

# PropShaft



Magazine of the New Zealand Model Power  
Boat Association Incorporated

Issue 2 2010



Winners at the 2010 Nationals

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## Editorial

Not much copy for this issue, thanks to those that did contribute.

## 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.

## Wellington Offshore 2010 Round 1 Seaview

By Peter Collier

March 7 saw the 24<sup>th</sup> running of the Wellington Offshore race at our Seaview venue, the day dawned fine and sunny without any wind so the alternative Hutt river venue was not required. Well that was the way the water was to begin with but past years experience told us it would be rougher later once the afternoon breeze took hold and we were not disappointed.

The first event was the 10 lap Catamaran race (Cat Scrap) for those brave enough, there were 8 entries and although 7 made the start only 3 posted any laps to fill the 3 podium places for the event. Wise idea to run it first and even then it was very challenging conditions for the cats and certainly not worth a 10 minute event get a result. Too much swell to go full throttle, just wait for the later events on the Hutt river and Palmerston North if it is not too rough.

With the Cat Scrap out of the way, the 19 offshore entries were accommodated into 3 groups for the 10 minutes heats and racing commenced in quite reasonable conditions with the waters edge at the high tide mark.

Offshore racing has developed over the years where it was in the past just a battle for survival in the conditions to keep going and finish and the results would take care on themselves. Nowadays there is more actual racing of the other boats even when it gets rough and rough it did get. By the time the 20 minute finals were run some boats would disappear between waves, boats driven too slowly would get stuck surfing down one wave and unable to climb out of the next some courage was required to open up the throttles a bit and climb out. One driver quickly realised that an out of sight boat could rapidly be located by blipping the throttle and noting the position and direction of the roostertail and then driving accordingly to get back on track. Another hazard at this stage was a narrowing front straight as the tide receded towards the line of buoys and added to this were the rollers breaking onto the beach. Smart movers such as Matt Gay would pick a trough between crests and ride it the length of the front straight, while other had to jump back over a wave to avoid being washed up on the shore.

Spectacular and risky driving by the faster boats of Steve Trott, Graeme DePina, John Belworthy, Matt Gay, Darrel Hansen and Peter Collier kept the wow factor alive but it was Pieter Lokum driving a steady pace throughout the day with his C1 deep vee that came out on top. I have to add that Pieter was my pit man when I won this event in 2003 the whole time he was telling me to slow down, just about chewed my ear off in the process. So easy for me to see how he did it in 2009, and as always Wellington delivers challenging conditions and the winner is often the one needing the least rescues.

The Balls award must go to Brian Anderson who continued to run his CMB67 Cat in the offshore races, not an easy option. Brian should find the going a bit easier with the remaining events on the river.

Other observations were firstly the success of ASP motors 61's and 91's in this type of racing, a hot racing motor is no advantage and perhaps the opposite. Given that full throttle driving at high revs on a small is rarely possible for anything but very short periods and a better proposition is low rev torque and a big prop for fast acceleration out of corners and then backing off to safer cruise speed. Secondly, the outdrives and subsurface boats were very even in lap times, the M shaped course ensured this by negating the advantage the outdrives would have had in being able to do a fast oval around the outside, well at least till it got rough.

Another big plus of this regatta is that it is a single boat event, notwithstanding the Cat Scrap, where everyone gets equal time (or at least race starts) on the water. Like for instance Wellington club all 11 active members are able enter and have a full days racing, rather than have the day broken up into running various classes with too much time spent waiting around for your next turn, it keeps everyone involved the whole time.



