

# River Rumours

## MANAWATU POWER BOAT CLUB INC. NEWSLETTER

April 2013

### 2013 NZPBA Nationals Cromwell

By Phillip Hoskyn

#### 2013 NZPBA Nationals at Cromwell.

5 Manawatu Members made the trip down to Cromwell for the Nationals this season.

Brody Mathieson in RJS/Meridian had a very good run and came away with 2 second places in Modified Hydroplane and Grand National Hydroplane.

Phillip Hoskyn in Pincoya got lucky with low grid draws and did enough to get 4th in Clubman's and 6<sup>th</sup> in Formula 3.

Brent Frampton in Fast Fwd had the boat running well to finish most of the races although a bit off the pace.

Brenden Hall in Foreno Tapware didn't have much luck and didn't see out the day.

Tony Arthur in Buzz had a nightmare of a regatta and the boat didn't perform at all.



*Brody Mathieson – RJS*

#### Clubman's

- 1st Andrew Macbeth AB Marine 800pts
- 2nd Andrew Morris the Judge 600pts
- 3rd Andrew Railton Mad Dog 450pts
- 4th Phillip Hoskyn Pincoya 296pts
- 5th Wayne Wells Sonic the Hedgehog 240pts
- 6th Quentin Keene Just Add Water 190pts
- 7th Georgia Crowle Pocket Rocket 127pts
- 8th Andrew Conner Outrageous 106pts
- 9th Brian Nichol White Lightning 80pts
- 10th Melissa Railton Venom 30pts

#### Formula V

- 1st Peter Crowle 800pts
- 2nd Andrew Morris The Judge 600pts
- 3rd Quentin Keene 450pts

#### Formula One

- 1st Julian Stilwell Scott Construction 700pts
- 2nd Luke Sharp Prompt Parts 700pts
- 3rd Philip Stilwell Acceleration on Water 384pts
- 4th Anthony Robinson 225pts
- 5th Richard Sommerville 127pts
- Julian won by a time of 9 seconds

### **Modified Hydroplane**

1st Allan Ballantyne Rage 800pts  
2nd Brody Mathieson RJS 600pts  
3rd Wayne Wells Bugga 450pts  
4th Cliff Jordan Summer wine 338pts  
5th Brent Frampton Fast FWD 254pts  
6th Ricky Mitchell Burnt Offerings 95pts

### **Series 3000**

1st Richard Kennett Interceptor 700pts  
2nd Nathan Marshall Growler 625pts  
3rd Clark Powell Madaz 394pts  
4th Robbie Stewart Shogun 300pts

### **Pro Stock**

1st Paul Burtenshaw Provocative 800pts  
2nd Nathan Marshall Growler 300pts  
3rd Clark Powell Madaz 225pts

### **Pro Com**

1st Paul Burtenshaw Provocative 800pts  
2nd Carl Ryan Whatever 525pts  
3rd John Ryan Dancing Bear Too 384pts  
4th Ben Ryan Dancing Bear 300pts  
5th Craig Stevenson 254pts  
6th Richard Smith Balistic 169pts

### **Mod VP**

1st Mark Dawson Velocity 800pts  
2nd Chris Henderson Ballz Out 600pts  
3rd Peter Crowle Uncomfortably Numb 450pts

### **Formula Three.**

1st Georgia Crowle Bad Daughter 800pts  
2nd Andrew Macbeth AB Marine 600pts  
3rd Andrew Railton Mad Dog 394pts

### **Grand National Hydroplane**

1st Mike Harvey Aquanaut 800pts  
2nd Brody Mathieson RJS 600pts  
3rd Alistair Gorrie Thunderstruck 394pts

### **King of the Nationals**

1st Ken Lupton Cheetah

2nd Raymond Hart The Boss  
3rd Richard Sommerville KS Builders

### **Canadian Trophy**

1st New Brighton Power Boat Club 2325pts.  
2nd Lake Dunstan Power Boat Club 1725pts.  
3rd Southland Powerboat Club 1700pts.  
4th Rotoiti Power Boat Club 1225pts  
5th Manukau/Auckland Speedboat Club 1000pts.  
6th Wanganui Motor Boat Club 700pts.  
7th Manawatu Power Boat Club 600pts.  
8th Lake Kaniere Yacht & Powerboat Club 450pts.

