rest dnf	

Trophy Final

1	S Trott
2	T Rutledge
3	T Trott
4	J Nicholls
	Rest dnf

C Scale Hydro series after round 1.

T Rutledge	Ladybug	2725
G Binns	Budweiser	1955
S Trott	Executone	1569
J Nicholls	Maddison	807
T Trott	Oberto	577
D Christiansen	Bardahl	225



by John Nichols



by Tui



by Pete Collier



by Doris



by Daryl Hansen



by Elvis



LM and Tui



Lee and Tui – all by Greg Clarkson at the Diamond Cup weekend.

News from around the Regions.

Taranaki.

Firstly, Many thanks to all those who endured the weather at the Nats... Snorkel and Tui appreciate the support and look forward to seeing every one again next time round. Warren Belk reports that construction of a new lake in Tauranga is imminent and that at this stage the developer is keen to see the area prepared to support RC Power Boating. This being the case, maybe we can finally run some events up here in the sunny Bay of Plenty and return some of the favours of accommodation etc that we have enjoyed all over the place for so long. Tui.

Palmy

Doris is getting his new cat on the water for the first round of the Mono-Tunnel series this coming weekend – powered by a CMB68. Some fine-tuning is required yet.

Wellington.

Nigel has another Cat on the way and whisper has it he may have a B scale soon. Peter Collier has caught the bug and has started to build his own design Sport 45. He also has a Kiwi 3 to finish to be competitive in that class. His old C Rigger is almost past its use by date! Harry is progressing on his 45 size Cat. These are all the rage at present in the Offshore racing at the Scale series events, from 45's to 90 sizes.

Nothing from other regions at this stage.

For Sale:

1. OS65VRM piston/sleeve by Henry Nelson in AAC.
This is for the big case (liner OD larger than 1.100")
US120.00 plus freight. 1 only available.

Contact Henry Nelson direct on nelcomp@fyi.net or through John Belworthy.

2. 42" Sprint cat. Hull only. For further details please contact Grant Binns.

3. Castor Oil in 30, 40 & 50 grades available in 1 and 5 litre packs.
\$50/5 litres and approx \$11 for 1 litre packs.
Contact: Graham Haines.

www. HighPerformanceModels.com

FOR ALL YOUR POWER BOAT REQUIREMENTS

Tel/Fax 09 428 5874

*** JUST ARRIVED A LARGE SELECTION OF ABC PROPS***

Please contact Tony or Kim for a price list

Hi members – Subs are now Due.

Subs are due now at \$35.00 a year per adult member, all the same as last year.
Please send them in asap to ensure your receipt of the next copy of Propshaft.

If you have any articles of interest, don't hesitate to send them down for publication.

Leaky Carb's by Greg Clarkson

A couple of weeks ago I was asked to lend a hand with sorting out the idle mixture on an ASP61. Was then talking to Doris about something else and mentioned the above problem and he said that it was not easy to sort out on his motor and that he still wasn't entirely happy with his results.

Off down to the lake we went. First thing to notice was that the idle needle was very very loose in rotation and I doubted that it would stay in one place for any length of time with motor vibrations. This proved not to matter, as we couldn't get a consistent idle setting no matter where we set the needle. Note that the full throttle setting was pretty much ok with only a click or two either way from good.

Next step was home to the shed to tighten up the idle needle and check o-ring that is used to seal the needle. The o-ring was nice and soft (motor is relatively new) but wasn't the correct outside diameter to provide any friction with it's housing. Simple solution (originally described to me by Rob Binnie as a temporary fix "down at the lake" but is fairly permanent on my motors) is to pop the o-ring off and wind a few turns of cotton thread (raided Anna's sewing box) around the shaft that the ring sits on thus increasing the diameter and re assemble. Still not tight so try again with a few more turns of cotton. Fits and rotates just nice now.

Decided to run motor on driveway to see if we had gained some consistency and it just purred away at idle – albeit a bit rich. Wound idle needle in a bit and it was really good. A few more tweaks back down at the lake and the boat has gone from a bit of a dog to winning the IOP at the Nationals over Easter.

