

PropShaft



Magazine of the New Zealand Model Power
Boat Association Incorporated

Issue 1 2013



Scenes from the Nationals – Pre-start anticipation followed by on the water action.

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General Notice-Regatta Entry Forms

For about the last 25 years NZMPBA has been organising a racing calendar each year and since the advent of our website I have endeavoured to include links to further information and entry forms.

Now with the co-operation of regatta organisers we are linking 'entry forms' to the calendar on www.nzmpba.co.nz

The process works by following the steps below:

1. Log onto www.nzmpba.co.nz and either go to the bottom right hand corner of the page to 'Upcoming Events' and click on the event you are interested in and download the 'entry form' or
2. For events further into the future go to the Calendar section on the home page and select the month page and the entry information will be obtained by clicking on the link of interest.

3. Once the “entry form” is downloaded presumably to a directory of your choice, simply fill it in and save it and a really useful tip is to include your name in the saved file name and email it back to the organiser.
4. Including ‘your name’ like ‘Joe Bloggs’ in the filename is really beneficial for the organiser being able to tell who’s entry is who’s, with twenty files arriving all with the same filename your entry may get missed when they are all collated if they all look the same.

The benefits of using this system are

1. There is a one stop shop for finding entry forms and everyone knows what is happening.
2. You are able to plan your racing campaign for the coming year.
3. Regatta organisers are not bothered by numerous inquires as the entry info goes to one place and returns to them by the due date. They are busy enough as it is.
4. By all means put a post on the forum when your regattas entry form is available.

Having said all the above this will only work if everyone plays their part:

1. Regatta organisers make their entry forms available sufficiently in advance, otherwise folk will say ‘but the entry forms are never on the website’, and will stop looking for them, a valid point.
2. If you want to go racing look at the calendar and download the entry forms.
3. Enter in a timely manner, some events have been cancelled or run to a reduced format recently due to lack of entries. By entering a wee bit early you give the organiser the confidence and enthusiasm that their event is a happening thing. Don’t forget these guys do the hard work so you can have the fun.

If you are having trouble downloading things please say so, if you are reading this and you downloaded it off the website then you should not be having any other problems getting entry forms.

Webmaster – Peter Collier pbspeter@ihug.co.nz

Editorial

Well here we are into May and this is the first Propshaft for the year, copy has been dribbling in slowly and there is about enough now to complete and issue.

A few regattas have been held so far this year and these are reported in this issue. A well attended nationals has been and gone and a big thanks to the senior host club Masterton whose members put in the bulk of the effort putting it all together and most of these members put aside their own ambitions of racing to ensure a good event for the rest of us. It is good to see those hard workers have entered the May edition of the Wellington Offshore and will get to do some deserved racing as guests.

Presidents Report

Masterton 29th March 2013

Hi Everyone,

Welcome to the 2013 AGM of the New Zealand Model Power Boat Association AGM, and also welcome to Masterton. We hope you enjoy the weekend and your stay with us.

This has been a good year for the Association. We had very good membership numbers, enjoyed some excellent racing with the Offshore Series, Hydrofest Series, North Island Championships last Labour Weekend and of course the South Island Handicap Series. The clubs all seem in good heart with good membership numbers and the continued building of club infrastructures. Its good to see an active membership in the South Island.

These are difficult times, not only in NZ, but overseas, what with the economic climate, rise in the cost of living, uncertainty over jobs and future. The cost of travel and accommodation is expensive and in particular inter- island travel. One bright spot is the exchange rate which favours those bringing bits and pieces in from the States and Australia. The range of fittings, hardware, motors, 'bling' etc now available is great, however, do support your local traders where possible. One day we might want something in a hurry and they won't be there !!!

We are a sport which competes with a lot of others for members and with all of the kits, models, coming out of China which include planes, cars, helicopters etc etc. does make it hard to attract new members. I always like to think of our model power boats as the upper echelon of modelling, and the high class range of motors, hulls, hardware, electronics which are available now support this. The quality of boats coming on stream now are a credit to our members. I'm sure we will see this in the racing over this regatta.

So keep doing your bit at the club level, this is the first port of call for anyone interested in joining us, and first impressions are important. The NZMPBA has (amongst others) three responsibilities. These are the providing of insurance cover for our members, formulating an events calendar for the year, and the administration of the rules to ensure a good racing platform which keeps pace with what the members want and changes within the hobby. This latter responsibility needs to take into consideration the styles of racing, engine classes, hulls, etc. We do need to tread a fine line here and being sensitive to the past as well as keeping an eye on modern trends. We need to be conscious of not just chasing changes for changes sake. The Association has a long history of innovation and tradition and it is important we do not lose track of this, but we do need to keep pace with what is an evolving sport.

You will see from the Remits which have been put forward for discussion at this AGM that there are changes coming up, particularly in the bigger petrol classes. Do give these remits some serious thought. It is easy just to say increase that or change this, but every action does have a reaction and can cause un-thought of problems further down the track.

It is not the intention to disadvantage a minority, but any changes made will be democratically voted on and passed. At the time of writing we had approx 50 financial members, and with an indicated attendance at the AGM of approx 20 members we will be getting a fair representation of the members wishes.

The numbers of petrol boats being run by association members is increasing and this can be seen from the statistics which Steve compiled for these Nationals. These make interesting reading.

