

PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 1 2006

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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 President

This is the first from the Pres for the year after I was re-elected at the AGM.

Holding the AGM at Karapiro in conjunction with the full size world GP and 3 litre champs was great. It was also a great opportunity to show a large number of people, our hobby close up.

The big boats put on a great display with some excellent racing in all classes and with around 5000 people there on Sunday, we could not get a better opportunity to show off our activities. We then added to this a chance to socialise with others and also have a well supported AGM.

Let's hope we can be involved again, the indications were certainly very positive from the big boat people.

I would like to thank everyone who made an effort to support this event, I hope you enjoyed it.

Big thanks to Ross Homewood for driving this project along and sorting out our arrangements with the Big boat people. I also want to thank those who made the effort to attend the AGM, your efforts and contributions are very much appreciated.

Before I get into the AGM I want to thank those committee members who missed election to the committee this year. Thanks for your efforts in the past and I am sure that you won't be able to retire without getting a job or two.

The AGM was interesting and very positive. Each of the remits created good discussion but the most interesting debate centred on the structure of our Nationals competition for the future.

After a considerable amount of very positive and thought provoking discussion we resolved to split the Nationals into two events (rather than splitting them up and running them at various events during the year).

The Hydro Nationals will be run in conjunction with the second round of the High Points series.

The Matrix Endurance Nationals will be held at Labour weekend (because it will take 3 days to run).

While the meeting wanted to retain a Nationals event, it realised that it was difficult to organise such an event especially if the numbers could be down. Easter or Christmas were really the only times available to run this event and these times were coming under more pressure from other activities or commitments. Sourcing a venue was also becoming difficult at this time of the year.

Two events was seen as the best compromise and it will also mean that boat preparation will be a lot easier because you won't have to prepare every boat in your fleet for one weekend.

Other key topics include a change to the endurance format which will now see the event as two twenty minute heats.

We have opened up the 7 cell stock electric class a little more to make it easier to get involved.

We also had some discussion about the race direction and course for tunnels. It would appear that those running tunnels would like to see them racing clockwise on

the oval. We will look at trialling this racing during the year and compare it to our current format.

As you can see, we have some new stuff to sort out and try and as always, if we can get your support and feedback, we should be able to improve the fun levels for all.

See you at the next event
Regards
Grant Binns

Presidents Report 2005

Well it hasn't been an easy year for the Committee and the Association. Our numbers are diminishing both in membership and at events. Both of these situations have been areas of concern and have led to a lot of discussion at the committee level and just generally.

To date we have no solutions but we are willing to change things to see if we can make our hobby/sport more attractive to others and also more attractive to our membership.

Regattas are very difficult to run without participation from more people so we need to get more people involved, which should also increase the fun level as well

I have enjoyed every regatta I have attended, but before attending a regatta people have to consider a number of other things, the price of fuel has put travel costs up and accommodation isn't getting any cheaper and of course you have to eat.

There are ways to reduce some of these costs but we/you need to be organized well in advance.

Once I am there however I have fun and I see a number of others doing the same thing racing for me is secondary.

We are a pretty good bunch of people really, and I believe we do a good job of welcoming and assisting new members perhaps we need to do more and better marketing of our activities.

We have remits at this AGM that will change the way people compete for our National titles, we hope that this change, if passed, will encourage more participation by allowing competitors to focus on a few events at a time rather than the entire Nationals program, we will see.

So take a bit of time, think about the program and see where you would like to compete. If you find a new comer, spend a bit of time and help them out because our hobby is technically demanding.

If you catch up with some boaters from the past, again spend a bit of time and see if they are interested in participating again.

And where possible, promote our activities and see if we can find some more people to join in the fun.

And if you are currently boating, please enjoy and if you don't please let me know because we want you to have fun.