Pieter Lokum (Doc) 2009 Wellington Offshore winner, water relatively calm before racing began (photo courtesy WMPBC)

## Results

3 x 10 minutes heats and 20 minute final

C1 Class		Laps	C2 Class		Laps
1 <sup>st</sup>	Pieter Lokum	76	1 <sup>st</sup>	Peter Collier	72
2 <sup>nd</sup>	Steve Trott	74	2 <sup>nd</sup>	Darrell Hansen	49
3 <sup>rd</sup>	Matt Gay	66	3 <sup>rd</sup>	Nigel Wong	35
<b>Petrol Class</b>			<b>Catamaran Race</b>		<b>10 Laps</b>
1 <sup>st</sup>	Graeme DePina	39	1 <sup>st</sup>	Peter Collier	10
2 <sup>nd</sup>	Bob Gutsell	24	2 <sup>nd</sup>	Nigel Wong	8
3 <sup>rd</sup>	Dale Hopkins	20	3 <sup>rd</sup>	Wayne McNaught	5

Overall standings	Group	Laps
1 <sup>st</sup> Pieter Lokum	G2	76
2 <sup>nd</sup> Steve Trott	G1	74
3 <sup>rd</sup> Peter Collier	G1	72
Matt Gay	G1	66
John Belworthy	G1	62
Tony Rutledge	G1	56
Warwick Orsborn	G2	53
Darrell Hansen	G1	49

Graeme DePina	G3	39
Nigel Wong	G3	35
Paul Bretherton	G2	30
Jeremy White	G3	25
Wayne McNaught	G2	24
Bob Gutsell	G3	24
Dale Hopkins	G3	20
Brian Anderson	G3	8
Ian Godfrey	G3	8
Leigh Marsden	G2	3
Craig Oram	G1	3

## Regatta Report 2010 Thunder Down under New Zealand Model Power Boat Association National Championships

Hamilton Lake (Lake Rotoroa) April 2-4 2010

There's an old cliché that's often associated with all forms of motor racing and that's "to finish first, first you must finish". It's no different irrespective of whether you're racing radio control powered craft as we do or 1:1 scale craft as do our full size counterparts. And so it would turn out to be the common theme for this event.

Starting from the beginning, the NZMPBA made the decision to allocate hosting rights for the 2010 nationals to the Hamilton Model Power Boat Club. By this stage the club had already made arrangements with the Hamilton City Council to enable it to use the western shoreline of the lake in order to give us the best protection from prevailing weather conditions (usually westerlies). The bonus was that the western shoreline is also nicely fitted out with a yacht club facility and wharf/jetty that would be the perfect location for the hot pits and drivers stand.

Entry forms were duly sent out along with website directories for Hamilton based accommodation and then it was a case of waiting for the entries to come flooding in. Of course it was expected the whole event would be a grand affair with at least 30 entries and people coming from miles around, kind of like the last couple of years? A venue for our exclusive use was duly booked for the AGM and also the prize giving dinner and preliminary arrangements were then made for a catering company to provide a sumptuous 3 course buffet menu.

So the closing date duly came and went and we had the sum total of 15 entries! So the catering was cancelled and we elected to "self cater", meaning that we'd estimate a total of 25 to attend the prize giving dinner and we'd need to buy supplies in advance of the weekend due to there being not much time for anything on the Saturday and the shops would be closed on Friday and Sunday.

It all started for us on the Thursday afternoon (April 1<sup>st</sup>!), when the HMPBC boys assembled at lunch time to set the course and venue up. Two courses were duly measured and laid out. One would be the "primary" course directly in front of the yacht club on the western side of the lake, and the secondary course would be in the normally allocated model boating area on the eastern side of the lake. Of course the rationale being that we'd be protected from winds from the west, east, south and to some extent, the North. As it turned out we needn't have worried about that because there was hardly a breath of wind for the whole weekend except for a North West breeze Saturday afternoon.

Once the courses were all sorted we retired for a very long evening of boat preparation, shouldn't that have been done before now?

Friday morning dawned clear but a little overcast but quickly cleared to a beautiful sunny sky and stayed that way pretty much for the entire weekend. Final set-ups like getting the drivers stand erected were duly carried out along with setting up the cold pit gazebos, marking off the pits for crowd

control, setting up the lunch time barby and setting up the Integrated Race Management System (IRMS) for it's debut outing. This was all completed by 9:00 am more or less, marking the time for the open water practice session to begin.