## **Auckland Regatta – Manukau**

### **By Phillip Hoskyn**

It was a great day on the Manukau Harbour all that was missing were the race boats with just 14 boats showing up to race.

Manawatu were represented by Phillip Hoskyn in Pincoya and Ross Leger in Dire Straits.

It's a shame we didn't get more club boats there as Auckland had 7 boats come to the Goldcup Regatta. The club turned the regatta into a one day affair due to the low numbers. Plenty of racing to be had though with the clubmans getting in 5 races

### **NZPBA North Island Junior Title**

1st Zac Weller Rat Attack 003  
2nd Karl Weller Rat Attack 001  
3rd Codi Weller Rat Attack 002



*The 3 Rat Attacks*

### **NZPBA North Formula Three Title**

1st Andrew Macbeth AB Marine  
2nd Ross Leger Dire Straits  
3rd Zac Weller Rat Attack 003



### **Trillian Trophy**

1st Andrew Macbeth AB Marine  
2nd Zac Weller Rat Attack 003  
3rd Ross Leger Dire Straits



## **Member Profile**

### **Bernie Walsh**

Bernie Walsh – NZPBA Patron started racing 65 years ago at age 15/16

[This profile starts with a story Bernie wrote himself in 1982 which goes as follows:](#)

In the twilight days as Central Zone President I find myself in a very reflective mood, and thought I would take this opportunity to pen a few observations noted during my twenty six years of active involvement in the sport of speedboat racing.

I very well recall watching the sport in New Plymouth and Waitara areas as a spectator in the early 1950's. Racing was held both between the wharfs and at Ngamotu Beach in the New Plymouth Harbour. The Waitara Regatta was held on the Waitara River just below the bridge.

These were great old days and he remembers well some great tussles between some real quick boats of their time, such as Autobeat, and Gee Jag, both of which were powered by Jaguars. Along with Corvette powered Raffles, Can Can and Hopscotch.

These were real quickies in their day and were directly responsible for my own eventual participation, and I am now not too sure that they did me such a good turn. My real downfall was to have spoken to Ron Jury and Eric Cooper, expressing an interest in actually owning and driving a speedboat, as the next thing I knew was that I had joined the New Plymouth Speedboat Club, and then introduced to Ken Ward, who, they assured me, would see me right in the purchase of a boat.

Ken firstly checked up on my financial situation and suddenly lowered my sights from the Unlimited V that I had my heart set on, and I came away with the ownership of a midget hydroplane, without motor, and £40 poorer. This state of affairs was not the best, especially as I did not have £40, but what I did have was two good mates, and between the three of us we managed to scrape up the necessary. Of course this left us with a boat without a motor, and co-incidentally enough, Ken Ward just happened to know where we could pick up a real hot motor at a real friendly price, and off back we went to see Eric Cooper who just happened to have a full race Ford 10 which

we could have for only £40. Now I don't suggest this was in any way a jack up, but it did seem that the deal seemed to go through real smoothly.

Anyway, these three guys, along with the evergreen Blue Victory, proved to be the very back bone of the club then and still are.

This little hydro was called Spider, and that is just about what it looked like. Alan Chapman, Barry Sykes and myself, having formed a partnership got it all painted up and changed the name more in keeping with the Rock n Roll era to 'See U Later' and successfully campaigned it at most Regattas all over the North Island for some five years. It was a real flyer, and was capable of even 35mph, but we had a great time with it, both racing and socialising. I well remember that after achieving top points of the day and winning numerous trophies at Tauranga one year, being asked to leave our motor camp and never return.

They were the good old days and were even more rewarding than the more sophisticated machinery and racing that I still enjoy today.

The New Plymouth Speedboat Club merged about that time with the Waitara Regatta Club, then to eventually become the North Taranaki Power Boat Club, as it is today.

Regattas that were held on the Waitara River were big affairs and were run in conjunction with the Clifton Rowing Club, and Speedboat Racing was intermingled with rowing races and the crowds were large. There were always quite large intervals for the speedboaties to wait for their turn, but rules being not as strict as they are today, the Pub across the road used to do quite a trade between races.

Then came Compulsory Military Training which meant boats were out for me in the meantime, and when my duty there was done things were not quite the same, and fishing boats became my main interest for a while, but I never could quite get the racing bit out of my system.

