

PropShaft



Magazine of the New Zealand Model Power Boat Association Incorporated

Issue 1 2008



New Zealand Team at World Oval Challenge 2008 - Sydney

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NZMPBA

NEW ZEALAND MODEL POWER BOAT ASSOCIATION INC.

NZMPBA Website: www.nzmpba.co.nz

PRESIDENT

Grant Binns
11 Westhaven Grove
Palmerston North
Ph: 06 355 1625
Email: Binns@Blackley.co.nz

VICE PRESIDENT

Steve Trott
642 Gloucester Road
Tuihana, Mt Maunganui
Ph: 07 572 1366
Fax: 07 572 1367
Mob: 0275 706737
Email: sktrott@xtra.co.nz

SECRETARY

Peter Collier
44 Mossburn Grove
Kelson
Lower Hutt
Ph: 04 5650790
Email: ppspeter@ihug.co.nz

TREASURER

Tony Kockott
63 Kensington Tce
Gulf Harbour, Auckland
Ph: 09 4240299
Email: tony.kockott@xtra.co.nz

COMMITTEE

Dean Harris

Ph: 09 2993300
Email: bart@xtra.co.nz

Tony Rutledge

Email: tony.rutledge@paradise.net.nz

John Belworthy

Ph/Fax: 04 569 2312
Email: jc.belworthy@clear.net.nz

Tony Belle

Ph: 09 2993644
Email: fibre-craft@xtra.co.nz

Leon Jacobs

Ph: 07 5422546
Email: lsjacobs@clear.net.nz

Propshaft Editor/Webmaster
Scale Hydro Registrar
Records Collator
Presidents Cup Points Collator
Trophy Custodian

Peter Collier
Grahame Haines
Grahame Haines
John Belworthy
Tony Rutledge

Editorial/ Secretarial

The first Propshaft for the year and here is hoping you are getting your gear sorted for the club days and regattas coming up. Firstly we have the AGM on 29th March in Taupo it is shaping up as a watershed meeting that could well initiate changes to the National Championships structure that are responding to the future perceived direction of the NZMPBA, that will better reflect the desires of members and result in increased participation. The Remits received are included later in this edition and these will be debated and voted on at the AGM. It is important that all members have the opportunity to consider the proposed changes. Those not able to attend the AGM are invited to communicate any views or comments that may assist consideration of the remits to the Secretary, at the address or email given above, and these will be read out at the AGM.

President

Stuff from the President March 08

Well what an interesting year, from the high of the thunder down under at Easter to the low of not having sufficient numbers to get an event off the ground since then. Then back to a sort of high which has seen a resurgence in club activities in many parts of the country and then back to a low as we try to ponder what our members want from the association in the way of guidance, assistance and rules that match what they want to do and what they want to get out of the hobby. It all just about too hard really but your committee has resolved that it will come up with some recommendations for the next AGM.

We have already circulated some of our initial thinking after the Taupo meeting and we are still looking for comment.

This will be my final Stuff from the president as I will be standing down at the AGM due to health and other commitments. I also believe that it is time for someone else to have a go. I will have more to report in my final president's report at the AGM

As for the AGM, you need to be there and have your say. We are trying to improve boating but we need your thoughts and comments now and in the future for the new President and new committee.

I hope you all had an enjoyable Christmas and that you spent some time in the workshop getting ready for the coming race season. I look forward to catching up with many of you over the next 12 months

All the best
Grant Binns

AGM 2008 Notice

Venue: Twin Peaks Motor Lodge conference room, 76-80 Lake Terrace Taupo

Date: 29th March 2008

Time: 11am to 5pm

Election of Officers

Refer to current officers of NZMPBA above:

Grant is stepping down as president but happy to stay on Committee – nominated by Steve

Steve is willing to be nominated as President so we may need a new Vice Pres.

Grahame Haines is happy to continue as Scale Hydro Registrar and Records Collator

Tony Kockott is looking to stand down as Treasurer

Peter is happy to continue as Secretary, Propshaft Editor and Webmaster.

Dean Harris is happy to continue on committee.

Bob Gutsell – nominated by Steve Trott

Andrew O'Neill. Has expressed interest in being on the NZMPBA Committee this year.