Now we weren't originally looking for an air leak in the carb but further thought about the symptoms point very strongly to this being the case. Dave Richardson's first piece of advice he ever gave me many many years ago in a hotel restaurant was to make sure that the carb is well sealed up. That advice is as valid today as it was back in the 80's.

2005 Nationals at Tokoroa by Snorkel

Hy ya peoples,

Well the Nats got underway at Easter here in Tokoroa, but unfortunately brilliant weather didn't!! a lot of off and on rain during the course of the weekend which seemed to sneakily start just as the drivers started their walks to the drivers stand to race in the event....and at one stage there was thunder storms with lightning in the distance that looked to be headed our way....and looking at the metal scaffolding drivers stand, radio aerials coming out from each drivers hand and a 10 foot high aluminium rod sticking up out of the water with a start buoy attached to it directly in front of the drivers stand looked like a recipe for disaster!!!!. But yet again the brave souls driven by the smell of burnt oil and methanol (with a hint of nitro) soldiered on. C1 endurance kicked off the first event with the usual display of good consistent driving for a one hour period, I was roped into driving Taylor Trots C1 boat for the first time in this event...never done a one hour stint before and must say "DAMMMMM WAS I HANGING OUT FOR A SMOKE AFTER TEN MINUTES!!"hahaha. but seriously I thoroughly enjoyed it, it did get a bit worrying trying to get to know a boat I had never driven before and the DT's setting in for need of a smoke and trying to stay out of peoples way letting them pass etc etc. but all in all was a fun event....thanks Tui.

The rest of the events pretty much followed the same with some good driving skills displayed and others gained a lot of experience from watching and learning as the weekend unfolded, but must mention that the Tok lake has still got its weed problems and that regretfully played havoc with some competitors boats and spoilt it for them.

Gotta say a big hy and a good to meet ya to Clive Stutt who came all the way down from Whangarei to join the rest of us nutters, he came down with a home design CMB90 tunnel that he built himself, with no assistance or passed on knowledge as to how to set up a model boat I recon he did a brilliant job!! And also a thank you to him for eagerly pitching in to help when ever needed!! I know he went back home with a whole new bag of idea's for his boat and reckon the next time we see him it will be LOOK OUT!!!

We had the usual dinner at the cozy with a few ales and a nice meal on the Saturday nite. All in all it was a relaxing Nats this year we managed to get through all the events way ahead of time and was disappointing at the number of entries this year, and the weed problem but I must say a big thanks to all those that attended for pitching in and helping through the course of the weekend , without it, it would have been impossible and also a big thanks for Tui for his efforts for organizing and running the regatta.

Oh yeah...I almost forgot im a little worried about Tony Rutledge, during the weekend he managed to break quite a few prop shafts which seriously effected his usual "Mr. reliability" reputation, but then again it might have something to do with his addiction to going around sniffing other peoples boats exhaust gases, I saw him do this on a few occasions!!!! Hahaha....anyway...gotta go.....regards to all out there....Snorkle

NZMPBA NATIONAL CHAMPIONSHIPS RESULTS.

Tokoroa, Easter 2005.

A Mono Matrix

1	J Belworthy	547.86 pts
2	N Plumpton	510.72

A Endurance (15 mins only)

1	N Plumpton	34 laps
2	J Belworthy	13

B Mono Matrix.

1	D Christiansen	535.85 pts
2	J Belworthy	459.66
3	P Collier	95.77
	rest dnf	

C1 Mono Matrix

1	S Trott	565.63 pts
2	S Pickering	468.76
3	P Collier	462.29
4	A Meek	413.56
5	D Christiansen	262.35

C2 Mono Matrix

1	N Plumpton	548.17 pts
2	D Christiansen	520.39
3	S Pickering	429.89
4	A Meek	153.78

B Tunnel Matrix

1	M Miller	882.01 pts
2	D Pickering	341.25

Petrol Endurance (15 mins only)

