

PropShaft

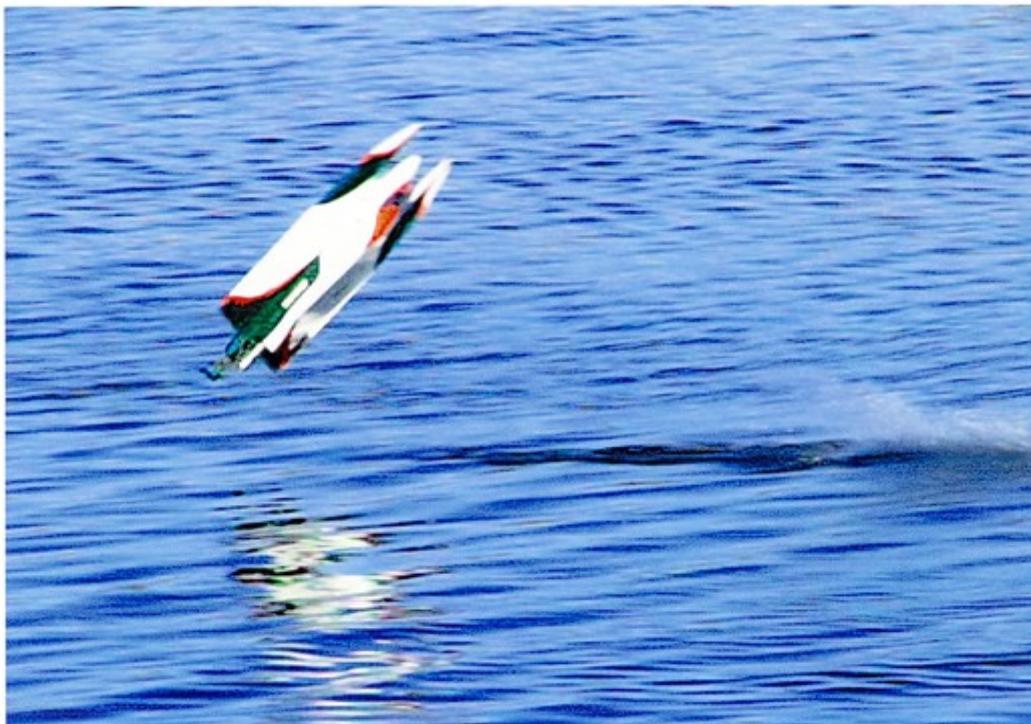


**Magazine of the New Zealand Model Power
Boat Association Incorporated**

Issue 3 2005

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NEW ZEALAND MODEL POWER BOAT ASSOCIATION INC.**

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NZMPBA List email discussion list group.

To subscribe, email Peter Collier at ppspeter@ihug.co.nz and he will put you on. Basically it is a means of emailing news, ideas, technical questions, useful websites etc to all subscribers on the list and responses go back to all list members. Note it is plain text only - no attachments.

Stuff from the Pres September

The association committee and members pass on their condolences to Judy and the Homewood family. Gordon will be missed by all model boaters and large number modelers in general.

Gordon was a great advocate for our hobby and was always prepared to keep the committee on their toes. Gordon's commitment and dedication earned him a lot of respect.

On the lighter side if there was a holdup at an event because we were looking for a competitor, 9 times out of 10 you could bet they were behind the van talking to Gordon and Judy and buying a few things at the same time. I know how it worked because I got caught there a few times myself.

We all thank Gordon for the support and the effort put into our hobby and as an acknowledge of these efforts Gordon's race number will be permanently retired.

More about Gordon elsewhere in Propshaft.

Scale Meet Tokoroa

Unfortunately Tui had to cancel the last round of the scale series at Tokoroa due to a lack of entries. This is extremely disappointing and I hope we don't have to do it again.

I know how Tui feels, not only is it, I also thought about canceling the Hamilton round of the endurance series because of the large number of late entries.

This years thunder down under will be held in Palmerston North over Labour weekend. The event is outlined in this Propshaft.