Kerry O'Reilly is happy to stand for committee – nominated by Steve

Further Nominations are invited for any positions up until the elections at the AGM

Remits

Remit – Peter Collier

National Championships

To change the format of the National Championships to better cater for the type of boats currently running in New Zealand. **The proposed format is for all classes/events to be oval heat racing over 5 or 6 laps depending on the size of course.**

The option of running offshore type races of 15 minutes duration is still available as a support event.

Reasons

The last full Nationals, under the current rules and format, in 2005 had only 12 entries, a pretty poor turnout in spite of it being held in the centre of the North Island. Similarly the split (Mono/Hydro) Nationals in 2006 did not improve numbers and in 2007 they failed to happen altogether.

The majority boats running are now outdrive style deep vees and tunnels plus hydroplanes both outrigger and scale and this reflects what is available commercially and more popular, especially with the new participants in the hobby. The numbers of multi-boat style monos is in decline clearly evident by the lack of interest resulting in two Matrix/Endurance events being cancelled in 2007 and where one of those events only attracted three entries.

The success of Thunder down Under (TDU) held at Huntly over Easter in 2007 with 27 competitors (20 NZ and 7 Aus) shows that the Oval is more popular than our current and past National events programmes.

Advantages

All events are held on the same course instead of three different courses. Valuable race time is wasted changing the course between events.

Our rule book already has the necessary racing rules in place as for Open Oval Matrix and Hydro Matrix. These can cater for all hulls types and engine classes with the only variation being 70 m or 100 m straights and racing over 6 or 5 laps respectively. The points scoring system can be either based on heat times or places.

An exclusively Oval format aligns with Australia and USA, our nearest boating neighbours, and while most NZMPBA boaters won't ever travel to those places to boat there is the opportunity for us to host

international visitors and experience international competition at home. Hosting international visitors is one of the objectives NZMPBA and is something that has not happened enough in recent years.

The nearest manufacturing sources of kits and equipment in Australia and USA also support the oval format.

Notes

NZMPBA should year try an experiment at Labour Weekend by running a National Oval racing event to see if it works.

Current trophies for mono matrix heat racing can in future be awarded for mono oval heat racing, hydro trophies are awarded in the same manner as at present. Endurance trophies can be put aside and retained should interest return. Hi Point, Rookie, IOP, King of Nats and Presidents cup can still be awarded in much the same format.

By adopting this format it may be more practical to complete single rounds of each class and then run second, third and fourth successive rounds, with perhaps and offshore racing at the end of each round. See Grants report (in this issue) on his Australian visit for the pros and cons of this approach. It is the format we ran at the World Oval Challenge.

Traditional endurance style multi-boat racing with sub-surface mono hulls is now only raced in Europe and South Africa, almost too far away to matter.

Our NZMPBA Endurance rules can be retained in the rule book and there is nothing to prevent a National Endurance event being organised at some time in the future if interest returns and we will still have the trophies.

Remits – Dean Harris

Remit One is for the petrol 23cc and ,67 up to 81 glow tunnel classes this would be to call the class Class 1,. And for petrol 25cc and 81 to 1cube glow Class 2

Remit two. Is to call all tunnel classes Catamaran Class , or (CAT) except for the real scale F1 type tunnel.

Remit Three. To have Six, Five lap sprint races in a clockwise oval course for a national title.for cat class1 and Class2, and for mono large petrol and glow as well.

Remit – Andrew O’Neill

I would like to suggest a change to the P3 Class engine size. Suggestion being that the engine size be 36.01cc to 52cc instead of 36.01cc to 45cc.

Reason being that I assume the size limit currently set is to suit existing engine sizes available in the past. The suggestion to 52cc would enable the use of more modern engines and the possibility of running Twin Zenoah's in a Tunnel or Inline Twin Zenoah's in a Mono. I am not sure how many club members would be effected by this, as I don't see any current P3 speed records. Might be feasible to not have a maximum limit?

Just an idea, looking forward to having everyone's feed back on this topic.

