

PropShaft



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

Issue 3 2006

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Electrics - new lake at Palmerston North

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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

Well team, we are still struggling with numbers at regattas and this certainly makes life difficult. The regattas however have been a lot of fun with good racing and even better social activities. We also get the opportunity to discuss boat building, technical issues and sometimes get advice from some of the clever old bastards on how to make it go better. All up they are generally good vale for money and effort weekends.

In many areas club type activities are also struggling. While we have some keen people who want to go boating on the weekend, they don't appear to want to take the bull by the horns and make it happen. In some areas it is the same old people driving it along and if they don't, the whole thing stops and the newer people loose interest because nothing is happening. In some areas there just aren't enough people but again the local group have to create more interest and the best way to do that is create more activity.

At a recent meeting on minds (after dinner at New Plymouth) we had what appears to be another good idea.

A National Club day

We are suggesting that all clubs or groups have their club day (or at least one of them if they are luckily enough to have more than one) on the same day throughout the country.

So what's the gain?

1. Firstly the NZMPBA will not schedule any events for that day so we will not interfere with club activities as we do now in some areas. This of course will make more people available for club days and of course makes sure there are more experienced people there to help the new member.
2. Some clubs don't schedule a club day; if they did it may encourage a bit more activity (it certainly would in my case).
3. It makes it easier to promote to the general public etc.

Growth in our hobby has to come at a regional level through local people getting involved. The club day is the best way to do this because it creates an opportunity for people to help others in a relaxed environment.

You can also setup club competitions and specific practice days which may encourage other club day visits.

It has been suggested that the first Sunday of the month be National Club day.

Do any clubs or regions have a problem with this or would some other day be more suitable, Wellington currently boat on the second Sunday of the month, how many other groups boat then and would this be a better day?

Please let me or a committee member know, otherwise we will start to promote it.

The Easter Thunder Down Under – Trans Tasman Challenge is shaping up to be a huge event with perhaps 20 plus competitors from Aussie attending. Team, please start planning for this event we need to at least be able to match their numbers. While the planning is at the early stages (write up else where) start thinking about a long weekend of oval racing and what you need to do to get there.

The Matrix and Endurance weekend at Palmerston North over Labour weekend will be the final in the series and will double as our Nationals for these events, and of course tunnel matrix. Depending on entries the event will run for two days and perhaps Monday morning if we require extra time due to the number of entries. The event will also see the first official use of the new venue at Higgins Aggregate plant on Te Mati road. (In a newly built form which is yet to happen I might add).

The venue will be great and will offer us the best possible conditions for this type of racing. An entry form is included. We will not be running a final round in November; this will be replaced by the Taupo Off Shore hosted by the Hamilton Club. An entry form is included for this really good event.

The committee will also be ringing around some of our existing but not participating members to complete a bit of a survey to see if we can find out what may get them involved again. It will be interesting to see what results we get.

Well that's it for now, get down those boats, dust them off and start tuning them in for the Thunder Down Under, we want to put on a good show, should be a blast of fun.

Regards, Grant Binns

Diamond Cup and NZ Champs - 8th & 9th July 2006, Palmerston North

Mud glorious mud !!

That's the main thing I remember from the weekend !!

Basically its ironic that perhaps due to the clown who parked a damn great digger in the drive way to the normal venue at Sheriffs Rd that we moved to an alternative venue that in a lot of ways is heaps better for what we do, and thru the process of Doris talking nicely to the owners that they have committed to prepare the venue to fully suit our purposes so we keep using it, absolutely fantastic, I wish we had some people like that up here in Tauranga!

All things being fair and equal then there wont be a repeat of the mud come Labour weekend, but simply a great venue for all to enjoy, so make the effort to get there.....

Anyway, this regatta was the first time a combination event was run where certain NZ titles were piggy backed onto other events, despite the entry level being a little low the actual exercise worked very well.