Our next event is the final round of the matrix endurance competition. This series is proving to be a lot of fun and those who have been involved in the racing have enjoyed it. I look forward to seeing your entries when I get back from my holiday.

"New Names"

Peter Lokum is now known as "Doc". Lokum – Doc, get it.

Elvis has a partner and she has turned him into a ray of sunshine, almost Doris status but at a recent gathering, which involved more than a few drinks we gave Tanya a new name "Pussy" (Galore). She has a big cat and was wearing a pussy cat mask.

Well its time to get back to packing

Regards for now

Grant Binns

Doris

GORDON ROY HOMEWOOD

Gordon Homewood was born in Auckland on the 19th of August, 1939. He was the second son of Jim and Rose Homewood, and with them and his brother Allan, he spent his early years living in the South Auckland area. The family farmed on the edge of RNZAF Station Ardmore, and the influence of living next to a large wartime station instilled in him a lifelong love of aviation.

Gordon attended Alfriston School, but he missed a lot of schooling during a polio outbreak when his teacher's wife was diagnosed with the disease and there was no one to teach him.

In the early 1950's Gordon moved with his family to Cambridge. He got work at the Bruntwood Dairy factory at age 14 as a cheesemaker. He also worked at Pukekura factory and a short time S.P.N.D Ltd in Cambridge. He spent a season at Upper Moutere, near Nelson, doing apple-picking; a time, which he enjoyed greatly.

On returning to the Cambridge district he became a qualified tractor mechanic (working for his good friend Brian Aitken). At this time he met Judy Fitness, who would later become his wife. Together they had five children, Wendy, Ross, David, Shelley and Lynda.

A few years later he worked as and became qualified as a fitter and turner at the Aotearoa Meat Works in Cambridge. He also spent a period with Cambridge Hire in the early 1970's.

In the mid 1970's another job change found him in the same fitter and turner role at Liteweight Caravans of Hamilton, followed by 13 years in varying capacities with Gallagher's Engineering and Electronics in Hamilton. Lastly in his professional life he worked for a couple of years with Webb's Engineering in Cambridge till the firm's closure in the late 1990's forced him into semi-retirement.

Gordon possessed (and usually taught himself) a wide range of skills that never ceased to amaze his family and friends. There was little he could not turn his hand to, and even less he could not fix. He was highly skilled in all forms electronics and electrical work (design, creation and repair), plumbing gardening (he loved his garden, and especially breeding goldfish and growing water lilies), concrete laying and paving, building houses, cabinet making, carpentry, photography, video filming and he even succeeded in such pastimes as taxidermy, fibre-glassing, vacuum-forming and screen-printing.

His skills extended to some interesting projects – he once built his own stereo system by hand, he designed and built a robot for an assembly line at Gallagher's, for which he received much praise; and for Liteweight Caravan's he also built an exact replica miniature caravan for the company to use at expos, all built by hand.

Gordon excelled at clay-bird shooting, and was a keen deerstalker, fly fisherman and outdoorsman in his younger days. He made many friends through the various sports of shooting and game fishing, and served for many years as a voluntary wildlife ranger. He also very much enjoyed going floundering in mudflats, surfcasting and fishing from boats at sea.

These wonderful facets of Gordon's full life are but a brief glimpse into what he achieved over the years. He was also very skilled with computers, having been interested in them right to the early days of home computers in the 1980's.

His life long ambition was of course model making. Over many decades he enjoyed designing, building and operating radio controlled models, from aircraft to cars and boats, and he even dabbled in R/C helicopters. He skillfully built many successful aircraft and boats, winning many championship model powerboat races.

Gordon was also involved deeply in the organization side of modeling, having been President of the New Zealand Model Aircraft Association (NZMMA) for two years, and later setting up an insurance club for modelers called Sport Aviation Association of New Zealand (SAANZ) which allowed flyers much cheaper insurance the NZMAA offered.

He had been voted President of the Cambridge Model Aero Club for several years in the 1970's, and in the 1980's he was a founding member and unanimously voted President of Cambridge Amalgamated Radio Modelers (CARM) which brought together all types of modelers (boat, aircraft, cars and scale plastic kits) into one club. He was hugely successful in running the club for many years, till he decided to stand down due to lack of time to run it.

