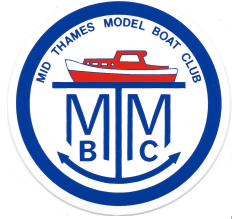




Voice<<<<<<>>>>>>>>pipe

**The Newsletter of
The Mid-Thames Model Boat Club**



October 2025

Issue 188

Chairlady's Corner

- 2025 So far
- facebook page
- F/E changes
- Site Maintenance/assets

Fast Electrics

- Fast Electrics update
- Championships
- Gastro Chatter
- Hasta La Vista
- Inner Hooligan

Tug Towing

- Tugs update

Yachting

- Reports & Results

Boats in Dry Dock 2

- M.T.B. in dry dock this time with Alan.

Trading Post

- Items For Sale page 13

Dates for your diary

- **Wed 1st October** 10am > 12pm
Midweek Mariners
All types of boat are welcome
- **Sat 4th October** 10am > 12pm
Speed Records Day
Lap Records for all race classes & Unlimited linear speed record challenge.
- **Sun 5th October** Round 8
Yachting
Fiesta/Victoria 10am > 1pm
Handicap(Any yacht) 1pm > 4pm
- **Wed 8th October** 10am > 12pm
Midweek Mariners
All types of boat are welcome
- **Sat 11th October** Round 7
Tugs & Scale 10am > 4pm
Free sailing & competition

Another Bumper Edition with 13 pages



Enjoying the sunshine and the balmy breezes.

Chairlady's Corner by Wiki Daniels

Well here we are in October already and Autumn is making it's presence felt with chilly mornings and mist on the lake taking a little while to clear. The business of having fun with model boats goes on with increasing interest from some new members and visits to the lake by potential new members.

In general attendances at the lake are up with more F/E racers, a steady increase in Yachtsman and improving numbers at Scale & Tug Towing. Midweek Mariners is enjoying a renaissance with increased numbers at most meetings. Club Sundays have been modestly attended and have provided a pleasant, relaxed, social environment for members and the occasional guest.

- **Wed 15th October** 10am >
Midweek Mariners
All types of boat are welcome
- **Sat 18th October** Round 8
Fast Electrics 10am > 4pm
Club500, F600B, Wacky Races,
Mono 1 & Run What Ya Brung
- **Sun 19th October** Round 8
Yachting
DF95 10am > 1pm
IOM 1pm > 4pm
- **Wed 22nd October** 10am >
Midweek Mariners
All types of boat are welcome
- **Sun 26th October** 10am >
Club Sunday All types of boat
are welcome
- **Wed 29th October** 10am
Midweek Mariners
All types of boat are welcome
- **Sat 1st November** 10am >
Fast Electrics
Multihull boats - Hydros Cats &
Riggers & Run What Ya Brung
- **Sun 2nd November** Round 9
Yachting
Fiesta/Victoria 10am > 1pm
Handicap(Any yacht) 1pm > 4pm
- **Wed 5th November** 10am >
Midweek Mariners
All types of boat are welcome
- **Sat 8th November** Round 8
Tugs & Scale 10am > 4pm
Free sailing & competition
- **Wed 12th November** 10am >
Midweek Mariners
All types of boat are welcome
- **Sat 15th November** 10am >
Fast Electrics
Testing & Practice
- **Sun 16th November** Round 9
Yachting
DF95 10am > 1pm
IOM 1pm > 4pm
- **Wed 19th November** 10am >
Midweek Mariners
All types of boat are welcome
- **Sun 23rd November** 10am >
Club Sunday All types of boat
are welcome

On the last Club Sunday Max, a new junior member, came along with his Dad to test his 'in build tug' on it's maiden voyage which sailed very well after a bit of fettling. At the same meeting potential new Junior member Jasper and his Mum Heidi came to visit after he was attracted by watching Tug Towing on the Club's youtube channel (well done Lawrie). They were royally entertained by Stephen who gave them the lowdown on the club and let Jasper drive his tug. He seemed to get the hang of the controls very quickly.

MTMBC fb page

<https://www.facebook.com/groups/2075781652746697/>

The club fb page has also taken on a new lease of life with the addition of Stephen Hotson as a moderator and enthusiastic major contributor. If you don't use face book or haven't visited the club's private page recently take a look and you will find Stephen is doing a great job with lots of news and videos on current club activities and some interesting fun links.