It was plain to see that those who had done the most prep work took away the main titles, I guess that's the way things normally go...

Part of this thinking with combined titles was to reduce the effects of having to travel to a stand alone nats normally held over Easter, obviously the expectation was that if we do that then the resource individuals normally commit to that Easter event could then be allocated to making it to 1 or 2 extra normal events during the year.

Some of that thinking may now be overturned by virtue of the International event that has come up in the mean time being held at Easter 2007 in Huntly and then the probable trip some of us will make as the return match to Aussie the following Easter, hopefully to become a regular part of the calendar.

Either way it has provided some room for some fresh thinking and opportunity for you all to have a think about what it is you really want to do.

Back to the regatta.... Most all enjoyed a fairly good run .although there were a couple of us that no matter how hard we tried we seemed just to make things worse, wrecking things left, right and centre !

It's a good opportunity to get home and make the inevitable list of things to fix just that bit longer in pursuit of making sure things go better next time.

Anyway, thanks to our hosts for the weekend and all those who helped out with the chores that made my weekend just that bit more bearable !

TUI.

Diamond Cup regatta results - 8th & 9th July 2006. Palmerston North

Offshore Enduro

1	G Binns	84 Laps	5	J Nicholls	39
2	W McNaught	61	6	L Jacobs	36
3	J Belworthy	58	7	S Trott	27
4	T Trott	56	8	G Clarkson	19

Offshore Hi Points series Most laps after round 2

1	J Belworthy	165 Laps	8	S Trott	80
2	G Binns	156	9	D Harris	72
3	D VanHusen	132	10	W McNaught	61
4	T Trott	130	11	N Plumpton	60
5	L Jacobs	107	12	J Nicholls	39
6	P Collier	105	13	A Meek	37
7	T Belle	92	14	G Clarkson	19

B Hydro Matrix (NZ TITLE)

1	T Rutledge	962.54 pts
2	S Trott	647.54
3	J Belworthy	440.34

Sport 45 hydro.

Most Authentic boat judging (NZ TITLE)

1	S Trott	Oh Boy Oberto	540 Pts
2	T Rutledge	Xusme2	410
3	J Nicholls	Ladybug	405
4	J Belworthy	Motaman	310
5	P Collier	Elray	620
6	G Binns	Blackley Const	260
7	L Marsden	Boat	140
8	W McNaught	Fastpost	90

1Lap Sprints.

1	T Rutledge	14.27 sec
2	P Collier	15.78
3	J Belworthy	16.13
4	W McNaught	16.25
5	J Nicholls	16.72
6	S Trott	16.94
7	G Binns	17.84
8	L Marsden	21.07

Heat Racing

1	J Belworthy	2000
2	T Rutledge	1725
3	S Trott	1600
4	G Binns	1019
5	J Nicholls	900

Diamond Cup Trophy Final

1	J Belworthy
2	T Rutledge
3	S Trott
4	G Binns
rest dnf	

Sport 45 Hydro Hi Points series after round 2

1	T Rutledge	Xcusme2	5759
2	J Belworthy	Motaman	4170
3	J Nicholls	Ladybug	4089
4	S Trott	Oh Boy Oberto	3880
5	G Binns	Blackly Cont	3022
6	P Collier	Elray	2939
7	W McNaught	Fastpost	259
8	L Marsden	Boat	140

Sport 45 Matrix (NZ TITLE)

1	J Belworthy	1000.08 pts
2	S Trott	893.75
3	T Rutledge	709.10
4	G Binns	609.34
5	J Nicholls	173.09

C Scale Hydro.**Most Authentic boat judging (NZ TITLE)**

1	S Trott	Executone	500 pts
2	T Trott	Oh Boy Oberto	495
3	T Rutledge	Ladybug	465
4	J Nicholls	Maddison	380

1 Lap Sprints.

1	T Rutledge	14.01 sec
2	S Trott	14.14
3	T Trott	16.42
4	G Clarkson	16.55
5	J Nicholls	19.72
6	D Christiansen	23.43

Heat racing.

