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



Oct 2024

Issue 184

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Dates for your diary

- **Wed 2nd October** 10am >
Midweek Mariners
All types of boat are welcome
- **Sat 5th October** Round 7
Fast Electrics 10am > 4pm
Club500, F600B, Wacky
Races, Mono 1 & Run What Ya
Brung
- **Sun 6th October** Round 8
Yachting
Fiesta/Victoria 10am > 1pm
Handicap(Any yacht)1pm>4pm
- **Wed 9th October** 10am >
Midweek Mariners
All types of boat are welcome
- **Sat 12th October** Round 7
Tugs & Scale 10am > 4pm
Free sailing & competition



The lake at Black Park

Chairlady's Corner By Wiki Daniels

We've had excellent turnouts this year for our Fast Electrics section, with members turning out even when it's been pouring with rain, in the hope of a break in the weather and some racing action. It is a very close race for the podium positions this year which has led to lots of friendly competition.

I am also pleased to see that our Sailing section has seen an up-tick with increased attendance from our welcome guests from Oxford Model Boat Club.

Visit to Black Park

Some club members visited Black Park for their annual Open Day in July. It was a very pleasant day with lots of opportunities for sailing all manner of boats (although no fast electrics). There were some good examples of remote control ducks and geese, and a yellow submarine, along with warships, cruisers and sail boats. There were lots of opportunities to meet members from other clubs and to get hints and tips on model builds. Black Park Model Boat Club also had a section of the lake sectioned off as a 'Come and Try It' area for all ages, with a selection of remote control boats for the general public to try. The site has a cafe with toilets and two playgrounds, so an ideal day out for families. Definitely recommended for next year.

Looking forward to the rest of the year, if you're looking for something a little different we have a multi-hull day on Saturday 2nd November, so please bring your multi-boat hulls along and join in the action. Let's hope for continued good boating weather into the winter months.

- **Wed 16th October** **10am >**
Midweek Mariners
 All types of boat are welcome
- **Sat 19th October** **Round 8**
Fast Electrics **10am > 4pm**
 Club500, F600B, WackyRaces,
 Mono 1 & Run What Ya Brung
- **Wed 23rd October** **10am >**
Midweek Mariners
 All types of boat are welcome
- **Sat 26th October** **Round 8**
Yachting
 DF95 **10am > 1pm**
 IOM **1pm > 4pm**
- **Wed 30th October** **10am >**
Midweek Mariners
 All types of boat are welcome
- **Sat 2nd November**
Fast Electrics **10am > 4pm**
 Testing & Multihull boats
- **Sun 3rd November** **Round 9**
Yachting
 Fiesta/Victoria **10am > 1pm**
 Handicap(Any yacht) **1pm > 4pm**
- **Wed 6th November** **10am >**
Midweek Mariners
 All types of boat are welcome
- **Sat 9th November** **Round 8**
Tugs & Scale **10am > 4pm**
 Free sailing & competition
- **Wed 13th November** **10am >**
Midweek Mariners
 All types of boat are welcome
- **Thur 14th November**
Club meeting - Quiz Night
 Venue & Time TBA
- **Sat 16th November**
Fast Electrics **10am > 4pm**
 Testing & Practice
- **Wed 20th November** **10am >**
Midweek Mariners
 All types of boat are welcome
- **Sat 23rd November** **Round 9**
Yachting
 DF95 **10am > 1pm**
 IOM **1pm > 4pm**
- **Wed 27th November** **10am >**
Midweek Mariners
 All types of boat are welcome
- **Sat 30th November**
Fast Electrics **10am > 4pm**
 Testing & Practice

At the lake with Tony Simons

Many have helped in various ways to maintain the area we use and a special mention to Tim and Steve for trimming back the curtain of willow that prevents a clear view of the buoyed course and for small tree removal.

To Peter for bringing a petrol-powered hedge cutter that he used to reduce the vegetation by our storage and access route to the canopy we shelter under when the rain stops play.