I remember taking my 18ft Cabin Cruiser, powered by a Ford V8 of course, up to the Mokau River where the local Boat Club used to run fun races, and even tried to race that.

In 1962 I finally decided to get my priorities right again and bought a 292ci Ford motor and started looking around for a hull to put it in, which was just the reverse procedure that I used in buying that first boat. But there was not too much around so I purchased a Leo Young frame pack, and with the help of a local builder we built the first 'Bee Jay'. The builder wanted a TV set built up and I wanted a boat, so this worked out well. Alan Chapman did all of the mechanical work for me as well as a trailer. And so, after many months of work we finally had the new rig ready for the water but being a complete novice with this sort of horsepower it took quite a time to get all the bugs out.

Finally the day came at Lake Ratapiko when I finally decided that the new boat would take anything I could give it, so down the straight I went at full belt, having decided that a Leo Young hull could do a sharp corner at full throttle, and a sharp turn I did, right over. A few cracked ribs, a bit of concussion did not deter me too much, but we did have to find out the reason for the flip because it could not possibly have been my fault, so I carved a piece out of the rudder, which I figured would have the added advantage of letting more water through to the water pick up. The next

weekend was the Waitara Regatta and the Jesta Trophy Race that I had set my heart on, so I couldn't get the boat into the water quick enough. A quiet warm up lap then down with the loud pedal then arse up again, right in front of the crowd too. The rudder had folded up right where I had done my foolproof modification.

This was the day that Midge came on the scene. I was busy drying the boat out back behind my workshop when Midge, who worked at a garage next door, came over to ask how the boat went. Well, to cut a long story short (and also the language) I said that if he wanted a b..... boat he could have the b..... thing because I, for one, would never get back in the thing again.

Well Midge, being Midge, said no he didn't really want it, but would drive it for me if I liked. This was to be the start of the long partnership that we have had ever since, and if he had not come along just then, I would probably not be in the game today. Come to think of it, I am not too sure whether I should thank him or not either.

We didn't look back from then on, and I don't think there would be any boat in the country that would have done the road and water miles that that one did in the ten years that we raced it. Between us we won a lot of titles with it, be never a NZ one, and were very seldom out of a place. The key feature of it all was the reliability of that Ford motor which was a real honey. They never go fast enough however, and in my supreme wisdom I purchased a stoker kit from the States which gave us about another 23ci with a wild cam and a compression ratio of 12 to 1. This made it go like the clappers till finally expiring down at Lake Rotoiti while way our in front in the NZ 350ci championship.

So the only other way to go faster was to build a new hull, and I built the present 'Bee Jay' in 1972 from a Pelin Plan I modified to suit.

While working on these plans I took a trip over to Australia with the Griffith Cup Team which supported Air New Zealand and Voodoo.

What a trip that was. Matt Morrison was our tour leader and was supposed to be responsible for our good behaviour, but good though Matt was, he was no match for the Taranaki Team, and I am afraid that we gave him rather a hard time. Our Kiwi boats didn't fare all that well, but it wasn't for lack of support.

I am not too sure if Matt had anything to do with it or not, but I ended up bringing back an Aussie wife with me. I don't know whether to thank him or not either.

However, what with being Commodore of the N.T.P.B.C, building Bee Jay, Steptoe and a ramp out at Ratapiko, and being newly married, this was a very busy time for me. All of these projects (including matrimony) were satisfying and rewarding. Widening and lengthening of the Lake was also a major project and Tommy Jones was a mountain of strength to me as well as a very willing and energetic membership that we had in those days.

I have always been a believer in the fact that if you are willing to take a job on, then you must be prepared to do that job to the fullest of your ability, therefore I gave the Commodores job all of my energies for the five years I was there. I even took a course in Chairmanship at the time, so that I did justice to that job.



Anyway, I will always be proud of this era in our club, as it was a period that a few of us made a lake out of a puddle and furnished it with an excellent slipway. I am quite sure that these projects were the reason that our club was so strong and happy then, as we learnt how to work together.

In fact I had bought a partly completed Frank McLeod 3 litre hull about this time and as a club project some of the members helped me set it up with (wait for it) a Holden motor and a trailer. We called this boat Apollo and hoped it would go like the rocket we named it after. It was the forerunner of the present 3 litre class and a lot of our members got a lot of fun out of it before I sold it to Merv Radford who raced it for a short time then sold it to the Jurys to become the early Steptoe.