At these Nationals we have 29 entries,

We have 24 on water events,

Between the 29 competitors there are 238 individual event entries,

The biggest 3 events are Open Oval with 21 entries, P2 Marathon with 19 entries and P2 mono's with 16 entries.

The smallest events are Petrol Outrigger Hydro and N2 Electric with 4 entries each.

Open Electric has attracted 12 entries. One note of caution here. Don't take these stats to mean the demise of the nitro classes. These are still a vibrant sector of our Association.

It is not rocket science to see that with the racing programme over these Nationals and with the large numbers of entries in classes there is a lot of pressure to complete the regatta in our allotted time of three and half days. It was calculated that running 5 heats per event it was going to take 27 + hours just of racing. Due to this it was decided to reduce the number of heats to four, which still

equates to 25 + hours of actual racing. At the last AGM we put the endurance events on hold which certainly helped for this year.

The Nationals are our showcase / premier event for the year and the once a year opportunity for members to get together, socialise and of course compete against the best the country has to offer (and lately against our three regular Australian visitors)

I would suggest that to cater for the size the regatta has become, we may need to look at extending the Nationals over a longer time frame. We cannot just keep dropping off events to fit into the three and a half day constraint we have at present. Another consideration is the Monday morning racing under the present timetable. A lot do not attend on the Monday morning, choosing to travel home. Do give this some thought, perhaps starting a day early or finishing a day later would make the booking of travel arrangements easier or more comfortable. Just as a matter of interest we had 22 competitors at the NI Champs over Labour Weekend, with the similar problem of large event entries which necessitated cutting the heats per event to four so we could fit into the two days, and this meeting did not have any marathon events.

We do want our regattas to be pleasurable for the competitors, and for the organisers. Just having a high pressure sprint through the programme detracts from the enjoyment you go to these regattas for, and does make it difficult to get helpers to run things. You also want the opportunity to get as much on time water for your boats as you can.

Something else for you to think about. With the rising in numbers of the mono's and the cats, and the excitement generated by these mono's, perhaps its time we look at introducing some sort of competition into the events calendar to cater for these classes. Perhaps, as has been suggested, combining some of the Offshore Series over a weekend to free up a couple of weekends to cater for these. Just thoughts for what's possible in the future.

Going back to the subject of Insurance. Our two members (Andrew and Steve) of the committee whom work in the insurance industry have done a lot of work on this and as a result we have an extremely comprehensive policy to cater for our needs. It was also decided to 'self insure' the Association assets. This saves on paying a large excess on a depreciating asset. Even though we are covered, and this is only if we dot our I's and cross our T's this is no reason to drop our guard. We need to keep safety a priority in our minds at all times. These boats are getting faster and faster and attract a lot of attention from the public. Please, be careful out there. One serious incident will reflect on us all nationwide.

This has been a difficult term in office for the committee, I went AWOL for a while after Jill passed away, Grahame Haines had the passing away of a family member, then Grahame up and leaves for Australia. We had to shuffle the committee around a bit and it is with gratitude that I thank them for their efforts. Also many thanks to Andrew who stepped up to take over the Secretary/Treasurers job, (It was a pleasure to work with Andrew over the past three months) and to all those who have helped to make these Nationals the success they will be, the committee and also the Wairarapa and Wellington Clubs, Thanks guys.

Thanks Steve for your work in sorting the programme for this weekend.

If you would like to contribute to the future of our sport, do give some consideration to coming onto the committee. We have regular SKYPE meetings and these are always held with some humour, and its a good chance to meet others.

Please enjoy the next few days,

Wayne Mowbray

President,
NZMPBA,

New Zealand Model Power Boat Association. National Championships, Masterton 2013.

The National Championships were held at Masterton over Easter 2013. This is the first time for a long time that an event of this stature has been held in Masterton.

We used Henley Lake which is situated in Masterton. Due to the drought conditions over the summer there was doubt whether we could, and we had an alternative venue at Kourarau Dam planned. We were very lucky that it rained in time and we could use Henley as Kourarau would have been really hard work.

We had 29 entrants competing over 24 events which put a real pressure on the programme of three and a half days. The time frame necessitated reducing the events to four heats.

The conditions on the lake were nigh on perfect, with a breeze coming up on one day. The weather was lovely. The water was a little 'dead' which was a result of the lake being half empty for a long time before filling, however it did not cause any 'heating' problems, and was the same for everyone. The drivers stand got congested especially when running the marathon events which for example in the P2 mono's attracted large fields, but there was plenty of room for parking etc.

Due to the large number of entries in some of the events we did run short of volunteers for race observers, race starters etc. It is the responsibility of the host club to provide the infrastructure but we simply ran out of manpower.

We did manage to keep to the programme by the end of each day except for having to take one event over to the next day. Unfortunately a lot of the competitors went home on the Monday morning so we only ended up with six in the 'Open Oval' which was sad as this used to be one of the premier events.

The competition, especially in the big petrol classes, was fierce with very close and tight racing. Unfortunately this aggression spilled over into 'protests' and resulted in the rule book being bought out and some races being re-run. This became a bit of a 'tit for tat' affair and resulted in some bad feelings and damaged boats. Since the rule book was drafted the whole racing 'scene' has changed with the boats getting bigger and faster. Will need to do some work to try to prevent this happening again.