The jack-up platform has been lowered progressively as the water level has dropped, and additional tubes have been added to the legs to permit higher lifting after last winter's record water levels. The chains that are used to adjust height are now also employed as the means of keeping the platform at the required height, note the 8mm eye bolt that pass between chain links into the corner posts.

The pontoon movement has been reduced by the addition of a docking arm this may require some change but it has proved the principle.

Because the weed has been much less of an issue this year the planned work to improve the weed-cutting platform has been on hold. It is still, a work in progress to widen access to the water so that the platform can be pulled into the car park for further modification as next year the overhanging branches to the right bank beyond the wooden platform need trimming as recovering boats that get under the branches is proving ever more difficult.

Some of the buoys have been replaced to hopefully improve visibility of them, particularly the far-out left marker that had sunk.

Mid-week Mariners

A meeting has been possible every week although occasionally the weather has moved the notional Wednesday.

My thanks to all who get involved in supporting the small projects to improve our amenities and tidying the area of weeds, leaves, and brambles before we put boats on the water.

As with tugs meetings will continue until the weather gets too cold or wet.

Wiki

Fast Electrics by Paul Garson

Your scribe has not been able to get to the Club for the last two months so is somewhat a wee bit out of touch with what has been happening but what a season so far with the main player being the weather with rounds having to be rescheduled but we have managed to get six rounds in so far.

However with the weather being like it has been the weed has not proved to be too much of an issue.

The last two rounds of the season will make for a really busy October and will be run on the first and third Saturdays of that month.

A couple of new buoys have been put in place to replace ones that had started to sink as a result of collisions with some really fast Mono1s. Although the colour of them may be a point for some debate.

- **Wed 4th December 10am > Midweek Mariners**
All types of boat are welcome
- **Wed 11th December 10am > Midweek Mariners**
All types of boat are welcome
- **Thur 12th December Club Xmas meeting**
Venue & Time TBA
- **Sat 14th December Fast Electrics 10am > 4pm**
Testing & Practice
- **Wed 18th December 10am > Midweek Mariners**
All types of boat are welcome
- **Sat 28th December Fast Electrics 10am > 4pm**
Testing & Practice



Jeff Gurney is a picture of concentration in a F600B race.

Anyway, it's great to see the fast electrics section growing particularly the F600B and Mono1 sections. Nice to see Barry Eggleton and Bill Campbell becoming regular participants in the Mono1s and good to see Edwin Sudds also getting into the mix of things. Alan Burgess and Jeff Gurney are now regular racers in the F600Bs, with Colin Sayer having rejoined and showing his skill in this class too.

Seems the hull of choice at present in the Mono1s is the Tenshock Scord with there now being a number raced in this section. Zooms remain a popular choice but has anybody seen this great looking Zoom 3 around?



The sixth round of the championship was run on Saturday 21st September 2024 and was really well attended. Looks like we may need a bigger car park soon!!! Racing was fast and furious and there were some really hairy moments together with a bit of damage to a couple of boats, well what do you expect when travelling at the speed these fast electric boats can get up to.

Round six race control was by far one of the best to date as there was a really good turnout making for a better managed event.



Anyone got a bigger hammer?



OK Who's next

Running repairs, particularly with the Mono1s are becoming a regular feature after each race as the attached photograph of Dave Parker straightening a rudder can attest to but perhaps a sledgehammer is a bit of overkill!!!!

Club Contacts - Your Committee



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Championships

There is still a bit to play for to settle the championship positions in the Club500s, F600Bs and Wackys with the Mono1s all but sewn up by Tim Kozłowski with six straight wins in this section. Well done Tim.