In 1990 Gordon turned his hobby into a business when he and Judy set up GRH Hobbies. The business became the largest stockist of model powerboat parts in the country, and went from strength to strength. He also manufactured, imported and exported models and parts around the world. The business brought him many new friends, which was the biggest reward for him, and it was to that he and Judy were able to travel widely throughout New Zealand to attend model powerboat competitions, selling their goods.

Travel was certainly a passion of Gordon's. He managed to see almost all of New Zealand during many holidays, trips and excursions with Judy and the family. He also traveled many times to Norfolk Island and to Australia, as well as to Hawaii on one occasion.

One reason that he often traveled was for another passion, full size powerboat racing. Gordon was immensely proud to have become a member of the crew with Peter Knight's 'Boss Mobil One' GP class powerboat and he would go to all sorts of lengths to see the boat racing and to help keep it in the top of its class. He even built an amazing 1/5th scale replica of 'The Boss', which is now proudly displayed in Peter Knight's hotel in Christchurch.

These short few paragraphs merely brush the surface of what made Gordon tick. He was kind, loving Husband and father, and a respected member of the community. He adored his cats. He strove for fairness in his business and his club activities, and he always went the extra mile to help others with his abundant engineering and modeling advice.

Gordon will leave a huge gap in not only his family who loved him very much, but in the wider community, and among many thousand of friends he has made over the years.

May He Rest In Peace.

Judy has sent a 'Card of Thanks' to the NZMPBA members.
A copy is sent as an attachment to members on email.

RADIO MARLBOROUGH CHALLENGE 2005
(A SHATTERING EXPERIENCE) BY NITRO NED

The weather during the week leading up to Queens Birthday was anything but suitable for model boating so it was with a bit of apprehension that we were going to have some good weather for boating water as the forecast was still for west to southwest winds which blow straight down the diversion.

I picked up Tony Rutledge from his sisters place on the way there and found some of the 11 competitors entered already waiting at the gate to the Diversion. The water was perfect for speed runs and with the forecast as it was no time was wasted getting the poles and sight boards set up to get some runs done.

It has been a tradition that every Queens Birthday weekend since I have run this regatta here in Blenheim, we have broken at least 1 NZMPBA record. Again all week prior I was wondering if we were going to keep the tradition up as not having been actively boating for 12 months I was a bit out of touch with what had been happening.

With the site boards and poles in place and some volunteers to do some timing we got into the speed section of our trophy. Ross Homewood broke the ice with his Notre Dame scale hydro and ran a couple of passes at 63 kmh. Tony Rutledge then ran his new C2 tunnel thru at 89.88kmh, only .7 short of the record ye ha. He failed a way up the river on the second run so had a long rescue in the dinghy but at least a record was going to go.

Next up to have a run was Duncan Atkinson from Nelson. He has a Xenoah G26 in an Aeromarine Challenger. He completed 2 runs one at 74.227 kmh and the other at 73.171kmh. A check on the P2 D. V. record showed he had given this record a real heave ho, up from 57.8kmh. Every one was stoked! We had our record. Tony was inspired by this and his previous run so a prop change and would you know it record number 2! He added 1.6 kmh to the old mark to a new mark of 92.130 in C2 Tunnel.

Darrin O'Malley from Picton had fitted an ASP 61 into a tunnel and said since there is no bench mark set in this class I may as well get a record too! He did that by running 50.579 kmh with a back up of 50.244 kmh. For C1 tunnel. Rob Binnie from Christchurch (again!) then ran the fastest run of the weekend at 101.551 with his C2 SG Eagle before radio gremlins sidelined him for the weekend.

I pointed out to Duncan that he had also surpassed the P2 mono record that was set by Alf Christian of Taranaki way back in 1984 at 63.66kmh and since a DV is a mono he could get 2 records with the same boat so long as he did 2 more runs. He did! 74.88 backed up by 73.022. That gave us 4 records in the bag.