Regards
Grant Binns
President
NZMPBA

NZMPBA AGM 2006

Present Ian Jacobs, Leon Jacobs, Dean Harris, Caroline Harris, Tony Belle, Brandon Belle, Michael Binns, Malcolm Miller, Grant Binns, John Belworthy, Steve Trott, Mathew Lee, Tony Kockott, Terry Wilson, Peter Collier, John Nicholls, Mike Nicholls, Tony Rutledge, Anna Clarkson, Ross Homewood, Logan Clarkson, Greg Clarkson.

Apologies Wayne McNaught, Taylor Trott, Grahame Haines,
Moved Grant Binns, Carried

Welcome from Grant Binns

Minutes of previous AGM Reviewed by Grant Binns
Moved Grant Binns Seconded John Belworthy Carried

Discussion nill

Correspondence In/Out nill

Presidents Report Read by Grant Binns
Moved Grant Binns Seconded Dean Harris Carried

Financial report. Prepared by Grahame Haines Presented by Grant Binns
Moved Grant Binns Seconded Ross Homewood Carried.

Subs 2006

Grant B Diminishing numbers mean that at present we are spending more than we earn – just. We should be able to reduce our expenditure by careful management.

Moved they stay same Seconded Dean Harris Carried.

Election Of Officers

Position	Nominee	Nominator	Seconder	
Patron	Maurice Burrell Smith	John Belworthy	Tony Rutledge	Carried
President	Grant Binns	John Belworthy	Ross Homewood	Carried
Vice Pres	Steve Trott	Grant Binns	Peter Collier	Carried
Secretary	Greg Clarkson	Anna Clarkson	Tony Rutledge	Carried
Treasurer	Tony Kockott	Terry Wilson	John Belworthy	Carried
Auditor	Thompson Watson	Grant Binns	John Belworthy	Carried

Committee

Nominee	Nominator	Seconder	Elected
Wayne McNaught	Greg Clarkson	John Belworthy	NO
Malcolm Miller	Dean Harris	John Nicholls	Declined
Tony Rutledge	Ross Homewood	Peter Collier	YES
Peter Collier	Tony Rutledge	Anna Clarkson	YES
Tony Belle	Steve Trott	Matt Lee	YES
Dean Harris	Tony Belle	Malcolm Miller	NO
John Belworthy	Terry Wilson	Michael Binns	YES
Ross Homewood	Dean Harris	Matt Lee	YES

Nominations Closed Steve Trott Seconded Ross Homewood

John Nicholls Vote of thanks to outgoing committee Seconded Terry Wilson

Anna Special vote of thanks to Grahame Haines for outstanding job done.
Seconded Everyone present.

Remits For Discussion

Remit 1 Proposed Grant Binns – No 71

That the endurance racing format is changed to a two 20 minute heat format and the racing rules are amended as follows:

ENDURANCE

- 1) Each team shall consist of the driver and a pit person.
- 2) Only one boat per team is permitted.
- 3) Each team shall be allocated a space at least 1.5m wide on the jetty (where possible).
- 4) Ten minutes are allowed for tuning and motor warm up.
- 5) General racing rules shall apply with regard to right of way.
- 6) The 2 1/2 minute countdown start is used and all boats must be on the water 30 seconds before the start or they must remain on the bank until the last boat has passed the start line.
- 7) Once on the water a boat must mill around the buoys at the left hand end of the course at reduced speed. See Mono Matrix diagram.
- 8) Any driver that crosses the start line early must complete an extra lap.
- 9) The event will comprise of two 20 minute heats. Each heat will be in an anti clockwise direction.
- 10) Most laps accumulated over the two heats determines the winner.
- 11) No limits on fuel capacity. Fuelling stops allowed.
- 12) All drivers must use the appropriate pit lanes when entering or leaving the pits. Failure to do so will incur a 1 lap penalty.
- 13) Boats must be driven at a greatly reduced speed in the pit lanes.
- 14) All buoys must be rounded.
- 15) Missed buoys can be recircled but a 1 lap penalty will apply if a missed buoy is not recircled.
- 16) Boats coming into the pits have that lap counted.