The current championship standings in each class are as follows:

Club500

Position	Name	Points
1	Paul Garson	36
2	Leo Daniels	33
3	Wiki Daniels	19
4	Mike Durrett	13
5	Tony Simons	12

F600B

Position	Name	Points
1	Leo Daniels	42
2	Steven Greenslade	28
3	Tony Simons	22
3	Wiki Daniels	22
5	Alan Burgess	18
6	Jeff Gurney	7
7	Colin Sayer	1

Wacky Racing

Position	Name	Points
1	Tim Kozłowski	48
2	Dave Parker	42
3	Steven Greenslade	17
4	Leo Daniels	16
5	Jason Colins-Webb	6
6	Paul Garson	4

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Mono 1

Position	Name	Points
1	Tim Kozłowski	54
2	Dave Parker	34
3	Steven Greenslade	19
4	Leo Daniels	13
5	Jason Colins-Webb	8
5	Barry Eggleton	8
7	Bill Campbell	5
8	Edwin Sudds	3

On Saturday 4th November we will have the riggers, hydroplane and cat day so get those boats out, dust off the cobwebs and come and have some fun.

For the want of repeating myself, to end let me make a punt for fast electrics. If you want to add a bit of excitement to at least one of your Saturday mornings a month come and join us. There is something for everyone from the more sedate CLUB500s to the wildly fast Mono1s and the F600Bs and Wackys give something in between. It's really good fun and not just the racing, there's also the racers good company. Come join this ever growing section.

Hopefully see some of you at the lake

Paul

Dave's Racing Tweaks - Looking after the electrics

Introduction

Problems with the electrical connections are a common cause of failure for R/C model boats whether it is water in the R/C equipment or bad connections in the power circuits.

This article looks at ways of preventing these faults and maintaining the electrics in good working order.

In most cases F/E model boaters use plugs and sockets to connect and disconnect the main parts of the electrical systems. These should be suitably rated for the job and well maintained to avoid reliability problems.

R/C equipment

At some time or another the radio control elements in a race boat are going to be exposed to the wet stuff so it is essential to make sure it keeps working properly and survives. Here are a few suggestions to help prevent any failures and subsequent loss of control.

Before connecting up the ESC, Rx & Servos the connecting parts especially the electrical contact areas need to be clean. Scrape off any corrosion, verdigris or build up of oxide so the contact areas are bright & shiny. Wipe the surfaces with Isopropanol alcohol or similar solvent. A smear of vaseline helps

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protect the contact areas and aids the mechanical action of the connection.

Protection

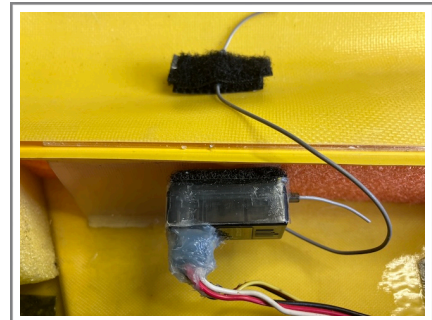
When everything is connected up, tested and working correctly it is time to think about protecting the Rx from any water which may enter the boat. When the set up is finalised and no further changes are needed to the items connected to the Rx it is best to protect it from any water which may enter the hull.

Location

Mount the Rx above the water line as GHz Radio signals will not work through water. This also helps keep it clear of any water sloshing about in the bilges.

Rx fixed with Velcro just under deck level & protected with tape & silicone sealant.

The satellite Rx mounted with velcro at the highest point under the hatch cover



Sealing

Consider enclosing the Rx in a balloon with leads gaining access through the neck. Helium balloons are best for this because they are stronger and more flexible than normal. A zip tie or similar can be used to seal the neck around the wires.

If this is not possible the method I prefer can be used and the Rx can be sealed with silicon sealant and tape. Tape up the seams around the Rx with waterproof tape and seal the connectors and exposed vacant ports with silicon sealant used in the electronics industry.

Bathroom type sealant often has chemicals which will attack the electronics so don't use just any DIY sealant.

Nether method will ensure a completely dry Rx if the boat is submerged and completely flooded with water but it will keep the Rx dry and functional in most circumstances.