Are we finished yet? Nup! Duncan wants to go again. He had fitted a G23 Xenoah into his semi scale hydro that he ran in the past with a Picco 90 in it. 2 runs at 63.38 and 62.102 netted him yet another record P1 hydro a 12kmh heave! Matt Gay, Todd Risman, Bill McDonald and Ross Homewood then all completed runs to record times with their respective boats for the Radio Marlborough Challenge.

Mean while Glen O'Donnell from Havelock was getting his new 81VRM powered DV ready for a challenge run so away he went and bugger me if he did not break the C2 Deep Vee record in the process bettering Bill McDonalds record by 1kmh to a new mark of 82.52kmh. Time was starting to march on so we hustled the last 2 challengers through the traps, that being Darrin O'Malley and Malcolm Russell. Both run identical C1 Predators and both ran very similar speeds Darrin 57.3 and Malcolm 56.4.

With 6 records in the bag and the water still good I was keen to get the Challenge Anticlockwise Matrix over with in case the predicted wind hit. Tony looked to have this event sewn up till he blew off in the breeze in heat 3. Darrin's tight consistent driving netted him the win from Duncan's deep vee and Tony filled 3rd spot.

5 monos wanted to have a mono only matrix race so away we went. I pitted for Malcolm who was racing seriously for his first regatta and we kept the heat on a more experienced Darrin and made him earn the win we got second from Matt Gay, in 3rd.

Everyone had had enough excitement for the day by now so some got in some tuning while we packed up the necessary gear then home.

I got to bed about 1am after doing all the results and printing the record cards.

Day 2 Sunday and we arrived to this:-



With the buoys out for racing I made the call to get the Challenge events out of the way so got into the oval section of the event. We were joined by the Jamieson brothers from Picton to race today. Everyone had a dnf except Duncan so He naturally won the oval from Tony and Darrin in 3rd.

The last scheduled event was the one off 10 lap race and it was won comfortably by Tony from Darrin then Duncan.

I then asked what every one wanted to do as it was only lunch time and the chorus was unanimous! More Speed!!!!

Gavin Jamieson broke the ice with a C2 deep vee at 80.763. The water was a little ripply now so Glen ran his deep Vee again and popped up an 86.22 run. Bugger I should have waited to print the record cards I thought. He needed 84.072 to back it up. Duncan ran the P2 for a couple of runs in the mid 60's. Malcolm Jamieson ran his immaculate tunnel thru at 76 kmh. Glen stuck with his X457 and did 2 more runs the best 83.867 or .2 off a back up.

Duncan put the P1 hydro out again and ran 72.691 and a back up of 72.252. Dam another record card written prematurely last night! Tony Rutledge loaned Glen a Prather 255 prop for his deep vee and whammo 90.691 and a back up of 90.282 for an increase of yesterdays record.

I pointed out my C2 mono record stands at 84 kmh and if he did 2 more runs like the last 2 he would get the mono record as well and he did! 2 runs at 90.966 and 90.169 and the C2 record in the bag.

On the whole we had a dam good weekend with 7 records in the bag and one of the most successful speed weekends ever, since those heady days back in the 80's when speed was hip!!!



The record breakers

Glen O'Donnell, Tony Rutledge, Duncan Atkinson, Darrin O'Malley.

RADIO MARLBOROUGH CHALLENGE

SCORE SHEET

NAME	PART 1	PART 2	PART 3	PART 4	TOTAL	PLACE
DUNCAN ATKINSON	1283.094	541.41	687.96	800	3312.464	1 ST
TONY RUTLEDGE	1017.909	474.36	645.15	1000	3137.419	2 ND
DARRIN O'MALLEY	799.559	560.7	580.9	900	2841.159	3 RD
GLEN O'DONNELL	1012.030	284.86	184.77	-----	1481.66	4 TH
MALCOLM RUSSELL	787.029	141.62	362.48	-----	1291.129	5 TH
MATT GAY	597.252	216.93	427.84	-----	1242.022	6 TH
ROSS HOMEWOOD	776.511	236.75	-----	-----	1013.261	7 TH
TODD RISMAN	785.279	154.24	-----	-----	939.519	8 TH
BILL McDONALD	847.400	-----	-----	-----	847.400	9 TH
ROB BINNIE	760.220	-----	-----	-----	760..220	10 TH