Could this be the future for Voice Pipe after Dave stands down as editor at the AGM?

To keep things up to date and interesting for the membership it could do with some more 'views' and posts from you the club members. The page has members from the wider community with an interest in model boats so it is good advertising and may encourage others to join MTMBC.

F/E changes

There are exciting changes afoot in the Fast Electric section with the introduction of a new race class for next year called Mono 2 which are bigger and faster than Mono 1s. Lipo battery power is also being introduced for Club500s and F600Bs. This month on Saturday 4th, following a successful trial last year, an improved Speed Records day will be held to establish Fastest Lap records for all our Race Classes and to challenge the linear speed record currently standing at 69mph held by Barry Eggleton.

Paul Garson is standing down as Fast Electric leader in October after over 3 years of sterling service leading the group and Edwin Sudds will be standing as our new F/E leader.

Wiki

MTMBC Site maintenance/assets - by Tony Simons

To keep the membership, charge low the club agreed to keep our area tidy, we all benefit from the modest rent it is only fair that all members contribute a few minutes periodically to gardening duties. There are a variety of garden tools kept in the store from secateurs, a fork, a shovel, to a battery-powered hedge trimmer for the low-hanging willow shoots.

Since the last VP the store has been moved away from the hotel to the current location making provision for four parking places as opposed to three very tight places.

I would like to move the store away from the willow trees for the winter as willow can and does drop branches without warning, winter storms increase this likelihood.

Access to the hotel verandah has been re-established to provide shelter in periods of heavy rain.

The weed cutting platform hasn't been needed this season thus

- **Wed 26th November 10am >**
Midweek Mariners
All types of boat are welcome
- **Sat 29th November 10am >**
Fast Electrics
Testing & Practice
- **Wed 4th December 10am >**
Midweek Mariners
All types of boat are welcome
- **Wed 10th December 10am >**
Midweek Mariners
All types of boat are welcome
- **Sat 13th December 10am >**
Fast Electrics
Testing & Practice
- **Wed 17th December 10am >**
Midweek Mariners
All types of boat are welcome
- **Sat 27th December 10am >**
Fast Electrics
Testing & Practice

slow progress, but work should continue as the weed is certain to return.

Tony

Fast Electrics by Paul Garson

Another three rounds of the championship are under our belt since the last issue of the Voicepipe. It has been much of the same old same old. However round 6 proved to be a bit of a challenge with numbers down due to the summer holidays. We only managed to run the Club500 and F600B classes, but nevertheless there was some good racing. Round 7 saw numbers getting back to normal and a really good turnout is expected for round eight. With there being no races for the Wackys and Mono1s for round 6, that did certainly throw the championship race in these two classes wide open. Cannot wait to see what happens.

With the weather being like it has been over the last few rounds the weed has not proved to be too much of an issue. However the last round saw quite a bit of the 'fish tank' weed making an appearance, probably stirred up by the full size power boats running around the lake.

As we head into the last round of the season a busy month will be awaiting racers as they try to get the last turn of speed out of their boats and enhance their driving skills to improve their championship positions.

It's great to see the fast electrics section growing and with introduction of the Mono2 class for next season, racers will have the opportunity to add another class of boat to their fleets.

A few Mono2s are presently under construction and one very keen racer, Dave Parker, is already running his and coming to grips with it.



The highlight of the 2025 season has to be the growth in the number of racers across all classes and the number of boats taking part in each race. The number over the year has increased steadily from about four or five boats per race to eight, although in the Club500s and Mono1s we have nine racers. It will be great to see all nine boats on the water at the same time. Should this trend continue we will certainly have to run two heats per race.

The 2026 season will see the change from nimh to lipo batteries for the Club500s and F600Bs, so we wait to see what this will bring to lap times and we are hoping that it will be cheaper and extend the life of the battery packs. Time will tell.

