

PropShaft



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

Issue 2 2014



Taupo 2014 two views of the pits all quiet before the action began

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Editorial

A new idea I have implemented in response to all the people interested in submitting copy but want to know when the deadline is for the next issue, probably so they can sit on it till the last moment and still miss it. So now I will say for 2015 the deadlines for copy will be 31 March, 30 June, 30 September and 31 December. Four quarterly issues and four dates, easy. This is how I will work it, at the start of each quarter I will begin putting the edition together and post it on the website as 'Provisional' for all to see how it is coming together in other words how little or how much copy has been sent in and maybe encourage some to submit something to add to it. This will have the advantage that copy will go in in a timely manner and is not 'old news' when first seen. When that quarter date passes that issue will be finalised and the next one started, and so on. For those that still require a hardcopy this can be posted out at the end of each quarter if needed.

At this end of year may I wish you happy holidays safe travels, some building time, and special thanks to those that contributed copy this year, they know who they are.

Subs, yes they are due come 1 Jan 2015 to be race legal and with BOPMPBC having an event Jan 24 you will need that to race. Application form on last page of this Propshaft.

Presidents Report

Hi all. Well another year is nearly done and as usual it has flown by. It has been a busy year for the committee working on all the things needed to be done. A lot of work has been done by our treasurer and secretary to bring the association accounts up to date and get the association re incorporated as it was struck off last year unbeknown to the committee until a few weeks back. Anyhow it's all back on track with thanks to Steve and Bruce for their efforts. The committee has also been working on our classes and a little bit of a revamp which will see classes introduced around the (box) stock zenoah and some tidying up/ rationalising of others to make running future Nat's a little easier (we hope)! There is also some updating of the electric classes, so hopefully we have a great platform for the next few years for model boat racing in NZ

I have been able to attend most regattas this year with the exception of those in Wellington and the South Island and have enjoyed the racing and camaraderie that exists. Thanks to everyone who has been able to be there and for pitching in where needed to make the events successful and run as smoothly as possible. It is you guys that make our model boating the fun that it is.

This year saw the introduction of the two-lap sprint records, which was a blast and I am looking forward to the next regatta next year and the opportunity to break the records already set. There are a number of records still wide open so keep that in mind for next year. The offshore series continues to be popular with good attendance and I am really looking forward to getting my offshore boat on the water soon and racing in that next year too. The BOP club is also running a separate four round offshore series at our pond in Tauranga next year and it should be a blast. Next year's Nationals will also be at Tauranga again and I would encourage all that can, to be there and enjoy some top racing at a fantastic facility.

There is plenty of boating in next year's calendar for everyone so check through it to see what you could get to.

I would like to wish all a Merry Christmas and happy New Year. If you are getting away for the holiday season drive safe and enjoy time with family and friends. I hope to see many of you again next year at the various events. Until then.

Peter Anderson.

NZMPBA Rule changes and National Championships Class variations

Become effective 6th April 2015.

National Championships considerations.

1. Nationals remain at Easter and runs over 4 days, starting Thursday and finishing Easter Sunday.
2. Nationals are to be "class specific" ie no cross entry of any boat (as it already ran) into other classes except as allowed in Marathon and the appropriate Open Oval event.
3. P2 Hydro is not to be run as an event as such, this is facilitated by the following sub classes being run: T2 Thunderboat, Sport Petrol Hydro and Outrigger Hydro.

4. In the Nitro Mono, Tunnel and Hydro classes, A,B & C1 shall be merged. (le up to 10cc class)

NZMPBA permanent rule book changes.

1st Proposal: That in T2 Thunderboat ANY brand of petrol motor upto max 27cc is allowed.

Wording of Rule book to be amended as follows: (under Engine Specifications)

1. **Any 2 stroke petrol engine can be used up to 27cc. Electronic or Magneto ignition is allowed.**
2. Delete completely
3. Leave wording as is. (re number as #2)
4. Delete completely

2nd Proposal: That Sport Petrol Hydro be limited to Pickle Fork Hulls.

