

PropShaft



Magazine of the New Zealand Model Power Boat Association Incorporated

Issue 3 2008



Ant Schroder's 1 cu in CMB powered modified "Waka" recently ran 138.328 kph for the Outright New Zealand waterspeed record. Read about it in the Radio Marlborough Challenge report in this issue.

In this issue

Editorial/Secretarial.....	2
Presidents Report No 2 2008.....	3
NZMPBA and SUHA.....	4
Queens Birthday Report	6
Marlborough Model Powerboat clubs TRI-LAKES SERIES	9
Hamilton 100 Offshore Regatta	11
Club News	12
2008 Nat Semi Petrol Scale Demo	13
Introducing a 52 cc Petrol Class	14
Bright Ideas - reprinted from Propshaft December 1993 and still relevant.....	15
Advertising	15
Calendar 2008	17
Thunder Down Under NZMPBA National Championships 2008.....	18
Application for New and Continuing Membership	20

Stop Press: accommodation for the Nats is fast running out, i.e. get in quick! See information later in this edition of Propshaft and on Website.

NZMPBA NEW ZEALAND MODEL POWER BOAT ASSOCIATION INC.

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Editorial/Secretarial

Usually I am begging for copy here, but I am happy to say with the excellent regatta reports sent in plus the Nationals promotional copy there has been more than enough for this issue. This has meant that I have had to hold over some good articles (but with long shelf life) for the next issue. Usually I aim for about 20 pages, any more and the task is just too big and any less it is not worth the effort. Having said this, please do keep the copy coming in.

In the next and following issues there will be some technical talk from Glen Cupit, a one time r/c boater in the USA and now involved in full size boat racing, this is really good stuff that will assist many of us in solving boat handling issues. Also I have been researching and writing an article (with assistance from

other contributors) prompted by the excellent record breaking efforts on the Wairau Diversion as reported later in this issue. This article traces back 30+ years the history of the outright NZ speed record of which Ant Schroder with his 138 kph is the latest to be referred to as the fastest model boater in NZ.

Subs

Tony Kockott reports some problems with some members paying their subs by internet banking but not following it up with the completed application form or even indicating on the bank payment who it is from!!! This is causing problems for the record keeping systems we have in place and may also result in some \$subs not being credited. If you have paid but not received confirmation please check and advise Tony with details.

Naviga world Champs

Tony and Kim Kockott are presently at the Naviga World Champs in Italy and you can keep up with the action at <http://www.teamsupervitesse.com/>

Presidents Report No 2 2008.

I will keep this report quite brief, this is a big issue of Propshaft and I am sure the other reading will be far more enjoyable than my ramble ! Your committee is still working hard on an across the board range of issues, most are now centred around getting the National Champs into the best possible shape so all can enjoy a fantastic event with plenty of social activities planned too.

The electric classes are providing some challenges, we have had a group of 4 people working on these for quite some time, it is most likely that very soon we will release an extra page of electric classes specifically for the Nats, it will be wide ranging and we encourage you to enter what you have and we will make up final events accordingly, if we try to guess and spec classes now, we might unknowingly leave some one out which is the last thing we want to happen, after the event we will have some real data to work with to finally sort out classes, please support this endeavour.

You will see elsewhere that successful negotiations with SUHA now provide a good outcome for those who have been missing out on running their beloved scale hydros, please also support this initiative. There are a number of other events programmed this year that are listed on the calendar of events, I urge you all to support these as much as possible, the organizers of these events voluntarily put in massive efforts to make things happen so you can all have some fun and competition, please make their efforts worth while.

On the NZMPBA website, you will see new links to fullsize sites, these contain event details and dates, we have been invited to put on static displays and possibly some mock races at these, so if an event is near you, round up your troops and be there, we will have resources available to help with the promotion of what we do.

The NZMPBA forum is also attracting a huge response and is awesome to see so much communication going on at all sorts of levels, if you have not had a look yet, I suggest you do! Communication is the single biggest factor in achieving our goals as an association, I urge you all to let us know what we are doing is right, wrong or otherwise any suggestions are always welcomed. The committee is listed with all contact details in Propshaft, we are all available to you and we are there to help wherever we can, so don't be shy.

Lastly, we are putting a call out to anyone who has good PC and electrical engineering skills, we are trying to progress the new "Integrated Regatta Management System" ...if this is you, Please call me!!

Regards,
Steve Trott,
President.

NZMPBA and SUHA.

Important notice to all members.

For some time there had been a level of animosity between the two organizations, it had been a negative and destructive situation which needed fixing.

For quite some time I negotiated with SUHA, in particular Graham Doggett, now immediate past President, where a cooperative way forward was identified.
My sincerest thanks to Graham and others who helped pull this together.

