

# River Rumours

## MANAWATU POWER BOAT CLUB INC. NEWSLETTER

February 2013

### Hongoeka Marae Festival

The Hongoeka Marae Festival was held on 2nd February. Scott, Jamie, Karl, Bob and I set up a stall selling the petrol raffle tickets.

We had DSR Racing, Spider and Anarchy on display from our club and Jeff Robinson's boat Bavarian.

There were great crowds at the event coming to sample a taste of the Hangi and look at all the other things on offer.

There was heaps of interest in the boats and we did our best to promote Wellington's regatta on the 2nd & 3rd March.



*Porirua's Mayor Nick Leggett who opened the festival*

### Manawatu Power Boat Club Petrol Raffle

By now all Manawatu Racing and Social members should have received their share of the petrol raffle to sell.

Please return your raffle book butts and money to Rochelle Dennis at PO Box 296, Waikanae, 5036 by the 25th March.

### Lake Kaniere Regatta – January 19th & 20th

By Phillip Hoskyn

Awesome place to hold a regatta. Just 15 minute drive from Hokitika on a very big and extremely deep lake. This Natural Lake is 5 miles long and 1.5 miles wide and in places over 600feet deep. The Course travels is based along the shore in front of the Power Boat club and turn one takes you between two islands which is rather cool. The Clubman's use the whole island as there

course. The Boats all launch from the beach so there is no delay between races. The Club Members are a Great Group who enjoy getting on with racing and made the most out of the small number of Boats that turned up. when the rain set in.



Brian Nicol 'Gary'

Despite the Regatta been one of the few run in the South Island and the Large number of Titles being run only 17 boats showed up for the regatta. Brian Nicol from Nelson was the only other Clubman's Boat so after we ran the SIFV Title we had some fun Races around the island to give the other boats a bit of a break. Since his engine seemed to be stronger than mine I flogged it and will give it a go in Porirua. Still needs a bigger prop though lol.



North Island Pro Com Start, Richard Smith in Balistic heads off Ben Ryan in Dancing Bear and Paul Burtenshaw in Provocative.

### Top Notch Joinery Trophy

- 1st Phillip Hoskyn "Pincoya"
- 2nd Colin Chapman "Hot n Sticky"
- 3rd Clark Powell "Madaz"

The two heat series was run on Handicap for the 3 slowest Boats. Clark unfortunately broke the

accelerator cable and didn't start the second heat. Colin was just a little late on his starting times which cost him dearly and he finished both races just a short distance behind me.

The Handicap times were spot on with any boat not being right on time it meant they would not catch the boat in front. It was great that all the boats at the start of the day were keen to run an all in handicap race to finish the Regatta.

### Top Handicap Points Sunday

- 1st "Pincoya"
- 2nd "Hot n Sticky"
- 3rd "Provocative"
- 4th "Balistic"
- 5th "Low Blow"
- 6th "Whatever"
- 7th "Madaz"

### Kaniere Electric Cup

- 1st Paul Burtenshaw "Provocative"
- 2nd Richard Smith "Balistic"
- 3rd Mike Ryan "Low Blow"

Carl Ryan in whatever was still having problems with his engine and didn't score points. Paul once again was a standout and drove well. Richard had a moment in the second heat when a combination of Boat setup and rolling waves caused him to do an extra turn in the middle of the straight. Good to see Mike Ryan out in the Ryancraft Hydro.

### South Island Pro Stock

- 1st Paul Burtenshaw "Provocative"
- 2nd Clark Powell "Madaz"
- 3rd Robbie Stewart "Shogun"

Cameron Davies in the The Toy and Magneto Issues and missed race 1 and 2. Paul had water in his oil so purposely only ran these two heats with enough speed to win on the line. Clark was going well in a boat that hasn't been on the water for quite a few years. Robbie is new to the Sport but a blown head gasket saw his challenge end in heat 2.

### South Island Pro Com

- 1st Paul Burtenshaw "Provocative"
- 2nd Richard Smith "Balistic"

3rd Ben Ryan "Dancing Bear"

Carl Ryan in Whatever came home in 4th after a DNF in heat 1 Fuel Starvation was to plague him all day very fast at the start of the races but would go off song late in the race. Ben Ryan had leaking Intake gaskets and being in 4 races didn't have time to fix them on the day was pretty quick though. Richard Smith drove well to finish second but it was Paul who took the title.