Wording of rule book to be amended as follows:

1. **Hull configuration shall be Pickle fork only, The Pickle fork shall not exceed 25% of the hull length (Hardware and other appendages are excluded from O/A length)**

3rd Proposal: That to allow for the adjustment of P1 Class (to become “stock class”) then under General Rules 4. CLASSES, P2 is adjusted as follows:

P2 class. **Up to 27cc** Petrol and oil only. (No other additives allowed)

4th Proposal: That P1 class becomes the “Stock Zenoah” class that includes Mono, Tunnel and T1 Thunderboat (now to be known as P1 Thunderboat, this will eliminate anyone trying to cross enter the same boat into T2 Thunderboat as is now recognised as a completely differently named class.)

Under General Rules 4. CLASSES P1 is adjusted as follows:

P1 class. (Mono, Tunnel and P1 Thunderboat only)

Engine Specifications.

1. **Engine MUST BE a stock standard 231 or 260 PUM Zenoah only. No internal modifications are allowed either by removing or adding material to or from the engine, with the exception of relieving the side of the piston at ring area to prevent seizing. The cylinder and head assembly must be a single unit as standard (no removable heads and / or head buttons allowed)**
2. **All stock gaskets and seals must be installed (No splitting of paper gaskets or using thinner replacement gaskets is allowed)**
3. **Engine must run with stock Grey and Red coils.**
4. **Spark plug can be any standard type (unmodified) and must have its washer installed.**
5. **NO “stroker” crankshafts allowed.**
6. **NO other after market parts allowed, eg aluminium carburettor isolator block (or other even if only cosmetic in terms of colour etc)**
7. **Any factory issued standard carburettor may be used, WT - 603, WT - 644, but can be substituted with a stock WT-257 (NO modifications.)**

8. **Any exhaust system with water cooled manifold is allowed. All boats must meet the current NZMPBA noise rules.**
9. **The engine must be equipped with a recoil starter used as the primary means of starting the engine, the standard Zenoah recoil can be substituted with an “Ezy Start” recoil. Belt starting is only allowed as a secondary means of starting the engine.**

5th Proposal: To align the current T1 Thunderboat rules with the above, make the following adjustments to Stock T1 Thunderboat as follows:

1. **Re name: STOCK THUNDERBOAT (P1)**
 9. **Engine Specifications as per P1 class in General Rules.**
(Remove ALL notes regarding Engine Specifications under T1 Class rules as these will now be noted in General Rules)

Electric Classes Proposal

1. N2 ltd and E ltd
 - a. Change to N2 and P (this keeps the class names in line with other organizations here and overseas)
 - b. Remove motor limitations and make motor choice open.
 - c. Change maximum battery capacity from 12000 to 6000 mah.
 - d. Drop the Nimh chemistry batteries
 - e. All other specs for these classes to remain unchanged.
2. Q class
3. Retain Open electric class rule as is.
 - a) 6s (cell) Lipo 22.2v
 - b) Minimum hull length 865mm (34 inches)
 - c) Other specs for the class copied from the smaller classes
4. Keep 1/8 scale electric Hydro as future class at this time.

This gives us 2,4 and 6 cell classes in hydro and offshore, which allows for plenty of scope for members to build and run electric boats. The lower battery capacity keeps a 'limitation' on the power available in the boats and compensates for the open motor rule.

We retain Open electric to allow other boats (riggers and 8,10,12 cell setups) to be able to run where numbers permit. Open electric as a class still allows boats from other classes to enter, and Open electric oval as an event at the Nationals would include any class boat.

Lipo Batteries

I thought that I would share a bit of what I have learned about lipos.

The lipo or lithium polymer battery has been the one main big thing that has brought Fast Electric boats into being serious racers. Lipo batteries are made up of separate cells that each have a nominal voltage of 3.7 volts. This is how a packs rated voltage is set, eg. a 2 cell (2S) pack is 7.4v, 4S 14.8v and so on. The lipo battery also has a capacity measured in milli amp hours or mah. This

will vary depending on the cell size but 5000mah is a common size used in FE. Lipo batteries also have a 'C' rating. This rating gives us the maximum discharge current that the battery is designed to handle. For example, a 5000mah 40C pack will be designed to discharge a maximum constant current of 200 amps. That is 5000mah or 5 amps x 40. Suffice to say that the harder you push things, the less long they last! Why do lipos puff? Lipos do not like to be over discharged. The two ways of doing this are running them for too long or taking too high currents out. The best recommendation is to ensure that your batteries can handle the current draw of the motor and when running to not use more than 80% of the batteries capacity. So for a 5000mah battery it should only need 4000mah to recharge back up. I personally set my boats up so that they will use around 80% for a 5 lap heat race. There are a number of variables that effect current draw so testing is a must to get things right.