Maintenance & cleaning

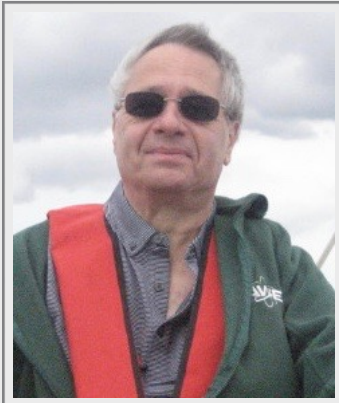
In the power circuit, if the contact areas of the connectors are not kept in good condition, it can cause a high resistance connection which will adversely effect performance because it will not easily allow the electric current through. Many connectors rely on the spring in the metal or an additional spring to keep the mating surfaces snugly in contact. If mating surfaces are not clean and if the springiness in the connectors is lost the mating surfaces may not remain in good contact.

The connectors can be cleaned with Isopropanol alcohol or similar solvent and lubricated with a smear of vaseline. 4mm bullet connectors with springs that do not fit snugly should be replaced, but it is possible to revive connectors with slotted plugs by simply opening up the slots slightly with a blade.

Batteries

I do not intend to include a section on Lipo batteries because

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this is well covered by the safety instructions issued by the manufacturer.

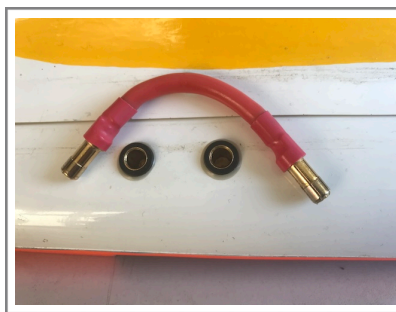
The measures mentioned above on cleaning and lubricating are particularly relevant to battery connectors.

Tips & Tricks

Remove any on/off switch on the ESC and solder the wires together so it is permanently on. The safety loop acts as an on/off switch and switches are a common source of faults particularly if they get wet.

GHz radio signals will not pass through Carbon Fibre so it may be necessary to use an external antenna if your boat is made from all C/F.

Carbon Fibre conducts electricity so it is necessary to insulate safety loop sockets from the hull.



The female connectors of this safety loop are insulated from the Carbon Fibre hull with plastic inserts.

Don't use Velcro to mount lipo batteries. A large area of Velcro stuck to the battery pack will prevent heat being conducted away from the bottom cell of the pack meaning it is more likely to overheat and fail before the other cells in the pack.

A poor connection in the power circuits will generate heat which can be detected by touch, but be careful, because it could be very hot. Also feel the temperature of the wires around the connector which can indicate a poor soldered joint into the connector or even wire which is not correctly rated for the current (Amps) it is expected to carry.

Keep the power cables slightly separated as bunched cables will not allow heat to dissipate into the air as effectively as a single cable surrounded by air.

Ensure exposed wires and connectors are well insulated from neighbouring parts with heat shrink sleeving.

May your boat never race across the lake of it's own volition or stop due to bad electrical connections.

**See you lake side
Dave**

Tug Towing by Tony Simons

The numbers have been modest but the holiday season was upon us. My thanks to Lawrie for the video of Dave and I taking Endeavour around a tightened course it was good enough to score 9 out of 10 sadly the views on YouTube don't reflect this but it seems tug towing on its own doesn't attract viewers but that aside we enjoyed the challenging tow.



Sorry some are really awful, but I guess that's the point.

What do you call a **boat** that can never remember where it's been? A forget-me-yacht.

Why did the **sailor** bring a ladder on board? Because he heard the ship's crew could use a step up!

What do you call a boat that doesn't have a friend? A loner-yacht.

Why did the boat go to therapy? Because it had deep-sea issues.

What kind of music do boats like? **Yacht** rock!