I was attending conferences as a delegate during this period, the first year as a co-delegate with Ken Ward when Brian Leslie was Central Zone President, and Matt Morrison was NZ President. This was the start of my involvement with the two Associations, and this interest has been with me ever since.

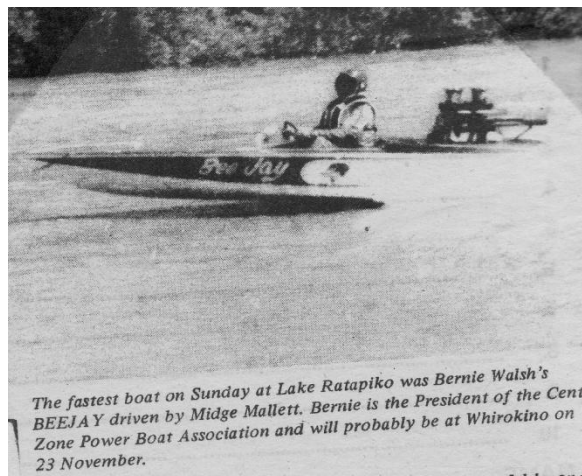
Getting back to the building of the present Bee Jay, I made many modifications from the original plan which was basically a ski boat design. The whole project took me a whole winter as at that time I was also doing major extensions to the house, so that it had to be a spare time job, mainly nights. Anyway, the new boat looked well and went well and has done so ever since. It was quick enough with the 302 Ford motor in the earlier days to be near the top but as the years have gone by all of the other boats have been going much quicker. We used to have some good tussles with Basil Rowe in Geyser Gal, especially in latter times when Midge began running the 351 Cleverland in

the boat. This motor is extremely potent, but up to this stage is lacking reliability. Midge will prevail however and the NZ K Class record is the next ambition.



In 1976, at the Central Zone Conference in Palmerston North I was appointed to represent the Zone on the NZPBA Executive, and at the same time became the Central Zone President. This was a terrific honour for me but I was a bit awed at the responsibility that these posts held. I have always considered myself lucky to have worked with dedicated and enthusiastic secretaries, and this was indeed the case when one looks back to the qualities of Bruce Andrews and Joe Greening. Bruce was such a dynamic secretary that he gave an armchair ride to both his Presidents and the Executive. He was so super efficient that we were all fully aware with the day to day running of the Association, and his own work load was therefore tremendous. His retirement has left a huge void which will make it very hard for those who follow in his footsteps and it would be perhaps impossible for us to expect any successor to match that drive. Joe Greening has been no less of a person in a quieter sort of style. His quiet and efficient enthusiasm has guided the Central Zone for many years. The Zone Newsletter, which he virtually gave us, has successfully contributed to the healthy and happy state that prevails within the Zone today. I, personally, have never been able to fault his work. He made my job as President, so

much the easier, and I invariably found that if there was a mistake of any kind, this would be caused from lack of communication from a club or whatever.



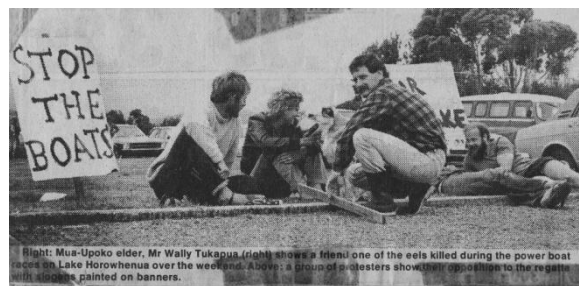
In 1980 I was elected to the position of NZ Vice President and this was both a tremendous honour and responsibility for me. Although I must confess to having a certain amount of ambition, my main concern has always been to the furtherance of the sport and closer harmony between clubs and members. There may have been a few toes trodden on by me over the years, but if this is so it would only be caused by my impatience with any who would place their own personal gains before those of the sport as a whole as the sport is bigger than us as individuals.

One of the most ambitious projects ever to be attempted for the gave was Lake Horowhenua. If we never race speedboats there again the fact will remain that against almost impossible odds we did run the Nationals there in 1982.