Remit – Grant Binns

Remits - Electric Classes

Proposed By Grant Binns No 71

Secoded John Belworthy No 76

The purpose of these proposed rule changes are to:

1. Maintain a relatively low cost easy entry electric class
2. Cater to those who want to stay with the smaller boats but want to use the new technology
3. To allow our rules and classes to closer match the Australian and USA rules but at the same time meeting our local requirements

General Rules

(highlights are new text)

Electric Classes

Remit 1 – **E1 Stock Standard Class**

- Hull shall be mono, or deep vee or tunnel only.
- Drive must be direct. No gearboxes allowed.
- Motor must be an off the shelf 540 type brushed motor (not brushless). with standard magnets, fixed timing, brushed, closed or open end bell.
- The battery pack shall be a maximum of 67 nickel sub 'C' cells totaling 7.28.4 volts nominal.
- ~~Maximum cell capacity 3700mah~~

Remit 2 - **EL1 Stock**

- Hull shall be mono, deep vee or tunnel only.
- Drive must be direct. No gearboxes allowed.
- Motor must be an off the shelf brushless with a maximum can size of 30 x 50mm.
- The battery pack shall be a maximum of 6 nickel sub 'C' cells totaling 7.2 volts nominal.

Remit 3 - **EL2 Open**

- Hull shall be mono, deep vee or tunnel only.
- Drive must be direct. No gearboxes allowed.
- Motor must be an off the shelf brushless with a maximum can size of 30 x 50mm.
- The battery type is open and the pack shall be a maximum 7.4 volts nominal.

Remit 4 - **E2 Stock Class Up to 12 cells Stock**

- Hull is open,
- Motor must be closed end bell 700 sized can, unopened unmodified with standard magnet and brush configuration (i.e., Turbo 700bb).
- Gearboxes are acceptable.
- The battery pack shall be a maximum of 12 nickel sub 'C' cells totaling 14.4 volts nominal.
- ~~Maximum cell capacity 3700mah~~

Remit 5 - **E2 Open Class Up to 12 cells Open**

- Hull is open, motor or motors are open, battery type open.
- Gearboxes are acceptable.
- The battery pack shall be a maximum of 12 nicad cells totaling 14.4 14.8 volts nominal.
- ~~Maximum cell capacity 3700mah~~

Remit 6 - **Open Class**

- ~~Hull can be mono, hydro, or tunnel.~~
- ~~No restriction on drive system.~~
- ~~No restriction on motor type.~~
- ~~Maximum of 35 cells totaling 42 44.4 volts nominal.~~
- ~~Maximum cell capacity 3700mah~~
- Hull is open, motor or motors are open, battery type open.
- Gearboxes are acceptable.
- The battery pack shall be a maximum of 44.4 volts nominal.

Remit 7 - **Limited Sport Hydro**

- Hull must have a sport hydroplane appearance complete with a driver or driving position (refer Sport 45 Hydro rules for guidance).
- Minimum hull length of 600mm.
- Motor must be closed end bell 700 sized can, unopened unmodified with standard magnet and brush configuration (i.e., Turbo 700).

- Gearboxes are not acceptable.
- The battery pack shall be a maximum of 12 nickel sub 'C' cells totaling 14.4 volts nominal.

Racing Rules

Remit 8 - Electric Classes

- 1) Each team shall consist of the driver and a pit person.
- 2) Starting procedure for E1 stock will be a Le Mans type start from the jetty. All other classes will have a running start on a timed basis from the right hand end of the course.
- 3) The course will be a full size oval endurance course or other suitable course nominated by the race director. Le Mans start 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 for all but E1 Stock class.
- 6) E1 Stock races shall be 4 minutes plus the time to complete the last lap.
- 7) Safety
 - Lipoly batteries must be removed from the boat and charged in a protective enclosure or a purpose made charging cover. Batteries must not be left unattended while charging.
 - All boats must be fitted with an externally mounted isolating loop which cuts power to the motor.

Regatta Reports

New South Wales Model Power Boat Club - by Grant Binns

Well it was a quick visit but it was long enough to get an insight into their activities and see some interesting boats and some interesting racing.

This was a club day at the Sydney Olympic rowing venue. They were racing on a warm up pond because the main venue was being used for a triathlon.

The main area in front of the grandstand is where the January event will be held and that will be awesome for the competitors and the public, I wish I could attend but perhaps the August event next year should see me fit to compete at this venue.