There was a good spread of boats over all of the classes and we were able to run most of the events as we had enough entrants. The electric classes are increasing in size with 12 entries in the open electric. Brendon Kirk's big electric was really impressive and was a crowd pleaser and really showed what is possible. The two and a half minute countdown was a pain, but this has now been bought down to a minute or thirty seconds.

The T1 Thunderboats were popular, and the competition showed that this is a viable class. The programme was such that it was possible to do engine changes if necessary. Some engines were scrutineered and no 'problems' were found, so that's all good.

The P2 marathon was a highlight of the weekend, it looked and sounded impressive.

Not too many problems with runaway boats, though Jayden did take off across the lake and 'nailed' one of the floating buoys which probably saved a lot of damage.

The rescue boat had a number of narrow squeaks with boats going to fast around them, and the one incident of a boat running into the rescue boat which shook up the two guys in the boat.

Not so funny for poor old Pieter when he fell out of the little Wellington rescue boat when climbing in. As he said he has used the rescue boat hundreds of times, no harm done and a worthy recipient for the 'Tit of the Day' trophy.

The buoys took a pounding. Obviously not hard enough to be a deterrent to keep the buggers from cutting inside around bends. Poor Bradley who spent hours making them was not impressed.

The public were treated to some very exciting racing and the weekend was a great showcase of what is available within our hobby. At times there was a large gallery of spectators. We had a visit from our Mayor who thought it was great as the lake was built for recreational use.

By it's very structure the Association caters for all classes of boats from glowplug to petrol to electric and not everyone likes or can afford what others think should be raced, and it was good to see that most appreciated this and gave all of the competitors a chance.

It was decided to use the shop over the road instead of having a BBQ, and this was satisfactory.

IRMS gave some problems for the first two days but behaved on the last day. It was decided to load and close each event individually during the meeting. This saved up to three hours work at night finalising all of the events, printing place cards etc. This did cause some delays between each event so in future instead of having a practice at the beginning of the day, there would be a short practice time for the up-coming event prior to the racing, which gives time for IRMS to be programmed. This should help prevent standing around waiting for the heats to start.

The AGM was held on the Friday night with a good attendance and the prize giving/dinner was at the Cosy Club on the Sunday night. This was held with the normal good humour and we were treated to a nice hot roast dinner. Well done to all of the place getters.

The results are elsewhere in this Propshaft.

Once again, thanks to our Aussie visitors. They are becoming a real fixture at our national events now. Also to our South Islanders who made the effort to come across the strait

Many thanks to Steve and Carla for working in the caravan, Steve for doing most of the work with IRMS, the course observers, the rescue boat guys, the Wellington and Wairarapa Clubs. Thanks to Bradley for his work making the buoys. A special thank you to the Masterton District Council for their support Higgins Group for the safety barriers and the Hire Shop for the toilets.

In conclusion we feel that it was a good Nationals and many thanks to all of those who came to make the regatta what it was.

Wayne and Peter

Nationals 2013 Results

Presidents Cup

1st Matt Gay 970 pts
2nd Brendon Kirk 763 pts
3rd Peter Collier 493 pts

King of the Nationals Champions

1st Brendon Kirk 405 pts
2nd Matt Gay 345 pts
3rd Peter Collier 170 pts

King of the Lake - Brendon Kirk

Thunder Down Under

1st Marlborough 3480 pts
2nd Bay of Plenty 1620 pts
3rd Wellington 1340 pts

Open Oval

1st Brendon Kirk 1125 pts
2nd Tony Rutledge 1075 pts
3rd Matt Gay 850 pts
4th Dale Mathews 738 pts
5th Peter Collier 690 pts
6th Murray Smithson 77 pts

Endurance Cup / Marathon

1st Brendon Kirk 59 laps
2nd Malcolm Jamieson 55 laps
3rd Terry Riddiford 50 laps

B Marathon

1st Matt Gay 37 laps
2nd John Belworthy 33 laps
3rd Murray Smithson 27 laps
4th Malcolm Belworthy 24 laps

C1 Marathon

1st Murray Smithson 43 laps
2nd Pieter Lokum 41 laps
3rd Steve Trott 38 laps

C2 Marathon

1st Peter Collier 43 laps
2nd Dale Mathews 37 laps
3rd Neil Plumpton 32 laps
4th Malcolm Belworthy 25 laps
5th Murray Smithson 1 lap

P2 Marathon

1st Brendon Kirk 59 laps
2nd Malcolm Jamieson 55 laps
3rd Terry Riddiford 50 laps
4th Dean Harris 45 laps
5th Trevor Emerson 39 laps
6th Tony Rutledge 37 laps
7th Bruce Clarke 36 laps
8th Richard Simonsen 33 laps
9th Pieter Lokum 32 laps
10th Cam Holdaway 26 laps

11th Murray Smithson 25 laps
12th= Andrew Colquhoun 24 laps
12th= Jayden Jamieson 24 laps

P3 Marathon

1st Brendon Kirk 50 laps
2nd Cam Holdaway 41 laps
3rd Jayden Jamieson 34 laps
4th Tony Belle 33 laps
5th = Dale Matthews 31 laps
5th= Trevor Emerson 31 laps
7th Matt Gay 29 laps
8th Bruce Clarke 26 laps
9th Andrew Colquhoun 24 laps
10th Richard Simonsen 21 laps
11th Malcolm Jamieson 15 laps