This would be the moment of truth for all those boats that had been prepared, repaired and finished in the wee small hours of the night before.



At the conclusion of the open water practice session, the welcome and drivers brief were duly held and followed by a quick lunch of barbecued snarlers and all the trimmings, even buttered bread! Then it was time for gentlemen start your engines!..... game on for young and old.



Sadly two of our 15 entrants bailed at the last minute so we were down to 13 entrants, and then we had a couple of casualties during practice which reduced numbers even more. To the extent that most races consisted of about 3-4 boats. So we were back in that old familiar territory where all one had to do to place was finish. Once again the men boys and others were separated by the quality of their preparation and pre-race time on the water. Needless to say it wasn't unusual to see races finishing with only one or two boats still running after 5 laps.

A blow by blow account of the results is shown after this report what follows is a summary of the highlights/lowlights of the event.



As always the Endurance and marathon racing proved both exciting and entertaining from boat a driving and spectator perspective despite there being only 2-3 boats in each events, there was enough speed involved that one had to have his wits about them as boats that are stuck on buoys or are upside down don't do many laps, whereas the not so fast boats will kick their butts by just continuing to stack up the laps at a modest pace.



Running an anti-clockwise endurance race with a petrol cat is also not for the faint hearted either, with boats that will want randomly turn in sharp on some turns while running wide on other turns. Still it was all good fun that resulted in some tight racing that could have gone either way for most of the competitors.



Sadly we managed to have one casualty in the form of Gordon White who had been diligently manning the rescue boat for all of the endurance and marathon events and being very careful to park the dead boats on the rescue boat "cradle with their props away from him, decided just one time to place them on the cradle with the props toward his sitting position. When he went to restart the rescue boat outboard, his hand slipped off the pull cord resulting in slicing his arm open on one the props. Then the comedy began..... For those of you not familiar with the venue, it's within 5 minutes drive of the Waikato hospital if you drive really slowly. Well after getting a compression bandage onto the wound, we jointly decided that the quickest thing to do would be to call an ambulance and get him straight into A&E rather than send him through a clinic. Well that seemed like a good idea at the time, so the ambulance was duly called, well it took 40 minutes for the ambulance to turn up and casually whisk him away for treatment. To Gordy's credit, once he'd got his 5 stitches, he was back down again manning the rescue boat for the rest of the day's activities. What a legend!



The event concluded with open oval racing and for the first time in the whole weekend we had about 10 boats competing in 2 X 5 lap sets of heats. Unfortunately IRMS doesn't seem to like mixing the heats up very much so each heat was very much the same with a similar result. The extra numbers of boats, combined with starting skills that had progressively improved during the course of the weekend, saw some very exciting racing especially in the early stages of the race. It was not unusual to see the whole field approach the starting line in line, just on the plane, and gun it when the starter buzzer went. This made for some interesting antics at the first turn as everybody competed for lane 1 on turn 1! Once again the fastest boats were plagued by DNF's and even worse DNS' even the normally unbeatable Andrew O'Neill and Steve Trott had a DNF each leaving the door open for yours truly to take out Open oval with a slower craft and much less driving technique.



Racing concluded a little later than planned somewhere around 4:30. With the prize giving dinner due to start at 7:00 pm some fast furious work was going to be required to get the site cleaned up, the obligatory personal hygiene stuff sorted, points tallied, prize cards presented and trophies ready for presentation by 7:00pm. Luckily the man in charge of that whole operation is an ardent fan of the product of a certain brewery at Mangatainoka so everything was in hand.....

Well 6:30 pm came and went and we were still at my place feverishly calculating and checking points and scores etc. One group of four who had put their names down for the dinner, decided to up roots head south for home, and we were down to 10 for the dinner.

