

PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 1 2010



Brendon Kirk's Sleepyhead wins heat 2 of the Picton Offshore 2009 Photo Gavin Newell Photography

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Editorial

This edition is a bit lightweight, seems like there have been a few regattas run but no reports Propshaft following. A bit of a shame really a few people are putting in great efforts to run events but it is a little lost if the rest of us don't hear what a great time was had and miss in turn being inspired to be part of the scene.

Thanks to those regular contributors. Here's hoping for a bigger and better Propshaft on 2010, remember it is not solely up to me to produce it I need your contributions.

Subscriptions

These are now due and include a plea from our Treasurer and Secretary to follow the instructions on the APPLICATION FORM at the rear. This is not just about getting the \$ in the bank it is also about ensuring that our records of members details are kept up to date and it will make the jobs of those that administer the business of the NZMPBA on a voluntary basis a pleasure rather than a hassle. At worst we may end up with your \$ and no record of it against your name and this has been happening.

Presidents Report December 2009.

I am writing this report just a few days after X Mas day, I am currently staying for 12 days on a small Island known as "Tuhua" (Mayor Island) which is approximately 26km off the coast of Tauranga, (lucky for me my wife is a registered owner) being that there is no power or phone it gives me the opportunity to reflect in peace what has been the year of 2009 and what to look forward to in 2010 in Model Powerboat terms.

The very first thought I have is to sincerely thank the dedicated team of HARD workers that serve on your committee. Two years ago when I was first elected as your Prez, I set out a very ambitious 3 year plan and I am very pleased to say that we are very much on track with achieving that plan. My expectations of the committee workload have been and will continue to be quite arduous, there is still a lot to achieve....I promised the NZ assoc 3 years of hard work and have to trust that achievements to date allow me to see this last year out following the next AGM at Easter in Hamilton. I move on to consider all the fantastic events run during 2009, the NZ Easter Nats in Christchurch, the Offshore series, the SUHA Scale Hydro series and the re emergence of serious interest in Speed runs, these by no means, meant to over shadow all the other excellent events held across the country that are too numerous to mention.

We also took great opportunity of static and practical demonstrations at the World GP Hydro Champs regattas well as a number of individual regional clubs putting on other displays to promote our great pastime.

Activity at Regional Club level seems to have really picked up, with a couple of new clubs finally being formalized in areas where there had been none before.

All of this activity has really created a lot of momentum which is validated by the various hobby suppliers reporting good trading for the year, all this despite the recession!

The other indicator has been the activity taking place on the NZMPBA forum, so many reports offered of new and exciting boats being built, followed up with "You Tube" footage of the finished craft running successfully. This medium has been a fantastic revelation for the hobby and we now see and hear members communicating regularly with each other from the North of the North to the South of the South Islands, and every where in between, it is fantastic to see the enthusiasm of 1 person rubbing off on another and seeing the positive outcomes that produces as an overall. In particular, there has been a stronger relationship formed between North and South Island boaties, once where perhaps we would only see a name on paper, and not really know who this is, a lot of us now really personally know these people and sharing ideas and information with them like never before. The gap has really closed.

I mentioned above the great work your committee has been doing, there are also some other members working hard outside of committee I would like to thank, without their individual contributions we would not be enjoying some of the current success or some of the great things we have to look forward to in 2010.

Peter Collier, a tireless effort in producing our magazine "PROPSHAFT" and looking after the NZMPBA web site. These are both on the agenda for even more improvements next year and I look forward to working with Peter seeing these are achieved.

Merv Sowden and Jason Lester, SUHA, they have kept the Scale Hydro light burning despite some difficult times gone by, we now enjoy the open communication and interaction between our memberships with cooperative Scale Hydro regattas being organized and run that have real meaning for all those that treasure this class and the support classes that these regattas offer.

Graham Haines (Nitro) The continuing effort in providing the energy to perform the tasks of NZMPBA Scale Hydro Registrar and the Speed run records coordinator.