B Mono Oval

1st Matt Gay 1550 pts
2nd Malcolm Belworthy 925 pts
3rd Murray Smithson 577 pts
4th John Belworthy 525 pts
5th Neil Plumpton 225 pts
6th Richard Simonsen 194 pts

C1 Mono Oval

1st Murray Smithson 1250 pts
2nd Dale Matthews 663 pts
3rd Pieter Lokum 752 pts
4th Graham Simonsen 544 pts
5th Matt Gay 425 pts
6th Steve Trott 325 pts

C2 Mono Oval

1st Glen Watkins 1600 pts
2nd Peter Collier 1050 pts
3rd Neil Plumpton 750 pts
4th Malcolm Belworthy 325 pts

B Hydro Sprint

1st Jayden Jamieson 1500 pts
2nd Neil Plumpton 775 pts
3rd Peter Collier 700 pts
4th Glen Watkins 425 pts
5th Steve Trott 400
6th John Belworthy 300 pts

Sport 45 Hydro

1st Peter Collier 1500 pts
2nd Steve Trott 1300 pts
3rd Leigh Marsden 475 pts

C2 Hydro

1st Tony Rutledge 1100 pts
2nd Glen Watkins 894 pts
3rd Dale Matthews 825 pts
4th Peter Collier 650 pts
5th Neil Plumpton 394 pts

P2 Mono Oval

1st Matt Gay 1125 pts
2nd Brendon Kirk 1075 pts
3rd Trevor Emerson 994 pts
4th Jayden Jamieson 875 pts
5th Cameron Holdaway 844 pts
6th Tony Belle 825 pts
7th Dean Harris 750 pts
8th Terry Riddiford 725 pts
9th Pieter Lokum 715 pts
10th Richard Simonsen 625 pts
11th Malcolm Jamieson 552 pts
12th Jason Turvey 75 pts

P3 Mono Oval

1st Brendon Kirk 1200
2nd Malcolm Jamieson 1125 pts
3rd Dale Matthews 1075 pts
4th Andrew Colquhoun 825 pts
5th Matt Gay 750 pts
6th Jayden Jamieson 694 pts
7th Trevor Emerson 400 pts
8th Richard Simonsen 325 pts
9th Tony Belle 225 pts
10th Cameron Holdaway 25 pts

P2 Tunnel Oval

1st Matt Gay 1300 pts
2nd Tony Belle 1225 pts
3rd Morgan Plummer 1125 pts
4th Terry Riddiford 950 pts
5th Dean Harris 750 pts
6th Andrew Colquhoun 594 pts
7th Tony Rutledge 569 pts
8th Trevor Emerson 550 pts
9th Pieter Brommer 452 pts
10th Jason Turvey 250 pts
11th = Brendon Kirk 25 pts
12th Bruce Clarke 25 pts

P3 Tunnel Oval

1st Trevor Emerson 1050 pts
2nd Tony Belle 969 pts
3rd Dean Harris 950 pts
4th Bruce Clarke 938 pts
5th Matt Gay 877 pts
6th Brendon Kirk 169 pts
7th Jason Turvey 125 pts

P2 Hydro

1st Brendon Kirk 1500 pts
2nd Terry Riddiford 1169 pts
3rd Tony Belle 1052 pts
4th Bruce Clarke 925 pts
5th Dean Harris 850 pts
6th Andrew Colquhoun 767 pts
7th Matt Gay 725 pts
8th Peter Collier 617 pts
9th Jason Turvey 550 pts
10th Dale Matthews 425 pts

11th Damian Baker 394 pts
12th Trevor Emerson 25 pts

P3 Hydro

1st Tony Belle 1325 pts
2nd Dean Harris 1225 pts
3rd Jayden Jamieson 752 pts
4th Matt Gay 725 pts
5th Damian Baker 550 pts
6th Trevor Emerson 494 pts
7th Bruce Clarke 325 pts
8th Brendon Kirk 300 pts
9th = Dale Mathews 25 pts
9th= Jason Turvey 25 pts

Sport Petrol Hydro

1st Matt Gay 1600 pts
2nd Bruce Clarke 1425 pts
3rd Andrew Colquhoun 1300 pts
4th Peter Collier 919 pts
5th Dean Harris 709 pts
6th Tony Belle 452 pts
7th Brendon Kirk 300 pts
8th Damian Baker 200 pts
9th Dale Matthews 50 pts
10th Trevor Emerson 25 pts.

T1 Thunderboats

1st Brendon Kirk 1450 pts
2nd Jason Turvey 1177 pts
3rd Matt Gay 1000 pts
4th Andrew Colquhoun 927 pts
5th Peter Collier 750 pts
6th Steve Trott 723 pts
7th Terry Riddiford 719 pts

8th Damian Baker 675 pts
9th Bruce Clarke 661 pts
10th Pieter Brommer 592 pts
11th Dean Harris 444 pts

T2 Thunderboats

1st Damian Baker 1125 pts
2nd Dean Harris 850 pts
3rd Brendon Kirk 794 pts
4th Andrew Colquhoun 325 pts

Petrol Outrigger Hydro

1st Andrew Colquhoun

Open Electric

1st Peter Anderson 1400 pts
2nd John Belworthy 1050 pts
3rd Dean Harris 994 pts
4th Brendon Kirk 825 pts
5th Tony Rutledge 713 pts
6th Graham Simonsen 646 pts
7th Jayden Jamieson 569 pts
8th Peter Collier 465 pts
9th Neil Plumpton 250 pts
10th Matt Gay 225 pts
11th Malcolm Belworthy 127 pts.