100 Meter Speed Summary

Ross Homewood	A O/B Deepvee	37.257	
Matt Gay	B Deepvee	48.780	
Todd Risman	B Tunnel	62.122	
Darren O'Malley	C1 Deepvee	57.302	
Malcolm Russell	C1 Deepvee	56.404	
Darren O'Malley	C1 Tunnel	54.586	Record
Glen O'Donnell	C2 Mono	90.966	Record
Duncan Atkinson	C2 Mono	74.844	Record
Gavin Jamieson	C2 Deepvee	80.763	
Bill McDonald	C2 Deepvee	69.097	
Glen O'Donnell	C2 Deepvee	82.521	Record
Glen O'Donnell	C2 Deepvee	90.623	Record
Tony Rutledge	C2 Tunnel	92.130	Record
Malcolm Jamieson	C2 Tunnel	76.595	
Rob Binnie	C2 Hydro	101.551	

Ross Homewood	C Scale	77.711kph	
Duncan Atkinson	P2 Deepvee	74.227	Record
Duncan Atkinson	P1 Hydro	63.38	Record
Duncan Atkinson	P1 Hydro	72.691	Record
Duncan Atkinson	P2 Deepvee	66.976	
Ross Homewood	C Scale	66.359	

Tips from Boca Bearings

BEARING MAINTENANCE

Your ball bearings can take a lot of stress and abuse as they battle against friction, dirt, and physical forces. Flat surfaces on the balls will eventually develop when smaller particles get inside the bearing. This gives you a "gritty" feel, and can cause damage to other moving parts, such as spur gears that don't spin true on shafts that are supported by damaged bearings. Steel shielded bearings are more prone to getting dirty inside than Boca Bearings Green Seal or Ultra Seal bearings, which are maintenance free and lubed for life. The first step to cleaning your bearings is to just soak them overnight in a bath of paint thinner or brake fluid. This helps to dissolve and break down the grease that the manufacturer packed the bearings with. Then allow the bearings to air dry or you can even blow them out with compressed air to remove all traces of excess lube. Now place a small drop of oil on the shield and give the bearing a spin. If the bearing still feels gritty, repeat the above steps.

Product Highlight

MIDAS TOUCH - GUARANTEED PERFORMANCE!

Our Midas Touch line of lubricants form a microscopically smooth molecular bond that permanently adheres to the entire contact area. It also fills in surface imperfections, pits, gaps and even repairs the ravages of corrosion. All Boca Bearing lubricants come with a 30-day, money back guarantee.

Midas Power: Our Midas Air Power is specially formulated for use with RC Airplanes, Helicopters and ducted fan engines. Midas Marine Power is designed for aquatic environments that are particularly hard on metal surface.

Midas Road Power will protect the bearings in your hot, gas powered vehicles.

Midas Train Power is ideal for all chassis components including truck block bushings or bearings and pickup rollers.

Midas Grease: Midas Train Grease is perfect for applying to the locomotive's worm gear, bronze drive gear, outside truck block idler and drive gears.

Midas Heli Rotor Grease improves performance by reducing heat, extending tail rotor life and resisting corrosion.

Midas Marine Cable Grease bonds to the metal to create nearly a frictionless surface and improves performance by reducing heat, extending cable life and resisting corrosion.

DO YOU NEED TO REPLACE BEARINGS?

Your ball bearings should have a good, long life under optimal conditions. Depending on the application, bearing failure can be very costly and possibly cause more harm. Learning how to identify bearings that need to be replaced is a skill worth developing. Some typical signs that your bearings need to be replaced are:

Your application is running excessively hot

Your application is running excessively noisy

There is excess slop or play in the bearing

Turning the bearing results in a gritty feel rather than a smooth feel

When bearings sit idle for a long time, they must be protected from any and all moisture. This is a common problem when storing small RC engines. If any moisture has gotten to the bearings, they will need to be replaced before using the engine again.