How do boats talk to each other on the water? They use shell phones!

What is a boat's favourite kind of **sandwich**? A sub-marine.

What do you call a boat that's been grounded? A beached vessel.

What is a pirate's favourite kind of boat? A Yarrrrrrcht!

How do boaters get their hair to stay in place? With lots of sea spray.

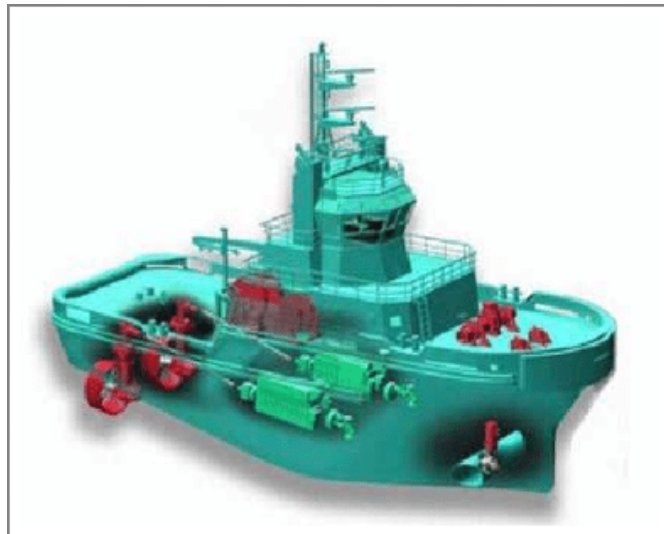
Why did the boat join a gym? It wanted to stay ship-shape!

Why couldn't the boat trust the water? It heard it could be "shallow" and not so deep.

How do boats greet each other in the morning? "Sailutations"!

"I must admit, I'm quite a fan of a good aft-ter shave."

Bow Thruster



Right is a model boat bow thruster kit. Above showing a bow thruster installation in a typical modern tug.



Richard installed a bow thruster to his tug this has made turning in tight corners very easy and a worthwhile addition for conventional tugs.

The next challenge was an additional winch to allow the tow rope to be lengthened or shortened using radio control signals, this has been achieved by adding two radio-controlled switches and 5-volt relays to switch the 12-volt feed to the new aft winch.

Switching Auxiliaries

Anyone wanting to employ remote switching of lights or other features contact Richard or myself, inevitably all were available on Amazon the one-stop-shop, the original remote switch came from a small company that only has a presence online, they are a small group of ex-services electronic engineers producing a variety of electronic devices for the model world.

Update

The colder months are approaching but if enough are interested we will continue while the weather is mild.

After the building of a box to house Endeavour the next project we delivered was a trolley to move Endeavour from the box to the water and back my thanks for all the design inputs and modifications to achieve the objective.

To minimise the work involved in tipping the hull to remove the last of the ballast water a small self-priming pump with a suitable battery connector to enable use with existing batteries has been left in the hull. After use pass the batteries to Dave or myself for recharge to 80% to keep them safe and provide enough power for ballast and de-ballast.

The box has been coated with bituminous paint to seal sawn edges, particularly on the plywood and the roof joints taped to

“Steer clear of those who make waves, they’re usually trouble.”
It’s a sail-abration every time I see you, you really float my boat.”
“I’m all aboard for a little ship-tease.”

1. I went on a boat ride and saw a fish playing the guitar, he sure had some good scales!
2. Don’t fish for compliments, just reel them in!
3. You might sink to a new low if you try to anchor down a boat with a paperweight.
4. Don’t be a buoy, stay grounded!
5. I tried to make a sailboat out of bedroom furniture but it was all YARd [sale](#).
6. The boat captain kept getting lost at sea, he just couldn’t find his sea legs.
7. The boat dock was a great place for a date, it was the perfect setting to make a [romantic](#) splash!
8. I didn’t want to go out on the boat, I felt like I was really paddling against the current.
9. The boat navigated through the treacherous waters with the courage of a buoy scout.
10. I was feeling a bit “seasick,” but then I remembered I was on a boat, so I guess it was more like “ship sick.”
11. The sailor couldn’t afford a new boat, so he decided to raise money by hosting an anchor management class.
12. The captain couldn’t believe his eyes when he saw his boat turned into a giant fishbowl, he went from skipper to fish-keeper.
13. The boat race was intense, competitors didn’t hold back, it was quite a hull of a competition!