I put this forward as a proposal to the NZMPBA committee for approval, in the end, after a lot of vigorous discussion, support was unanimous, the basis of this is as follows.

The proposal is that, the **“NZMPBA accepts SUHA in its fullness, as the recognized and recommended organization to belong to and participate within for 1/8th Scale Hydro racing,”** (SUHA will also make available various support classes as advertised on SUHA Entry Forms. Eg C scale hydro, Sport 45 hydro, Semi scale petrol hydro, Offshore etc.)

This replaces the individual NZMPBA Scale Hydro Hi Points Series that had been running independently till recently. (An area still to cover is how to manage the South Island members that may want to take part)

SUHA runs their own Hi Point Trophy Series and would welcome members of the NZMPBA to participate at SUHA events.

This is based on the following criteria for the time being but always open to communication on variations or modifications as the hobby and infrastructure develops.

10 Key Points.

- That while SUHA members are encouraged to be financial members of the NZMPBA, it is not compulsory, it is accepted that sole membership to SUHA is acceptable.
- That SUHA carries its own Public Liability insurance for all its financial members.
- That if SUHA individual members want to compete at the **NZMPBA National Championships**, then they will need to be financial members of the NZMPBA.
- That if SUHA individual members want to compete at other regional club regattas, we recommend to those host clubs that they accept SUHA member entries as SUHA Public Liability Insurance covers them.
- That NZMPBA members must become SUHA members to take part at SUHA events and abide by the various requirements and specifications that SUHA promotes.
- That SUHA and NZMPBA will initially continue with their independent Hull registers but it is anticipated that in the future this will be combined to 1 Master register. For the time being SUHA members are encouraged to register their boats on the NZMPBA register and identified as SUHA boats. (To avoid duplication of boats)
- That SUHA is afforded the same level of support and resources that the NZMPBA offers its recognized regional clubs.
- That both organizations continue to foster new comers to the hobby without prejudice.
- That SUHA will provide its yearly schedule of events to be included in the NZMPBA event calendar and developed in such a way that there are no event overlaps.
- That SUHA will provide written event and results reports that can be published in Propshaft, on the NZMPBA web site and recorded by the NZMPBA for the purposes of membership and activity monitoring.

Following this, SUHA have also agreed to move forward with the proposal.

The key thing to remember in all this is that SUHA originally effectively came about as a group of NZMPBA members who simply wanted to have the ability to create individual funding for and to organize and run an independent series for 1/8 Unlimited Scale Hydro racing, simply because at the time the NZMPBA was not making enough events available to run Scale Hydros at. I along with many others became involved in SUHA at this point. In simple terms, forgetting all the interim issues, there is no real difference between that and where we are now.

The NZMPBA is not saying its members have to become members of SUHA, but simply recommends this as a good place to go for 1/8th Scale Hydro racing if that is what you desire.

The NZMPBA's focus is on supporting regional clubs to organize and run regattas and of course to provide an annual National Championship Regatta.

Of course the overall aim is to help increase participation and membership within regional clubs, which then flows, back to the NZMPBA.

There is nothing stopping individual Regional Clubs running events that include Scale hydro racing, even if it was exclusively for this class.

The positive benefits for both organizations and their members are;

- Cross over memberships increasing overall membership of each organization.
- Both organizations promoting and fostering R/C Model Powerboating.
- More events being available to Scale Hydro enthusiasts and those who take part in the support classes.
- More people in the support classes, helping these to grow, making other regional club regattas more viable.
- Higher entry level potential for regional club regattas.
- More venues available for R/C Boating events, not just scale hydro regattas.
- Sharing of information.
- A bigger collective of people with administrative drive.

An area still to consider further is that of events for the South island contingent of the membership. Again, there is nothing stopping any of the regional clubs there organizing and running events, these events simply need to be "sold" to the greater membership to get support.

We have several times in the past and can again, organize and run Scale Hydro Regattas in the South island, it is up to some one there to take up the challenge and make it happen. I am sure there would be cooperative support from the North Island.

SUHA's annual membership fee is \$20.00, the financial year revolves each May, so current subscriptions are due now.

Membership applications and fee should be sent to;

The Secretary
SUHA
PO Box 17053
Greenlane
Auckland 1051

SUHA future events...

Taranaki	August	16 th & 17 th	2008
Auckland (possibly Hakanoa)	November	(date to be confirmed)	2008
Taranaki	February	(date to be confirmed)	2009
Auckland	May	23 rd & 24 th	2009

This initiative fills a void for those who are into Scale hydros, please take advantage of it and support the events where possible.

Regards, Steve Trott.