- 17) Any boat stopped on the course may be retrieved by the rescue boat.
- 18) Retrieved boats are returned to an area nominated during the drivers meeting.
The boat will be collected from that area by the driver or pit person.
- 19) A dangerous condition may stop the race, which may be restarted when the danger is clear.
- 20) The stoppage time is not counted as elapsed time.
- 21) Laps are counted by an appointed lap scorer and at least one observer. They shall keep an accurate record of the laps completed.
- 22) The lap scorer or observer may be called upon to give an account of any incident.
- 23) Any hull type is eligible for Endurance racing.

The Endurance course diagram remains the same.

Seconded John Belworthy

Discussion

- Tony K Don't like lap accumulation. Could we have each race as individual race and have place points instead of lap scores.
- Peter C You get easy and hard races points don't always reflect that.
- Grant B Everyone will not necessarily race each other due to numbers at regattas.
- Tony K Weather considerations etc can also change dynamics of heats.
- Grant B Remit only impacts on the nationals
- Peter C Award bonus points for places in heats
- John B Too complicated
- Tony K Should we decide types of nationals events first?
- Grant B No difference. For a points series place points would be better. For a nationals event laps is best.
- Tony K I agree with Grant and withdraw my comments.

Vote as it stands Carried

Remit 2 Proposed Grant Binns – No 71

That the existing endurance rules be retained in the rule book as a guide for those who wish to run a 1 hour endurance event.

Seconded Dean Harris Carried

Remit 3 Proposed Grant Binns – No 71

That the stock electric class be amended to allow for a wider range of motors.

Electric Classes

Standard Class

- o Hull shall be mono or deep vee only.
- o Drive must be direct. No gearboxes allowed.
- o Motor must be an off the shelf 540 type with standard magnets, closed or open end bell.

- The battery pack shall be a maximum of 7 cells totaling 8.4 volts nominal.
- Maximum cell capacity 3700mah

Seconded John Belworthy

Discussion

Peter C Can we open the hull class ?
 Grant B Not enough running at present

Carried

Remit 4 Proposed Grant Binns – No 71

Remove the word motors, i.e. only one motor allowed in 12 cell stock class.
 Wording will now be as follows:

Up to 12 cells Stock

- Hull is open, motor must be closed end bell, unopened unmodified with standard magnet and brush configuration (i.e., Turbo 700bb).
- Gearboxes are acceptable.
- Maximum of 12 cells totaling 14.4 volts nominal.
- Maximum cell capacity 3700mah

Seconded Ross Homewood Carried

Remit 5 Proposed Grant Binns – No 71

I propose to standardize the course to that used in the USA.

ELECTRIC CLASS

- 1) Each team shall consist of the driver and a pit person.
- 2) Starting procedure will be a Le Mans type start from the jetty.
- 3) The course will be an oval with 52m straights and 18m diameter turns or other suitable course nominated by the race director. It must allow all competitors to start at right angles to the jetty and head for the first buoy.
- 4) NZMPBA general racing rules shall apply where applicable.
- 5) Matrix point scoring system shall be used.
- 6) Races shall be 4 minutes plus the time to complete the last lap.

Reason We have records available for matrix so we need a standard course

Discussion

John B This creates more work
 Peter C We run an enduro style course and are using matrix scoring??
 Grant B Accept that we cannot have a matrix score.
 Remit amended to laps accumulated plus last lap so as to separate out the place getters.
 Proposed Peter Collier Seconded Grant Binns.
 Peter C Do we want the work to make a 4th course for an event that we hardly ever run?

We should put it on an existing course.
Grant B Recommend remit moves to committee for further consideration.
Seconded Ross Homewood

Remit 6 Proposed Grant Binns – No 71

Speed Record – Stock Electric. For this class the boat must be configured as it would race for a 4 minute event with the exception of prop changes. ie no special motor or batteries will be allowed.