1	T Trott	1950
2	J Nicholls	1675
3	S Trott	1200
4	G Clarkson	1069
5	T Rutledge	700

Diamond Cup Trophy Final

- 1 S Trott
- 2 T Trott
rst dnf

C Scale Hydro series after round 2

S Trott	Executone	5375
T Trott	Oh Boy Oberto	4470
J Nicholls	Maddison	4229
T Rutledge	Ladybug	3095
G Clarkson	Tide	1238
D Christiansen	Bardahl	105
L Jacobs	Pay n Pak	0

C Scale Hydro Matrix (NZ TITLE)

- 1 T Trott (PC Drove) 897.93
- 2 J Nicholls 750.81
- 3 G Clarkson 686.74
- 4 S Trott 500.88
- 5 T Rutledge 468.50
rest dnf



Fast starting a mono at Naviga 2006 – notice plug lead and belt through hatch!!

Matrix Endurance Round 2 - Rotorua – 19-20 August 06

Prepared by Doris

Harry and JT arrived at my place on Friday afternoon and by 4:00pm we had packed the trailer with 10 boats and all the gear and we were on our way.

We had a good trip up and Gerg met us with the key to our motel at around 8:30pm.

We got settled in, had a few nightcaps and off to bed.

We were at the lake by 7:30am and ready to start by 8:30. Tui and his troops did a good job the weekend before setting out the course so we were ready to rumble. Unfortunately we had another very small turnout which just continues to make running a regatta very difficult but I suppose that is the way it is.

The weather wasn't bad for the two days, the odd light shower on Sunday and then some heavy rain about 10 minutes after we had left the site, good timing.

The racing was interesting to say the least with those who had a good run generally having a very good run and the rest left with a bit of work to do before we have our nationals for these events at Labour weekend.

The notables

Harry Potter having a clean sweep in all of his events and at the same time setting very competitive scores. The C1 probably being the most notable, effectively a new boat with an ASP 61 motor and some real good performance (both motor and hull).

Father Ted also notched up a good lap count in C2 endurance with his CMB 90 cat and two very consistent 20 minute runs. Tui's cat had more pace but that slight instability cost at the end of the day.

Another Special mention for Ian Jacobs, one of our newer members who had some really good runs with both B and a C1 boats and collecting a well earned second in C1.

The not so notable

The only low point of the weekend was created by yours truly, hitting an announced dead boat after cutting inside it for three laps.

A good lesson learned, I new it was there, we had reduced speed to complete the manoeuvre again, it was the last lap and I was in front, but a drifting boat and a lack of depth of field and while I believed I was clear, clunk.

In reality really dumb and stupid and gutt ripping as well.

While the boat is readily repairable (because of the reduced speed), it is a repair that shouldn't need to be done.

On the lighter side, the Tit of The Day Trophy was returned and was available for presentation.

I had them queuing up to give the thing too me

I left the charged batteries for the sound system at home.

I left the place cards at home

I managed to park my C1 mono on the Island

I hit the dead boat

No competition really.

The final round of the series will now be run at Labour weekend in conjunction with our Nationals. I am hoping to see a much better turnout. The event will be in Palmerston North and hopefully at our new venue on the northern end of town.