The lipo cells when fully charged will be around 4.2 v and you should use the balance function on your charger to balance charge each pack before race day. This balances each of the cells so that the pack will work and deliver the best performance. During racing fast charging is fine. After use lipos need to be storage charged. This function on the charger takes the cell voltage to 3.85v. This is important to keep your batteries in good condition when not in use. Lipos are best stored in a cool place. The fridge is ok but do not let them freeze.

I hope that this gives a little better understanding of lipos, yes basic but simple. Lipos are an evolving technology but are simple enough to learn about, there is plenty of information online and I recommend offshoreelectrics.com as a fantastic website resource.

Peter Anderson.

North Island Champs

Labour Weekend at Tauranga

Labour weekend has come and gone...the entry for this year's NI Champs was quite low at about 11 or so, unfortunately Murray S suffered a failed water pump at Hunterville on his way to the Bay from Marton, and was destined never to make it, with that no show and another withdrawal saw the demise of a couple of the Nitro events...

Regardless of the numbers there was still a lot of racing to get through in one day, so we started very early with drivers breif at 8am and first race underway by 8.30am !

We had the best weather that day I ever remember for a Labour Weekend event ! That allowed plenty of really fast close racing among all the events, with especial note in T1, with all so even it really is a fun event, most starts with all boats within a few metres of each other...

Interestingly, along with T1, Stock Gas Mono and Stock Gas Tunnel were the 3 best supported classes, and with low numbers in attendance that's saying something !

The day rolled on with much fun and banter, lunch was kindly taken care of by Ash's wife Megan, who again does such a terrific job for us in that department, her home made chocolate cake was sooo good !

Ash and Megan had set up camp at the lake Friday night in their caravan which allowed us to set up much of the venue Friday afternoon, so a massive thanks to you both, it's that sort of effort and commitment that helps the BOP Club tick...

Karl M, a new member to the BOP club enjoyed his first event and did very well in Open Electric, and with his introduction now sees the BOP club with 3 firm exponents of fast electric craft, I am sure more will follow as time goes on...

We finished up the day around 4.30pm with everyone satisfied with a good days racing done and dusted...

Overall Results.

Open Electric

1	P Anderson	2000
2	P Botha	1200
3	K Martin	750

Stock Gas Mono

1	B Clarke	1850
2	T Christiansen	1169
3	P Botha	938
4	A Adlington	915
5	T Riddiford	700

Stock Gas Tunnel

1	B Clarke	1525
2	P Botha	1044
3	T Riddiford	1000
4	T Christiansen	150

T1 Thunderboat

1	J Turvey	1800
2	T Christiansen	1338
3	S Trott	1144
4	B Clarke	900
5	T Riddiford	152

Open Gas Mono

1	T Christiansen	1500
2	B Clarke	1125
3	T Riddiford	25

Open Gas Tunnel

1	B Clarke	850
2	T Christiansen	800
3	T Riddiford	725

Open Gas Hydro

1	T Christiansen	1400
2	J Turvey	825
3	B Clarke	400

Regs, TUI.

Regatta Report- The 2014 Hamilton 100 Offshore, Round 2 June 15th.

Once again the day greeted us with mirror calm conditions. The weather forecast was for the same for the rest of the day, and so the scene was set for yet another 100 minutes of sprint racing.

Practice was short and sweet, for most a couple of laps were enough to settle the nerves and boats were ready to race.

We had 14 entries for the event and we split the field evenly into two groups, and this year decided to keep the nitros and petrol boats separated. Main reason was to give the nitros a fair run, and secondly to avoid advantaging the one or two petrol boats that end up getting a free run with the nitros. With 5 nitros and 9 petrol boats it wasn't going to be easy but there were enough free bods with the odd friendly spectator roped in, around to be able to make sure everybody had a pitman.