1	A Meek	20 laps
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Open Offshore

1	N Plumpton	132 laps
2	D Christiansen	108
3	S Trott	75
4	S Pickering	74
5	T Rutledge	40
6	P Collier	39

B Hydro Matrix

1	J Belworthy	673.45 pts
2	S Pickering	431.81
3	P Collier	227.94

Sport 45 Hydro Matrix

1	J Belworthy`	442.99 pts
2	P Collier	206.40
3	T Rutledge	195.52
	rest dnf	

Open Oval

1	D Christiansen	969.55 pts
2	S Trott	813.41
3	P Collier	230.62
	Rest dnf	

B Endurance

1	D Christiansen	112 laps
2	P Collier	77
3	D Pickering	44
4	J Belworthy	35
5	N Plumpton	26

C1 Endurance

1	D Christiansen	150 laps
2	S Trott	121
3	A Meek	70
4	P Collier	50
5	S Pickering	33
6	T Rutledge	15

C2 Endurance

1	N Plumpton	165 laps
2	S Trott	151
3	S Pickering	127
4	T Rutledge	113
5	D Christiansen	60

C Tunnel Matrix

1	T Rutledge	892.58 pts
2	N Plumpton	389.75
3	P Collier	222.53

C Hydro Matrix

1	P Collier	903.70 pts
2	D Christiansen	523.66
3	T Rutledge	482.83
4	N Plumpton	428.91

C Scale Hydro Matrix

1	J Belworthy	447.25
2	M Miller	171.35
	rest dnf	

King of the Lake 10 Lap

- 1 D Christiansen
 - 2 P Collier
 - 3 S Trott
- Rest dnf

Best presented Race Boat

- | | | | |
|---|-------------|--------------|------------|
| 1 | S Trott | DaDa | C Tunnel |
| 2 | J Belworthy | Motaman | Sport 45 |
| 3 | M Miller | Skullduggery | C2 Deepvee |

Most Authentic Scale Hydro

- | | | | |
|---|----------|----------------|---------------|
| 1 | S Trott | O Boy Oberto | C Scale Hydro |
| 2 | S Trott | Executone | C Scale Hydro |
| 3 | S Trott | Executone | B Scale Hydro |
| 4 | M Miller | Miller Hi Life | C Scale Hydro |
| 5 | S Trott | O Boy Oberto | B Scale Hydro |

Most Improved Boater for 2004/2005

Andrew Meek

Rookie Cup

Dane Pickering

Index Of Performance

- | | | | |
|---|-------------|----------------|------|
| 1 | A Meek | C1 Mono Matrix | 4.12 |
| 2 | S Pickering | C1 Mono Matrix | 4.56 |
| 3 | N Plumpton | A Mono Matrix | 5.1 |

High Points Trophy

- | | | |
|---|----------------|---------|
| 1 | D Christiansen | 119 pts |
| 2 | S Trott | 102 |

Endurance Cup

- | | | |
|---|----------------|----------|
| 1 | N Plumpton | 165 laps |
| 2 | S Trott | 151 |
| 3 | D Christiansen | 150 |

King Of The Nationals

S Trott

Presidents Cup

S Trott

Get well to Gordon Homewood from all members and friends after a successful operation recently. Hopefully this time they have got on top of your ailments and a speedy and full recovery in the future to look forward to. Many thanks Judy for all your help and assistance to us all.

2005 Calander of Events

April 16-17 th	Rnd 1 Mono – Tunnel Series	P/North
May 14-15 th	Rnd 2 Scale “Silver Cup”	N/Plymouth
Jun 4-6 th	Radio Marlborough Challenge	Blenheim
Jul 9-10 th	Rnd 2 Mono – Tunnel Series	Hamilton
Aug 13-14 th	Rnd 3 Scale “Governors Cup”	Tokoroa
Sep 17-18 th	Rnd 3 Mono – Tunnel Series	P/North
Oct 22-24 th	Thunder Down Under	Tokoroa
Nov 26-27 th	Rnd 4 Scale “Latimer Hotel Trophy”	P/North

THE NZMPBA PRESENTS
THE GOVERNORS CUP HYDROFEST
 ROUND 2 NZMPBA SCALE HYDRO HI POINT SERIES

VENUE: Lake Cowley, Waitara, Taranaki.
DATE: 14th & 15th May 2005
HOST: Taranaki Model Power Boat Club
ENTRY FEE: \$5.00 Per Event, Maximum Fee \$15.00 Chqs made to NZMPBA
ENTRIES CLOSE: 2nd May 2005.