Championships

Championship points positions after Round 7 are as follows:

Club500

Club Contacts - Your Committee



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**Assistant Chairman
& Tug Leader
Tony Simons**

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**Club Secretary
& Voice Pipe Editor
Dave Parker**

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Position	Name	Points
1	Edwin S	48
2	Leo D	28
3	Paul G	25
4	Wiki D	21
4	Jason C-W	21
6	Mike D	15
7	Steve H	8
8	Tony S	6
8	Allan B	6

F600B

Position	Name	Points
1	Leo D	51
2	Wiki D	28
3	Mike D	20
3	Paul G	20
5	Edwin S	17
6	Tony S	14
7	Steven H	12
7	Alan B	12

Wacky Racing

Position	Name	Points
1	Barry E	43
2	Leo D	30
3	Dave P	24
4	Bill C	20
5	Steven G	16
6	Jason C-W	7
7	Bill B	5
8	Paul G	2

Club Contacts - Your Committee



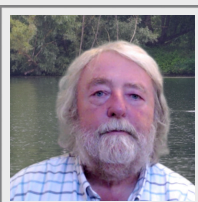
**Club Treasurer
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Mono 1

Position	Name	Points
1	Leo D	35
2	Dave P	30
3	Bill C	29
4	Steve G	23
5	Edwin S	13
6	Barry E	10
7	Jason C-W	7
8	Bill B	4
9	Paul G	2

Saturday 4th October will see our speed and fastest lap trials day. It is planned to set a fastest lap in each of the classes we presently race and the fastest outright speed record. This has now become an annual event so there is plenty of time to prepare for the 2026 season. Saturday 18th October will see the final round of the 2025 Club championship being run and no doubt racers will be giving it their all to improve their final standings. The final event of the season will be on Saturday 1st November when we will have the riggers, hydroplane and cat day so get those boats out, dust off the cobwebs and come and have some fun. Thereafter it is practice and test days until the 2026 season kicks off.

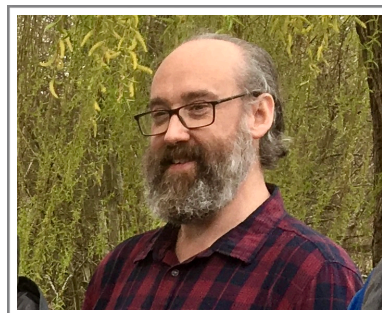
GASTRO Chatter by Paul Garson

Interest in this section all but seems to have died although Steve Greenslade is still very keen to get his nitro rigger on the water from time to time. Maybe somewhere along the line a few fellow members will join the smelly and noisy crew.

All in all it was a reasonably quiet three months but the build up to the completion of the season during October should add a bit of excitement.

Hasta La Vista

In parting, I will be standing down as the Fast Electrics leader after the October meeting and this task will be taken over by the more than capable Edwin Sudds. Thanks to all for allowing me the opportunity to lead the Fast Electric section and to Edwin and all racers I wish you every success going forward.



See you all at the lakeside.

Paul

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Getting in touch with your inner hooligan by Edwin Sudds Part One

As I suspect with many things, the blame can be largely put on the YouTube algorithm, as this was how I was first introduced to the world of large sale RC powerboats. Cut to a year or so later and the result is what has been affectionally called the 'hooligan class' of RC boats that I run at the Reading lake.

The video that first piqued my interest was one I saw over Christmas 2023 of an Australian boater running a 6 foot electric RC catamaran at over 100mph which looked pretty spectacular. This led me down a research rabbit hole to find out more about this class of boat, and then inevitably where I could get my hands on one.

It seemed that the majority of this type of boat were powered by 26cc plus petrol engines for use in offshore racing, as this was a non-starter for me (the lake I use in Swindon is electric only), I focused on the small but growing number of people running electric versions. One of the YouTube video I came across was from a couple of years ago and featured a 1.4m mono offshore boat that had been converted to electric and was running on a lake near Reading. From the video details I could see the boat hull had been manufactured by MCop racing in the UK. It turned out this was a multi championship winning offshore racing hull called a 'Phantom 145', this seemed like a good place to start so the following January I spoke to Mark at MCop and placed an order for his latest version, the Phantom 145 Evo.