Anyway what was noticeable?



Susan and I were made very welcome, we were introduced to a few people and then left to wander around, watch the racing and take photos etc.

Oval racing only for all classes including electrics on the full course

Gas boats were popular and there is no doubt that they perform.

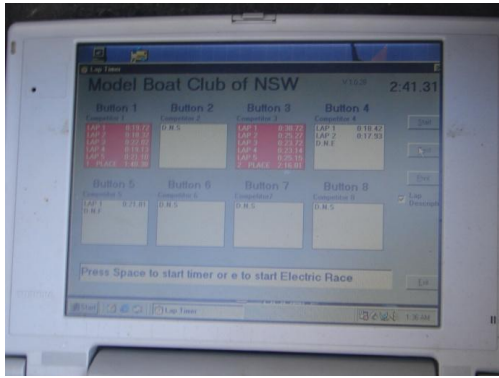
A few outboard tunnels racing, mostly 7.5cc, something we don't see very often here.

Many of the boats had a very high standard of presentation.

Most of the racing was fast and the boats were reliable. If you were not ready you did not get a start.

Electric limited sport hydro had 5 boats and they looked great on the water.(guys we need to get these on the water, hopefully we might have 3 on the water before Christmas.

2 quick brushless, lipo powered electric monos were good to watch but a twin engined 32 cell cat was really impressive and matched the performance of a quick 3.5 outrigger hydro.



Glow monos performed well with CMB and Mac engines being popular. The 3.5 class was popular in the monos and not many riggers or big riggers on display.

Event heats and classes were alternated and this kept most people busy but still left time to have a chat and a catch up.

A computer timing system was used because everything is based on laps. The pitman has a button which is pushed for every lap so each lap is timed and counted and the results are posted as they go. A really neat

system and something we need to consider for our matrix racing.



We only got two and a half hours on the site, I could have spent a lot longer but my plane wasn't going to wait for me unfortunately.

Again, watching these activities certainly boosts the enthusiasm levels again.

One passing comment, probably about 30 people at the club day, racing first then open water for tune and testing etc once the racing was finished, interesting.

Doris & Mother the visitors.

2008 World Oval Challenge

The joys of travelling to Ozz ! – By Steve Trott

On the recent trip across the ditch for the 2008 World Oval Challenge, I encountered a series of challenges in trying to take my boats with me as checked luggage.

The story goes like this...

When I booked my flight by phone (Freedom Air) I explained exactly what I was taking and that there would be excess weight wise.(none of this info was recorded on my ticket info unfortunately)

When I tried to check in they refused to accept the box the boats were in due to the motors and residual fuel and lubricant, despite the fact that I had flushed the tanks spotless and the boats were cleaner than my dinner plates.

I had to see the next manager in line who also refused me despite the fact I had a letter from a head office operations manager saying that the stuff was ok and to assist me, so ask for the next person in line, they also said no and with out checking with the author of the letter then my stuff was going no where !

So, at about 4am I insisted that they ring the chap from head office, get him out of bed and get this sorted.. they did and got bit of a telling off by all accounts as all of a sudden they couldn't be more helpful !!

Anyway, then I was told while the box will get checked in that it still wont get past the airport authority check done by a different organization... so I asked for that person to come and check it all out, so here I am with the contents of my box, boats in bits all over the floor of the terminal with about 5 or 6 people gathered round, the rest checking in must have thought I was a drug runner or some thing !

So, at the direction of the other chap, I had to remove and individually wrap each fuel tank in paper towels and then airport plastic bags about the size of a single mattress !! Finally, after squeezing it all back into the box I was good to go, this process had taken 3 hours, I had to check in, run thru customs and duty free and straight on the plane, no coffee, no brekky !!

At the Sydney end I was questioned again about the boats, due to Didimo... again I was about to have to empty the box but then another guy checking stuff had the brains to ask if the boats had been run in the North or South Islands, when told North only there was no issue and I was finally on my way to try and find Peter (who I am sure will tell you the story about the fun train trip !)
Funny thing is, on the way home there was no problem at all, never got questioned at all, just goes to show it's the people you deal with and not necessarily the process or rules !!