At 6:45 it was clear we were going nowhere soon, so the call was made to redirect the prize giving dinner to my place and have a bit of a beer and chin wag over some barbecue food while we waited for the number crunchers to do their thing. And so it was, thanks to Damian and Darcy for carting the remaining party goers to my place. So Food was cooked and consumed courtesy of my wonderful wife Debra, more beers were drunk and just before the beers ran out it happened.



So at about 10:00pm the "Tui Man" announced he was finally finished, thanks to the IRMS printer deciding it did not want to communicate with the IRMS lap-top necessitating handwriting of all the place cards! As Murphy's law would have it, the thing had performed almost faultlessly all weekend on it's first outing and now this!

So without further ado, prize-giving for the 2010 NZMPBA Nationals & Thunder Down Under Regatta commenced at 10:30 pm in my living room. Fortunately those that were left by that stage managed to all fit, and even more fortunately they were the one's who ended up with the majority of trophies ad place cards! Yes, you're right there is a better way.



So that was it, the 2010 NZMPBA Nationals was all but history. From a financial perspective we broke even, but almost everyone who attended will have departed with some fond memories, of fun racing, and awesome venue, even better weather, and most importantly renewed friendships that can only happen when people race together and then share food and beer. And as it goes with motor racing for those who had done the preparation or just got plain lucky with reliability the rewards were there for the taking.

## **2010 NZMPBA Nationals Results.**

### **B Mono Oval Sprint**

1<sup>st</sup> Neil Plumpton 700pts  
2<sup>nd</sup> Steve Trott 425pts

### **C2 Mono Oval Sprint**

1<sup>st</sup> Steve Trott 1800pts  
2<sup>nd</sup> Andrew Meek 1050pts  
3<sup>rd</sup> Tony Kockott 800pts  
4<sup>th</sup> Neil Plumpton 300pts  
5<sup>th</sup> Matthew Bindon 25pts

### **P2 Mono Oval Sprint**

1<sup>st</sup> Andrew O'Neill 2000pts  
2<sup>nd</sup> Bob Gutsell 1500pts  
3<sup>rd</sup> Andrew Meek 1125pts

### **C2 Tunnel Oval Sprint**

1<sup>st</sup> Tony Christiansen 1200pts  
2<sup>nd</sup> Merv Sowden 325pts

### **P2 Tunnel Oval Sprint**

- 1<sup>st</sup> Andrew O'Neill 2000pts
- 2<sup>nd</sup> Bob Gutsell 1425pts
- 3<sup>rd</sup> Tony Kockott 550pts

### **B Hydro Oval Sprint**

- 1<sup>st</sup> Steve Trott 1400pts
- 2<sup>nd</sup> Bob Gutsell 825pts
- 3<sup>rd</sup> Neil Plumpton 700pts
- 4<sup>th</sup> Tony Kockott 650pts

### **C2 Hydro Oval Sprint**

- 1<sup>st</sup> Bob Gutsell 1800pts
- 2<sup>nd</sup> Steve Trott 1125pts
- 3<sup>rd</sup> Matthew Bindon 25pts

### **P2 Hydro Oval Sprint**

- 1<sup>st</sup> Andrew O'Neill 1950pts
- 2<sup>nd</sup> Steve Trott 1150pts
- 3<sup>rd</sup> Damian Baker 650pts
- 4<sup>th</sup> Tony Kockott 450pts
- 5<sup>th</sup> Andrew Meek 250pts

### **Sport Petrol Hydro Oval Sprint**

- 1<sup>st</sup> Andrew O'Neill 1900pts
- 2<sup>nd</sup> Steve Trott 1200pts
- 3<sup>rd</sup> Damian Baker 700pts
- 4<sup>th</sup> Tony Christiansen 419pts
- 5<sup>th</sup> Tony Kockott 300pts