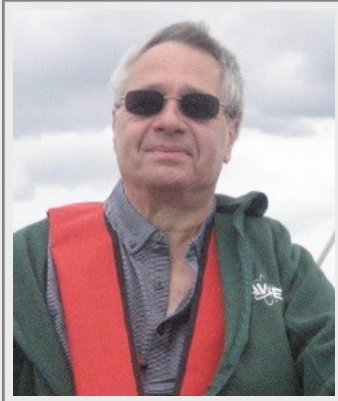
As it was going to take a few months for the boat to be made and with my impatience getting the better of me I found someone selling 55inch 'Apache' mono hulls on Ebay with a much shorter lead time, so one was ordered to serve as a test bed while I waited for the Phantom to be built.



Apache hull with a 29 inch Proboat cat for scale, I also realised I would need a bigger workbench!

Next on the agenda was sorting out the power system and running gear. For simplicity I decided to emulate the typical setup of a petrol boat in terms of target RPM and power output as this would hopefully make the all-important propellor selection a bit easier given preferred options for these boats were well documented online. Given I was aiming for at least 10hp to get the performance I wanted, I settled on a 12s lipo setup to help keep the amps to a semi reasonable level, this voltage meant I was looking at a motor of around 500kv to give me the c. 23k

Club Contacts - Volunteers



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rpm I was targeting. Lots of research on motors led me to the 56mm diameter inrunner class, and with the mindset of 'there is no such thing as too much power' I ordered a 56x123mm size motor by SSS rated at 9.5kw continuous and 15kw peak. This was to be mounted to the standard 5 inch spaced rails fitted to these boats using some mounts I found at offshore Electrics in the USA. I added a 12s 300a ESC by ZTW to complete the power system as have found their ESC's to be very reliable.



Apache internals – good thing about big boats is there plenty of space to fit things and work on them!

A strut for a 1/4 propshaft, rudder and other hardware were all sourced from Prestwich Models, while a couple of sets of 9500mah 6s lipos were ordered from CNHL. I settled on a 70mm GRP prop for initial testing before I committed to the much more expensive stainless versions.

A few weeks later the Apache hull arrived, everything was assembled and the hull decorated with some vinyl graphics appropriate to the full-size Apache's 80's heritage.

Finally, I had my first foray into large sale powerboats ready for testing. First run was mid-March 2024 at the Coate Water country park in Swindon, I was hooked immediately.



Apache ready for testing

Trading Post

Trading Post is an area where members can advertise their model paraphernalia. So if you have to sell, swap, or just want something send contact details, brief description and a picture if possible to:-
parker42@btinternet.com

Amazingly, everything worked as intended with very few adjustments needed, the boat cruising around at 45mph handled well and looked great just like a full size offshore boat. What I was not prepared for was the noise level generated by the GRP prop with the sound echoing around the whole park and causing a lot of interest from the public (and some annoyed shouting from a fisherman on the opposite side of the lake!). Following the run several people came over and were asking about the boat, it was certainly attention grabbing.

With the initial tests complete I opted for a 70mm Octura 3 blade prop, this quietened things down a lot while allowing the boat to properly put down its power and get up to 55mph on a long straight run. I also added some trim tabs to the boat which increased stability and stopped the boat rocking side to side at high speed.

With the new prop, cruising around the lake at 2/3rds throttle still looked impressive and gave around 12minute run times. In the interest of seeing just how far I could push things I have since tried a few different props, culminating in an 85mm two blade from the prop shop which got it up to 63mph, though the handling was, interesting.....Interesting links:

Test run of the Apache:

<https://youtube.com/shorts/imy21UF0OM4?feature=shared>

Australian catamaran that inspired me:

<https://youtu.be/H4ELeUK9wSI?feature=shared>

Electric Phantom 145:

<https://youtu.be/DJOmt2c4QxU?feature=shared>

Overall, this first test bed boat was a resounding success and a great first step on my journey.

Edwin

Tugs by Tony Simons

Numbers of tug skippers within the club continue to be healthy with a modest increase recently.

Three of the barges have been modified so that they hook together easily on the water, this removes the need to connect them before launching and the struggle to recover them when they are full of ballast water.

Also, bollards on the corners have been removed as they often fouled tow-ropes, mooring lines have been relocated away from towing bollards to make it easier to attach/detach tug towing lines.

Further barges can be modified if these changes deliver, it also makes it easier to connect barges without bending aged knees.

Tony

Yachting by John Price

REGATTA 25.5.25, ViFi65 and HANDICAP.