Seconded Ross Homewood Carried

Remit 7 Proposed Grant Binns – No 71

This is a proposal to change the way we compete for our national titles.
The reason for the remit is to see if we can generate increased attendance at events during the year and thus make them more viable. Also at a single Nationals event over the few years attendance has been very poor this making the events difficult to run.

Nationals Event

That the association no longer holds a single Nationals event.

That National titles are to be raced for at specific events during the year.

The committee will allocate National title events to appropriate regattas throughout the year.

That all National Title trophies (including Presidents cup etc) are presented at the following years AGM dinner and that the trophies are held by the winner until the following AGM.

Seconded Steve Trott

Discussion

John B Enables people to prepare boats for specific events

Ross H A nationals takes too long with monos and not enough for hydros.

Tony K Separate nationals for monos and hydros 2 day events.

Putting events at regattas during year might not get extra competitors as there are people with one type of boat who won't go to the other events.

Grant B running regatta with fewer people takes longer due to more heats for helpers etc. Matrix/enduro would need 3 days. Hydros in 2 days.

Tony K Reduced numbers may be due to too many classes.

Peter C Nationals numbers being so low makes it not good to attend.

Grant B Steve & I run the most regattas. Two things that annoy – late entries. Not enough people which really makes the events hard work.

Peter C If numbers improve can we go back to a full nationals?

Steve T Now we have most of classes covered with the two series that we run. If a competitor comes to an event for a nationals trophy would they not come for hi points series as well?

John B We are heading to a two nationals format.

Tony K With formats being the same points could go to both the nationals and the hi points series.

Grant B Advantage of two nationals is that competitors only need to travel twice. To get the same trophies out of a years series means a lot more traveling all year.

Dean H Is the low attendance due to classes that we are running?

Tony K Venues are struggle, distances, work.

Tony K as the national body we are obligated to run a national event.

Ross H Easter and Christmas, turn about for monos & Hydros.

Peter C Move it about geographically as well.

Grant B Vote on remit. If out we put it back to committee for further work.

Steve T Take out the dinner part.

Grant B Ok.

John B With current wording it allows the committee to sort out what events where.

Terry W Committee needs the flexibility to be able to run a 4 day nats if viable.

Ross H We can always change it next agm if it doesn't work.

Steve T Change line one to read "That the association no longer has to hold a single nationals event"

Grant B OK

Vote Carried

Tony K Move a recommendation to the committee that we hold 2 nationals events.

Seconded John Belworthy

General Business

Enduro Racing Dean Harris

With various types of boats, size, speed we need to try something different. Maybe short course reverse direction. Cats maybe clockwise around oval with M in it. Maybe some changes would increase attendance.

Grant B Committee interested to support different events to increase attendance.

Stop Watches

Grant B Assn stopwatches are worn out. John B found some available @ \$14.00. Going to buy 6. Carried.

Petrol Hydro John Nicholls

There are quite a few petrol hydros being built to run as a sport scale hydro. Only local rule is 260PUM motor. Boats total 9 -10 at present. Please be aware that they exist. Could the committee consider that another class be added to the system – maybe not all the time.

John B Currently petrol hydro class exists. These boats probably already conform to that class

Grant B All we need to do is include it on the entry form and they are in.

Naviga

Tony Kockott

Happy to pay the fees but feel it should be part of the NZMPBA.

Grant Binns The NZMPBA shall re-affiliate to Naviga. The cost of this affiliation shall be negotiated with those wishing to attend.

Seconded Tony Kockott Carried

Meeting Closed 7:32pm



General spectators at Karapiro



Petrol boats by Dean Harris and Tony Belle



Petrol Hydro Hull.