Results A Mono Matrix

#	Name		Matrix Points	Endurance Laps
76	John	Belworthy	608.86	95
71	Grant	Binns	407.62	47
185	Greg	Clarkson	260.84	25
89	Neil	Plumpton	122.41	12

B Mono Matrix

76	John	Belworthy	628.66	69
53	Rex	Anderson	256.78	63
89	Neil	Plumpton	254.36	56
51	Ian	Jacobs	0	55
49	Leon	Jacobs	0	52
23	Peter	Collier	491.37	50
185	Greg	Clarkson		17

C1 Mono Matrix

76	John	Belworthy	642.9	107
51	Ian	Jacobs	249.69	90
232	Stephen	Trott	453.29	78
53	Rex	Anderson	244.5	75
23	Peter	Collier	619.01	69
185	Greg	Clarkson	425.16	62
777	Taylor	Trott	0	30
71	Grant	Binns	86.63	22
49	Leon	Jacobs	0	

C2 Mono Matrix

89	Neil	Plumpton	408.03	114
23	Peter	Collier	595.27	106
232	Steve	Trott		76
53	Rex	Anderson	137.31	43
71	Grant	Binns		23
185	Greg	Clarkson	576.71	3

C Tunnel Matrix

89	Neil	Plumpton	643.93
232	Stephen	Trott	610.46
23	Peter	Collier	0
71	Grant	Binns	415.19
60	Tony	Belle	163.66



Tony Belle petrol Hydro.

Governors Cup in New Plymouth 2006 by John Nicholls

Friday night and the weather on TV3 was not promising so I turned to TV 1 which was no better so I went with what all 'Naki people know i.e. the weather is always about 12 -15 hours out of sequence. Himm... that didn't look to promising either, oh well pack the rain coat.

Saturday, well it wasn't raining. We arrive at the lake to find that Gerg and Tui had just arrived, the gate was unlocked and we set up behind the good old 'Naki drivers stand, this was because it was nice and sheltered out of the wind which was blowing steadily from the West. This created wavelets of about 150mm high. After drivers brief we got into the A group of offshore. The B group had to contend with 250mm chop as the wind was building steadily. One boat did a long trip and parked itself on the Island and was very hard to find among the flax and gorse.

After the offshore we attempted sport 45. I found the conditions not quiet ideal for running in a new motor... I know a silly time to run in is at a regatta but this is the only time I had since the last regatta in Palmerston North. After a few attempts at trying to post a lap time and not being able to complete a lap due to submarine type running, the waves were now showing the occasional white cap. A couple of other "brave and hardy souls" tried to post times and the results speak for them selves.

We then relocated to the old site at Lake Rotomanu.

The water here was quite runable. After a quick set up of buoys we ran sport 45. The only water problem we had here was the fact that the full sized fizz boats and jet skis are running on the main part of the lake and every now and then we would hit a set of rollers that were very hard to see. There was some good racing with not much between the boats.

I think we all have realised that the starts are very important and is where most ground is made. Alms shovel usually showing the way. My motor on some flat water started to settle down. Tui was having trouble with tuning which was put down to a bad batch of nitro. After borrowing some of my much lesser % nitro his tuning problems went away.



Second round of offshore was run and with the far buoy being close to the boundary of where the fizz boats run the rollers were at times interesting

Next up was B hydro, this was a mixture of riggers and sp45s and Job's "baby" rigger. Tui's new RS motor was playing a little bit hard to get with the mixture needle winding itself out when it wanted. The baby was giving a good account of itself. I changed props and what a difference the motor was starting to pull real good even though it is still very tight.

The evening do was a relatively quiet one with a meal at the gobble and go. (It should be noted that two people with a mixture of these initials LJMB ordered and got "seniors" meals) People were plying LM with "Liquid" in the hope that he would be a little under the weather next day so he could be beaten. The cunning plan seemed to be foiled by the fact that he kept nodding off!!!!.

Sunday and the wind was still there but was not a problem other than it blew dust every where.

First up was C scale, we would get this out of the way before the fizz boat drivers were out of bed. Tui did a very quick lap time with some more borrowed fuel and declared that was enough as his nerves would take any more attempts at that speed. He was right no one came close to matching that time. The heat racing was hard and furious with LMs new shovel going well. It did some flips at one stage even landing the right way up and continuing on. The unpainted boat seemed to get in the wars though and had a coming together with me on the front straight while avoiding a dead boat and one other little ding. I thought I had won the final but was then told it was the final heat race. The final was a very hard fought start and first couple of laps very well contested then it all turned to custard and the results speak for them selves.