Well, that was a hard day's sailing with strong, gusty winds and at times, big waves from the water ski boats.

In the morning there were 3 Fiestas, 1 Victoria and a visiting DF65. It was interesting that the ski boat waves had a low frequency or long wavelength that allowed the yachts going into



them to keep moving steadily whilst going up and down. With the waves behind your boat the speed could briefly get quite high as the yachts surfed down the wave.

The large sails of the Victoria made it almost uncontrollable in the strong wind so John S had to retire. Mike's DF65 had technical problems and he retired after 2 races, which left 3 Fiestas.

RESULT.....

John P..... 7

David..... 9

Lloyd..... 11

A close contest.

The afternoon HANDICAP was a blast. There were 7 IOMs which I think is the most we've ever had. Long may it continue.

There was one very sad disaster. No, nobody drowned, but almost as bad, poor Bill lost his fin and ballast. It just fell out of his boat and sank to the bottom! The threaded rod that should have been glued into the top of the fin had come unstuck. It could be a very expensive failure.

The gusts were quite strong and everyone had their A rigs on so nosediving was a problem on the downwind legs which meant that the leading boat could then be passed by 2 or 3 others while he recovered.

We completed 8 races which meant we could discard our 2 worst scores. It was good that 5 different people won races, rather than one person dominating.

RESULT IOM.....

John P..... 11

John S..... 15

Lloyd..... 16

David..... 17

Peter..... 18

Tony..... 30

Bill..... 34

Bill could only compete in 4 races, hence his high score.

John P had a good day winning both classes. Well done me!! (If I don't say it no one will!!)

To be fair I found a YouTube video by an old American guy about setting up an IOM, and I spent some time the previous day doing so and it worked well in the conditions.

REGATTA 6.7.25 ViFi65 and HANDICAP.

Only 2 of us in the morning and not much wind. There was some weed so not great sailing.

For the HANDICAP in the afternoon Bill turned up with his new TS2. A very nice looking yacht. So there were 3 of us and racing could commence. The wind picked up and was quite steady, making for good sailing. There were a couple of heavy showers but it was fairly dry under the trees. There were very few encounters with weed. The gusts got quite strong later and the waves from the water skiers added interest! We did 10 races,

meaning we could discard our 2 worst scores.

RESULT....

John P.....8

John S.....18

Bill B.....22

REGATTA 3.8. 25.ViFi65 and HANDICAP.

A very pleasant day's sailing. Just one short, light shower. The wind was flippant all day, ie all over the place and coming and going. Once again there was NO WEED! It's been a wonderful year for weedlessness.

There were 2 Fiestas and a Victoria in the morning. Very level and close racing ending in a thry (like a tie but 3 in first place). Or so I thought. I had forgotten to discard everyone's worst race, so it was a tie for David S and John P. Sorry John S, you were 3rd. 😞

After lunch there were 4 IOMs in the HANDICAP racing plus David Walters just having a sail about. Once again the ski boat added a little spice to the proceedings but the waves were moderate. There was some very close racing and only a couple of disputes that were resolved without bloodshed. We did 7 races.

RESULTS.....

John P.....9

John S.....10

David S.....13

Bill B.....22

John S and David S helped Bill set up his new TS2 and it was going better for the last couple of races. It bodes well for the future.

REGATTA 31.8.25.HANDICAP.

There were only 2 takers for the morning ViFi65, so no racing. A couple of us rolled up about 11am and tuned our One Metres, ready for the afternoon HANDICAP.

There was a small patch of weed but it was close to the shore and easily avoided. In the afternoon there were 4 IOMs in the HANDICAP.

As always, when the wind has any South in it, it was VERY fickle. You could easily change tack 10 times on the way to the first buoy! Still, it was always possible to keep the boats moving and we completed 8 races, meaning we could discard our 2 worst results.

RESULTS.....

John P..... 8

John S..... 9

Peter..... 13

Tony..... 21.

A very close call John. If you hadn't missed that buoy you would have won!

For the last couple of races we retuned Tony's boat and it

showed much promise for the future.

It was a most enjoyable day. We even did a little gardening during lunch, which was quite painless.

REGATTA REPORT 21.9.25.