S.U.H.A. Scale Unlimited Hydroplane Association Inc

SUHA was established 23 years ago as a Scale Unlimited Hydroplane Club based on the real Unlimited Hydroplanes as raced in the USA. We run to Rules similar to that of Roger Newton's 1/8th Hydroplane Club in the USA. (RCU)

The Sole purpose of SUHA is to Promote and Race 1/8th Scale Hydroplanes in New Zealand and our Members are a group of keen enthusiasts that have the same interests in building and racing 1/8th Scale Hydroplanes.

Our support classes are Scale 45 Hydro, Petrol Semi Scale Hydro, Restricted "P" Electric Hydro and Electric Limited Spec Hydro (LSH)

You are more than welcome to join SUHA and compete with us.

For more info on our Classes and Rules please look at the SUHA Racing Rules on www.rcboats.co.nz/forum

Contact are;

Jason Lester	mac67@xtra.co.nz	ph (09) 298-5725
Merv Sowden	info@electronicwarehouse.co.nz	ph (09) 267-0885

Looking forward to seeing some new and old faces at the upcoming events

Regards,

Jason Lester

S.U.H.A. President

Queens Birthday Report

Locals feature at Model Boat Regatta

Many hours of testing and practice have paid big dividends for 2 local boaters at the Marlborough Model Power Boat Clubs annual Queens Birthday weekend regatta. With 17 competitors, the largest entry for many years, and some fierce competition they took the pressure in their stride.

Anthony Schroder became the un-disputed fastest model boater in New Zealand when He reached a speed of 138.328 kmh and backed that up with a second pass of 137.538 kmh to claim the record and title on Sunday. Water conditions over the 2 days were perfect for model boat racing that proved popular with a large public attendance both days.

Not to be out done Matt Gay of Picton claimed 2 records with his 7.5cc powered B mono/Deep Vee. Matt began his quest for a successful weekend by increasing his own B mono Record by 10kmh to a new mark of 92.545kmh. As his boat is also a Deep Vee it is eligible to claim that record as well so a second set of passes saw him claim that record as well at 92.072 kmh improving the old mark by the same margin. This set him up well for the feature event of the regatta, The Radio Marlborough Challenge Trophy.

Two other Boaters set dual records with boats they would use in the Challenge and they being Duncan Atkinson from Nelson, P1 (23cc petrol) Mono/Deep Vee records at 71.785Kmh up from 65.9kmh. As well Tony Belle who was the farthest kiwi traveller, (from Auckland), set a new mark of 86.279kmh in P2 (36cc petrol) Mono/Deep Vee. The 8th record to be set on the weekend was Chris Holmes of Christchurch who increased the 3.5cc A Tunnel record by 1kmh to a new mark of 63.213kmh.



The 2008 Competitors

Other locals to feature well in the speed section were Dale Matthews and Cameron Holdoway who got extremely close to the 10cc (C1 Mono) record, and ex Marlburian Tony Rutledge (who has dominated this event for many years). Tony raced a twin engined hydroplane, the first time such a boat has competed at this event.

The anti clockwise races for the Challenge Trophy on Saturday generally favour the mono and tunnel boats and this showed with the results and a clean sweep for the locals. Tony Rutledge won this section with his hydroplane; however the minor places went to Bob Cook (Picton) our youngest competitor at 11yrs old with Dale Matthews taking 3rd. Anthony and Matt were also close to the winners.

Sunday saw clockwise oval racing for the Challenge and that usually favours the speedy hydroplanes. Consistency paid off for Matt as he won the event with his mono and Duncan claimed second. Both were the only competitors to finish 4 heats. Another local, and also top full sized NZ Formula 1boat racer, Malcolm Jamieson of Picton, took the 3rd spot.

The final event is one 10 lap race for the top 10 points scorers over the 3 previous events and as designed it is usually this race that determines the winner. Matt at 2383.418 points, held the narrowest of lead over Duncan at 2372.827 points. Also still in the hunt, was Tony Rutledge at 2135.051 points and Tony Belle on 2030.803 points.

There is 1000 points for first place, 900 for second, 800 for third, 700 for fourth and so on. The race was very action packed with flips and crashes and only 4 finished. Tony Rutledge won from Tony Belle with Matt taking third just ahead of Duncan. Matt trailed Duncan for most of the race

however a slick passing move 2 laps from the end gained him enough points to take out the challenge by the narrowest of margins ever in the events 17 year history.

The results as follows:-

1 st	Matt	3183.418 points
2 nd	Tony Rutledge	3135.051 points
3 rd	Duncan Atkinson	3072.827 points
4 th	Tony Belle	2930.803

Other winners were:-

- Mono Feature, Tony Belle.
- Hydro Feature Tony Rutledge
- Tunnel Feature Anthony Schroder
- Petrol Feature Glen Barker (Christchurch)
- Most improved Boater Anthony Schroder
- Best rookie Christian Hof (from Germany)
- Fastest Boat Ant Schroder
- Best Presented Race Boat Malcolm Russell (Blenheim)

Over all a very successful weekend with the largest entry for many years, 8 speed records including the fastest recorded run, and the closest result ever.