#### **South Island U/U**

1st Paul Burtenshaw "Provocative"  
2nd Carl Ryan "Whatever"  
3rd Richard Smith "Balistic"

Mike Ryan struggled with his Grand National Hydroplane visibility was making him stop racing Tony Mccaa was only interested in Testing so didn't take part. Once again Paul dominated the racing with Carl Ryan doing just enough to come second in his boat ahead of Richard Smith.

#### **South Island Formula V**

1st Colin Chapman "Hot n Sticky"  
2nd Phillip Hoskyn "Pincoya"  
3rd Brian Nicol "White Heat"

Two Clubman's boats made up the numbers for this Championship Along with Colin from the Kanierie club in Heat 1 Brian couldn't get on the plane and didn't make the start and Colin romped away from me as expected. In heat 2 Colin misjudged his charge to the line and came second but still had the points to Win.

Easter is the traditional Race Date but this year Cromwell is using that Date for the Nationals. Next year they will run the Regatta at Easter. I will certainly return there again and hopefully a few others from the club would like to make an adventure down that way as well.

## **Wanganui Regatta – January 26th & 27th**

**By Phillip Hoskyn**

Another small turnout of Boats for this Regatta but there was some great racing. Only 10 Manawatu Boats were at the regatta to support our neighbouring Club but that still accounted for just over half the Boats

Alan James had major damage to his Sponson and turn fin when Wild Things steering broke and turned right in front of Dundee



*Alan Limp's his damaged boat back to the ramp*

#### **Fred Robinson Memorial**

1st Kent Dunlop %Razors Edge+  
2nd Gary Gregory %Broad Minded+  
3rd Jason Buttimore %Lucky Break+

Awesome race with Kent and Gary Very Close right up to the very last Lap when Gary Backed off a bit due to the rough water. Kent had the boat going well. Jason was filling in for Dean Probyn who fell out of his seat in the first handicap race of the day when he bumped into the turn buoys and then into Mike Denham's boat. The Inject the Venom boat came out worse for wear but should be repaired in time for the Matt Morrison Memorial Race at Porirua.



*Kent leads Gary in the Fred Robinson Memorial*

### **King of the River**

- 1st Kent Dunlop %Razors Edge+
- 2nd Jason Buttimore %Lucky Break+
- 3rd Alan Stiener %Misty Blue+

Kent was a class act in this race winning with ease over Jason and Alan. Pincoya entered this race as well as the water was awesome for racing on got lapped by the top boats and came last but that was great fun as well.

Two Handicap races in on Sunday Morning for the Clubman\$ with Pincoya and Rochelle Dennis sharing the wins. Good to see Clubs that support the Handicap racing making it fair on all boats whom race. It\$ something that an entry level class like Clubman\$ needs to see it survive the future rather than become another class for the haves over the have-nots.

### **North Island Series 3000**

- 1st Alan Steiner Misty Blue
- 2nd Hamish Buttimore Wild Thing
- 3rd Michael Robertson Going Going Gone

A bit of bad luck saw Michael Robertson breakdown and Mike Robinson not getting his boat to run with engine gremlins. Alan and Hamish were left to fight the second heat alone and smaller Wild Thing ran very well in the race but Alan had too much power and won the Title.

### **North Island Mod VP**

- 1st Codi Francis Outboard Marine
- 2nd Karl Knight Spider
- 3rd Phillip Hoskyn Pincoya

The Clubman\$ contested the North Island Mod VP Title and 5 boats started but sadly Bayden Sprozen in Mad Dog Maddi was soon stopped

with a Water Pump Problem. Codi had a Brand new engine on and headed off in the distance to win with Karl just behind. Rochelle Dennis in Anarchy was driving with a strong determination and made Pincoya work very hard to try and pass. We weren't sure who beat who to the line as we crossed side by side. In heat two Bayden didn't make it out and Codi again beat Karl with Pincoya having the inside line holding out Rochelle to finish 3rd.

The North Island FV title was run as Pincoya was the only entry.

### **North Island Pro Stock**

- 1st Dean Probyn "Lucky Break"
- 2nd Craig Henwood "Evil Racing"
- 3rd Adam Parker "Heat Seeker"

Congratulation to Dean Probyn on winning the Pro Stock Title he raced well to get a second and first placing in the title with Craig Henwood also finishing boat races to come in 2nd. Adam Parker had a faulty Starter Motor and after winning race 1 he was unable to make repairs in time to start the second Heat.