N2 Electric Hydro

1st Tony Rutledge 1075 pts
2nd Graham Simonsen 794 pts
3rd Peter Anderson 350 pts
4th Pieter Lokum 275 pts

Most Improved (Kevin Taylor Trophy) Terry Riddiford



Wellington Offshore Round 1

Reported By Peter Collier

The decision to nominate the alternate venue on Saturday afternoon was made easy by the forecast southerly which would have made the Seaview venue too difficult to hold an event, especially considering safe operation of the rescue the rescue boats.

Conditions were warm and overcast with the southerly responsible for a rolling swell coming up the river. This presented more challenging conditions than we usually get on the river and caught out a few of us not familiar with or who had forgotten that sometimes it can be rough as well as windy, lap scores were down a bit but it was the same for everybody.

At the end of it all Darrell Hansen had won his 3rd Wellington Offshore.

Name	NZMPBA #	Eng Class	Hull	Heat 1	Heat 2	Heat 3	Final	Total	Overall place
Darrell Hansen	31	P2	DV	19	22	22	32	95	1
Tony Rutledge	43	B	DV	21	22	9	25	77	2
Terry Riddiford	32	P2	DV	6	21	13	32	72	3
Leigh Marsden	131	P2	DV	12	22	18	17	69	4
Trevor Emerson	78	P3	DV	11	10	13	25	59	5
Peter Collier	23	C2	DV	16	12	6	24	58	6=
Malcolm Belworthy	76	C2	DV	7	15	11	25	58	6=
Nigel Wong	261	C2	DV	20	14	0	0	34	8
Jeremy White	126	C2	DV	0	0	1	2	3	9

Tony Rutledge	1st	13
Peter Collier	2nd	12
Trevor Emerson	3rd	11



Winners: Darrell Hansen Wellington Offshore 2013 and Terry Riddiford 2012 Series Champion

National Offshore Series Roundup

2012 Offshore Hi Points Series Results.

Overall,

1st Terry Riddiford 1465 pts
 2nd Peter Collier 1396 pts
 3rd Bob Gutsell 1110 pts

B class,

1st Birmy Korving 2200 pts
 2nd Kerry O'Reilly 1475 pts
 3rd Gordon White 1069 pts

C1 class,

1st Steve Trott 1250 pts
 2nd Ian Jacobs 900 pts
 3rd Matt Bindon 800 pts

C2 class,

1st Peter Collier 1900 pts
 2nd John Belworthy 1469 pts
 3rd Nigel Wong 844 pts

P1 class,

1st Andrew Colqhoun 400 pts

P2 class

1st Terry Riddiford 2250 pts
 2nd Bob Gutsell 1227 points

3rd Leigh Marsden 1148 pts

P3 class,

1st Fred Zinsli 1625 pts
 2nd Darrell Hansen 700 pts
 3rd = Matt Gay 400 pts
 Wayne Thompson 400 pts
 Bruce Clarke 400 pts.

South Island Handicap Series held at Ashburton

Reported by Andrew Colquhoun

Well the weekends weather looked like it was going to be on our side and when we turned up mid morning on the Saturday it looked like it was going to be a great days racing. Due to kick off at 12pm many were there early to dial their boats.

It was decided as a group that the Saturday would be a handicap style racing and the Sunday would be a cat/mono heat racing followed by some hydro's.

As we had 9 competitors it was a 5 of the fastest in the first heat and the next four after. Andrew Colquhoun had troubles with a shaft and did not race the first three races which meant he had the time to run the event with his wife doing the formulas.

As there was a real spread of lap times many had to wait up to 1min 20 before they could start but for the fastest heat they all left at a fairly similar time. This made for some great racing and Matt Gay and Brendon as they always do had a real ding dong race every heat. One of the heats they were side by side and just as they went past the finish line on their fourth lap both nose dived at the same time.

The nor-easter started to come and go and after Matt Cook had problems with his mono, dad decided he needed to race the backlash which if little Matt's jaw could drop any further he would of tripped over it. To his credit he drove it very well with some testing water during the later races.

The day came down to attrition and as usual finishing races. Dale Matthews won the day with his consistency followed by Cameron Holdaway who did extremely well with his whiplash in testing conditions and was followed by Phil Fowler who not only had the slowest boat on the day but once again it wasn't always about having the fastest boat.



Phil Fowlers nitro cigarette



Matt Gay and Dale Matthews

Day two and the milk pond was looking good for some fast heat racing and by the way everyone was warming up it looked like it was going to be a great days racing. Unfortunately Andrew sorted his shaft out with help from Matt, but for some reason just as they were going to start racing his engine had no compression so once again he ended up running the event.

We now had 5 mono's and 3 Hydros.
Matt Gay had a mono and backlash hydro

Brendon Kirk had a mono and Backlash
Cameron Holdaway had a Whiplash Hydro
Dale Matthews had a mono
Phil Fowler had a mono
Murray Smithson had a mono
Andrew was out
Matt Cook was out after not being able to repair his mono overnight.