Clockwise: Matt's record breaker, Tony's Double Shovel at speed, Malcolm Jamison's Waka and Matt receives the Trophy



Tony Rutledge was second and Duncan Atkinson was third

Marlborough Model Powerboat clubs TRI-LAKES SERIES By Nitro Ned

2007 was a good year for our club with a good growth in membership and we had a very successful boating year. In order to keep the momentum going some of the guys got their heads together to do something different for the boaters and came up with the Tri lake series.



The lakes chosen were Lake Rotoiti in Nelson Lakes National Park and just over 1 hours drive from Blenheim for February club day.

The Second Lake was Lake Argyle for the March Club day. This is a man made hydro lake on the branch river $\frac{3}{4}$ hours drive from Blenheim. Several NZMPBA members have boated on this lake at a Nationals, decades ago.

The third lake and the newest is Delta Lake 20 minutes from Blenheim. This was built 2 years ago for vineyard irrigation and now is the feature of a lifestyle subdivision.

I was seconded to come up with a race format so decided on a handicap system similar to the series that used to run in the North Island.



6 Boaters including myself made the trip to west Bay Rotoiti on what turned out to be a gorgeous day.

We had 5 deep vees with 1 cat plus my record holding Fulton Hogan tunnel

The Tee shirt describes my reaction when I discovered that I had left my TX in Seddon!!!!

I got the guys to do a hot lap or 2 then worked out the handicaps, and then did 6 rounds of racing with lunch and chin wagging thrown in between.



Malc Russell is training his son early



Malc took out the day with 1216.65 points



Matt Gay was second on 1150.23 points



Ant Shroder got 3rd with 758.62 points



Cameron Was 4th



Dale Matthews was 5th

Day over we all packed up for the trip home and all looking forward to the Argyle meet in March.

ARGYLE MEETING on MARCH 2ND

6 of us went up to Lake Argyle with boats to continue the challenge. Same as Rotoiti we all did hot laps then calculated the handicaps. I again had to withdraw with a broken throttle arm on my carb.

We ran 5 rounds of races for a result and got a few spectators returning from a classic boat race meeting at Rotoiti.

Ant Schroder managed to pull off the win finishing all 5 heats scoring 881.99 points.

Malc Russell was second on 820.69 Matt Gay 3rd on 650.57 Dale 627.06 and Cameron 471.62.

The water was flat all day so I ran my speed stick late in the day but a bad flip broke the carbon sponson booms so some repair work is needed.

DELTA MEETING on APRIL 6TH

This meet had by far the largest entry being closer to town. Gavin and Malc Jamieson had also finished racing their full size F1 season so switched to the models. Gavin ran a little RTR deep vee with an 18 pull start glow engine and was surprisingly competitive. Malc ran his immaculately prepared OS81 VRM powered Waka. Duncan Atkinson also came over from Nelson to race his petrols.

The rest of the fleet was made up of the previous 5 from rounds 1 and 2 plus Matt's son Bob plus Darren ? running for the first time.

We all did our hot laps me using the old Lite All Star scale. Once sorted we ran 10X5 boat heats which gave everyone a chance to race against everyone else. A batch of old fuel caused tuning issues with Lite so I scratched and concentrated on running the event.

It became evident after a couple of heats that the handicapping was spot on as over the day most heats ended with all boats crossing the finish line within 3~5 seconds. It must have been hard for Malc Jamieson as often the first boat was already ½ way round lap 2 before he started but he was always there in the bunch at the end and won the day.

RESULTS

1st Malcolm Jamieson	C2 Waka Hydro	985.51 points
2nd Bob Gay	B Deep Vee	872.36 points
3rd Duncan Atkinson	P2 Cat	841.60 points
4th Malcolm Russell	C1 Deep Vee	790.45 points
5th Matt Gay	C1 Deep Vee	734.84 points
6th Ant Schroder	C1 Deep Vee	726.81 Points
7th Dale Matthews	C1 Deep Vee	672.66 Points
8th Cameron	C1 Deep Vee	591.65 points
9th Gavin Jamieson	Micro Deep Vee	355.20 Points.

TRI LAKE SERIES OVERALL

1st	Malcolm Russell	2827.79 points
2nd	Matt Gay	2535.64 points
3rd	Ant Schroder	2367.47 points
4th	Dale Matthews	1922.44 points
5th	Cameron	1635.29 points

Every one was very happy with the concept so will do it again next year hopefully enticing some Canterbury and Nelson boaters to participate.