Anyway, the key points are,

Check with your airline when booking about the gear you want to take and advise of any potential excess baggage, get it in writing that it's ok. (From a high up manager)

Use the NZMAA inspection and sign off declaration that will be available in future.

Take out and separate wrap fuel tanks and put them in your check on clothes bag, its easier to open than a big box full of stuff !

Be aware of giving the right answer about where the boat has run, ie salt water or North Island only !!

Consider freighting your stuff in advance, seems as though the ability to check on our sort of stuff will get harder and harder till they just wont any more.

Plan and check rules and regs well in advance, you just might get a grumpy check in person who likes to use their limited authority and bugger things up for you !!

Having said all that, it was one of the best trips I have made in a while and cant wait to go again !!

TUI.



A good trip eh Steve, pose-ing with the Hooters girls and being presented with 2nd place in X hydro by winner Bill Annabel.

My Story - by Peter Collier

Well the day of departure finally arrived and it started with the traditional very early morning flight to Australia. Check-in formalities with my boat gear had been completed without hassle. The process developed by our model aircraft association equivalent the NZMAA had worked a treat. The check-in attendant accepted the letter from the Air New Zealand Airport Operations Manager explaining the purpose of my trip and to extend me every co-operation, the only sticking point was they needed to check my fuel tanks to ensure they were clear of fuel and of course they were packed deep inside my box in the boats. I then produced another form declaring that the boats and motors had been inspected by an inspector appointed by NZMPBA to ensure they were clear of fuel etc. This was

accepted and my luggage was checked through. I was even congratulated on having my documentation in order, obviously they like that.

I moved through immigration at about 5 am and found a place to have a sleep and await my boarding call, it was about then my phone rang and it was one very pleased-off Steve checking to see how I had got on with check-in and explain his own situation. Encouraged by my clear run with the Air New Zealand people Steve went back to continue negotiations and phoned back sometime later with the good news that he was almost surely on the flight and I would probably be meeting him in Sydney as planned.

On arrival in Sydney I cleared through customs without any awkward moments and waited for a tired looking Steve who arrived about 45 minutes later. It was then that we had to find our way with gear to Penrith about 100 km away. I am not sure why Steve wants me to tell a story about the train trip, but I had checked out options in the days before on the net and it definitely looked as though traveling by train would be the better option plus it

was only going to cost \$18 each compared with about \$125 all up for a shuttle. It was also impossible to find a shuttle that would actually take us to Penrith when I tried to book one. So it was gear on trolleys and off to the train station, got tickets okay and then the first problem occurred 'no trolleys beyond this point' but the porter saw our predicament and opened the barrier to let us through to the elevator but we weren't allowed to take the trolleys any further. Down at platform level it was dragging our boxes along the platform to find our first train for a short trip to Grand Central and our train to Penrith. That is where it got really interesting as our



Penrith train left from platform 22 and we were on about platform 3. So we had to carry our boxes up and down stairs and along endless corridors. Luckily I had some additional straps and we found that with one around the C of G of our boxes we could carry them, well for short distances anyway and at 9pm the temperature was starting to climb. Eventually we found our next platform and our hourly Penrith train was leaving in 3 minutes, once on board we propped our boxes in corners of the carriage and sat back and enjoyed the air-con, help the hour ride was worth it just the air-con. Pretty soon we struck up conversation with a Penrith commuter on his way home from night shift and talk ranged from evading paying for rail tickets by jumping over barriers and getting hit with \$400 fines to Rugby League loyalties, he admitted to being a Sydney Roosters supporter while his wife supported Penrith Panthers and we admitted to lapsed support for the Warriors. Our traveling companion made sure we got off at the right station and directed us to the taxi cab rank with the recommendation we get a station wagon for our boxes, which we duly did complete with Irish driver to take us to camp. So that was the train trip.

The afternoon was spent assembling boats and drinking my duty free 6 pack of Heineken, sorry Steve no Tui they wouldn't let me take two 6 packs on the plane. Later on it was off on a walk to find more beer and some food. No Tui in Australia, so I wondered how Steve would survive no problem he drinks Carlton Draught, always does (in Aus) talk about loyalty. As for me I had to try every different brew I could.