### **T1 Thunderboat Oval Sprint**

- 1<sup>st</sup> Andrew O'Neill 1500pts
- 2<sup>nd</sup> Damian Baker 1425pts
- 3<sup>rd</sup> Steve Trott 850pts
- 4<sup>th</sup> Andrew Meek 500pts
- 5<sup>th</sup> Terry Riddiford 25pts

### **T2 Thunderboat Oval Sprint**

- 1<sup>st</sup> Andrew O'Neill 1600pts
- 2<sup>nd</sup> Damian Baker 325pts
- 3<sup>rd</sup> Bob Gutsell 25pts

### **C Scale Hydro Oval Sprint**

- 1<sup>st</sup> Steve Trott 1750pts
- 2<sup>nd</sup> Merv Sowden 1075pts
- 3<sup>rd</sup> Jason Lester 569pts
- 4<sup>th</sup> Bob Gutsell 325pts

### **Sport 45 Scale Hydro Oval Sprint**

- 1<sup>st</sup> Steve Trott 1800pts
- 2<sup>nd</sup> Jason Lester 1425pts
- 3<sup>rd</sup> Merv Sowden 275pts

### **B Marathon**

- 1<sup>st</sup> Tony Kockott 32 laps
- 2<sup>nd</sup> Neil Plumpton 31 laps
- 3<sup>rd</sup> Steve Trott 18 laps

## **C2 Marathon**

- 1<sup>st</sup> Tony Christiansen 38 laps
- 2<sup>nd</sup> Matthew Bindon 31 laps
- 2<sup>nd</sup> Steve Trott 31 laps
- 4<sup>th</sup> Neil Plumpton 7 laps
- 5<sup>th</sup> Tony Kockott 3 laps

## **P2 Marathon**

- 1<sup>st</sup> Bob Gutsell 45 laps
- 2<sup>nd</sup> Andrew O'Neill 38 laps
- 3<sup>rd</sup> Andrew Meek 18 laps

## **B Endurance**

- 1<sup>st</sup> Neil Plumpton 54 laps
- 2<sup>nd</sup> Tony Kockott 39 laps
- 2<sup>nd</sup> Steve Trott 39 laps

## **C2 Endurance**

- 1<sup>st</sup> Steve Trott 63 laps
- 2<sup>nd</sup> Tony Christiansen 50 laps
- 3<sup>rd</sup> Matthew Bindon 34 laps
- 4<sup>th</sup> Tony Kockott 21 laps
- 4<sup>th</sup> Andrew Meek 21 laps
- 6<sup>th</sup> Neil Plumpton 3 laps

## **P2 Endurance**

- 1<sup>st</sup> Andrew O'Neill 66 laps
- 2<sup>nd</sup> Bob Gutsell 60 laps
- 3<sup>rd</sup> Tony Christiansen 47 laps
- 4<sup>th</sup> Andrew Meek 15 laps

## **Open Oval Sprint**

- 1<sup>st</sup> Bob Gutsell 1625pts
- 2<sup>nd</sup> Andrew O'Neill 1525pts
- 3<sup>rd</sup> Tony Kockott 950pts
- 4<sup>th</sup> Steve Trott 950pts
- 5<sup>th</sup> Damian Baker 800pts
- 6<sup>th</sup> Terry Riddiford 675pts
- 7<sup>th</sup> Tony Christiansen 569pts

## **King Of The Nationals**

- 1<sup>st</sup> Steve Trott 420pts
- 2<sup>nd</sup> Andrew O'Neill 410pts
- 3<sup>rd</sup> Bob Gutsell 270pts

## **Presidents Cup**

- 1<sup>st</sup> Andrew O'Neill 750pts
- 1<sup>st</sup> Steve Trott 750pts
- 3<sup>rd</sup> Bob Gutsell 330pts