A modest turn out on Sunday but it was a very good day's sailing. The wind was from the north so it was quite easy to go round the outside of all the buoys. There was visible weed near the bank but it wasn't on the course so didn't effect the racing.

In the morning there were 4 DF95s. The wind was variable in strength, and chilly, but we completed 7 races. It was nice to see David Walters joining in the racing. John S had trouble with his boat set up and did not finish 2 races. As you would expect with a one design class there was some VERY close racing.

RESULTS.....

John P..... 7

David S..... 14

John S..... 14

David W.....21

4 One Metres in the afternoon but David W had battery problems and had to drop out. It was nice to have more sunshine in the pm. The wind dropped slightly but the IOMs were getting round the course in good time so 7 races were completed.

RESULTS.....

John P..... 9

John S..... 11

David S..... 13

John

Boats in Dry Dock 2 M.T.B. by Alan Burgess

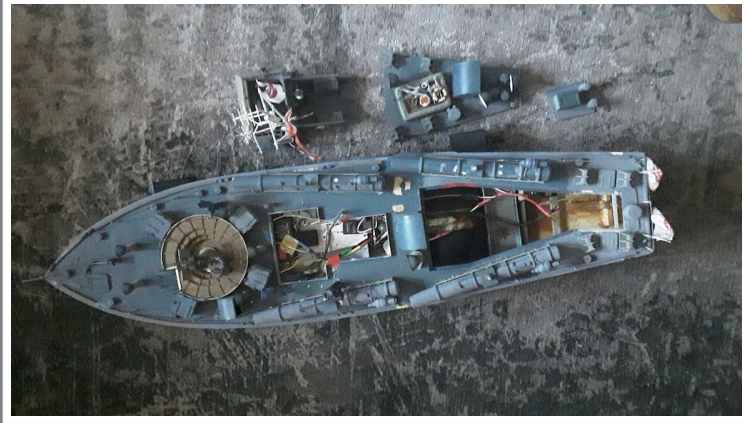
Well, as I've had no objections to the previous article, I'll take that as tacit approval of the idea and on that basis, here's another of my drydocked projects.



As you can see, this is a 36 inch long/9 inch beam model of a Motor Torpedo Boat which I believe to be a 73ft Vosper so it's about 1:24 scale. The hull is fibreglass with wooden deck so it's undoubtedly from a kit. The offset mast concerned me initially but the location does seem to be correct.

Now, I've often seen MTB models with twin or triple props but

this one is a single screw/single rudder arrangement, which does mean it should be fairly straight forward to recommission the drivetrain. In fact, it came with a spektrum receiver fitted so it may have been used fairly recently. The current motor is small/brushed so an upgrade may be warranted in the future as an MTB needs power!



The main issues with this boat are all cosmetic. Initially, it does appear to have been well made but at some stage, I suspect it had some rudder issues.

My reasoning here is that the main access panel seems to have had a bit of surgery to extend almost to the stern transom and the additional small section locates differently. I don't necessarily disagree with this approach but I do think it could have been executed slightly better, so I'll be seeing how this can be improved as part of the refit.



This new access panel also seems to have been the justification for a nasty grey repaint to disguise the work which I really disliked so decided to see if it could be removed. After attacking with white spirit and an electric toothbrush, it definitely seems possible that I can remove a great deal of this without too much degradation to the underlying paint although, as I've located an appropriate Humbrol colour, I might just repaint as the white spirit approach is very time consuming.

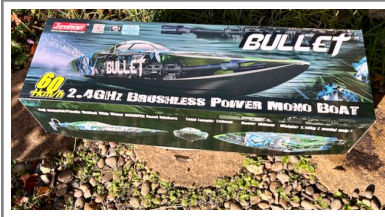


Whether this hits the water before the previous project remains to be seen.

Alan

Trading Post Special

Joysway Bullet fast electric, bought new from Howes (in person, not on-line). Good introduction to fast boats, needs two 2S lipos (they are used in series, the wiring was in place for this from the factory). I bought the model without radio, so it needs a minimum of 2 channel radio (Tx & Rx).



I am asking for £140 ono and can bring the model to the lake, or it can be collected from 23 Woodlands, Standlake OX29 7RA 07584 038532 davesmiththor1@icloud.com

David Smith