Andrew Meek. I have had the pleasure of working with Andrew for the last 2 years developing the idea and physically putting together the new Integrated Regatta Management System (IRMS). I am pleased to say this is now a reality and will be brought into practical use early 2010 with the NZ Nats at Easter being the real test. This system brings us into the present and is some thing that we will all need to learn, understand and make slight adjustments to how we do things get the best from it. The system will make organizing and running events so much easier. It will also provide much fairer and more accurate results, we see this system taking us forward for the next 10 years, no doubt in that time other technology will develop that will take us forward yet again.

I want to really impress on you all that without Andrews help this system would likely never have happened, to have a member in our group with the technical expertise required is one thing, but then for that person to give freely their time, which has been in the hundreds of hours I might add, is truly special, perhaps only I will ever really know what Andrew has done on our behalf. Be assured, it is significant.

Sincerest Thanks Andrew, on behalf of all current and future NZMPBA members.

Onto 2010.

Elsewhere you will see a very busy calendar of events, and to be fair not everything is listed yet as we are still awaiting details of some events to be confirmed.

We have taken the plunge and committed to running the NZ National Championships again in 2010 where initial thoughts were to run this bi-annually with individual North and South Island Championships being held in the alternate year. Such was the great response and success of the Nats in Christchurch, most wanted an immediate repeat ! I admit this has heaped a lot of extra work on the committee that was not expected or planned for this year and will compromise progress of other projects for a while, but, we have listened to what the membership has requested and we willingly oblige. The Hamilton Club made the successful host club bid and details for the event along with the entry form and other important information are also part of this Propshaft issue. There is a great vibe with many people already planning which events to contest and building boats accordingly, we are also making a formal invitation to our Ozzy friends (AMPBA) across the ditch to attend. There is a strong continuation of enthusiasm from the South Island membership, I have been communicating for some time with many of these members who are anticipating and planning on attending the Nats . All expectations are that this could be the single biggest Nationals (in terms of entry numbers) that we have had.

We as a committee decided that in light of the above that the prudent thing to do was to programme the NZMPBA AGM to coincide with the Nats so that all those attending really do get the best opportunity to have meaningful input to the meeting, while on this subject I urge the South Island members to contemplate that we really do need SI representation at least at committee level.

Please note that the Financial year for the NZMPBA still rolls over 1st January 2010. For those that are planning on attending events prior to and including the Nats, then you will need to pay the current sub before going to those events, this subscription will carry you through to the next financial year roll over. If there is any sub increase instituted at the AGM, then this will only affect those that pay after that date, so if you pay now, you might be effectively getting a discount, everyone loves a saving !!

Please note that it is VITAL that all new and re-newals of membership are made using the downloadable Membership Application form from the NZMPBA web site.

PLEASE be sure to provide ALL information requested, even if your details have not changed from last year, it helps the committee to be sure we have your correct details. It is especially important now as IRMS relies on this information to operate correctly. There is also an area to fill in regarding your preferred frequency, see following notes....

You might all remember some time ago that an article regarding an "individual frequency per member" was presented. To reiterate this, in simple terms we are encouraging each member to identify 1 main frequency for all your boats where you don't clash with anyone, or at least as few as possible (you cant run 2 of your own boats at the same time ! plus an alternate frequency, that is of course unless you run 2.4 Meg. By and large many have made the appropriate changes and it helps immensely with Regatta organization, we are keeping this info in the membership data base and in the IRMS data base, if for any reason you need to change your preferred frequency then please let us know.

To cap things off.... it is clear to me that there is a real and growing improvement in the attitude, culture, communication and level of cooperation we are all now enjoying within our hobby / sport and it goes well beyond just what happens at the waters edge. You all contribute to this, and I am grateful to each and every one of you for the privilege of being trusted to guide the NZMPBA for the last 2 years....bring on 2010....

Best Regards and Seasons Greetings,

Steve Trott
President
NZMPBA.

Picton Offshore 2009

By Nitro Ned

Our Annual Picton Offshore regatta was held over the weekend of 3&4 October 2009. We had an early tide this year like 10.30am and meant we would have to get racing early and push on as we would run out of boatable water by about 1pm. Also an added incentive to go early was that the forecast predicted NW winds and they are not kind to us where we race.

We had 11 entries from as far south as Canterbury and Wayne McNaught from Wellington plus 6 locals. Too many to run in one heat so ran 5 x 10 minute heats of 5 and 6 boats each round.

The final for the trophy was to be a 20 minute race with the top 7 total lap scorers battling it out.