Almost forgot we did some racing too the results for the events we were running in are included below. We picked the best supported classes numbers wise requiring 3 heats per round for B and X hydro, some classes struggled for numbers to make them viable.

Total points list for Class 3.5cc A Hydro

Place	Name	Total Points	Total Penalty	Time M:SS:TH
1	Phillip Redhouse	2200	0	1:14.73
2	Ian Inverarity	1625	0	1:10.72
3	Paul Osmond	1425	0	1:13.91
4	Paul Stirton	1125	1	1:17.57
5	Andrew Young	1075	0	1:20.37
6	Tony Kockott	982	1	1:52.49
7	Peter Collier	850	5	1:39.31
8	Ashley Bagdonas	575	0	1:36.83
9	Al Hobbs	419	3	2:17.62
10	Steve Winks	50	0	9:59:99
	Brian McKellar	0	0	9:59:99

Total points list for Class 7.5cc B Hydro

Place	Name	Total Points	Total Penalty	Time M:SS:TH
1	Evan Holborow	1925	0	1:06.08
2	Al Hobbs	1675	5	1:14.15
3	Graham Annabel	1325	1	1:15.00
4	Richard Symyniuk	1250	0	1:16.29
5	Paul Stirton	1225	0	1:08.22
6	Lohring Miller	1225	1	1:26.38
7	Steve Winks	1125	0	1:10.62
8	Justin Hill	675	0	1:12.64
9	Peter Collier	650	3	1:31.78
10	Phillip Redhouse	625	0	1:33.90
11	Brian McKellar	469	0	2:29.62
12	Ian Whitton	444	2	1:23.93
13	Brenton Raes	225	0	9:59:99
14	Steve Trott	169	0	1:52.88
15	Andrew Young	25	0	9:59:99
	Justin Antoni	0	0	9:59:99
	Tony Kockott	0	0	9:59:99

The hydro racing was particularly full on hard driving with a few casualties and with 2400 points on offer for 6 heat wins nobody quite achieved that, although some obviously finished 6 heats including Steve (made up with 2nds and 3rds). Dropping a heat or two did not mean it was not possible to gain a place. Having said that the hulls appeared to handle the hard driving very well, certainly better than my own boats.

The format of the programme was to complete one round each for all the classes and then repeat for the second and successive rounds up to six rounds in total over the 4½ days set aside for racing, finishing with the marathons for glow and petrol. This differs from our format of having all heats for say A mono and then moving onto B mono and so on. It worked well for this event and it gives everyone (57 at this event) a fair go without having to wait around unduly. It did mean that with 3 boats I was having 4 to 5 races a day to complete my 18 heats. The time to the next event went quickly and there was plenty of other action going on and chances of helping others. It also eliminated waiting around for boats from the previous heat to be dried out, repaired or just refueled. The next heat was straight on, no waiting. The downside is that changing radios between boats is not possible as is changing motors to run two engine classes with the same hull. All in all worthy of consideration and there may be overall advantages in NZ adopting this format.

My own racing efforts were beset with handling problems that materialised in Sydney, all preparations in NZ had concentrated on motor reliability and taking the right gear away. Lack of on the water time and recent racing, meant certain hull problems had not been identified and corrected. However at the end of a week of racing and head scratching certain issues were identified and corrected leading to improved performances and a particularly good run in the team Marathon. Back home changes to hulls have been made and these appear to have fixed those problems. The next trip away to a race meeting is eagerly anticipated.

Total points list for Class 30cc X Hydro

Place	Name	Total Points	Total Penalty	Time M:SS:TH
1	Graham Annabel	1825	0	1:05.65
2	Steve Trott	1600	1	1:10.97
3	Phillip Redhouse	1300	3	1:07.11
4	Richard Symyniuk	1175	0	1:07.21
5	Justin Hill	1150	0	1:09.41
6	Evan Holborow	950	0	1:09.89
7	Bret Ward	850	1	1:03.26
8	Justin Antoni	450	0	1:08.59
9	Jamie Anderson	269	0	1:18.07
10	Glenn Watkins	200	9	1:17.94
11	Peter Collier	50	0	9:59:99
12	Alastair Ansell	25	0	9:59:99
	Brian McKellar	0	10	1:24.61
	Paul Stirton	0	0	9:59:99