The mono racing was very hotly contested between Matt and Brendon and was a real tit for tat racing. Who ever got the start seemed to take it out and although they didn't finish all their races they were great to watch. Unfortunately Brendon split a seam on his mono and was out for the last two races. After the first race Phil was out due to being rear ended and snapped his shaft and bent his prop. Murray was very consistent for the day and came in third with Dale just ahead of him and Matt a clear winner after pushing Brendon too hard lol.

The hydro racing was very similar with Matt and Brendon going head to head with Cameron keeping them honest. Once again it came down to attrition and was some of the best racing I had seen. These boats had nothing in it and were very close in back straight speed. Apart from Cameron trying to take out the large pond buoy at turn 3 and four he managed to get his boat back out on the water. This was very close and Brendon just taking it out from Matt followed by Cameron.

It was a great weekend and I think the most excited person was Matt Cook being able to drive the electric safety boat.



Daniel Steenhardt's wee nitro mono

The overall series went to Matt Gay who attended all the racing and he was followed by Brendon Kirk in second and third went to Cameron Holdaway. Well done to these guys and next year we hope to have many more coming along.

The general consensus was that it was a great weekend and we look forward to running this concept next year. We have many guys in the South with mono/cats and hydro's so should look to be another great year.



Murray Smithson's mono hauling



Cameron's whiplash cruising

BOP Hydrofest Report

28th April 2013.

It was somewhat disappointing that the entry level for this event was very low, in the end we reduced the event to 1 day and just ran the 4 legitimate events that we did have enough entries for.

Regardless of this the guys all enjoyed some close battles and all emerged at the end of the day happy they had been able to go racing.

The venue at Tauranga offered superb weather that day, and the modifications to IRMS meant that it performed perfectly, with Peter Anderson running the show and spending his first day on the job as an IRMS apprentice !

The next round is in Masterton, July 13th & 14th. Entry form is available via the NZMPBA web site. Hope to see more of you there for that one !

Regs, TUI.

Points Summary For Class: Thunderboat T1

232	Steve Trott	1550	01:32.18
058	Pieter Brommer	1475	01:34.62
012	Bruce Clarke	1325	01:37.71
020	Jason Turvey	25	

Points Summary For Class: Sport Petrol Hydro

232	Steve Trott	1600	01:42.26
020	Jason Turvey	850	01:23.79
058	Pieter Brommer	850	01:32.12
012	Bruce Clarke	800	01:23.31

Points Summary For Class: Thunderboat T2

058	Pieter Brommer	1725	01:24.96
020	Jason Turvey	1000	01:29.20
012	Bruce Clarke	300	01:21.84

Points Summary For Class: P2 Hydro

012	Bruce Clarke	1425	01:28.20
058	Pieter Brommer	1288	01:30.48
020	Jason Turvey	1125	01:29.57
232	Steve Trott	700	01:35.07

Pit talk with Joe – The Competitive edge

After a lot of prompting by my fellow club members I have written this article to outline what makes a good pitman.

My model boat driving is lousy, but with a good pitman I believe I can foot it with almost anyone. Question: What is that? Possible answer: A god pitman will put you in the right place at the right time.

I drive with my eyes on the model and watch around me with my peripheral vision. Obviously this field of vision is relatively small and stationary objects come into view very rapidly. If I have to take evasive action without prior warning the results are generally disastrous. This has happened to me and it caused me to panic and drive quite erratically. If this is what it did to me what about the guy driving beside me? Prior warning is the only way to minimise the risk of this happening.

Your Pitman

Confidence in your pitman is like a licence to drive really fast and nice and smoothly, just the way you do when you are alone on the course. Your pitman is your personal alarm system. A good pitman will help you with a whole host of things during a race. He will advise the whereabouts of the rescue boat and the wake following behind it, spot wind gusts that may blow you over, advise you of any debris floating in the water and probably most importantly accurately SPOT DEAD BOATS well before you get near them. He will stop you driving up your competitor's roostertails, and try and keep you driving a good smooth line on the course. To drive well you must be relaxed so the pitman must do all the things the driver can't do to ensure that the driver has every opportunity to complete his/her heat without incident. He must ensure that any passing manoeuvres are executed cleanly. If a driver drives well and the pitman is doing their job correctly you can pretty well know that's where the trophy will be going.

I find I get a great deal of satisfaction from pitting for someone who wins a race. Maybe we should include the pitman's name on the place cards at the end of the days racing. What do you think? Pitmen are fellow boaters, just as well too. When they aren't pitting for me they are racing their own boat and hoping for a win themselves. Helping your fellow competitor in his heats could ensue you come up against him in the final and beat him fair and square. The pitman must do his best to ensure you finish all your heats even if you don't win them all. To finish FIRST you MUST FINISH all your heats. Winning boat races is nice. Winning class races is better. Taking your model home undamaged is great but greatest of all is to be with friends with a common interest on both a competitive and social level.

Tony Rutledge's article on how to survive a boat race says it all, 85% of dead boats are caused by driver error. Four (five) heats make a race and one heat does not win a race. I have yet to see a dead boat win a race, have you?