There is no one who was not involved with this project that could ever believe the

hassles and red tape that we had to go through to achieve gaining the use of that lake. It took some two years of sheer hard work and grim determination to get the final approval to run there. Some thirty letters I wrote to various dignitaries, a trial run on the lake etc, Having a guy of Dennis Dustins calibre living in the area was the difference between success and failure, as the sheer frustrations would have deterred any lesser person. In the spirit of true Kiwi determination, the more obstacles that are thrown at us, the harder we fight, and this was the spirit that carried the day. These frustrations were to be with us even during the running of the Nationals, and it is now history that we also triumphed over protest action that took place there. I guess that this was one Nationals that will always be remembered, if only for the free publicity gained from the TV and new media. We certainly got the sport in front of the public at last.



### The 2013 update:

After becoming NZ President a few years later and also another Bee Jay which was an American 'Lavey' glass flattie which was formally campaigned by the McGregor Brothers as Old Crow, I will conclude this article.

I well remember the many years that I attended all major regattas around the North Island and the great fellowship and friends made.

I still have many fond memories of racing at Manawatu starting with Ohau at that small weedy lake there. A great place with many happy times with colourful characters that you had and still have there.

The names of Morrison, Downs, Knight, Hollows, Dustin, Greenings and countless others come to mind, too many to be mentioned here.

Then the upper course at your river, then down to the present lower track that we use now.

My life revolved around my family, administration and active boating. My racing days continued on until I was seriously injured in a boat accident at Lake Ratapiko which was to have been my last race anyway.

There have been 5 racing boats mainly Bee Jay's, three tour parties to Australia for the Griffiths Cup Challengers, two to Valleyfield Canada for GP Challengers and one team to Japan with a NZ OSY world title race involving 75cc outboard hydros.

I also attended UIM world body meetings in Monaco, Kuala Lumpur and Thailand. I had led a Thai team that raced under our NZ flag.

I hasten to add that all of my trips and duties for all of these was paid for out of my own pocket with the exception of the Thailand one which was financed by them.

So many fond memories and too many to remember over all the years but all of them a treasure as are all those good friends made for life.

The Manawatu Club has been at the forefront of some of the best of these and in

closing I will tell you the most embarrassing and funny one.

It was many years back and at the present Whirokino site you now use.

I had negotiated and purchased (free) a mens stainless steel urinal from your club not needed for the new clubhouse. I had at the time a transit van with a large roof rack and at the conclusion of a major regatta we had prize giving where much beer was traditionally drunk and at the latter part of these festivities a toilet was required.

Horror upon horror someone spotted the necessary toilet perched on top of my van in readiness for the trip to Lake Ratapiko.

I don't know who started it but the next thing about five of those louts had climbed up there in front of everyone and were using it!

I don't clearly remember who these people were now but the names of Morrison, Dustin, Hollows, Maugham and Downs come to mind.

Well anyway the next morning Jenny and I left for home and what with that dusty track had covered the van with dust. Everything was ok until we had to stop suddenly for pedestrians at a crossing at Foxton. When I braked all the pee splashed down all over the van. This was bad but only got worse when a loud voice came from the first pedestrian to call 'good morning Bernie, lovely day' and then worse again when I recognised Father Osullivan my parish priest from Waitara!

After the death of Matt Morrison that great man of the Manawatu Club, The Central Zone and The NZPBA President and lastly NZ Patron, I was appointed Patron myself.



This is surely the greatest honour that I still appreciate.



*One of the Bee Jay's*

### Bernie & Jenny chat to Scott & Rochelle

Bernie was born in New Plymouth and has lived in Waitara most of his life.

He was an electrician and TV technician and had his own business.

When asked how he met Jenny:

Bernie had gone with some friends to a regatta at St George in Sydney during Anzac Weekend.

Jenny's father was friends with one of Bernie's friends and they had gone to the local for a meal on the Friday evening. Jenny had gone along with her parents.

Bernie didn't take Jenny home until 6:30am!

The next night Jenny and Bernie went out again – again Bernie didn't take Jenny home until 6:30am.

Bernie's excuse - cars drove slowly back then.

While we were talking Bernie's letters to Jenny fell out of an album. Jenny quickly picked up the letters, explaining when they arrived at her home in Sydney her brother would write on the envelope Maori Love Letter!