The full results and more pictures are on the NSW club website <http://www.modelboatclubofnsw.com/>

Kim Kockott has also posted some great pictures and a story on the HPM website at <http://www.highperformancemodels.com>

Footnote

Steve told me that his return travel was not entirely without a moment! Seems he put his charging gear and starter motor in his carry-on bag to save weight (excess) with his check-in baggage. Well it showed up suspiciously on the security x-ray, large lump of metal and lots of wiring!!! Seems Steve had quite a bit more explaining to do before he could take that on board the plane. All good stuff though means they are being very careful and doing their job to keep flying as safe as possible.

Also I checked out air freighting my gear in advance, it was going to cost about \$100 (for 20kg) each way actual transport, fair enough. But then I was told there would be customs and clearance charges at each end of about \$100 each (\$AUS at the other end), adding it all up it would have been close to \$700 all up, shivers my airfares were just a tick over \$800. I abandoned the idea at that stage and worked through the process of taking it as check-in baggage, also ANZ has a 10kg excess baggage allowance for sports gear (over the 20kg max) for which I qualified.

Wellywood Offshore 2008. - by Wayne McNaught

Over the past few years we have managed to put together most of the things we need to run this event at a variety of sites so I'm pleased to say this years event was quite easy to organize. Thanks to all those involved in setting up and running things on the day. Thanks especially to Ian for bringing along his barbeque and doing the cooking for us.

Only a small group ventured up from the mainland this year with Matt Lisa and the kids coming over on Saturday night and Ant Schroder arriving the next morning. Ian kindly volunteered to pick Ant up

from the ferry which allowed Matt, Lisa, Tania, myself and the Kids to have a decent breakfast before heading off to the beach.

We had a good entry this year with 18 entries and 17 actually turning up on the day. This allowed us to run 3 heats giving everyone a bit of a break for repairs and a chat between races. It also ensured there were plenty of people to help with the jobs that just have to be done to make these events happen.

The week prior to the event was a mixed bag of weather with mainly southerly winds and some rain (in Wellington surely not) . Our venue at the Seaview marina was in doubt for most of the week and by Friday we had just about decided we would have to run the event at our alternate water on the Hutt River.

It was very pleasing when the day dawned fine allowing us to use our preferred water at the beach.

Our only other hurdle to overcome was the removal of a couple of timber rails so we could get Binnsy's trailer onto the beach so we could use the sound system for race starts and announcements.

This took a little longer than expected as I bought along the wrong size sockets (dumass). Luckily Pieter Lokum had some suitable tools with him.

To us boaties down here it's not a real offshore unless there's a little wind and some awesome waves to deal with. This day did not disappoint us with the conditions building all day giving us a good variety of water to race on. We also chucked in a couple of reverse direction heats to keep everyone on their toes and this caught a few out for sure. When the conditions get like this it's inevitable that there will be a little barge and bash going on. Thankfully this was minimal with no major damage just a few dents and scratches here and there. The worst off was good old rentawreck driven by Christian Hof when Peter Collier mounted the boat from behind in the last final. Years of wood rot and super glue repairs finally gave way and the hatch disintegrated into a dozen or so pieces. Luckily Christian still managed to finish the heat and this was lucky for him as it had a big bearing on the final results for the day.

Group one started with a hiss and a roar with Harry (John B) top scoring with 36 laps. Matt Gay and Tony Rutledge (LM) were only 2 laps behind on 34 and given the fact that Matt's boat was built 4 weeks before the event and Tony was running his smaller B motor in his deep vee their results were very good to say the least. Warwick had some mechanical problems side lining him for almost all of the first heat.

Group 2 by comparison was a pretty dismal affair . Doris top scored here with 26 laps with Ant a little further back on 21. Melonhead showed some early promise with the new engine mods but the driver wasn't up to it this day and preferred to hoon along and do some pretty amazing aerial acrobatics which kept the lap score down to 7. Slick (Daryl C) broke his shaft on lap 6 and this put him out for the rest of the day. Peter Collier must have damaged his engine as he was seen to be fitting his spare about this time. His heat finished on lap 13.