## **Thunder Down Under Trophy**

- 1<sup>st</sup> Hamilton Model Boat Club 1180pts
- 2<sup>nd</sup> Central RC Power Boat Club 560pts
- 3<sup>rd</sup> Hawkes Bay Model Power Boat Club 150pts
- 4<sup>th</sup> Manukau Model Power Boat Club 90pts
- 5<sup>th</sup> Masterton 20pts

## **Best Presented Race Boat**

- 1<sup>st</sup> Steve Trott (Executone T1 Thunderboat)
- 2<sup>nd</sup> Merv Sowden (Express C2 Tunnel)
- 3<sup>rd</sup> Terry Riddiford (The Rids T2 Thunderboat)

## **Hard Luck Award**

Dale Hopkins

## **Engine Breakers**

Bob Gutsell

## **Rookie Cup**

Matthew Bindon

## **Endurance Cup**

- 1<sup>st</sup> Andrew O'Neill 66 laps
- 2<sup>nd</sup> Steve Trott 63 laps
- 3<sup>rd</sup> Bob Gutsell 60 laps

## **Scale Gold Cup**

- 1<sup>st</sup> Steve Trott 50pts
- 2<sup>nd</sup> Merv Sowden 33pts
- 3<sup>rd</sup> Bob Gutsell 32pts

The 2011 Nationals will be held at Blenheim over Easter April 22-25<sup>th</sup>, 2011 and hosted by the Marlborough Model Boat Club, with the AGM being held on the Friday night. I hope to see you all there.

## **Wellington Offshore Round 2 May 2nd 2010 Venue Sladden Park Hutt River.**

I arrived soon after 9.00am, and already there were guys setting up.

The morning was fine with a few scattered clouds. And the sun was breaking through giving a sense of opportunity already.

Soon Tony was out laying the track, which most agreed was a good layout, and mostly- kept the boats off the rocks.

We had an elongated "M" which kept us on our toes more than we expected.

At the drivers briefing we were all given the rules for the day, so we were prepared for anything now?

### **Race 1- CAT SCRAP- A memorable race.**

On countdown and the race started, all the boats scratching for the lead. Within 2 laps Jeremy's boat had gone right off tune and was running very rich, Peter had either grabbed the lead or was very close to it, and the other boats were becoming spread in between, and that was how it stayed.....

For at least the next 2 laps.

The next thing, all the boats had either rolled including the leader Peter, or had stopped.

Wait a minute, what's that blue smoke and a slow four stroking motor on a Cat. There goes Jeremy speeding down the straight, well nearly speeding.

By the time everyone had their boat back in the water that was going to, Jeremy had an insurmountable lead. In the 2 minutes left, no-one was going to catch him.

On the day he had the fastest boat- it must have been because he did the most laps. (This was a classic case of the tortoise and the hare).

**The Offshore Racing:** - The sun was shining on the water making the buoys very hard to see. I looked and noticed Peters driver was squinting, which shows how bad it was. I checked Daryl's driver too, but he seemed a little distant.

The racing went well with Darryl and Peter dicing quite a bit.

Neil Plumpton was running well too but had a few problems with reliability. On the plane the boat was fast and cornered well. Leigh has made huge changes in getting his boat to be fast and reliable. The new colour scheme seemed just a little more streamlined than before, with plenty of speed and the boat sitting well in the water.

We knew that soon the wind would rise and the big waves would start rolling in.

Shock- horror Wayne was out with his boat only running for short periods before stopping. The next thing John was out, the drive shaft causing issues and slipping.

Suddenly 2 of the big guns were gone.

The racing continued for the morning and then it was time for a BBQ. Thanks to Ian once again for making us all feel either good or better with a sausage or 2, with bread and cooked onion, liberally coated in sauce.

I don't know what happened to Ian's boat, as I don't recall seeing it in the afternoon, but I can only suspect the driver was cleaning up after lunch.