Product Highlight

CERAMIC LIGHTNING SERIES - SO AFFORDABLE!

Ceramics are the new Holy Grail! They are lighter, smoother, harder, corrosion resistant, and electrically resistant. These fundamental characteristics allow for a wide range of performance enhancements in bearings. Ceramic dissipates heat quickly, reducing friction and wear while maintaining a precision smooth surface. Today's leading edge ceramics are made with Silicon Nitride (Si₃N₄) and have characteristics similar to the heat absorbing, highly resilient tiles on the Space Shuttle.

Boca Bearings is proud to introduce their new Ceramic Lightning Series bearings. Ceramics are the secret weapon of champions for RC enthusiasts, Bicycling fanatics, In-Line Skaters and many others. The Lightning Series are available in standard, rubber sealed and ultra sealed configurations. If you are unsure of which model would be best for your applications please see our Model Comparison Chart.

RC ENGINE BEARING REPLACEMENT

Is your RC engine running unusually hot or noisy? Do the bearings feel gritty to the touch? Well get out your tools, because its time to replace your engine bearings. Most engines have a front and rear bearing. If you are unsure of the exact size replacement bearings that you need please check out our RC Engine Cross Reference Guide.

Place your engine housing in an oven at 325°-350° for 5 to 10 minutes. When you remove it from the oven your old bearings should fall right out, if not heat the engine a little longer. For some excellent step by step instructions on rebuilding your engine please see: NitroMonkey.com. We also suggest you place your replacement bearings inside a ziploc bag and keep them in the freezer overnight. Then slip the bearings into the engine while it is still slightly warm and when the temperature equalizes the bearings will have a press fit.

In our next issue of the Boca Bearings Tips & Advice Newsletter we will talk about choosing the right seals or shields for your application.

RC ENGINE BEARINGS - CHOOSE YOUR WEAPON!

Now that you know how to change your engine bearings, its time to choose a replacement or upgrade set thats right for you. Boca Bearings maintains a huge

stock of miniature, precision ball bearings and stocks just about every standard size. Each size can potentially come in hundreds of different shield/ball/retainer configurations and choosing the appropriate one can be a very daunting task. Sometimes it is best to ask yourself what issues you are trying to address. Do you need more speed? Is your engine leaking fuel? Is your nitro destroying your bearings? Below is a comparison chart of the different RC Engine bearing models that Boca Bearings carries.

SERIES
SPEED
PRICE
FEATURE
SAMPLE PART #

Econo
Fast
Standard
Comparable to stock engine bearings
ENK-007

Stainless Steel
Fast
Medium
440C Stainless Steel to resist corrosion
ENK-007ST

High Speed/High Heat
Faster
High
Polymite retainer to allow for expansion of the balls
ENK-007HS

High Performance
Faster
High
Special seal to eliminate fuel leakage
ENK-007HP

Ceramic Premium
Fastest
Highest
Lighter, faster, harder, non-corrosive
ENK-007C

Ceramic Premium - High Performance
Fastest
Highest
Plus a special seal to eliminate fuel leakage
ENK-007C-HP

RC CARS AND TRUCKS POWERED BY BRUSHLESS MOTORS WILL BE MAKING NEW SPEED RECORDS!

The 2 basic motor designs are, "Brush" and "Brushless". One has brushes and a commutator, and the other one doesn't! The Brushless motor has the windings located around the outside of the motor, and the magnets are located on the moving motor shaft. The Brush motor is completely opposite.

Why are Brushless motors better?

There's no friction in the Brushless motor except for the 2 bearings. The Brush motor has to maintain contact between the brushes and the commutator. So at higher RPM you need stronger brush springs to avoid them from bouncing. This creates more friction which limits the Brush motor's peak RPM.

The Brushless motor, doesn't have this friction, allowing it to produce higher RPM.

Brushless motors have no brushes! how do they work?