prevent rainwater ingress my thanks to Dave for finishing the parts I missed when applying the bituminous paint.

Tony

Yachting by John Price

Saturday, 31st August turned out to be a very enjoyable days sailing. It was rather chilly but stayed dry with a good ENE breeze.

We were joined by 3 very welcome visitors from the Oxford club who managed to adjust to our style of racing!

The start was in a wind shadow but a few metres down the course we caught the wind and it was quite steady round the rest of the course. We had 4 Fiestas and Stephen had one of the original DF65s. The conditions really suited my Fiesta, I’ve never seen it go so well.

Be amazed, nobody caught any weed! 🤔.

We completed 6 races. RESULT.... John, Lloyd, Tony P, Peter, Stephen.

In the afternoon we had HANDICAP racing with 3 One Metres, a Fiesta and a DF65. We managed to find a short course for the small boats that gave everyone a reasonable chance.

I think it might be a good idea if the large yachts always had to give way to the smaller ones. If a Fiesta has to take sudden evading action it can stop it completely and then take a long time to get going. What do you think?

Good racing again in the afternoon and we completed 7 races. RESULT..... joint first Lloyd and John, (a DF65 and an IOM) then Peter, Tony P and Tony S.

A couple of people found some weed but it wasn’t a real problem.

A very satisfactory day with little recourse to the rescue boat.

Next Regatta is Saturday 14th Sept, DF95 and One Metres(IOMs). There’s a chance that the DF95s may be changed to ViFi65, so watch this space.

Guys, sorry the results of the last regatta are so late. The longer I leave it the vaguer is my recollection of the event.

I do remember there was not a lot of wind but equally, there was not a lot of weed, in fact very little. Races took a long time so it was important to maintain concentration, which is quite hard. Surprisingly some of the races were quite close. In gentle winds the yachts often get very strung out. In the morning ViFi65 (in actual fact they were all Fiestas) results were:- John, Tony P, Lloyd. Peter. Only one point separated Tony P and Lloyd.

It was good to see our visitors from Oxford again.

This was not an official regatta as it was not on the calendar.

In the afternoon there were three One Metres which was just enough to make it an official event. The water was still very murky which was obviously helping to suppress the weed. Some more close races resulted in the order:- John, Peter, Tony S.

The next Regatta is not until the 6th of October, a Sunday. ViFi65 AM.... HANDICAP PM.

John.

14. The sailor was feeling down, so he went to the boat doctor, and he prescribed him with some vitamin sea.

15. The boat dealership went bankrupt because their flagship model was too expensive, they really missed the boat on that one.

16. I trained my pet fish to chase after floating objects, now he's a real boat fetcher.

17. The boat inspector had a great sense of humour, she would always come up with clever rudder-mental jokes.

18. I used to think I was seaworthy, until I tried to sail a boat made of playing cards, it was all deckceptive.

19. The boat party got wild, they were serving **shots** of sea-liquor, talk about a tidal wave of fun!

20. The **crab** found a new hideout inside the boat, it was the perfect crust-ation for him.

This from an anonymous source. Roger assures me he didn't write it. oooooops!

WARRANT

THIS WARRANT IS ISSUED FOR THE IMMEDIATE ARREST AND DETENTION OF ONE TONY SIMONS, CURRENTLY OF NO FIXED ABODE, BUT THOUGHT TO BE HIDING IN PLAIN SIGHT AT A MARINA SOMEWHERE NORTH WEST OF THE FAIR CITY OF OXFORD, WHERE HE IS BELIEVED TO BE CARRYING ON THE PART TIME OCCUPATION OF DIY BOAT BUILDER.