Group 3 showed heaps more promise with Christian top scoring on 31 and Dazzle (Darrell H) very close behind on 30. Pieter (Doc) lokum managed a creditable 27. Nige and Wilbur struggled and only managed 9 and 7 respectively.

The second round showed improvement for most people as they became more familiar with the conditions and Harry (JB) again top scored with 34 laps.

Round three and the water conditions were building limiting the laps to a best of 29 . Tony took this round out with Harry on 28 and Matt on 26 for third best. Jeremy White wasn't having the best day finding his surface drive O/D boat not well suited to the conditions and he seemed to be on the beach more than on the water but I suppose it gave dad some exercise he might not have otherwise got Make sure you thank him Jeremy.

With the heats out of the way it was time to draw up the finals with 12 brave souls still willing to do battle for the honours.

By now the water conditions were challenging and the 20 minute format meant a longer period of concentration was needed to do well. Rentawreck team driver Christian Hof showed everyone how it was done with a massive 42 laps . Next closest was Tony Rutledge's B class cigarette on 35 with Harry hot on his heels with 34. Pieter Lokum had a couple of incidents in this heat but still finished with a stout 31 and Matt Gay didn't use the extra 5 minutes to his advantage slipping back to 26 some 6 laps less than his 15 minute heats.

Overall a very good days competition with some close racing in perfect offshore racing conditions.

More than one person from our club (me included) came away from the day wondering how an old dunger of a boat with a worn out OS61 could do so well. Probably 20% boat and 80% driver. We also have our thinking caps on trying to find a better deep vee for next year. It will be interesting to see what comes out of that.

Thanks again to all of you that made the effort to attend especially those that traveled from the south Island and hope you can all do it again next year.

Cheers Elvis

Final overall results are below.

B class	1 st Tony Rutledge	98 laps
	2 nd Warwick Orsborn	46 laps
C1 class	1 st Christian Hof	105 laps
	2 nd John Belworthy	104 laps
	3 rd Matt Gay	92 laps
C2 class	1 st Darrell Hansen	53 laps
	2 nd Wayne McNaught	37 laps
Overall	1 st Christian Hof C1 class	105 laps
	2 nd John Belworthy C1 class	104 laps
	3 rd Tony Rutledge B class	98 laps

Regional News

Wellington

Club days continue on the Hutt river with some heats of offshore racing and tune up sessions mainly with hydroplanes when the water is flat enough. Another successful annual Offshore event has just been held at our Seaview venue with a very encouraging 15 entries including Matt and Ant from the South Island. This event was won by our German visitor teenager Christian Hof as guest driver of Wayne's rent-a-wreck C1 deep vee. On club days Christian is also running a new CMB21 powered SG Eagle outrigger hydro that is showing considerable potential.

Canterbury

Canterbury RC Model Power Boat Club- Kara Irwin reports we are having an event in July, a fun day event and we will be inviting all other clubs there will be a bbq etc Exact details are still being sorted it will be held at our club rooms at Stewarts Gully.

Obituary Maurice Burrell-Smith

Sad to record that Maurice passed away on 9th February. Maurice was one of the founding members of NZMMA (now NZMPBA) back in the 1970's and held various positions including Propshaft Editor for a number of years. Maurice remained a member of the association for many years and was made a life member in recognition of his service. A highlight of our trips to regattas in Blenheim was catching up with Maurice, our condolences go to his family.

Calendar of Events - 2008

Date	Event	Location
February 9/10	Speed Runs	Huntly for info andy.kat@xtra.co.nz
February 17	Wellington Offshore	Seaview/Hutt River (alternate venue) Entry form
February 23/24	Speed Runs	Huntly for info andy.kat@xtra.co.nz
Easter (24 to 29 April)	35th Australian Nationals	Yarrowonga Link
May 10	100 Minute Offshore	Hamilton
May 31 - June 1	QB Radio Marlborough Challenge	Diversion-Blenheim
August 10	Speed Runs	Diversion-Blenheim
October 4	Picton Offshore	Picton
October 5	Speed Runs	Diversion-Blenheim
October 11	100 Minute Offshore	Taupo (Hamilton Club)

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

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