GP1 Hydro and 3 Litre World Championships - Karapiro

Grant, Michael, Peter and myself arrived late on the Friday night and proceeded to erect Pete's high tech tent for the 1st time. This was a hoot, but with Pete's mind it all turned out the way it was meant to. We then proceeded to consume some refreshments as we were all a bit warm with the exercise and the night temperature. Mind you with Tui already underway it didn't take much for us to join in. It was fairly late hitting the hay and the very noisy locals didn't help the cause.

The morning dawned fine with the competitors already preparing their boats for the weekends competition. We found our area to setup and proceeded to do this. The area was under cover and right beside the food area. This meant we got very good exposure with spectators and competitors. Dean and Tony turned up with their petrol boats, to add a different dimension to our boats. All in all, we had an extremely varied range of boats on display that made a colourful sight. Grant managed to get his trailer down by the lake and this was used as a base from those that ran boats during non race periods. This was generally the deepvees. On the second day, Matt and Lee ran their C Scale boats and also the petrol cats and monos put on a great display. Grant managed to talk to the GP secretary about more of these events and also managed a brief time with the Secretary of the UIM.

Early Saturday evening we had the AGM (reported elsewhere) that I personally believe was very constructive with a reasonable turnout of members.

On completion of the meeting we organized an easy tea (F&C) and replenished our drinking stocks. A good evening shooting the breeze was had and a respectable time to bed. Next day was a scorcher (like Saturday) and we enjoyed the racing, manning the stand and demonstrating the models as time permitted.

The racing was great, as the Lupton's beat the Aussies, so the Cup comes back to NZ. Unfortunately Lil Cracker was beaten fairly by the American 3 Litre hydro. This is a Ron Jones hull with an extremely basic looking motor (compared to the Alfa Romeo V6 quad cam, injected motor of Lil Cracker) The American motor is based on a Ford Ranger 4 cyl overhead cam 8 valve (Titanium though) with Holley carb. The hull ran a large turn fin and small rudder compared to the NZ boats.

Malcolm Jamieson (ex model boater from Blenheim) showed how a F1 tunnel should go. He is fast and very smooth.

All in all a special weekend was had by us all. Unfortunately it had to end and we had to pack up the tent, load the trailer and head of home. Grant dropped me off at Taupo for the beginning a couple of weeks holiday. Thanks for the lift Grant and a thanks to Ross Homewood for thinking of this opportunity for the NZMPBA to show what we are about to some luck spectators. Maybe we will get some new members. – Harry.



Warwick Lupton's winning Annihilator

Wellington Offshore 2006 Report.

This year's event saw a change to our usual venue, as the rail ferry complex has finally been fenced around the perimeter making vehicle access to the beach impossible.

John Belworthy and Tony Rutledge scouted around the local area and came up with a few new possible venues for us to use. In the week prior to the event John took digital pic's of a couple of them and we decided on the Port road venue as this provided reasonable access and little or no conflict with swimmers. With a little bit of

last minute emailing to the out of town'ers everybody seemed to find us without too much trouble.

Wellington's weather was a little unkind to us to say the least. The first words our illustrious President Doris Spanky Binns uttered when he arrived and saw the water conditions were holy shit Elvis you've got to be joking. Unfortunately Hainsey had sent one of his best southerly winds straight up from Blenheim and it was hitting us pretty hard causing a rather large swell and white caps.

First one to get on the water from memory was Richard Bullock from Wanganui. It was a bit of a baptism by fire, as Richard hasn't done any boating for a number of years and the conditions were not conducive to the smaller boats for sure. Richard seemed to be suffering from a radio range problem and tried to pinpoint the problem without much success. His little deepvee hull was quite trick with contra rotating props.

Yet again Daryl (slick) Christiansen proved that the Elvis/ McKenzie hull was almost perfect for the conditions as he rocketed around the course sometimes completely out of site without too much trouble at all. Darrell (Dazzle) Hansen was suffering from the windy conditions with his large CMB powered Apache needing to have his tabs firmly down to get around the course. My apache was surprisingly good with the lower powered ASP90 on board and a little more weight seemed to be an advantage here for sure but the wind and roll over Gods snuck up on the over cocky driver and unceremoniously spat the boat up on the beach and made for an early finish for heat one.