The first heat got under way on good water and was won by Joe Frasers P1 cat from CHCH with 12 laps and our youngest competitor 9yr old Jaden Jamieson second on 10 using an OS25 powered mono.



Joe's cat

Photo: - Gavin Newell Photography

Second heat featured all the big guns and Brendon Kirks new twin petrol Sleepyhead cat cleared out with 18 laps to Dale Matthews 16 and Wayne's 14.

For round 2 the Nor-Wester was just showing a hint of arriving so the water was a little livelier and to make things interesting this round was run anti-clockwise. In heat 3 all the fast guys had a stoppage except Jaden. Daniel Steenhart got 12 Wayne 11 and Jaden 10 laps each.

Heat 4 and Bob Gay using Wayne's Mellon head (Bob broke his manifold in heat 1), and Dale had a good battle with bob winning with 16 and Dale 15. Brendon and Joe got 4 each!



Mellon head getting plenty of air.

Photo Gavin Newel Photography

Round 3 and the Nor-wester is now a reality.

Heat 5 saw Daniel amass 16 laps Bob 14 and Ant Schroder got to 9

Heat 6 was even rougher than 5 and again all had a stoppage except wee Jaden. He won the race with 8 laps and 4 buoys with Dale 8 laps and 1 buoy. Wayne the only other finisher got 7.



Ant Schroder gets airborne

Photo Gavin Newell Photography

Round 4 was very rough water and heat 7 had only 2 post laps Jaden did 6 in 10 minutes without a stoppage and Wayne managed 1 lap.

It was decided to run heat 8 then shift to the diversion as rescuing was getting tricky.

Daniel got 13 laps Dale 8 and Bob 7.

Round 5 at the Diversion. Here the water was flatter but the wind played havoc with some boats travelling between buoys 3 and 4 and a few ended upside down as a result.

Heat 9 and dale got a much deserved win with 22laps from Brendon's 21. Our youngest competitors Jaden and Bob got 11 each.

The last heat saw Joe have a good run with 19 Wayne 16 and Matt Gay 8.

The 20 minute final. Top 7 were: - Dale 69 laps, Bob 56, Daniel 51, Wayne 49, Brendon and Jaden 45 and Joe 35.

Every one had a good bunched start and Brendon's cat was clearly quickest and had pulled out to a 2 lap lead when he lost an engine and came in to rectify the problem. Shortly after him everyone had at least one stoppage with some more than 1,

all except one. You guessed it Jaden just kept on going round and round with the smallest and slowest boat and got a creditable 4th place with 24 laps.



Jaden Jamieson

Third went to Dale Matthews with his Blew Off getting 28 laps second place to Wayne McNaught on 30 laps. The winner for the second year in a row was Brendon with his Sleepyhead on 43 laps.



Dale Brendon and Wayne with Sleepyhead.

Once the Racing was finished it was time for some speed runs. The water was not glassy smooth but Ideal for Cats and Monos.

Brendon was keen to set a bench mark for P3 Cat and got 80.627 KMH on his 4th run. He backed it up with a 79.734 run.

Daniel Steenhart ran his A class Seducer next for a shot at the A mono record that I have held since 1997 at 70.107KMH.

Daniel ran 70.175 on his first run then 71.606KMH for his second pass and another record broken.

Brendon went for another set of passes and using a longer run up got up to 81.911KMH and settled on that for the benchmark.

As it was getting late Daniel wanted 1 last run to try and better the A Deep Vee record as well. 2 passes and he succeeded with a record of 72.036 KMH and a back up of 70.25kmh. He put 2.5 KMH on the old mark.

SUNDAY

The weather forecast was not flash for speed however when some of us arrived at 8am the water was glassy smooth.

Once everyone arrived we had about ½ an hour of good water before the southerly arrived and stuffed up the water.

Joe Fraser managed to snave the P1 Cat record with a pass of 73.432 KMH and a backup of 71.785.

Local boater Dale Matthews has been doing a lot of testing with his C1 hydro in recent weeks so put the boat thru the traps for our final record for the weekend. A new mark of 88.725 KMH with a backup of 88.670.