The boat was out with two intrepid travelers going..... Sorry wrong story. The dingy was out with Peter L and I believe Wayne, checking for rising hazards beneath the surface. These were dealt with, but the course was changed too to keep the boats in deeper water.

So now it was after lunch and time to start again. The wind and waves would be rising soon.

In the afternoon some of us were "lucky" to see the most spectacular non crash ever.

Wayne as usual was on the "mike" directing traffic. The rescue boat was out on the start straight just after the incoming corner. Wayne was warning the drivers. A very quick driver call was required- left or right. There was a split second to make that decision. Paul was on to the main straight--- Right- his driver went right. The rescue boat was going right too, so there was a large arc to pass. The next thing Peter was coming into the middle of the M from the left, and Paul coming into the middle of the M from the right. It was really a blur to me but the amazing thing was that the two boats probably had a 50mph- 80kph difference in speed and Peter passed on our side of Paul, the boats missing by perhaps a couple of inches- 50mm. I have included mm for those reading this that were never educated in the art of using a measurement that has no real meaning as far as anything goes.

Well the boats missed.....Just.

I can feel for Paul on this one as being a non- expert there is the chance that our drivers will make the wrong decision. My driver has been wrong lots of times, and he still makes mistakes at times- silly man.

It is a lesson for us all though, and thanks to Paul's driver for pointing it out.

In my PPS sponsored and owned boat, I felt like a king.

If you didn't make a mistake it just kept going.

I had a vision that at some stage in the morning the boat had done a barrel roll. I think I was dreaming though because it didn't even slow down.

Grant had Mr. and Mrs. M piloting his yellow terror.

Much to my amasement I believe that Mrs. M was driving. I couldn't get anyone to confirm this but every now and then the boat would flip, just out of the blue. We know that Mr. M is very careful so I'm sure it was Mrs. M doing the stuff.

I was helping Peter with his launching and racing between video shots. Luckily Peter had a couple of very "bright" crew who were keeping an eye out for him.

Earlier in the day Peter's boat had hit something very big, and this had raised the rudder, so no steering and into the shore- beats a boat rescue for time.

That and one other breakdown, and here was Peter about 4 laps behind Tony.

Peter was determined to catch Tony if possible, and so drove like a mad man, even though I advised against it. I have advised Peter that his driver and navigator really need goggles to allow for the levels of speed being achieved.

About this time Jeremy's boat decided to make its own course, and out of the blue drove into the rocks on the far side at the back straight entrance.

Unfortunately this put Jeremy out for the rest of the day. He had been going so well too, with the boat being reliable and tracking well in the conditions.

That wind would be up soon, bringing in the waves with it.

The mad man- I mean Peter drove like he was possessed. He also had out the video camera and was filming Tony as he guided his boat past the buoys. He was asking Tony questions and making comments on film. This would put any normal person off. It just happens that Tony is not normal. He comes from Naenae and we all know about people from Naenae.

Tony didn't flinch a bit.

There was another Peter (Pieter) in this race too.

Quietly just doing laps, and laps and laps and laps. No problems, no breakdowns, just keeps circulating. Doesn't this guy ever stop!

The afternoon was passing; we were waiting for the wind and waves to arrive.

We still didn't realise that the weather was fixed that day.

Someone had been tampering with the weather satellite and turned off the wind. I suspected it was Nigel because he was running his cat, and we all know about running cats in offshore racing.

Anyway the wind didn't arise at all. This must have been the calmest offshore ever. I know its amazing still how many times Mrs. M flipped though.

The mad- Peter didn't catch Tony's lead going into the final. Peter made a good try at it though, finally being just 1 lap shy of Tony.

I have learnt my lesson. Don't try to take on anyone from Naenae. Earlier I had given it a go. I had managed to keep Tony behind me for a couple of laps, then I left a gap between the buoy and the boat- I expect the gap was about 1 and a quarter boat widths and Tony went for it. I reiterate to all of you thinking of having a go with someone from Naenae----DON'T--.