Hamilton 100 Offshore Regatta

Regatta Report, Round 1 May 10th

reported by Bob Gutsell

15 Competitors from Napier, Taupo, Tauranga, Auckland and, of course Hamilton, turned up to compete in the first event to be held by the Hamilton Model Power boat Club after a year or two of relative inactivity.

Two notable attendees were first time racers Mathew McGovern and Martin Whitehead who turned up on the morning armed with pro-boats wanting to know if they could race. Unfortunately Martin arrived after we had started racing but Matt was very quickly organised for NZMPBA coverage, paid his entry fees and was in the first heat, with a pro-boat! Unfortunately Matt broke his plastic prop on the first run, but no worries, Birmy lent him a small metal one and he was back in business. The little Thunder Cat handled the conditions very well with the help of cautious use of Matt's throttle finger. Matt went on to have problems with his radio gear but only after he proved the point that Pro boats really are an entry level for

the hobby and the more that we as clubs and competition organisers can do to accommodate them the faster the hobby will grow,

The day dawned overcast, cool and threatening with showers. But cleared as the day progressed with a south to south easterly wind that varied in strength throughout the day. The upshot of these conditions was a course that was generally quite placid except for large deep holes off the top left corner of the course which caught a few of the drivers unaware.

The course itself was a large 'dog-bone' run in a clockwise direction. The format of the racing was as advertised 2 X 30 minute heats followed by a 40 minute final heat for each boat. We originally planned to run 5 of the 30 minute heats to mix the competitors up and try to keep the field size to about 5-6 boats. After slightly larger levels of attrition from the 30 minute heats we ended up running a single 40 minute heat with 9 boats starting.

This made for some spectacular and entertaining racing, culminating in Andrew Meek losing 2/3rds of one side of his boat in a tee-bone incident with Damien Baker's Cat. Despite this, Andrew was back out again within minutes of the incident with Duck tape covering the aforementioned side. Three laps later the duck tape needed replacement and so it continued until Andrew ran out of duck tape and that was the end of his day! This perseverance ultimately earned Andrew Third place for the day, which proves once again how important it is to just keep running laps whatever it takes.

Speaking of Incidents, Tony Belle also had a couple of nerve wracking moments firstly, when his Insane mono spun and flipped losing it's cowl which floated briefly before sinking to Davy Ducks locker. Only to have his entire boat sink later in the race in the same spot. Fortunately Gordon White Boat-rescuer extraordinaire was on hand in the rescue boat and ended up stripping off and diving in to grab Tony's boat which was visible a couple of metres under the surface. Apparently Tony's notes in his log book read something like this, "Note to self; put flotation in the cowling, and put the bungs in the boat before running it."

Defending champion Neil Plumpton who has held the trophy since the event was last run in 2001 came home in second place with his ever reliable O.S 81 powered scarab. Sadly for Neil only once lap separated 1st and 2nd place.

Tony Christensen was the winner on the day with 105 Laps proving once again that to finish first, first you had to finish. His strategy was simple, despite having a potent CMB 90 powered Aeromarine Avenger Cat, he chose to simply set the stick on half throttle, load his extremely large fuel tank to brim and just continue to drive around the course in an unspectacular fashion while all his competitors crashed, burned and sunk all around him.

Overall it was a brilliant day, and the best thing of all was the superb display of teamwork put on by the boys in the Hamilton club. A couple of months ago we divvied up the tasks we thought would be required to run the event and allocated them to the boys. Well everybody did their bit and the day went pretty much without a hitch. Thanks to Birmy, Stanley, Andrew, Gordon, Damian, Graeme, Mark and Dallas for their superb efforts in organising this event.

The next round of the series is due to be held in Taupo on September 27th.

Club News

Hakanoa from the Central RC Power Boat Club – reported by Dean Harris

July Club day at Hakanoa went a bit like this: THUNDER and RAIN in Auckland, some phone calls as to whether to cancel or not and the decision was made to go to Huntly! Poor Steve got stuck in Tauranga with all the roads out closed and a few others thought it was going to be wet so didn't turn up, but those who did had a blast at the lake with blue skies and not a bit of the rough weather that we thought we were going to get.

We started the day tuning and that went on all day so that people could run their boats with no pressure and have a ball and I think everyone that attended got their boats going good apart from one or two but that's another story.

Tony K, those riggers were flying, bit of work in the shed and I'll see you on Saturday. Andrew got the

HPM shop boat finished and it went well apart from a blown coil. Malcolm is getting his Euro Cat going sweet and he even had a smile on his face! Damian H, his cat showed a lot more speed and I think he's happy. Phil's cat was hauling the mail. Andrew's mono turned a lot of heads and at one point I think at least eight people had their eyes fixed on the boat. Mate if that is not doing over a hundred, I will eat my hat!!