Regatta Report- The 2009 Tauranga 100 Offshore, Round 3, Series Finale

November 20th by Bob Gutsell

The day dawned somewhat grey and overcast with 15 to 20 knots of wind blowing from the south west and that was as good as it was going to get as far the weather forecast was concerned! Later in the day the wind was forecast to turn to 20 knots northwest, which would have the wind blowing right into the course.

Entries were down on the last two events with only 8 Competitors from Napier, Taupo, Tauranga, Auckland and, of course Hamilton, turned up to compete for round and series honours in the final round of the Hamilton Model Power Boat Club Offshore series. The low number of entries created a bit of a challenge from a race organisation perspective in that there would be a shortage of support people to lap count, man the rescue boats and allow everybody to have a pit person for each event.

In stark contrast to last years event, the venue for the 2009 Tauranga 100 was about as good as we could hope for. Road access & parking for competitors and spectators alike was great. The venue had really good crowd thoroughfare, which made for a great spectator turnout. Finally the course was everything an offshore course needs to be, it was largely protected from the sou' westerly wind except for the western corner of the course which was destined to catch most drivers by surprise, especially when combined with an opposing current! The result was a swell with holes almost a metre deep! As an added "bonus" the course was continually changing as tide and wind conditions changed throughout the day, to the point where the front straight becomes dry at low tide! Overall a very challenging environment.

The course for the racing was the once again the familiar "m" shaped endurance course except run in a clockwise direction. The main difference would be the rock pile smack in the middle of the course which meant that unless you were very tall or standing on the drivers stand your boat would be out of sight for a few seconds each lap!

The format of the racing was the advertised 2 X 20 minute heats followed by a 60-minute final heat for each boat. Due to the aforementioned low number of entries and the lack of available support personnel the format was changed such that the field was separated into two groups for the first heat and then combined for the second heat and the final race. This meant that we needed to run with shared pit people so we could have enough people manning the rescue boats and the lap counting duties. Not an ideal situation but more or less effective and could be a useful approach for future events with some more organisation.

The first heat was Group one, mainly nitros was won by "Mr Consistent" Steve Trott with (not so) Random Caos running a respectable 18 laps. Leon Jacobs followed on in second place with 18 Laps and last year's series winner Andrew Meek brought Goldrush home in 3rd place with 14 laps.

The first heat of Group 2 contained Phil Walmsley's Scott Electrical, Neil Plumpton's cigarette, Ian Jacob's Lost, and a DNF by yours truly's Big Red. Coincidentally that was how they finished with 24 laps for Scott electrical, 21 laps for Cigarette, and 20 laps for Lost. The most notable part of this heat was the grievous injury sustained by myself when I tripped over a rock on the way to collect Big Red from the rescue boat, subsequently landing with my right elbow on one rock and right hand on another rock with my full body weight on the bit in between. The result a shattered end of the radius bone which now has 9 screws and a metal plate holding it all together. The moral of the story... look where you're going, not where you're going to!

The second heat combined all boats from groups 1 and 2 given there had been some attrition from the first race and that maintaining two heats just didn't make sense. Even though this being the case, there was still only enough people to cover lap counting, rescue boat duties and two or three floating pit people. This meant that in order to launch your boat you needed to call for a pit person. One non-driver was required on the drivers stand at all times to call dead boats etc. This system mostly worked except in one instance where Gordon White tried to launch his boat by himself, holding the transmitter in one hand and the boat in the other one and half hands and launching the whole lot transmitter and all into the tide! This might have happened in the first heat, my memory got worse as the day progressed, read on...

The result for Heat 2 saw Ian Jacobs and Lost bring home the bacon on 25 laps, followed by Leon Jacobs and Outlaw in second place with 22 laps and Andrew Meek's Goldrush and Neil Plumpton's Cigarette tied for third place with 21 laps each.

The 60-minute final race was once again an all in affair starting with 7 boats. After a fairly uneventful 60 minutes it was once again Mr Consistent Steve Trott and Random Caos in first place with 61 laps, closely followed by Phil Walmsley's Scott Electrical with a very respectful 56 laps and Leon Jacobs Outlaw in third place with 54 laps. The most notable event of the last race was Neil Plumpton's cigarette having a radio issue toward the end of the race resulting in a few out of control circles culminating in the boat beaching itself on the rock island.