C hydro seemed to be a problem for most people with only one or two boats finishing each heat.

Willie did ok and took home some place cards on his first regatta, well done.

Thanks must go to the 'Naki locals, Paul Garner, Ian Mitchel and Mike Nicholls for the lap counting, rescue boat rowing and BBQ.

As normal at the scale regattas of the last year or so a good time was had by all. The rules and dimensions were not mentioned and fun was the first and last priority. Also a big thanks to Tui for the organising and results collation.

Governors Cup regatta results - 16th & 17th September 2006, Taranaki.

Offshore Enduro

1	J Belworthy	94 Laps	7	T Trott	45
2	Willie	84	8	J Nicholls	35
3	N Plumpton	70	9	P Collier	26
4	S Trott	69	10	R Anderson	13
5	G Clarkson	66	11	L Marsden	2
6	G Binns	56			

Best Presented Offshore Boat

1	G Binns	M&Ms
2	T Trott	Villain
3	G Clarkson	Quarterback

B Hydro Matrix

1	N Plumpton	693.41pts
2	J Nicholls	681.92
3	P Collier	663.74
4	J Belworthy	416.87

C Hydro matrix

1	T Rutledge	1012.79 pts
2	G Binns	204.79
rest dnf		

Electric Matrix

1	J Belworthy
2	G Binns
3	Willie

Sport 45 hydro.

Most Authentic boat judging

1=	S Trott	Oh Boy Oberto	580 Pts
1=	T Rutledge	Xusme2	580
2=	J Nicholls	Ladybug	555
2=	J Belworthy	Motaman	555
2=	G Binns	Blackley Const	555
5	P Collier	Elray	535
6	L Marsden	Boat	475

1 Lap Sprints.

1	J Belworthy	28.48 sec
2	T Rutledge	30.89
rest dnf		

Heat Racing

1	T Rutledge	2200
2	P Collier	1600
3	S Trott	1200
4	G Binns	925
5	J Belworthy	400
rest dnf		

Governors Cup Trophy Final

1	T Rutledge
2	S Trott
rest dnf	

C Scale Hydro.

Most Authentic boat judging

1	S Trott	Executone	560 pts
2	J Nicholls	Maddison	450
3	M Lee	Oh Boy Oberto	330
rest not judged			

1 Lap Sprints.

1	S Trott	11.09 sec
2	T Rutledge	12.18
3	J Nicholls	13.52
4	M Lee	14.31
5	G Clarkson	14.41

Heat racing.

1	T Rutledge	2050
2	S Trott	1369
3	J Nicholls	869
4	M Lee	450
5	G Clarkson	400

Diamond Cup Trophy Final

3	S Trott
Rest dnf	



NZMPBA Hydrofest Series, 2006.

I must start by saying thank you to the various host clubs and all those who have taken an active part in the series, be it as competitors or helpers and organizers.

Congratulations to all those who have picked up the various meeting titles and of course the Hi Point titles for the overall year events. I look forward to seeing you all back next year ready to defend them.

I get a great deal of satisfaction in running the series and hope that it continues to gain support and provides entertainment for all those that take part in future.

Speaking of the future then through out the year I have taken onboard a number of various ideas and comments about a number of things, such as boat judging, 1 lap sprints, the heat racing points format etc.

So far as these things are concerned I have not yet necessarily decided on the absolute format for 2007, however, at this point there are 3 regattas scheduled to make up the series, some possibilities of format changes might be that for instance, the heat racing will become matrix based, it should allow a closer competition overall.

I am sure we are all aware of many fellow boaters who at present for what ever reason are inactive, if you know some one like this give them a call, encourage them to get their stuff out again, there is lots of fun to be had !!