Group 1, heat 1 was the first heat to break the glass calm mirror surface of the lake. Steve Trott and Random Chaos (yeah he's fixed the spelling!), finished the heat in fine style, leading the field with a healthy 30 laps, followed by Kerry O'reilly with the one and only Super Boat light B class on 26 laps, with Leon Jacobs finishing 3rd with 23 laps.

Next up the Petrol Boats in Group 2, Despite winning the start and leading for 15 of the 20 minutes, a broken shaft relegated Big Red placing to second equal for the heat with Terry Riddford's Jaffa on 27 laps each. The heat was won by Leigh Marsden's Lucky Break with 36 laps.

Round 2 for the nitros meant it was time for Steve Trott's annual engine rebuild, he thought he'd be tricky and do it two weeks earlier, but the boat had other ideas and the flywheel came loose 3 laps into the second heat. After having a few issues in the first heat, Matt McGovern came back with vengeance to convincingly win the second heat with 24 laps followed by Kerry O'Reilly and Leon Jacobs dead-locked with 17 laps.

Round 2, Group 2 saw Big Red back in fine form and after winning the start again went on to take out the heat with 32 laps, followed by Matt Bindon with 25 laps and Terry Riddiford on 21 laps.

Standings at the end of Heat 2 had Big Red leading with 59 laps, Lucky Break in second place with 52 laps and Jaffa sitting on 48 laps, and Kerry O'Reilly's B class Macho in 4th place with 43 laps.

The final heat for Group 1 was a close fight for Matt McGovern and Ian Jacobs with Ian finally overcoming with 71 laps and Matt ending up with 70 laps, and Kerry O'Reilly in 3rd class with his B boat with a very respectable 63 laps.

The final heat for Group 2 was the pseudo Grand finale and was marked by one of the more bizarre racing incidents I've seen for a while. Big Red made a grade start and was enjoying a great dice with Bruce Clarke's Clarke Engineering, when Big Red developed a stutter when turning left around the middle buoy of the back straight. The dice with Big Red and Clarke engineering had gotten so close that when Big Red stutter to an immediate halt Bruce had no where to go than straight up the back of the Big Red, leaving a nice triangle shaped hole, from the left sponson of the cat, in the process. Turned out a water line had come adrift in Big Red and when she turned left, all the water sloshed to the carb side of the boat and giving her a big gulp of nice fresh water. Thanks to a quick rescue Big Red and an observant pitman seeing the dislodged water cooling line she went on to win the final heat with 94 Laps.

Second place in the final went to Leigh Marsden's lucky break with 82 laps and third place saw Tony Christiansen's Hot Fuzz on the podium for the first time in the day with 76 laps.

Final result of the day saw the usual suspects with P2 boats dominate, with Big Red Taking out the Hamilton 100 followed by Leigh Marsden's Lucky break in second place and Terry Riddiford's Jaffa in third place. Matt McGovern was the first of the C1's in a very respectable 4th place overall, not a bad result given that he spent the first heat considering whether to change to his P2 boat. Tony Christensen started to show some good pace as the day progressed which was good enough to get him into the top 5.

Special thanks to:

- The guys that helped out in the rescue boat for the day, sorry I've forgotten who you were this time around. It's a difficult and sometimes scary job and we really appreciate you guys helping out.
- Birmy Korving and others for taking care of the lunchtime barbecue and keeping everybody fed.
- Tony Christensen and others for helping with the lap counting.
- Matt Bindon for organising the event and course set-up and take down.
- All those who stayed around to help clean-up and attend the prize giving.