Jenny came to NZ in June 1971 and never left. Jenny and Bernie had 3 daughters.

Did Jenny ever drive the boat – yes once at Hamilton with Bernie sitting alongside.

Bernie was awarded the UIM medal for services to sport. Only one is presented in Oceania every three years.

# Walsh powers to world honour

By NEIL RITCHIE

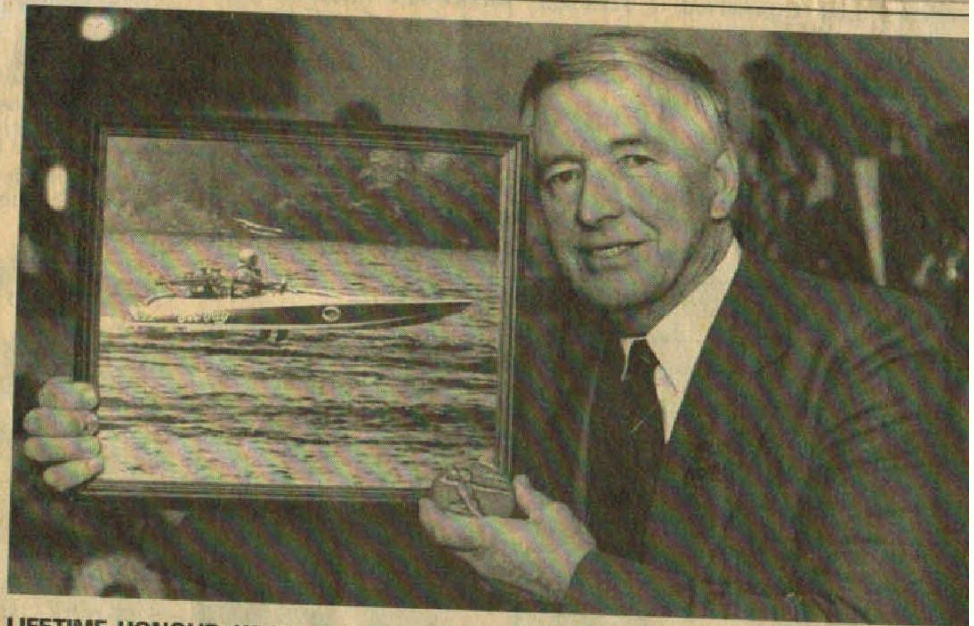
WAITARA identity Bernie Walsh has won one of the world's top medals for his almost life-long dedication to powerboating.

"It is such a great honour as there is only one presented in the Oceania region every three years . . . it represents the culmination of almost a life's work," said Mr Walsh in Waitara.

The Union Internationale Motonautique, which is based in Monaco, presented Mr Walsh with its world medal during the New Zealand Power Boating Association 1994 conference in New Plymouth at the end of last month.

Mr Walsh has devoted 42 of his 60 years to power boating — for the North Taranaki Power Boat Club and also representing New Zealand overseas as a competitor and manager.

His racing career spanned 38 years until a high-speed accident on Lake



**LIFETIME HONOUR:** Waitara's Bernie Walsh, who has won this Union Internationale Motonautique world medal for his dedication to powerboating, proudly shows a photo of his powerboat, called Bee Jay.

Photo: TREVOR READ

Ratipiko four years ago left him with serious injuries and demolished his Bee Jay boat.

It also forced him to close his local business, Walsh TV and Electrical, and opt for early retirement.

He first competed in a small Ford 10-powered hydroplane called See-You-Later, graduating to the Ford V8-power with three boats to carry the name Bee Jay.

He has also held a variety of local and national positions, latterly being NZPBA president for eight years.

On the competitive scene, Mr Walsh prefers to focus on the achievements of others.

"Some of my greatest times were being involved in winning back the E. C. Griffith Cup from Australia in 1988 and also being there when two New Zealand people broke world records which I think they still hold today."

Another memorable time was when he managed the New Zealand team which came second at the 1988 world championships in Canada, Mr Walsh said.

## Upcoming Events

**2nd June 2013**

Central Zone AGM – Wanganui Power Boat Clubrooms - starting at 1pm

**NZPBA Conference**

26th & 27th July 2013 –Quality and Comfort Inn, Cuba Street, Wellington