It has been noted that the presentation of the boats running in offshore needs to be sorted so it is more in line with the rules, please have a look at these and adjust your boat if necessary. There is plenty of time till the next event so let's see it happen. We need to make what we do as attractive as possible as potential members are drawn in when they see nice looking boats racing....

In any case, it is my plan to finalise all the above during the Xmas break when I will actually get a chance to work on it! SO IF YOU have any comments please get them to me pre Xmas via the contact details else where in this mag.

Thx, Steve Trott.

Hydrofest Hi points Results 2006

Offshore Enduro

1	J Belworthy	259 laps	9	T Belle	92
2	G Binns	212	10	G Clarkson	85
3	T Trott	175	11	Willie	84
4	S Trott	149	12	D Harris	72
5	D VanHausen	132	13	W McNaught	61
6	P Collier	131	14	A Meek	37
7	N Plumpton	130	15	R Anderson	13
8	L Jacobs	107	16	L Marsden	2

B Hydro Matrix

1	T Rutledge	1888.05 pts	4	J Belworthy	1037.86
2	N Plumpton	1395.79	5	J Nicholls	853.67
3	S Trott	1293.43	6	P Collier	663.74

C Hydro Matrix

1	T Rutledge	1012.79 pts
2	N Plumpton	708.96
3	P Collier	694.92
4	D Harris	579.40
5	G Binns	204.79

Electric matrix

1	J Belworthy
2	G Binns
3	Willie

Sport 45 Hydro Hi Points Series

1	T Rutledge	Xcusme2	9239 pts
2	S Trott	Oh Boy Oberto	5960
3	J Belworthy	Motaman	5525
4	J Nicholls	Ladybug	4644
5	G Binns	Blackly Cont	4502
6	P Collier	Elray	4004
7	L Marsden	Boat	615
8	W McNaught	Fastpost	259

C Scale Hydro Hi Point Series

S Trott	Executone	8104 pts
J Nicholls	Maddison	5773
T Trott	Oh Boy Oberto	5419
T Rutledge	Ladybug	3095
T Rutledge	TruJen	2350
G Clarkson	Tide	1765
D Christiansen	Bardahl	105
L Jacobs	Pay n Pak	0

WANTED.

CMB 45 Evo motor or parts, mainly after a rod and water jacket or may consider a CAM 45. Contact John Nicholls ph AH 06 753 9701, or j.e.nicholls@xtra.co.nz

FOR SALE.

1 x ASP 61 engine \$150. 1 x ASP 91 engine \$ 170. 1 x CMB 45 with header pipe \$ 500. All three motors brand new, never used, still boxed. 1 x 45 vortex mono, ready to run, OS 46 VRM engine less radio and tank. \$350. 1 x 1/8 scale hydro. " Miss Bardahl ". 1965 shovelnose. OS 65 VRM engine. ready to run less radio. \$500. includes complete spare decal set. Phone Daryl Christiansen, 06 3443776 evenings.

Thunder Down Under International Challenge Easter 2007

Yes that's right, an international challenge with those racers from across the ditch. Steve Trott has been in communication with Steve Tomvald from Sydney and it appears that we have a very keen (and what could be quite large) group of Australians who want to come over for an extended weekend and "Kick Arse".

A Trans Tasman challenge, something I (and others) have been thinking about for a while.

The plan is to run at Lake Hakanoa in Huntly over Easter weekend 2007. All of the racing will be on the oval and it sounds like we will have Petrol, glow and perhaps

even electrics in the event. We are expecting to see Cats, hydros and monos so the challenge for us is to start preparing some toys so we can defend ourselves.

It sounds like some of the Aussies will bring families and take a holiday here as well so our intention is to put on some good family hospitality and create an opportunity to make new friends and of course set up for a return visit.

We are also contemplating introducing the Aussies into some new things as well, perhaps an endurance teams race for sprint boats or a demo of our C1 class or Off Shore racing NZ Style, at this stage we are still to confirm the programme and the events but it isn't too early to start planning.