Place	Name	Class	Total Laps
1	Bob Gutsell	P2	153
2	Leigh Marsden	P2	134
3	Terry Riddiford	P2	120
4	Matt McGovern	C1	110
5	Tony Christiansen	P3	107
6	Kerry O'Reilly	B	106
7	Matt Bindon	P2	97
8	Leon Jacobs	C1	97
9	Ian Jacobs	C1	94
10	Bryan Hely	P2	65
11	Steve Trott	C1	47
12	Bruce Clarke	P3	33
13	Mike Rockliffe	P2	0
14			
15			
16			

Class Placings

Class	Class Points
B	
Kerry O'Reilly	400
C1	
Matt McGovern	400
Leon Jacobs	300
Ian Jacobs	225
Steve Trott	169
P2	
Bob Gutsell	400
Leigh Marsden	300
Terry Riddiford	225
Matt Bindon	169
Brian Hely	127
Mike Rockliffe	95
P3	
Tony Christiansen	400
Bruce Clarke	300

Regatta Report- The 2014 Taupo 100 Offshore, Round 4 August 23rd.

Lake Taupo, New Zealand's largest lake with enough wind reach from any direction to give us a bit of wave action for decent offshore conditions.....you'd think! Well that's how I usually start the Taupo offshore roundup, but this time was different. The weather forecast was for a 15 knot southerly blowing right up the lake, and the weather forecast actually delivered!

We had a nice manageable entry of 19 boats registered for 7th running of this event. A bit of a godsend really as Matt B had to pull-out due to Family commitments, Kerry had to work, and Dave L had sold the Blue rescue boat. So it was to be Birmy and I to run the day. Again we ran 3 groups but mainly because we finally figured out that if we split the field into thirds, you had a third racing, a third pitting and a third available for manning rescue boats and pitting. Unfortunately we were about an hour late in getting started which exacerbated the impact of the extra heats of racing. The strategy paid off though, as everybody pitched in and did their bit, made for a very pleasant day's racing. With some further tweaking this might be a winning formula.

With scrutineering, money grabbing, drivers brief and practice for each group out of the way it was time to go racing.

The conditions stayed breezy and challenging, but manageable for most of the day with most drivers adapting to the conditions and some exiting racing. The exception was some carnage when Steve Trott and Wayne McNaught had a coming together at Buoy 4 resulting in severe damage which took Steve's boat out for the rest of the day and the season.

By the end of the second final heat, it looked like Big Red had it in the bag with a clear lead of 155 laps over Darryl Hansen on 134 Laps. BUT, it's never over until the fat lady sings, and as often happens at Taupo, the wind dropped off as the day came to an end, coinciding beautifully with the running of the heat three final. There was a fair bit of puckering going on as we watched Tony Christensen and Hot fuzz take advantage of the calm water and turn up lap after lap after high speed lap.

When it all did finally come to an end, it was the P2 boats lead by Big Red for the win by 2 laps on 155 laps, and Tony Christensen's Hot Fuzz in a close second, with 153 laps and Darryl Hansen in 3rd with 134 laps, Nigel Wong in Fourth with 114 laps and then Peter Collier rounding out 5th place with a C2 boat, Miami Vice with 106 laps.

Special thanks to:

- Birmy and those who manned the rescue boat all day. It's a difficult and sometimes scary job and we really appreciate you guys helping out.
- Kerry O'reilly, for securing the venue and sorting out the local council and Harbour master.
- Matt Bindon for organising all the front end stuff like creating the entry forms and collating the entries.
- Birmy Korving and Tania O'Reilly for taking care of the lunchtime barbecue and keeping everybody fed.
- All those that helped with Lap counting and Race directing.
- Birmy Korving, White for the course set-up and take down.

- All those who stayed around to help clean-up and attend the prize giving.

Overall Placings

Name	Eng Class	Laps	Overall place
Bob Gutsell	P2	155	1
Tony Christiansen	P3	153	2
Darrell Hansen	P2	134	3
Nigel Wong	P2	114	4
Peter Collier	C2	106	5
Pieter Lokum	P2	95	6
Terry Riddiford	P2	93	7
Wayne McNaught	C1	90	8
Steve Trott	C1	82	9
Birmy Korving	P2	80	10
Matt McGovern	C1	79	11
John Belworthy	P3	73	12
Brian Hely	PX	64	13
Leon Jacobs	C1	55	14
Ian Jacobs	C1	51	15
Murray Smithson	P2		16
Malcolm Belworthy	C2		17
Leigh Marsden	P2		18
Trevor McLellan	P3		19

Class Placings

Class	Points
C1	
Wayne McNaught	400
Steve Trott	300
Matt McGovern	225
Leon Jacobs	169
Ian Jacobs	127
C2	
Peter Collier	400
Malcolm Belworthy	300
P2	
Bob Gutsell	400
Darrell Hansen	300
Nigel Wong	225
Pieter Lokum	169
Terry Riddiford	127
Birmy Korving	95
Murray Smithson	71

Leigh Marsden	53
P3	
Tony Christiansen	400
John Belworthy	300
Trevor McLellan	225
PX	
Brian Hely	400

Regatta Report- The 2014 Rotorua 100 Offshore, Round 5 September 20th .