THIS HAS BEEN ISSUED UNDER THE AUTHORITY OF THE REAL POWER IN THE LAND, THE NOBLE ASSOCIATION OF JOBSWORTHS, (aka NAJERS). OUR POWER MAY NOT YET HAVE BEEN APPENDED TO THE MAGNA CARTA, BUT WE HAVE PROVED ON MANY OCCASIONS WE CAN BRING TO A HALT THE SIMPLEST OF TASKS BY DEMANDING THE PRODUCTION OF BUMF TO PROVE THAT ALL THE NECESSARY TRAINING IN THE USE OF BASIC TOOLS HAS BEEN PROPERLY COMPLETED AND RECORDED, AND THAT THOSE INVOLVED HAVE BEEN BRAINWASHED TO THE POINT THEY ARE TOO SCARED TO PICK UP A PENCIL, AS THEY CANNOT PROVE THEY HAVE BEEN TRAINED TO SHARPEN IT USING A BLUNT TOOL SO THEY CANNOT HURT THEMSELVES.

THE SAID TONY SIMONS IS CHARGED (AND FOUND GUILTY IN ADVANCE BY A MARSUPIAL COURT) OF SENDING MESSAGES OUT INTO CYBERSPACE, RUBBISHING THE EFFORTS OF ALL OUR MEMBERS TO KEEP HIM SAFELY SWADDLED IN COTTON WOOL, AND FURTHER, HE HAS THREATENED TO ATTACK ON SIGHT ANY AND ALL OF OUR REPRESENTATIVES, USING ILLEGALLY SHARPENED STICKS. WORSE, HE HAS FURTHER SHOWN GREAT DISRESPECT BY THREATENING TO BURN ALL THE PAPERWORK SO METICULOUSLY PRODUCED BY OUR MEMBERS, AND TO BURN IT ON AN OPEN FIRE USING THE EXCUSE HE IS COLD. CLEARLY HE HAS NOT READ OUR TEN PAGE MEMORANDUM DETAILING THE PROCEDURES TO BE FOLLOWED WHEN BURNING WASTE PAPER. WE HAVE NO EVIDENCE THAT HE HAS HAD FIRE LIGHTING OR FIRE-FIGHTING TRAINING, OR THAT HE HAS NOTIFIED THE LOCAL OXFORDSHIRE FIRE AND RESCUE SERVICE SO THEY CAN BE STANDING BY TO EXTINGUISH HIS BURNING BUMF, SHOULD HE ACTUALLY HAVE THE TEMERITY TO LIGHT SOME. OF COURSE, HE STANDS AT RISK IF DOES THIS, AS THE

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

For Sale

Proceeds towards club funds. Offers to the Treasurer please at ox119py.mtmbc@gmail.com

590 sail number 23. Complete with 40MHz (675) radio Tx & Rx, sail winch & steering servo. Needs new deck patches, batteries & some tlc.



590 sail number 22. Complete with 40MHz (765) radio Tx & Rx, sail winch & steering servo. Needs new deck patches, batteries & some tlc.