Following the conclusion of the 60 minute race, the barby was fired up for a few snags and cold soft drinks while the day's and series placings were calculated.

The overall placings for the day are shown in the table below. Third place for the 2009 Tauranga 100 went to Phil Walmsley's Scott Electrical with 92 laps, second place went to Leon Jacobs and Outlaw with 94 laps. The Winner of the 2009 Tauranga 100 went to Steve Trott's Random Caos with a total 103 Laps for the day.

The overall placings for the 2009 Offshore series ended up with Last years Winner Andrew Meek in third place with 271 Laps, Ian Jacobs in Second place with 278 laps and the series winner of the offshore series for 2009, Steve Trott and Random Caos. Talk about a well deserved win, Steve has been the first to enter every event, turns up with the boat tried and tuned and just does the laps. Certainly a model for the rest of us to sit up and take notice from.

	Hamilton	Taupo	Tauranga	Total
Steve Trott	103	116	103	322
Ian	100	107	71	278
Meek	76	115	80	271
Phil	33	101	92	226
Leon	55	17	94	166
Neil P		83	80	163
Tony C	95	24	32	151
Jae Taylor	84	53		137
Gordon White	43	57	3	103
Birmy Korving	43	57	3	103
Bob Gutsell	79	1		80
Dean	64			64
Kerry	59	0		59
Anthony	54			54
Damien	51			51
Dale	6	34		40
Dave Crane	3	34		37
Graeme D	29			29
Tony K	2	10		12

So there you have it, the completion of the second year of the revamped Offshore series. It's been great to see the building level of support and also the increased competitiveness of the boats and drivers.

On a more concerning note is the difficulty we have in getting people to help. A classic example was at the Tauranga event when various boaties were at the venue without their own boats, but unwilling to help out when asked. Similar things happen at other events when people are asked to help out particularly with rescue boat duties. The level of reluctance is downright painful. People need to remember that the sport is about more than just one's own boat, it's the competitiveness, fellowship and camaraderie of the friendships that build by helping each other out. If you feel you're not getting anything out of the sport then ask yourself what you're putting into it. You know the story.....

On a more positive note is that the 2010 series will be a 4 round series including the Wellington round. Laps will be counted for each heat/race, and points will be awarded for round placings, e.g. 400 points for a round win, 300 points for a second place in the round, 225 points for 3rd place etc. down to 10th place. This will allow the boatie accumulating the most points to win the series. This doesn't necessarily mean that one needs to be at all rounds, but if you do skip one or two you'd better win the rest of the rounds if you still want the series win.

The 2010 offshore season commences on March 7 in Wellington, and continues with the "northern rounds" of Hamilton in June, Taupo end of August and concluding with the final round in Tauranga in November. See the NZMPBA calendar herewith for actual dates.

The Wellington Offshore Series 2009 Final results.

Thanks to all the real offshore racing enthusiasts for competing in the Wellington series this year. As always we all learned a little more about race setup in the varying conditions and this spurred a few to design and build a better boat for next years series.

The old adage to finish first, first you must finish certainly applies to this form of model boat racing as some found out during the year. Being spectacular is certainly entertaining but those that quietly went about their business and built a good number of laps over the whole of each days racing have ensured they are near the top of the bunch.

This years format allowed each competitor to drop their worst heat prior to the days final . After analysing the results from the full year and then redoing the results with all heats counting we have decided to adopt a new system for next year. All heats and finals will count towards the total score for each competitor so you better have your boat well sorted before each event .

We look forward to seeing you for the 2010 series. Good luck to you all.

Final results for all 3 rounds.

Round 1 february 2009.

1 st Darrell Hansen	Wellington	75 laps C2 class
2 nd Tony Rutledge	Wellington	70 laps C1 class
3 rd Birmey Korving	Hamilton	67 laps C2 class

Round 2 May 2009

1 st Pieter Lokum	Wellington	83 laps P1 class
2 nd John Belworthy	Wellington	81 laps C1 class
3 rd Tony Rutledge	Wellington	68 laps C1 class

Round 3 August 2009

1 st = Darrell Hansen	Wellington	82 laps C2 class
1 st = Matt Gay	Picton	82 laps C1 class
3 rd John Belworthy	Wellington	75 laps C1 class

Overall standings

1st Darrell Hansen C2 Class
2nd John Belworthy C1 class
3rd Tony Rutledge C1 class

The Bolt Award – Darrel Hansen for attempting to race a Tunnel without a rudder.