There was going to be no question about the weather for this event, same as last year, crap, crap and more crap! We arrived to the venue to find a stonking northerly blowing directly onshore. With a forecast for heavy rain and already threatening skies, some of us wouldn't have taken a lot of convincing to leave everything in the car and go home. But we came to race and race we did, whoever won this round was going to deserve it.

For the first time in a long time we didn't have the IRMS, so it was back to old school tally sheets. The field was only 10 boats which quickly got smaller as the day wore on. Thanks To Erin and her sister (Yes I forgot her name!) for taking care of the lap scoring for most of the racing and Tony C for calling the laps.

We ran two sets of heats, mainly nitro boats in the first heat and everybody else in the second heat. Was pretty hard going for most, but the conditions suited the Nitro boats especially the beautifully balanced C1 boats of Matt Bindon and Leo Jacobs. Boats that can get airborne and land flat are always going to be hard to beat.

The petrol boats struggled in the conditions, taking mouthfuls of water on a regular basis, resulting in frequent "flameouts". But eventually after some judicious use of race tape to block up air vents to the point that water intake was minimised while still allowing enough air to run in the conditions,

The day was punctuated by heavy rainfall and gale force winds. If we were lucky, the Rain would come between races so we could cower under the Gazebos around the side of the Scout hall.

So once it was all said and done, the final results were remarkably close. Big Red Shared Line honours with Leon Jacobs' first equal on 94 laps each, then Tony Christiansen and Matt Bindon were left to share 3rd place with 82 laps each, some very respectable lap scores given the conditions.

Luckiest dude of the day award went to Matt McGovern who was packing up under what was found to be a broken window on the second floor of the scout hall, when a wind gusts dislodged a decent sized shard that landed right next to where he was working.

Thanks to Birmy and the others whose names I forget for manning the rescue boat for the day and also to Birmy for sorting out lunch for everybody.

Thanks to all those who competed in the three northern rounds, there's been some new names and boats emerge into the top 5 placings this year, there'll be some very interesting racing next year.

Overall Placings

Name	Eng Class	Laps	Overall place	Overall Points
Bob Gutsell	P2	94	1	400
Leon Jacobs	C1	94	1	400
Matt Bindon (C1)	C1	82	3	225
Tony Christiansen	P3	82	3	225
Birmy Korving	P2	62	5	169
Ian Jacobs	C1	52	6	127
Leigh Marsden	P2	52	7	95
Terry Riddiford	P2	36	8	71
Birmy Korving	P2	28	9	53
Bruce Clarke	P3	4	10	40

Class Placings

Class	Points
C1	
Leon Jacobs	400
Matt Bindon (C1)	300
Ian Jacobs	225
P2	
Bob Gutsell	400
Leigh Marsden	300
Terry Riddiford	225
Birmy Korving	169
P3	
Tony Christiansen	400
Bruce Clarke	300
PX	
Birmy Korving	400

Club News

Wellington Model Power Boat Club

Another great year at WMPBC. We ran four rounds of Offshore of which rounds 1 and 4 counted towards the National series and rounds 2 and 3 were club events, to which any visitors are welcome. All laps are tallied up below and Leigh Marsden followed up his 2013 National series win with the

Wellington top score for 2014. For once it was better weather too with no bad weather days except the postponed August event that was run in September under sunny skies. Roll on 2015 we are running the same format again.