The current to the windings in the Brushless motor is provided by the motor controller (ESC) not the Brushes. A Brushless motor controller (ESC), requires a lot of processing power. This is why the Brushless motor hasn't been a success in rc cars & trucks in the past. The problem has always been fast processing power in a small and affordable unit. It is now possible to make a controller with enough processing Speed and power!

The controller is the most important part of the Brushless motor "Combo".

Since the controller is a miniature computer, it's possible to program it to alter the timing of the motor in real time, according to rpm and load. Unlike the Brush motor, where the timing is fixed, remaining the same over the whole rpm range, restricting its performance.

Sensorless vs Sensored Brushless motor controllers

Sensored controllers use sensors to determine the position of the magnets to the windings. The new Sensorless controllers determine the location of the magnets to the windings by the "back EMF". "Back EMF" is the signal that is produced in the windings when a motor's shaft moves, causing it to generate current. This is why a Sensorless controller is more complex than one using actual sensors. The Sensorless controller can operate a Sensored motor but a Sensored controller can't operate a Sensorless motor. Sensorless motors are faster, and quicker due lack of signal delay from the sensor.

What is "cogging"

It's a slight jerking motion of the vehicle when it first starts moving. The new generation of Brushless controllers are improving and this is becoming less of a problem. But you'll hear about it if you decide to go Brushless!



Manawatu Model Boat Club
Presents
The Labour Weekend
**THUNDER DOWN UNDER
SPRINT & Endurance FEST**
And Challenge for the
Thunder Down Under Regional Shield
October 22th – 24th Hosted at
Sherriffs Road Lake
Palmerston North

Welcome to the THUNDER DOWN UNDER sprint and endurance fest. Due to some issues at Tokoroa this event has been transferred to Palmerston North.

We will again have some slight modifications to last years format.

Essentially the mono sprint racing will be held on an oval course but in an anti clockwise direction. Endurance events will be 20 minute heats on an anti clockwise oval and will be open hull ie endurance as per the rules.

Entries are open to NZMPBA members and non members (non members must be current financial members of a registered model boating club that has its own insurance coverage for its members) the regatta will be run to NZMPBA rules and format as follows.

Sprint racing for all classes of boats e.g.: Mono, Tunnel and Hydro and engine classes for each of the three hull types A,B,C1,C2,P1 and P2. Sprint Races will be 4 heats of 6 laps for each class, and raced in the Oval matrix format (Clockwise and anti clockwise and the usual 2 ½ minute countdown will apply).

Endurance will be of 2 x 20 minute races on the Oval anti clockwise.

Tunnel class: - can be either formula one style or catamaran style hulls.

Hydro class: - can be either scale hulls or outrigger type hulls (except in the scale class events where it's to be scale class boats ONLY!).

King of the Lake: - This event will be held for each engine class but the hull will be open. These events will be run in a clockwise direction and points will contribute to the regional trophy.

The Thunder Down Under Regional Shield

It's a challenge between regions in New Zealand to battle it out to earn the rite to call themselves the regional champions for that year.

Regions: - Auckland, Waikato, Manuwatu, Wellington, New Plymouth, B.O.P, Marlborough etc.

Points scoring: - Points will be awarded to every region from the efforts of each competitor that race in the Thunder Down Under sprint fest!

I.e.: the more races you compete in, the more points you get for your region. Points will still be awarded for those that received DNF's, so obviously the better you do in the classes you race in, the more points you will get awarded for your region.

Regional Teams: - there is no limit as to how many competitors are in a team so therefore it's in the best interests for a region to get as many people they can to compete at the Thunder Down Under sprint fest.

Region Captain: - Each region will need to elect its own captain and inform the contest director who this person is on the first day of the regatta.

After Function Dinner

We will arrange a social dinner for Saturday night and a byo BBQ will be held at the Doris residence on Sunday night.

Competitors and partners are all welcome!!!

Entry Fee: - An entry fee of \$8.00 plus \$1.00 per event you enter (except for the king of the lake

And electric classes, these events are free) and a limit of \$15.00 per person will apply.