### **Lake Karapiro – February 2nd & 3rd**

Stories for this regatta are hard to come by but ò

Congratulations to Manawatu member Kent Dunlop in Razors Edge who came 4th in the Masport Cup.

Congratulations to Manawatu member Brent Frampton driving Fast Forward to 3rd place in the Marsh Motorsport Trophy

### **Tauranga**

As above stories for this regatta are hard to come by

## Member Profile

### Bob Dunlop

Bob Dunlop's story is a bit different to those previously profiled. Bob tried his hand at racing but found his niche in administration of the sport and as a mechanic for a couple of this country's top boats.

Bob Dunlop met his future wife Val in 1962. Both born and bred in Palmerston North they were introduced through Val's brother when Val was 15 and Bob was 16.

Bob was introduced to boat racing by Terry and Don Puklowski.

Bob and Val went to watch Terry race at Lake Papiatonga but it turned out Val had actually been there before as her Mum's cousin from Wanganui used to race as well.

Bob brought a boat 1966 and named it Upanatta (up . an . atta). It was powered by a 266 cubic inch side valve Dodge

In 1969 Bob and Val married. At the time Bob was a locksmith.

Bob raced the boat at venues in the lower North Island including, Lake Papiatonga, Porirua, Wanganui, Karapiro and Blue Lake.

One of Sheree and Val's memories of racing was they were on their way late one night up North with Matt & Gordon Morrison, towing Avalanche II with Matts Leyland when the wheel came off the boat trailer. Unable to find the wheel in the dark 4 adults and 2 kids spent the night sleeping on the side of the road in the Leyland

Upanatta was the only boat Bob ever owned but in it he was the first to win a NZ Title and North Island Title in the same year.



He also broke a NZ speed record but not by the 1% needed to claim it.

By 1970 Bob had sold the boat to buy a locksmith business which he sold around 1972 to buy a house.

Bob had flipped his boat at Clive and at Wanganui and decided he just was that into it anymore.

By this time Kent had been born and Sheree was on the way.

Bob's interest moved to the administration side of the sport and he was the Manawatu Club's secretary and then Commodore for 4 years from about 1979. He was also Central Zone delegate, on the river users committee and the NZPBA executive.

Bob made a lot of friends through boat racing including Dick Henn, Matt Morrison, John Hollows, and Warren Down.

When Bob came face to face with Malcolm Wotton though they would have discussions nose to nose with spectators wondering who was going to throw the first punch. But as Val said they enjoyed the debate and both had huge grins on their faces.

In 1972 Bob worked for John in the bush driving logging trucks and he was crewing doing the mechanical work on Matt Morrison's boat Avalanche until Matt gave up driving after losing a leg through diabetes.

Matt Morrison had had diabetes since he was a kid and was the longest insulin dependant person in the country at the time. Matt was a close family friend of the Dunlops. At least once

a week while Matt was working at Jacquards he would arrive at the Dunlop house with his pie for lunch and a chat. The Dunlops all went home for a hot lunch while Kent & Sheree were at primary school before Val got back into the workforce in about 1986.

In about 1986 Bob was also diagnosed as a diabetic and became insulin dependant as well. He didn't let it change his enjoyment of the occasional drink and a late night enjoying the company of other boaties.

Bob drove Avalanche from time to time but gave up after his 3rd accident. He was driving at Whirokino and the steering cable broke. Bob fell out of the boat with the parachute pulling off his helmet. The boat corked screwed into the air above him and landed near him in the water.

Bob drove everywhere in a big blue Pontiac. Val, Kent & Sheree could hear him coming home from a couple of blocks away, it was very distinctive and big enough to fit 8 adults comfortably. It was a great machine to drive around the country in as all the camping gear and all the required tools would fit easily. During one trip up North towing the caravan it stopped at Taihape. The car had broken its crankshaft clean in half. That car had a couple of heart transplants in its time.

In 1973 Bob took on a job at Palmerston North hospital as engineer and overseer of the workshop. He worked at the hospital until 1994.

Bob was a self taught mechanic and helped others such as Dick Henn and Dave Wright. Bob was really talented with diagnosing engine issues and was a dab hand on the lathes and mill he had in his shed, making anything they couldn't easily get and altering equipment where needed. The majority of the hardware for Avalanches hull was made from scratch by him, as was a lot of Ladybugs gear. He also built an engine once for Mick Quin (from Quins Garages) who raced a saloon car.

He did Warwick Luptons engines for many years until he felt he was too tied up with the Southwards to give Warwick the time he

deserved. Warwick then began having Grant Rivers do his engine work.