Name	#	WMPBC	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Overall	WMPBC
Leigh Marsden	131	Y	110	130	104	124*	468	1	1
Pieter Lokum	83	Y	106	146*	95	104	451	2	2
Peter Collier	23	Y	105	118	98	110	431	3	3
Terry Riddiford	32	Y	95	91	56	96	338	4	4
Wayne McNaught	5	Y	80	51	76	119	326	5	5
John Belworthy	76	Y	54	128**	100**	35	317	6	6
Nigel Wong	261	Y		127	111*	37	275	7	7
Darrell Hansen	31	Y	33	87	63	35	218	8	8
Malcolm Belworthy	77	Y	73		55	79	207	10	9
Tony Rutledge	43	Y	76		102		178	12	10
Trevor McClellan	250	Y			55		55	20	11
Murray Smithson	69	Y			43	0	43	23	12
Rudy van Vlerken	204	Y			33		33	24	13
Visitors									
Tony Christiansen	106		89			124*	213	9	
Bruce Clarke	12		79			116**	195	11	
Trevor Emerson	78		36			122	158	13	
Brendon Kirk	97		117*				117	14	
Matt Gay	66		109**				109	15	
Ray Ticehurst	65		69				69	16	
Birmy Korving	286		69				69	17	
Jeremy White	126		59				59	18	
Matt McGovern	61		56				56	19	
Keith Ewing	27		50				50	21	
Wayne Mowbray	28		50				50	22	
Morgan Plummer	39					14	14	25	

*Winner on the day ** most laps in a heat

Most laps in heat, by Round	Laps
1 Matt Gay	28
2 John Belworthy	32
3 John Belworthy	26
4 Bruce Clark	30

I think these clubs may have had some event too.

Bay of Plenty MPBC

Wairarapa Model Power Boat Club.

Marlborough, Taranaki, Taupo, Central Club, Manukau, Manawatu, SUHA, Christchurch?

Bright Ideas –

Actually does anyone have any they want to share, this is your mag, share your secrets.

2015 NZMPBA CALENDAR OF SANCTIONED EVENTS

HIGHLIGHTED = Presidents Cup Points Regatta.

Notes: Club Days can be postponed 1 week as required

BOPMPBC holds a "Twilight" Club Event every Thursday during Daylight Savings.

JANUARY

HMPBC CLUB DAY	3RD
BOP, TARARUA & WELLINGTON CLUB DAY	4TH
WAIRARAPA CLUB DAY	11TH
HMPBC CLUB DAY	17TH
TARARUA CLUB DAY	18TH
SUHA SILVER CUP AKL	17TH /18TH
BOPMPBC SMI OFFSHORE SERIES 1	24TH

FEBRUARY

BOP, TARARUA & WELLINGTON CLUB DAY	1ST
HMPBC CLUB DAY	7TH
WAIRARAPA CLUB DAY	8TH
TARARUA CLUB DAY	15TH
WELLINGTON OFFSHORE NZ RND 1	15TH
HMPBC CLUB DAY	21ST
SUHA BOP WORLD CUP	21ST / 22ND

MARCH

BOP, TARARUA & WELLINGTON CLUB DAY	1ST
HMPBC CLUB DAY	7TH
WAIRARAPA CLUB DAY	8TH
CANTERBURY OFFSHORE NZ RND 2 & ENDURO	14TH
TARARUA CLUB DAY	15TH
NZMPBA NATIONALS ENTRIES CLOSE	20TH

BOP & HMPBC CLUB DAY	21ST
NZMPBA NATS ENTRY CONFIRMATION SENT	28TH
APRIL	
HMPBC CLUB DAY	4TH
NZMPBA NATIONAL CHAMPIONSHIPS & AGM BOP	2ND > 5TH
TARARUA & WELLINGTON CLUB DAY	5TH
WAIRARAPA CLUB DAY	12TH
BOP & HMPBC CLUB DAY	18TH
TARARUA CLUB DAY	19TH
BOPMPBC SMI OFFSHORE SERIES 2	25TH
MAY	
HMPBC CLUB DAY	2ND
WELLINGTON CLUB OFFSHORE	3RD
BOP, TARARUA & WELLINGTON CLUB DAY	3RD
WAIRARAPA CLUB DAY	10TH
BOPMPBC CHAMPS	16TH
HMPBC CLUB DAY	16TH
TARARUA CLUB DAY	17TH
SUHA SEAFAIR TROPHY AUCKLAND	23RD / 24TH
MARLBOROUGH CHALLENGE	30TH / 31ST
JUNE	
HMPBC CLUB DAY	6TH
BOP, TARARUA & WELLINGTON CLUB DAY	7TH
WAIRARAPA CLUB DAY	14TH
HAMILTON OFFSHORE NZ RND 3	20TH
TARARUA CLUB DAY	21ST
BOP & HMPBC CLUB DAY	27TH