Doris had now worked out that we weren't joking and neither were the weather conditions as he finished heat one with only one lap. 18 a piece for the 2 Peters (doc Lokum and James Taylor Collier) and LM showed the rest of the field how to boat properly in these conditions with the rest of the field languishing in the 7 to 10 lap area. Daryl was not having a good day as he seemed to have a magnet that attracted other boats from no where, being tee boned a couple of times. This eventually put him out for the remainder of the day. Heat 2 and the weather was a little worse, demonstrated by the rescue boat crew swamping the rescue boat close to shore. (Waist deep, thankfully). So we abandoned the racing in favour of a little barbeque lunch and packed up the gear and moved to our club day venue at Sladden Park on the Hutt River.

Man what a different day it was when we got there. The water was almost calm by comparison but still managed to catch out even the seasoned competitors with a few spins and roll overs.

Father Ted managed to amass quite a few laps to make up for his poor showing earlier and nearly caught up to Jimmy Taylor who took out the most number of laps over the 2 venues. Father Ted was only 1 lap in arrears. Even Elvis managed the second most number of laps in the final heat, only 2 behind Father Ted (Neil P). LM ended up having motor problems and didn't run in the last heat. It was good to see new competitor Andrew from Palmerston North. A rough baptism for him.

For those that stayed, we finally ended up at the new Speight's bar in Petone instead of the usual Parrot & Jigger. It got the thumbs up, so will more than likely end up there next year.

Ed. I believe it was a great challenge for the competitors with some real water to race in, but safety prevailed for the rescue crews, and so it should be.

Results follow:

7.5cc

Tony Rutledge 49laps

10cc

Peter Collier 78 laps

Pieter Lokum 64 laps

Daryl Christiansen 55 laps

Grant Binns 47 laps

Andrew 4 laps

Richard Bullock ½ lap

15cc

Neil Plumpton 77 laps

Wayne McNaught 57 laps

Nigel Wong 57 laps

Daryl Hanson 10 laps

Most laps

Peter Collier 78 laps

Neil Plumpton 77 laps

=Wayne McNaught 57 laps

=Nigel Wong 57 laps



Doris's M & M's Deepvee in the calmer water.

SUBS are now due for this financial year. \$35.00 an individual
\$35.00 + \$17.50 per child

Payable to Secretary: Tony Kockott
63 Kensington Tce
Gulf Harbour, Auckland

=====

Regional News: Not much to report here. The Palmerston North pond is still being excavated and the final outcome is still some way off. Tui has a new 45 rigger that should be running this weekend at Rotorua. The Sport45 class is shaping up to be very competitive. There are new boats being built but not much has surfaced yet. I hope to have more to report next issue.

Proposed Calendar for 2006		
Event	Venue	Date
Scale 1	Rotorua	18/19th Mar
Matrix 1	Palmerston North	29/30 Apr
Teams Event	Palmerston North	20/21st May
Queens Bthay	Blenheim	3/4/5th June
Scale 2	Palmerston North	July 8/9th
Matrix 2	Rotorua	Aug 19/20th
Scale 3	New Plymouth	Sept 16/17th
Thunder Down Under	TBA	Oct 21/22/23
Matrix 3	Hamilton	25/26 November

Can clubs contact me to let us know of any significant club events so we can add them to the calendar – Ed.

HIGH PERFORMANCE MODELS

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11 Peninsular Plaza

707 Whangaparoa Rd

Hibiscus Coast

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**2006 NZMPBA
Matrix / Endurance Series
Entry Form
Round 1 - Palmerston North
April 29th – 30th 2006**

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 19th April 2006

(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

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