The Bud boat with the 90 in it was the fastest pro boat I've seen, but mate just wait for lift off as there might be a bit of a mess. Another pro boat was a little nitro one and man that was flying. Kim had a drive of her electric cat but more practice and she will be right up there with us. That is exactly what these days are for. Colin had my old Warlord going hard, found it hard to catch him. Just a note, don't go driving up rooster tails as you come out second best!!! Another dude from Hamilton ran his stocker Avenger and with a bit of tuning that was going hard as well. Its good to see new guys coming down and having a run and learning a bit more about their boats and learning to navigate to the course.

A great day was had by all, and hope to see you all again next month.

Wellington –Palmerston North – Reported by Peter Collier

The last few club days on the Hutt River have not permitted any other activity than offshore style boats due to wind, rough water and flooding with floating debris. Coupled with the frustrations of not having being able to run on the Sheriffs road lake in Palmerston North we have been getting a bit stir crazy. So Grant Binns offered us a Claytons Regatta in PN, this was basically a party at the Binns residence on Saturday night with another All Black test loss (I mean match) thrown in, less said about that and some other things the better and I must erase that video off my phone too, but on balance a good night followed by a bit of boating on Sunday.

Sunday saw a respectable start at the lake with 6 of us attempting to have a run. The sandspit is still in the middle of the lake, dredger is broken down again, but there is enough space to have some runs and with the river running high the lake water level is above the weed. We hope to have some low key club days there again soon.

Grant Binns finally fronted up with his 3 electric boats to show how it is done and the one to impress most was the brushless powered Batwing mono. John Belworthy ran his repowered with outrunner brushless motor mono, less overpowered now but he still managed to flip it on dead calm water. Wayne McNaught's ASP61 powered C1 outdrive (Seaducer lookalike) mono was blindingly fast with the motor fair screaming, I forgot to ask if he had been hotting it up! And Leigh Marsden with a real Seaducer with OS46VRM was fair honking too. I ran my OS91VRM Kiwi 3 and the issues that plagued the Australian trip are all but sorted, hull is at last handling the power (and the motor is making some) with full throttle turns the performance is breathtaking. But as so often happens you sort one set of problems another problem manifests itself, it seems the high g turns that the boat is now capable of are sloshing the fuel so hard that the clunk cannot keep up and the engine is starving of fuel and stopping about ¾ the way round a turn, and it is stopping always in exactly the same place. The cause was quite obvious with the fuel line being completely dry with the tank still half full, this will require some rearrangement of the tank to keep the fuel flowing.

2008 Nat Semi Petrol Scale Demo

2008 NZ National Champs Demonstration / Trial Introduction Class.

Class description and rules.

Semi Scale Petrol Hydro.

This class will compete as a sprint format on an oval course, either 70m or 100m straights or other size that the venue can accommodate.

1. The boats will be Semi Scale in appearance, finished and detailed to replicate what a full size racing hydroplane might look like, with either a driver in an open cockpit or painted windscreen as a minimum for an enclosed cockpit. Outtrigger, modified outtrigger, tunnel and or canard hulls are not permitted in this class.

2. The motor shall be a Zenoah 231 or 260 PUM, can be modified. (No gearbox's permitted)
3. Tuned pipe can be of any description but must be concealed within the hull and meet current noise limits.
4. The hull can be either of shovelnose or picklefork design, for pickleforks the front recess must not be more than 25% of the overall hull length, this includes any front wings, Overall boat size is not to exceed 56 inches (1422mm) long.
5. Surface outdrive type systems are acceptable, no hardware fitting is to extend more than 5 1/4 inches (134mm) beyond the transom.

Introducing a 52 cc Petrol Class

As proposed by Andrew O'Neill

Thanks for the opportunity to propose the required safety features to enable the running of a twin engined P3 Class boat.

The biggest thing to understand is that the weight and size of the intended boats will not be much heavier or longer than the current P2 boats.

The weight will only be 1 1/2kgs heavier from the extra engine and an extra receiver battery pack. The boat I am building will still end up lighter than a number of P2 boats in the MMPBC. Length of suitable boats is around 49 – 60”.

Faster yes, but as mentioned at the AGM we are getting 115+kms in our P2 boats, P3 could potentially get to 130+kms, but so are nitro riggers, with no added safety features. I have a petrol rigger in the making that I expect to exceed 140kms, but rest assured that all the features below are a standard setup for me.

Safety features that I think should be incorporated in any petrol boat:

- Secure RX, RX Battery, Servo connections properly. (I heat shrink over the connections to hold them together)
- Engine Kill Failsafe, servo based, should the boat get out of range. (I run a Futaba Faast System)
- 2 x Solid state micro relay failsafes. Each one connected to the main coil of each motor and RX circuit. These will kill the ignition at the motor if power is lost to the receiver. (These should be mandatory on any petrol boat)

These safety requirements are just common sense. Obviously larger and stronger servo's, stronger push rods, heavier duty hardware.