We need to ensure a good turnout locally if this event is going to be a success so keep an eye on the Propshaft and have a chat to Steve or I if you want to know a bit more.

From Doris.

New from around the regions.

Manawatu - From Doris

We have a new lake to build before Labour Weekend. As I have plenty of spare time this shouldn't be too much of an issue but it may slow down the boat building.

Actually with the assistance of the owners, Higgins Aggregates Ltd, it shouldn't be too difficult, just the finishing that will take a bit of time and with the help of the Wellington team, setting out the course should be relatively simple as well.

From the Bay of Plenty, A few things happening here, Leon and Ian are getting some of their fleet better sorted with an eye on hoping for better things in 2007. Tui is about to move house so a little distracted at the moment, but once that is out of the way he will be working on getting his new 45 hydro going better, building the new 90 hydro and then a new sport 45, busy times when you throw in that he is working on getting a man made lake built in Tauranga on a disused block of family land, and then throw in the NZ vs Aussie meet he is organizing for next Easter at Huntly all of a sudden things are a bit hectic !!

From Wellington. Wayne has been conspicuous by his absence – getting all domesticated and redecorating the house. Hopefully he will have scored enough brownie points to get one or two new boats on the water soon!! LM has his new lightweight Tru-Jen on the water (see results from New Plymouth) First time up and only 1 sec slower than Tui's blinder of a lap in the 1 lap sprints. Look out Tui when he gets it sorted – Damn and Blast!!! Harry is building boats this year like there is no tomorrow – a new C2 boat next for Labour W/E if all goes well. Pete will have his new C rigger going soon.

For those who want to spend a wet afternoon browsing the NET, try this website.

<http://rcboat.com/past.htm>

SOLVING A MYSTERIOUS RADIO PROBLEM

By Peter Collier

Recently a radio problem affected my participation at three regattas. The problem was not an easy one to solve and the lessons learnt are worth sharing making worth an article for Propshaft.

History of problem

I use the same radio box for my B, C1 monos and C1 tunnel, simply moving the box from boat to boat as the events require. The problem first occurred at the Matrix round 1 regatta at Palmerston North in April 2006 and I had completed all events up to C Tunnel without any boat related problems. Then in C Tunnel I couldn't complete a lap without some loss of control - either the boat running straight, or turning with a mind of its own. Fortunately with the failsafe I was able to stop it without any damage. A range check with the radio had been fine.

The next day I attempted to run the same boat in C1 Endurance with the same result. On switching the radio to my C1 Mono I completed the event without further drama and the same radio performed ok in my B Mono.

The obvious conclusion was the problem must be in the boat installation and not the radio. Oddly though, the C1 tunnel had performed faultlessly for a year with that radio installation and I hadn't made any major changes over that time, so why was there now a problem?

Finding the cause

I assumed the boat not the radio was faulty. Little did I know the tortuous path to finally tracking down the problem.

I tried:

1. testing the aerial. The connections could have been getting covered in water so I raised the connection higher above what I assumed would be the highest level of water ingress.
2. also was it the stiff rudder? I had just rebushed it as it had gotten a bit sloppy and was now stiff and straining the servo a bit.

Went to the next regatta and same problem persisted. So stripped radio box down looking for a problem and found nothing wrong. Re-assembled radio and attempted to run again without success.

At the next club day the problem was still there so fitted radio in C1 mono for a run and it worked perfectly. With radio back in C1 Tunnel

3. tried doing a range check with motor running and at about 10 m the radio glitched badly with only marginal control from transmitter.
4. it was suggested I try running the motor with flexi shaft disconnected and do a range check, this time it worked fine.
5. flexi-shaft was seen to be a bit rusty, could be it was generating some EMF and was affecting the radio. Made a new flexi and cleaned rusty grease out of flexi tube.