FIRE & RESCUE SERVICE MAY FIND THAT THE FIREFIGHTER MANNING, (OR WOMANING) THE PUMP CONTROLS HAS NOT BEEN THROUGH THE VARIOUS COURSES NEEDED BEFORE HE OR SHE CAN TURN OFF THE WATER. IN THIS INSTANCE, HIS OR HER FELLOW FIRE-FIGHTING PERSONS, REALISING THE WATER TANK ON THE APPLIANCE WAS RAPIDLY EMPTYING, WOULD QUICKLY CONNECT A SUCTION HOSE TO THE PUMP, AND START DRAWING WATER FROM THE MARINA. Mr.SIMONS' BOAT WILL THEN BECOME PART OF A NEVER ENDING SEQUENCE OF BLOWING AND SUCKING BY THE FIREFIGHTERS (LADY ONES IF HE IS LUCKY) WHILST THEY TRAIN THE PUMP CONTROLLER IN THE CORRECT WAY TO TURN OFF THE FLOW. FIRST, THEY WOULD NEED TO CHECK THAT THE LITTLE ARROWS CAST INTO THE VALVE HANDLE POINTING "ON" & "OFF" DO POINT IN THE RIGHT DIRECTION. THIS WOULD MEAN THE REMOVAL OF THE HANDLE TO A PROPERLY AUTHORISED TESTING ESTABLISHMENT, WHERE IT WOULD NO DOUBT LANGUISH IN THE NON-URGENT TRAY FOR SOME TIME. AFTER ALL, IF IT IS NOT ON THE MACHINE, IT CAN'T BE MISUSED CAN IT! (A DIRECT QUOTE FROM PAGE 97, Vol 17, OF THE NAJERS HANDBOOK - "IF POSSIBLE, REMOVE THE CAUSE FOR CONCERN, AND IGNORE ALL CRIES THAT THIS WILL BRING EVERYTHING TO A HALT, AND DAMN THE TORPEDOS!"

WHILST THIS SCENARIO MAY SEEM A LITTLE UNFAIR ON MR.SIMONS, IT WILL ACTUALLY MAKE LIFE EASIER FOR HIM AS HE WILL THEN HAVE PROOF HIS NEW BOAT DOES NOT LEAK OUTWARDS. ALSO, ONCE THE BOAT'S BILGE PUMP GIVES UP THE UNEVEN FIGHT AND THE BOAT SETTLES COMFORTABLY ON THE BOTTOM OF THE MARINA, IT WILL PROVIDE AN IDEAL UNDERCOVER LAKE WHICH CAN BE USED FOR PRACTISING VARIOUS TUGGING MANOEUVRES WITH HIS COLLECTION OF "WE CAN PULL IN ANY DIRECTION" MODELS.

IF ANYONE IS SUCCESSFUL IN ARRESTING MR.SIMONS, WE WOULD SUGGEST HE IS DETAINED IN HIS LITTLE BROTHER'S WORKSHOP, AND IS NOT ALLOWED OUT UNTIL HE HAS RESCINDED HIS THREATS, AND SWORN UNDER OATH NEVER TO BAD MOUTH A HEALTH SAFETY X-SPURT, (SORRY - EXPERT) AGAIN. HE WILL HAVE TO AGREE THAT WHENEVER ONE APPEARS, HE WILL IMMEDIATELY STOP WORK, AND RUSH OFF TO COLLECT AND PRESENT THE PILE OF USELESS BUMF HE HAS

Garnock tug, 50 cm long – very well made model complete with wooden case & display stand. Needs radio, ESC & batteries. Steering servo is fitted but probably needs attention.



Radio 27 MHz transmitter – Daehwa DH-2T 27R 2 channel (needs crystal)

Radio 27 MHz transmitter – Futaba Attack-2 2 channel (complete with orange crystal)

PRODUCED IN ORDER TO RESPOND TO THE
OFFICIAL'S ORIGINAL PILE OF BUMF!

**THIS DOCUMENT HAS BEEN CAREFULLY SIZED TO FIT
COMFORTABLY ON THE INSIDE OF THE TOILET DOOR ON
TONY'S NEW BOAT, WHERE HIS THOUGHTS AND
REACTIONS TO IT CAN BE SAFELY RELEASED!**

**SIGNED - THE OXFORD BRANCH OF THE NAJERS &
SAFETY OFFICERS UNION. LOOK OUT - WE ARE COMING
TO GET YOU!!**

Trading Post

For Sale

Please contact Jim.Burgess@quattroplant.co.uk