Hopefully this will satisfy everybody, I don't think there is anything else that can be done to reduce accidents due to a runaway boat.

I think the idea of running two receivers does not apply to a petrol boat. . Petrol has the advantage of being able to kill the ignition. Possibly applies to nitro powered boats in the fact that there is no way to kill a nitro motor if power is lost to the RX Also with two RX's there is just more things to potentially go wrong. With the above requirements, I believe running two RX's doesn't offer anymore safety features.

Ed's Note. This proposed class was the subject of a remit at the 2008 AGM. The remit failed for lack of supporting information and the above report on safety features was requested for further consideration and preparation of a remit at a future date.

Characteristics of a model boat:

1. You control it
2. Does what it is told
3. Shut it up when you want to
4. Doesn't answer back

Bright Ideas - reprinted from Propshaft December 1993 and still relevant.

Fail Safe - mechanical

When a boat goes out of control and roars up the bank, one of the first things to happen before the motor blows up is that the rudder kicks up (assuming a surface driven boat of conventional setup). A thought as tossed around recently (1993) that by attaching a pushrod to the top of the rudder via a ball link and extending this through the boat to a cut-off on the fuel line (or kill switch on a petrol) that is activated when the rudder kicks up. With a little luck this may save the motor. Another scenario is when the rudder gets knocked back during a race by hitting a buoy or something else. If the boat stops soon after it can save that embarrassment of getting to the next corner and not being able to go round it.



Would be happy to hear comments from anyone who may try this or had similar ideas.

I guess the problem would be in testing it, who, is going to deliberately run over a buoy or up the bank just to see if it works.

Stuck cap screws

When trying to remove a cap screw with a damaged head – try placing some valve grinding paste in the head of the cap screw. This will give the Allen Key some extra grip in the cap screw head. Be careful not to get the grinding paste in the motor.

Does anyone else have any bright ideas they would like to share?

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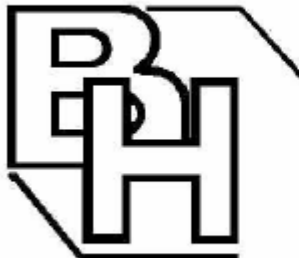


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Propeller

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Leon

07 5422546

021 032 8221

isjacobs@clear.net.nz



Calendar 2008

Date	Event	Location
August 10	Speed Runs	Diversion-Blenheim
August 16 and 17	SUHA – Silver Cup - Scale Hydros	Taranaki **
September 27	100 Minute Offshore	Taupo (Hamilton club)
October 4	Picton Offshore	Picton
October 5	Speed Runs	Diversion-Blenheim
October 24-28	Thunder Down Under NZ RC Model Powerboat Championships 2008	Huntly see Info below **
November*	SUHA Scale Hydros	Auckland
November 22	100 Minute Offshore	Tauranga (Hamilton Club)
February 2009*	SUHA Scale Hydros	Taranaki
May 2009*	SUHA Scale Hydros	Auckland

* exact dates to be confirmed

** see website for entry forms, go to calendar. Others will be available as they become available

Thunder Down Under NZMPBA National Championships 2008.

To read in conjunction with the entry form also contained in this issue of Propshaft, here are some more details...

Venue : Lake Hakanoa, Huntly, NZ.

Event dates: 24th October thru Tuesday 28th. (Tuesday will only be used if racing is not completed on Monday)

Entry Fees : NZ \$ 50.00 per competitor, + \$ 2.00 per event entered.

Set up venue Fri 24th am, ½ day **Controlled Practice** that afternoon. ie noon till 3.30 pm.

Regatta HQ: North End Motel, 3768 State Highway 1, Huntly. Ph 07 8288298
www.holidayguide.co.nz/waikato/northendmotel.aspx

Other Accommodation in Huntly.

Lake Hakanoa Camp and Caravan Park. Taihua Rd, Huntly, Ph 07 8288363
Small cabins with communal kitchen etc, tent and caravan sites.

Huntly House. In Town, 07 8280195
4 Rooms with ensuites, (cheap & clean but a little tatty)

For the 15th entry received, there will be 1 night of free accommodation .

These conditions apply;

Entrant must be staying at the North End Motel for the entire event. ie 4 nights including free night.

Entrant must confirm booking on entry form.

Accommodation value is limited to 1 night of **standard** accommodation.

IF the 15th entry received does not fit the criteria, the next entry received that does fit the criteria will be allocated the free accommodation and breakfast.