He was in just like that, and then he was gone. That was probably how Peter nearly caught him, with my holding him up for a bit. There is only one thing worse than taking on someone from Naenae, and that is a mad man from Kelson.

Warwick Orsborn

## Results

### Best overall scores in 3 Heats

1 <sup>st</sup>	Pieter Lokum	65 laps
2 <sup>nd</sup>	Tony Rutledge	64 laps
3 <sup>rd</sup>	Peter Collier	60 laps

### C1 class top 3

1 <sup>st</sup>	Warwick Orsborn	89 laps
2 <sup>nd</sup>	Grant Binns	82 laps
3 <sup>rd</sup>	Leigh Marsden	69 laps

### C2 class top 3.

1 <sup>st</sup>	Peter Collier	108 laps
2 <sup>nd</sup>	Darrell Hansen	69 laps
3 <sup>rd</sup>	Neil Plumpton	38 laps

### Petrol class P1

Pieter Lokum	95 laps
<u>B class</u>	
Tony Rutledge	109 laps

### Overall top 3 placings

1 <sup>st</sup>	Tony Rutledge	109 laps	B class
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### Cat Scrap 10 minute race

1 <sup>st</sup>	Jeremy White	8 laps
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2 <sup>nd</sup>	Peter Collier	108 laps	C2 class	2 <sup>nd</sup>	Peter Collier	5 laps
3 <sup>rd</sup>	Pieter Lokum	95 laps	P1 class Petrol	3 <sup>rd</sup>	Neil Plumpton	4 laps

**All scores in descending order with points for Wellington club champs**

Tony Rutledge	109	1 <sup>st</sup>	100 points
Peter Collier	108	2 <sup>nd</sup>	99
Pieter Lokum	95	3 <sup>rd</sup>	87
Warwick Orsborn	89	4th	81
Grant Binns	82	5th	75
Leigh Marsden	69	6 <sup>th</sup> =	63
Darrell Hansen	69	6 <sup>th</sup> =	63
Jeremy White	38	8 <sup>th</sup> =	34
Neil Plumpton	38	8 <sup>th</sup> =	34
Paul Bretherton	30	10 <sup>th</sup>	27
Nigel Wong	16	11 <sup>th</sup>	15
Wayne McNaught	2	12 <sup>th</sup>	0
Ian Godfrey	0		0
John Belworthy	0		0

The water conditions for this event were calm all day. We had some issues with low tide hitting around 1pm. This necessitated a few hidden branches to be removed from the course area on the front straight and a change to the course at bouy's 1 and 2 to give us enough water to run in.



Early morning preparation before the second Wellington Offshore



.....and it stayed this calm all day

## Club News

Send us your clubs news.

## Bright Ideas –

Your ideas here? Tell us about them

## NZMPBA 2010 Calendar of Events

Date	Event	Venue
June 5, 6 & 7	Queens Birthday, SI Champs	Blenheim, Wairau Diversion <a href="#">Entry form</a>
June 19	Hamilton 100 Offshore	Hamilton <a href="#">Entry form</a>
July 24 & 25	Diamond Cup SUHA** Round 1	Taranaki
July 24 & 25	Frost Bite Scale Cup	Blenheim, Wairau Diversion
August 1	Wellington Offshore Round 3	Hutt River <a href="#">Entry Form</a>
August 28	Taupo 100 Offshore	Taupo
September 25 & 26	Governors Cup SUHA** Round 2	Tauranga
September 30	National Hosting Applications Close	
October 17	Picton Offshore	Picton
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](http://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 1<sup>st</sup> January each year)

**Senior Membership**

**Full Rate \$40.00**

**Family Membership**

**Full Rate for 1<sup>st</sup> 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 1<sup>st</sup> July each year will only pay 50% of the applicable rate above.**

**New membership subscriptions accepted on or after 1<sup>st</sup> 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](mailto: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.**