Went to Matrix and Endurance 2 regatta in Rotorua confident all was well and expecting to run some laps this time. NO way, the problem still persisted, but the same radio was fine in two other boats, so the problem was definitely in the Tunnel. Back home again the investigation continued.

6. checked inside the radio box again and noticed the aerial connection to the socket for the banana plug was loose and rusty. A check with the multi-meter showed resistance ranging from 0 to 30 ohms depending on how it was wriggled, now we are getting somewhere. Also fitted a new banana plug and wire to aerial and confirmed connections were good at 0 ohms.
7. ran a range check with motor running on the driveway at home and all seemed ok so there was some confidence heading to the next regatta.

Next regatta was the Hydro round 3 meet in New Plymouth surely it must be fixed by now. Wrong again but at least I was at a boating venue and could use my race time to try a few things.

8. next idea was to fit a different flexi-shaft and tube on the spot. This did not provide the solution. But the problem again went away if the motor was run with the flexi disconnected. Maybe there is a vibration affecting the radio because it had a loose component making a dodgy connection, running without a prop in case it was not balanced that did not make any difference. Also tried changing the crystals and frequencies – no fix.
9. tried taking the radio box out of its mount but with it still in the boat and holding in my hand isolating it from the boat hull with the motor running – and it still glitched?

Well one by one possible causes were being eliminated, but ideas were getting used up too.

10. out of desperation the tune pipe mounting that was held on with two wing nuts was undone and the pipe lifted out of the way. **EUREKA** no glitching with motor running, reconnect pipe and glitching returns?????????? But I can't race with the pipe mount undone.

Duh!!! The reason for the problem is now apparent. Six months ago after getting frustrated with blown exhaust silicones I had made up some aluminium connectors to go over the pipe joint and then be covered by the silicone preventing the exhaust gases directly impinging on the silicone. So there was now an electrical conducting path from the motor all the way along the tune pipe, which normally would not be a problem. But the problem with the Tunnel was that the pipe was also mounted to the prop strut so there was an electrical connection all the way back to the motor via the flexi cable, which explains why the problem went away with the flexi disconnected.

So removal of the aluminium collar to break the circuit meant that the final heat of Offshore could be completed with 100% control.

Conclusion

The problem was caused by an electrical circuit or conductive path, formed by the motor-shaft-strut-pipe-manifold-motor, surrounding the radio box and when the motor was turning the shaft it is feasible that small voltage/current/magnetic field was generated interfering with the radio receiving a clean signal from the transmitter. This was an AM radio and maybe FM would not be affected the same.

So be careful to avoid creating a complete conductive path around the radio box. I have never had a setup like this before. Mounting the pipe on the strut is a secure method but it all turned to custard when I completed the circuit with a metal sleeve on the manifold joint.



Figure 1: Connecting the pipe mount to the strut and an aluminium coupling under the silicone exhaust joint completed an electrical circuit around the radio box

PS. It is worth mentioning in closing that when the glitching (with motor running) was occurring switching off the transmitter caused it to stop and then ½ a second later the failsafe closed the throttle.

Proposed Calendar for 2006		
Event	Venue	Date
Wgtn offshore	Wellington	Sun 29/1
Display AGM	Lake Karapiro	4/5th Feb
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
Matrix & Endurance Nats	Palmerston North	Oct 21/22/23
Taupo Offshore	Taupo	25/26 November
Thunder Down Under	Huntly	Easter 2007

Secretaries should start thinking about next year's calendar and get these into the NZMPBA asap for consideration.



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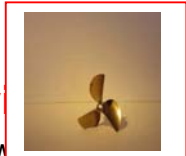
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**2006 NZMPBA
Matrix / Endurance Series &
National Championships
Entry Form
Round 3 – Palmerston North
October 21, 22,23rd - 2006**

Name: _____ Email: _____
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. (One each day)
All participants must be members of the NZMPBA.

Closing Date 11th October 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