Pilots have co-pilots. Rally drivers have navigators and model boaters have pitmen. Work together as a team and you must have THE WINNING EDGE. As a pitman what you say to the driver is vitally important. It's no good saying look out for that dead boat over there when the driver is watching his own boat on the other end of the course. Be accurate as you can with your description.

Example – "Dead boat buoy 5 lane 3". Alternatively you could just say "exit buoy 5 in lane 5" and the driver will not tangle with the dead boat. Here are some examples of pitman talk to his driver when racing hydros.

1. Slow down it's too rough for that speed.
2. That's a good line go flat out
3. You are drifting in - go out a bit
4. You are coming up to a slower boat. You'll probably catch him at the end of the front straight
5. Sit there and wait for his mistake
6. Move out a bit you are in his wake
7. Stay there and take a safe second place. Four heats make a race but one DNF will stuff up your score.

8. Don't worry about him he jumped the start, let him go.
9. There is a wind gust at buoy four, slow down.

Offshore racing/endurance/marathon racing

1. Watch the rescue boat wake , slow down
2. Dead boat buoy 3 lane 2 go wide
3. Rescue boat on course (say where)
4. Dead boat front straight lane 5 stay in lane 1
5. There's a slow boat on the course at (estimate where you will meet)
6. Dead boat (say where)
7. Bad wind gusts at buoy three
8. Dead boat
9. Big hole ahead (slow down) and so on.

Give your driver as much information as you can without confusing him. It may make the difference between finishing your race or bombing out early. Laps win races and I have yet to see a dead boat win one of these races either.

I once raced Brian Dougan deck to deck for six laps in a hydro matrix event. The lead swapped six times during the heat and the end result was Brian came in 5th and I came in 6th. Even at the back of the pack is awesome fun and it still requires us to both have good feedback from our pitman, probably more so as we are totally engrossed in our little battle with each other. Fun is what it's all about for me. Having fun and taking home you model in one piece is what brings us back to it again another day. You can't win trophies all the time but you can always have the satisfaction of having a good day out. Like the old saying goes – every dog has its day.

It's probably a good idea to have a talk to your driver before the start of the days racing to find out how he would like you to do things. Some people prefer to be told the same things every lap whereas others only need to be told once. Ask your driver if he needs help to start his boat, even if you only hold it on the stand for him.

Ask him how he would like the model launched and launch it with the same care you would your own.

Ask if he would like help in getting his timing right and if he would like you to put him in the correct lane and pick the fastest flattest water for him to race on.

Above all else tell him where the dead boats are every lap whether or he wants you to or not. The only thing worse than damaging your own model, is damaging your fellow competitor's.

I hope my opinions for what they are worth are of some help to all of you involved in our hobby.

Remember a good team effort will almost certainly guarantee you a top placing and give you the competitive edge.

Regards

Joe Newell

The above article has been reproduced from Propshaft March 1998 and Joe Newell was a popular and keen boat racer in that era running a successful C Scale modeled on CRC Latimer Lodge.

Club News

Wairarapa Model Power Boat Club.

This has been an up and down time for us since we finished off our local competition away back in December.

After the Christmas break we lost the use of Henley Lake due to the drought and the algae bloom. The water levels dropped down and the water resembled pea and ham soup.

Because of this we went down the western side of Lake Wairarapa in February to hold our race day. We found a lovely spot with a built in shelter, toilets and a boat ramp. This was only about 40 minutes or so from Masterton so wasn't too bad. Set out a triangular course and ran 6 x 10 minute 'off shore' events. Lake Wairarapa is a big open expanse of water and is exposed to the wind. There was a breeze which seemed to come from all directions and the water was choppy. This was the first time on this type of water for our guys and it certainly showed that big off shore boats were what was needed. Just using cats like at home, or even Wellington, didn't work. Wayne Thompson and Ray Ticehurst with their big Apache's had it sorted. Ray had a problem with his radio and his boat took off across the lake and was chased by the rescue boat. It did stop and all ok. We had friends and family come down with us so all in all it was a great day out, and certainly good for the club to go and do something like this.

With the Nationals coming up, and Henley Lake not looking to good we started to have some problems. With the drought the big dams on farms etc were being used for irrigation, and had weed problems. We found a small pond which used to be part of the Masterton Water Supply. This was lovely and clean, but though on the small side, would have done as a last resort. Not to sure what happened here but due to politics of some kind we lost the use of this after being told we could use it.

Back to the drawing board, so a couple of weeks before the Nats we went for a drive to check out dams and water around the area. Not so good, then as a last resort went to Kourarau Dam to have a look. This is a small hydro lake.

Some of you will remember this from years ago. The 1987 NI Champs were held here and it was a club venue for a while. The site is awesome. It has been rebuilt around the spill way area, is full of water (spring feed), clear and clean. Access is not ideal, but it gave us water. We got permission to use it, so we had a back up. About 10 – 15 mins from Masterton. As it turned out we didn't need it. We were smiled upon us (Pope Francis the 1st came to the party) and we got rain which filled Henley Lake. How lucky was that, as looking at the number of entrants we had and all the vehicles it would have been really tight at Kourarau. The Nationals were run at Henley over Easter and seemed to go off well. The water was a little 'dead' but the weather was great.

Our next biggie is Round 3 of the Hydrofest Series in July, so till then we can drop back into the routine of normal club days.