Frequencies: - every competitor MUST have an alternate frequency and these frequencies must be written on the entry form in the section provided.

Accommodation

Palmerston North is always busy at Labour Weekend so ensure that you book your accommodation as soon as possible.

ENTRIES CLOSE 11th OCTOBER 2005

News from the Regions (Some of them)

Auckland

The clubs six cell electric class has really taken off, Kevin Housley and Tony Irving have returned after a long absence, their six cell electric boats really showing the newer members how its done. The club is also seeing an increase in race day turnouts with the improving weather.

Malcolm Miller has finally fixed his Deepvee after the Nats and is going to make a serious start on his C2 Cat. He has found an air leak in the carb on his C Scale, which once sealed makes it behave as it should.

Tauranga.

Steve is sooo busy move to a rental house while their new one is on the way. If this is not enough, he is moving work Office and Showroom soon. All this planning, packing and unpacking doesn't do anything for model boating.

Change of address (temporary) 103 Longview Dr, Papamoa 3003, Tauranga.
Phone and Fax 07-5420897 email and Mobile – no change.

Hamilton

Stan and Rex have taken delivery of a Hustler hull each from Chooky in ChCh. They are going to mount ASP 61's in them for C1 class. Greg is finally doing some work on the 1/8th scale "The Tide" after too many years of sitting on the shelf. The weather is warming up and so long as we don't have any visitors, our lake is staying like a mill pond. We have had a couple of good days boating in the last few weeks and a few of us are preparing for the last enduro meet. Birmy is also getting his boats out of the rafters and is hoping to race at the enduro event. Graeme is just trying to keep what he has in good fast running order.

Palmerston North.

Doris has had too much stuff going on over the last few months and has taken a well deserved holiday with Mother in the USA. (I wonder what he will bring back this time?)

Wellington.

Wayne is settling in with his new partner Tania, both living life as though no tomorrow. (You'll have to ask Wayne about that one!) Unfortunately not too much boating now. Darryl is progressing on LM's old Sport 45 – should be going for the last round. Nigel is building frantically – still, with Cats and Hydros hitting the water soon. LM must just about have his new shovel nose Sport 45 in the water soon and Pete is fine tuning his new Sport 45. Its fast but tends to fly too much at present. (I wonder if its got something to do with Pete's flying side of the hobby?) He is also working on a new C2 Mono with ASP90.

Pieter has started gluing timber bits in his new Deepvee.

Harry is working on all sorts at present and will have a new 21 rigger on the water soon, along with a 46 Cat, an electric 7 cell and a C2 later on.





Some photos from Elvis party!

Radio frequency update for 72 meg users by Elvis.

Some confusion has arisen as to which 72 meg frequencies are available for use for model boating in NZ. Some of the available frequencies have not been printed in the latest version of the rule book so these will have to be updated with the next reprint.

The available frequencies are as follows.

Anything in the range from 72.270 through to 72.490 is available for our use.

Anything in the range from 72.110 to 72.250 is strictly for AIRCRAFT USE ONLY and must not be used under any circumstances.

Anything in the range from 72.810 through to 72.990 HAS BEEN WITHDRAWN BY RADIO SERVICES and must not be used under any circumstances..

It is our responsibility to be self policing in respect of our frequency allocations so please abide by these guidelines at all times.

The use of 75 meg radio gear in New Zealand is not allowed under any circumstance. This ruling has been in place for many years so please do not use or purchase any gear on this band.

If you are buying your gear out of the USA you will have to put up with being on 27 meg band as this is the only one common to the USA and New Zealand. .Some 72 meg modules and crystals are available in the USA mainly for the 6 to 9 channel sets as this is an aircraft use only band Hope this clears up any confusion that currently exists .

2005 Calendar of Events

Date	Event	Venue
8-9 Oct	Round 3 – Matrix Endurance Series	Palmerston North
22-24 Oct	Thunder Down Under	Palmerston North
26-27 Nov	Round 4 – Scale Hydro Series – Latimer Hotel Trophy	Palmerston North

Can club contacts please let us know of any significant club events so we can add them to the calendar?