Greg Hill owned Satan's Pride after buying it from Warwick Jones and also had Bob do his engine work.

He spent a lot of time sharing ideas and knowledge with anyone who was interested or in need of a bit of guidance. At race meetings he was open to helping anyone with any kind of boat or engine or engineering problem . or simply if they wanted to borrow a tool . he was almost sure to have it. He would spend hours on the phone (when phone calls weren't cheap) with people like Murray Baker (who built Peter Knights engines) and Keith McGregor.

Bob was instrumental in helping get the clubrooms underway and spent many an hour at meetings in Sanson where the Manawatu County Council offices were.

Working bees were held every weekend to get the job done.

Every month in between seasons there would be a social function to raise funds for the club.

In 1986 Bob started helping Mike Southward with their second hydro a lauterbach hydro called Ladybug.

In 1989 along came the new Hydro Ladybug.

the Year and in 1989 joined forces with Bernie Maduri. He is currently racing a 1989 Staudacher to a new design, almost the same as *King Rat*. One of the fastest drivers on the US circuit, DuBuc has brought his Staudacher down to NZ at the invitation of the GP Hydroplane Drivers Club and plans to compete over both GP meetings. The boat is powered by a blown Chev and is for sale after the GP series.

**GP6 Shell True Blue Ladybug** This has to be the most radical new GP design ever seen in this country. Designed by American Ron Jones, the boat is a combination of American, Australian and New Zealand team work. Ron Jones Composite Technologies moulded the sponsons and fully enclosed cell in the USA and the boat was assembled and finished by Graham Troy of Troy Craft (Australia) and the Ladybug Racing Team.

No expense has been spared on this amazing boat, which runs a 496ci, 980hp Chev, cared for by mechanic Bob Dunlop. The team have two spare engines as back ups. A custom built service truck, complete with Hiab for engine changes, con-

tains accomidation, spares and workshop facilities.

Driver Mike Southward, grandson of the famous Len Southward, spent last season learning what GP racing was all about in his boat *Ladybug* (ex *Gone Heavy*). Although most of that was done from the back of the field, he was logging valuable experience in readiness for his new boat. His 2nd in the Wellington GP and 3rd in the Masport showed his potential to win. He distinguished himself with a kilo speed of 142mph last season.

**GP20 HOO-DAT** Ivan Pizzini has been racing for 30 years and always been a great supporter of flatbottoms. For the first 20 years he raced with the *Allegro* name, a series of boats that became known throughout the racing circuits of NZ. His latest boat is his second Frank McLeod grp hull and is powered by an injected 454ci Chev. Although the only flattie in the GP line up and with the lowest power, Ivan is always ready to battle with the faster hydros. Given a good break he can often be relied upon to offer a David and Goliath battle.

**Michael Southward, Shell True Blue Ladybug (GP6):**



Bob travelled to the States when they were looking at building Shell True Blue Ladybug and was involved all the way through from concept to sourcing and getting the hull fitted out with hardware, to the race day care and tuning of the engines. Trips to Wellington to the boat workshop were every weekend for a long time. The Ladybug team were a great bunch who had a lot of laughs and enjoyed a lot of success with the boat.

The highlight was when Ladybug broke the World Record at Karapiro with a speed of 179.101 mph (288.17 kph) on 24th August 1991 which is also Val & Kents birthday!. This is still the fastest speed ever recorded over a Kilo on water in New Zealand.

1994 Kent who was flatting with Mike Southward brought his first boat Satans Pride

In 1995 Bob and Val brought a 2500sqm warehouse in Tremaine Ave in Palmerston North. It was split into a living part with a massive workshop.

Unfortunately Bob passed away a few months later after suffering a stroke at age 49.

Val carried on living at the workshop for another seven years.

The Dunlops are still involved in the sport with Val being a life member of the Manawatu Power Boat Club. Kent has been Commadore of the club and Sheree has been Treasurer.

Kents boys Luke & Wade, and Sherees son Mason are all very keen up and coming boaties. They are always on hand to help crew for any boat needing help and I am sure it won't be long until we see them on the water or helping out in some other way like their Grandfather.

The Dunlops and the Morrisons all celebrated Kents win of the Matt Morrison Memorial Trophy at Wellington on the 2nd March 2013.

No doubt Bob & Matt were sitting somewhere watching with a whiskey in hand.

*That's all for Now*

*Regards*

*Rochelle Dennis*