We have changed our club days to the second Sunday of the month so we can fit in with the Wellington boys, so everyone is welcome to come and join us.

Wayne Mowbray,
Wairarapa.

Wellington Model Power Boat Club

Reported by Peter Collier

We have been holding regular club days these are generally well supported and occasionally with visitors from the neighbouring districts. So far club days have been used for tune up sessions for the race events of which we have already had our season opening offshore event in February and reported elsewhere in this newsletter. The next round is the middle of May, and at the time of writing 22 have entered and a southerly wind is in the long range forecast making challenging offshore conditions very likely.

Summer Electric Series 2012-2013 held at Avalon pond during daylight saving was again popular in the hour before our club night meetings. Some members without electrics have popped along to

have a look at the fun and action on their way to club night, will be interesting to see if they get one too for next summer.

	Laps	Place
Tony Rutledge	192	1
Peter Collier	174	2
Nigel Wong	155	3
Malcolm Belworthy	153	4
Ian Godfrey	49	5
John Belworthy	25	6
Pieter Lokum	11	7

Bay of Plenty MPBC

Well our year started off with our new container sited behind our stand and ready for use. This has made our club days since so much better, with a rescue boat and race starting system, just open up, power up and ready to go. Erms plugs in and operates well with this also. So with the container, named 'The Thunderbox', and rescue boat the 'Thundertub', we have some some great club days racing with usually between 6-8 turning out to race. Our racing is run what you bring, and we usually run mono, hydro and tunnel, riggers as well sometimes. We are also getting a number of public coming along for a watch, some of them regularly bringing their kids. The club has picked up a few new members recently, some who have bought boats and are learning to tune and drive them, and others who are still building. What is great to see is the appreciation they have when others take the time to help with tuning and advice for their boats to get them running well. The two hydrofest rounds this year have been an 'all us affair' so BOP 'cleaned up'. The challenge is out there to the other clubs to come and race! We have a great venue.

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

Bright Ideas –

Coming up in future issues -

Extractors for bearings, using anchor studs to extract ball races

Thermostats, using a bi-metallic coil to make a thermostat to control motor temperature.

None others submitted, anyone got any ideas to share.

2013 NZMPBA CALENDAR OF EVENTS

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

JANUARY;	1 ST	SUBSCRIPTIONS DUE	
	26 TH / 27 TH	HYDROFEST RND 1	TAURANGA
FEBRUARY;	3 RD	NATIONAL CLUB DAY	
	17 TH	OFFSHORE RND 1	WELLINGTON
	23 RD / 24 TH	STH ILD H/CAP RND 1	BLLENHEIM
MARCH	3 RD	NATIONAL CLUB DAY	
	29 TH	NZMPBA NATIONAL CHAMPS STARTS	MASTERTON
	29 th	NZMPBA AGM 6:30 pm start	MASTERTON
APRIL;	1 ST	NZMPBA NATIONAL CHAMPS ENDS	MASTERTON
	7 TH	NATIONAL CLUB DAY	
	13 TH	OFFSHORE RND 2	TARANAKI
	27 TH / 28 TH	HYDROFEST RND 2	TAURANGA
MAY;	5 TH	NATIONAL CLUB DAY	
	11 TH > 17 TH	STH ILD H/CAP RND 2 & SPEED WEEK	CANTERBURY
	19 TH	OFFSHORE RND 3	WELLINGTON
JUNE;	1 ST > 3 RD	MARLBOROUGH CHALLENGE	BLLENHEIM
	2 ND	NATIONAL CLUB DAY	
	15 TH	OFFSHORE RND 4	HAMILTON
JULY;	7 TH	NATIONAL CLUB DAY	
	13 TH / 14 TH	HYDROFEST RND 3	MASTERTON
	27 TH / 28 TH	FROSTBITE & PICTON OFFSHORE RND 5	BLLENHEIM
AUGUST;	4 TH	NATIONAL CLUB DAY	
	24 TH	OFFSHORE RND 6	TAUPO
SEPTEMBER;	1 ST	NATIONAL CLUB DAY	
	14 TH / 15 TH	HYDROFEST RND 4	TAURANGA
	28 TH	OFFSHORE RND 7	ROTORUA
OCTOBER	6 TH	NATIONAL CLUB DAY	
	12 TH / 13 TH	OFFSHORE RND 8	CHRISTCHURCH
	26 TH > 28 ND	NTH ILD CHAMPS	TAURANGA
NOVEMBER	3 RD	NATIONAL CLUB DAY	
	17 TH	OFFSHORE RND 9	WELLINGTON
	23 RD / 24 TH	STH ILD H/CAP RND 3	CHRISTCHURCH
	30 TH	FINALISE 2014 NZMPBA CALENDER	
DECEMBER	1 ST	NATIONAL CLUB DAY	
	7 TH / 8 TH	HYDROFEST RND 5	TAURANGA



NEW ZEALAND MODEL
POWER BOAT ASSOCIATION

Application for New and Continuing Membership

NZMPBA #

Name:

Address:

Postcode:

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 (or highlight on computer) the membership type you are joining under.

Return form and subs to:

NZMPBA Secretary/Treasurer:

Andrew Colquhoun

200 Harrison Street

ASHBURTON 7700

Mob: 027 4361148

E-Mail: andrew.colquhoun@cartwrights.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.