

# **New Zealand Water Ski Racing Association Inc**

Technical Rules Committee – Chairman's Report

Author – Mike Dunstall

Date – 24/06/2017

2016 -2017 Season

## **Overview**

---

The 2016-17 season had some increased competitor numbers compared to the previous season and it was great to see some competitor driven revival of F5 class at the 100 miler race.

No changes to the technical standards or rules were needed during the season and the minor changes made by the Race Committee between seasons have bedded in well (mainly clarifications). The working relationship between Tech Rules and the Race Committee has been excellent.

Thanks are due to my fellow members of the Technical Rules Committee and also to the wider team of scrutineers who made themselves available at race meetings.

Rule changes are considered by either the Technical Rules Committee, the Race Committee, or both. We welcome input on possible changes so that their benefit or impact on competitors can be widely considered. Some rules members may wish to submit on are highlighted at the last section.

## **Technical Inspection / Scrutineering**

---

### **Entrant responsibility for safety items**

Scrutineering checks (safety audits) were carried out at every meeting of the season. Most boats are being maintained to a good standard although a few are presented for scrutineering with obvious faults. Primary responsibility for safety of the equipment rests with the entrants and it is important to recognise that many of the required items only become necessary in an emergency situation (floatation, medical flags, battery hold downs, fire extinguishers, seat base secure etc.). You may not need them often, but when you do it will be very important that they are up to scratch.

### **Exit Blocks (harder to spot – needs a close look)**

One issue that was noted in several boats this year was sheave wear on the steering wire exit blocks in the transom. Other blocks in the steering system are free to move to align their rotation with the plane of the wire, however the exit blocks are constrained, so there is much greater potential for wear on the side of the sheaves. This wear can be greatly accelerated if the steering wire angle is not directly in line with the pulley.

Before racing recommences all boat owners are urged to;

- Inspect their exit block sheaves for wear on the side of the sheave and wear in the pulley bush.
- Replace the pulley sheave or the entire block if these are worn.
- Check the entry and exit angle for the steering wire in the block to minimise future wear.

## Upcoming Committee Activity (Submissions welcomed)

Technical Rules works with the Racing Committee whenever proposed rule changes require technical assessment.

Maintaining a pathway to attract and retain competitors is an important consideration for the Race Committee and the Technical Rules Committee works closely with the Race Committee to provide advice on these aspects. It is anticipated that some rule adjustments will be needed to keep up to date with new generation mass market engines, which are now using technology such as fly by wire control systems, superchargers and power steering.

### **New Engine Technologies**

Tech Rules is likely to address the following issues, in conjunction with the Racing Committee, before the start of the next racing season.

- SMOC engine height rule to be preserved as close as possible to the current rule, but to become measured on propeller shaft height, rather than the current measurement of cavitation plate height. The purpose for this change would be to maintain an even competition at a time when manufacturers are altering their gearbox designs.
- Fail safe throttle closing rules may need to be modified to allow for mechanisms that are compatible with electronic control systems, as an alternative to the mechanical spring currently required.

**Members are encouraged to make submissions on these or any other issues if they wish to influence the rule book.**