The Dive Award – Wayne McNaught for disappearing under the water and re-emerging completely clear of the water vertically with a 57 inch deep vee.

As you can see the results are heavily biased towards the Wellington club. We would like to see a few more out of town competitors come down and rectify this for us. The first round in March will be part of the NZMPBA Offshore series for 2010 so come and get some points to take north with you.

The first round of next years series will be run on the 7th of march 2010 . Entry forms for this are already on the website.

Hope to see you all there.

Cheers

Wayne

Club News

Send us your clubs news.

Bright Ideas –

Your ideas here? Tell us about them

Technical Talk

Correction from Issue 2 thank you to Glenn Cupit

Hi Peter,

I looked at your site and newsletter - awesome!

I re-read my article and found a typographical error that I made when originally writing it!

P 7, 5th paragraph, (in Propshaft page 15 line 39) last sentence **should read:**

"THEN, cant the **FIN**, A LITTLE!"

My original copy read: "THEN, cant the **rudder**, A LITTLE!

"rudder" is incorrect.

Best Regards,

Glenn

The above correction has been made to the version of Propshaft 2009 Issue 2 now on our website.

NZMPBA 2010 Calendar of Events

Date	Event	Venue
January 23 and 24	GP Hydros and NZMPBA Display	Tauranga
February 6 and 7	GP Hydros and NZMPBA Display	Karapiro
February 27 & 28	World Cup Round 3 SUHA**	Hamilton, Lake Hakanoa
March 7	Wellington Offshore Round 1	Wellington, Seaview Entry form
April 1 to 5	NZMPBA Nationals	Hamilton Further Info
April 2	NZMPBA AGM	Hamilton Flyer
May 2	Wellington Offshore Round 2	Hutt River
May 22 and 23	Seafair Trophy Round 4 SUHA**	Auckland
June 5, 6 & 7	Queens Birthday, SI Champs	Blenheim
June 19	Hamilton 100 Offshore	Hamilton
July 24 & 25	Diamond Cup SUHA** Round 1	Taranaki
August 1	Wellington Offshore Round 3	Hutt River
August 28	Taupo 100 Offshore	Taupo
September 25 & 26	Governors Cup SUHA** Round 2	Tauranga
September 30	National Hosting Applications Close	
October 23 & 24	Central Challenge NI Champs	Huntly
November 7	Wellington Offshore Round 4	Palm North or Hutt River
November 13 & 14	Presidents Cup SUHA **Round 3	Palmerston North
November 27	Tauranga 100 Offshore	Tauranga
November 30	Finalise 2011 Event Calendar	

For more up to date info and entry form downloads go to website www.nzmpba.co.nz



Application for New and Continuing Membership

NZMPBA #

Name:

Address:

Phone numbers

Home:

Work:

Mobile:

E-mail:

DOB / Age:

Occupation:

Preferred Frequency..... MHz Alternate Frequency..... MHz

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

Subscription Fee Structure (Financial year starts 1st January each year)

Senior Membership

Full Rate \$40.00

Family Membership

Full Rate for 1st Senior member, 50% of full rate for each other family member living at the same address.

Junior Membership

50% of full rate for upto 20 years of age.

Full Time Student

50% of full rate.

Senior Citizen

50% of full rate for 65 + years of age.

Only one set of mail will be sent to a family group membership but each member will have an individual registration / race number and have full voting rights.

First time / New memberships.

New membership subscriptions accepted on or after 1st July each year will only pay 50% of the applicable rate above.

New membership subscriptions accepted on or after 1st October each year would be at the full correct applicable rate BUT will also be valid to include the next full financial year.

Amount enclosed \$ (cheque, cash, direct credit) delete as required. **Please circle the membership type you are joining under.**

Return form and subs to:

NZMPBA Treasurer:

Kerry O'Reilly

253B Taharepa Road

Taupo

Ph 07 3767524

Fax 07 3767525

Email tanimoff@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 or if an existing member include NZMPBA race # to identify payee.