JULY

HMPBC CLUB DAY	4TH
BOP, TARARUA & WELLINGTON CLUB DAY	5TH
WAIRARAPA CLUB DAY	12TH
HMPBC CLUB DAY	18TH
BOPMPBC SMI OFFSHORE SERIES 3	18TH
TARARUA CLUB DAY	19TH
SUHA TARANAKI DIAMOND CUP	25TH / 26TH

AUGUST

HMPBC CLUB DAY	1ST
BOP, TARARUA & WELLINGTON CLUB DAY	2ND
ASHBURTON SPEED RUNS	8TH / 9TH
WAIRARAPA CLUB DAY	9TH
WELLINGTON CLUB OFFSHORE	9TH
BOP 2 LAP SPRINT WEEKEND	15TH / 16TH
HMPBC CLUB DAY	15TH
TARARUA CLUB DAY	16TH
TAUPO OFFSHORE NZ RND 4	22ND

SEPTEMBER

HMPBC CLUB DAY	5TH
TARARUA & WELLINGTON CLUB DAY	6TH
BOP & WAIRARAPA CLUB DAY	13TH
BOP & HMPBC CLUB DAY	19TH
TARARUA CLUB DAY	20TH
ROTORUA OFFSHORE NZ RND 5	26TH

OCTOBER

HMPBC CLUB DAY	3RD
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BOP, TARARUA & WELLINGTON CLUB DAY	4TH
WAIRARAPA CLUB DAY	11TH
BOP 2 LAP SPRINT WEEKEND	17TH / 18TH
HMPBC CLUB DAY	17TH
TARARUA CLUB DAY	18TH
NOVEMBER	
BOP, TARARUA & WELLINGTON CLUB DAY	1ST
HMPBC CLUB DAY	7TH
WAIRARAPA CLUB DAY	8TH
BOPMPBC SMI OFFSHORE SERIES 4	14TH
TARARUA CLUB DAY	15TH
BOP & HMPBC CLUB DAY	21ST
WELLINGTON OFFSHORE NZ RND 6	22ND
FINALISE 2016 CALENDER OF EVENTS	27TH
SUHA BOP GOVERNORS CUP	28TH / 29TH
DECEMBER	
HMPBC CLUB DAY	5TH
BOP, TARARUA & WELLINGTON CLUB DAY	6TH
WAIRARAPA CLUB DAY	13TH
BOP & HMPBC CLUB DAY	19 TH



Welcome to Hobbysmart, New Zealand's leading retailer of radio control boat parts and accessories.

Our new shopping cart website is up and running, www.hobbysmart.co.nz we are uploading products to our website daily. You will find all the classic brands as well as some new exciting brands not seen in New Zealand before. Octura, Speedmaster, Prather, Aerotrends, SAB, K&S, Futaba, Klotz, Propshop, Quickdraw, Fuyuan RC, HOR Racing, Redevox Technologies, Coolpower, Savox, and much, much more. We are clearing a heap of stock so be sure to check out the clearance category.

Located in the sunny Bay of Plenty

hobbysmart@vodafone.co.nz

www.hobbysmart.co.nz



Application for New and Continuing Membership

NZMPBA #
Name:
Address:
Postcode:
Phone numbers
Home:
Work:
Mobile:
E-mail:

DOB / Age:
Occupation:

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

<u>Subscription Fee Structure</u>	(Financial year starts 1 st January each year)
Senior Membership	Full Rate \$50.00
Family Membership	Full Rate for 1 st 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 (or highlight) the membership type you are joining under.

Return form and subs to:
NZMPBA Treasurer,
Bruce Clarke
PO Box 4143
Mt Maunganui 3149
Mob; 0272588380
Email: bruce.clarke12@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