LATE ENTRIES WILL INCUR AN EXTRA \$20 FEE. (NO EXCEPTIONS)
ALL COMPETITORS MUST BE CURRENT FINANCIAL MEMBERS OF THE
NZMPBA .

~~~~~  
**GOVERNORS CUP ENTRY FORM**

Name \_\_\_\_\_ Phone \_\_\_\_\_ Fax \_\_\_\_\_  
 Address \_\_\_\_\_ NZMPBA No. \_\_\_\_\_ E - Mail \_\_\_\_\_

| Events                                     | Pref. Freq | Alt. Freq | Engine | Prop |
|--------------------------------------------|------------|-----------|--------|------|
| <b>7 Cell Stock Electric</b>               |            |           |        |      |
| <b>12 Cell Stock Electric</b>              |            |           |        |      |
| <b>Open Electric</b>                       |            |           |        |      |
| <b>A Hydro Matrix</b>                      |            |           |        |      |
| <b>B Hydro Matrix</b>                      |            |           |        |      |
| <b>C Hydro Matrix</b>                      |            |           |        |      |
| <b>Semi Scale Off Shore</b>                |            |           |        |      |
| <b>Sport 45 Hydro</b><br><i>Boat Name;</i> |            |           |        |      |
| <b>C Scale Hydro</b><br><i>Boat Name;</i>  |            |           |        |      |

*Conditions of Entry*  
 NZMPBA Rules will apply.  
 Entry Fee must be paid before racing starts.  
 I agree to the conditions of entry

Signed: \_\_\_\_\_

Return Entries to ;  
 Steve Trott  
 50 Gravatt Rd  
 Royal Palm Beach  
 Papamoa 3003

Fax; 07 5411209  
 E-Mail; benchtop.solutions@clear.net.nz

**2005 NZMPBA  
Matrix / Endurance Series  
Entry Form  
Round 2 - Hamilton  
July 9<sup>th</sup> – 10<sup>th</sup> 2005**

Name: \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_

Phone Number : \_\_\_\_\_ NZMPBA No. \_\_\_\_\_

| Event           | Frequency | Alt. Freq. | Event               | Frequency | Alt. Freq. |
|-----------------|-----------|------------|---------------------|-----------|------------|
| A Mono Matrix   |           |            | A Endurance         |           |            |
| B Mono Matrix   |           |            | B Endurance         |           |            |
| C1 Mono Matrix  |           |            | C1 Endurance        |           |            |
| C2 Mono Matrix  |           |            | C2 Endurance        |           |            |
| Petrol Mono P1  |           |            | Petrol Endurance P1 |           |            |
| Pet Mono P2/3   |           |            | Pet Endurance P2/3  |           |            |
| A Tunnel Matrix |           |            | B Tunnel Matrix     |           |            |
| C Tunnel Matrix |           |            | Petrol Tunnel       |           |            |

All events will be run to NZMPBA Racing Rules.  
Endurance events will consist of 2 x 20 minute heats.  
All participants must be members of the NZMPBA.

**Closing Date 26th June 2005**

**(Late entries will incur an additional fee of \$10.00 and may not necessarily be accepted).**

Registration Fee \$ 10.00  
Event Fee (\$1.00 per event) \$

Total (Payment must accompany entry, Cheques to MMPBC) \$ \_\_\_\_\_  
**Max \$15.00**

**This is a new series using the Trial format discussed at the AGM.**

If you have any questions or comments, please contact  
Grant Binns  
Phone (06) 3551 625 Home or work (06) 356 5557  
Email binns@blackley.co.nz

Post entry to NZMPBA c/- 11 Westhaven Grove  
Palmerston North