All Entrants must be members of the NZMPBA, see www.nzmpba.co.nz for membership application.

Overseas entrants will pay an "Event Only" membership fee of NZ \$20.00

Overseas entrants can order fuel direct from highperformancemodels@xtra.co.nz

Covered Pitspace, table and chairs will be available for a fee of \$ 10 per day per person, limited availability, first in first served, confirm on entry form if required.

Prize Giving / Dinner Function : Will be at a venue in Huntly, to be announced.

Bookings will be taken on the day, before noon.

There will be other fun social functions held at the Regatta HQ too. These will be announced as the regatta progresses.

Thunder Down Under Trophy: This is an internal event, it is based on a club vs club basis, the more events your club members enter and compete in the more points your club gets, note your club on your entry form. Overseas entrants (eg Australia) will qualify as one "club".

"**Team Ozzy**" currently hold the trophy.

Check out the NZMPBA web site for other updates or contact your nearest committee member if you have any queries.

Thunder Down Under NZ RC Model Powerboat Championships 2008.

Lake Hakanoa - Huntly - New Zealand
Labour Weekend, October 25th - 27th
Official Practice Noon to 4.00pm Friday 24th October.
Race Days, Saturday 25th Thru Monday 27th October - (Tuesday if required.)

Name: _____

Address: _____

Email: _____ AMPBA No. _____

Boat Club: _____ Phone Number: _____ NZMPBA No. _____

Event	Frequency	Alt. Freq.	Event	Frequency	Alt. Freq.
A Endurance			C Catamaran (oval)		
B Endurance			Petrol Catamaran (oval)		
C1 Endurance			Open Oval		
C2 Endurance			A Hydro		
Petrol Endurance			B Hydro		
			C Hydro		
A Mono (oval)			Petrol Hydro		
B Mono (oval)			Sport 45		
C1 Mono (oval)			C Scale Hydro		
C2 Mono (oval)			Stock Electric (6 cell)		
Petrol Mono P1 (oval)			12 cell Stock Electric		
Pet Mono P2/3 (oval)			Open Electric		
A Catamaran (oval)			Open Off Shore		
B Catamaran (oval)			STD P260 Petrol Hydro (Trial)		

Note: All racing is on the Oval course, (except Endurance and offshore).

All events will be run to NZMPBA Rules

All participants must be members of the NZMPBA.

Closing Date 8th October 2008

(Late entries will incur an additional fee of \$20.00 and may not necessarily be accepted).

Registration Fee	\$ 50.00
Event Fee (\$2.00 per event)	\$.
Nationals Patch (approx \$15.00)	\$.
Overseas membership \$20.00	\$.
Covered Pit Space approx. 1.8mx1.5m duration of event \$40.00 (Limit No. - 1 st in)	\$.
Pit Table approx 1.8mx0.7m duration of event \$20.00 (Limit No. - 1 st in)	\$.
12v starter battery duration of event (users responsibility to charge) \$15.00	\$.00
Total (Payment must accompany entry, Cheques to NZMPBA)	NZ\$.00

Or Direct Credit to **BNZ 02 0600 0007986 00** include reference of **TDU2008, Name & NZMPBA** number with payment.

Signed as acceptance of all terms and conditions _____

Note: Food and Drinks will be available each day from the café in the clubrooms.

If you have any questions or comments, please contact

Steve Trott - President

Phone (07) 5721366 Fax (07) 5721367 Cell: 0275 706737 Email sktrott@xtra.co.nz

Post entry to NZMPBA c/- Dean Harris

3 Cameron Street

Papakura

Auckland

Phone (09) 2993300 Cell: 0274488247

Tick if accommodation has been booked at North End Motel (Regatta HQ) 3768 State Highway 1, Huntly. Ph 07 8288298



Application for New and Continuing Membership

NZMPBA #

Name:

Address:

Phone numbers

Home:

Work:

Mobile:

E-mail:

DOB:

Occupation:

Signed.....Date:.....

Subscriptions:\$35 single, \$17.50 for each additional family member (include names of additional members above.

Amount enclosed \$ (cheque, cash, direct credit) delete as required

Return form and subs to:

NZMPBA Treasurer:

Tony Kockott

63 Kensington Terrace

Gulf Harbour

Auckland.

Email tony.kockott@xtra.co.nz.

Payment may be made by direct credit to BNZ 02 0600 0007986 00 instead of including with posted form or emailed form. Be sure to include your name and note you are a new member (assuming you do not have an NZMPBA# otherwise include that) to identify payee.

Please note it is **IMPORTANT** to include your details when direct crediting as some subs are being received without any reference to who they are from. If this is you then there may be considerable delay in processing your membership. If you suspect you may have done this please contact Tony and explain, with some proof that you sent your \$.