

# NAMBA INTERNATIONAL PROPWASH

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### INSIDE THIS ISSUE

|                              |    |
|------------------------------|----|
| Hall Of Fame Inductee.....   | 2  |
| Hall Of Fame Report.....     | 2  |
| Advertising Rates .....      | 2  |
| Nitro Nats Review.....       | 3  |
| Officers & Chairmen .....    | 5  |
| My First Time .....          | 6  |
| Pit Safety .....             | 6  |
| Forms Availability .....     | 6  |
| How Much Is Too Much? ....   | 7  |
| Dead Boat Etiquette .....    | 7  |
| Regional Championships ..... | 8  |
| Web Page Update .....        | 8  |
| Election Update .....        | 8  |
| Renewal Info .....           | 8  |
| Milling Tips.....            | 13 |
| Nats Thank You.....          | 13 |
| Gas Racing In Florida.....   | 13 |
| Electric Nats Report.....    | 15 |
| Boating Basics .....         | 21 |
| Financial Report.....        | 23 |
| Gas Entry Form.....          | 24 |
| 2000 Nats Sponsors.....      | 26 |
| 2000 Nats Supporters .....   | 27 |
| Membership Application ...   | 28 |

## President's Message

By Alan Hobbs  
NAMBA President

Where did the summer go? And, how did it go by so quickly? I hope you were able to get in lots of boating before it ended. This was a great year for NAMBA and NAMBA boaters. Our membership continues to grow. District 20 hosted a super Nats in Greeley, Colorado. The turn out was good, and the location was one of the best. District 1 hosted the Electric Nats. Again, there was a record turnout. Thank you District 20 and District 1 for truly great events.

In August, I traveled to Slovenia for the NAVIGA World Championships. NAVIGA racing is quite a bit different than what we are used to. The heats have more boats and there is less room to pass or to get by dead boats. In addition, they want the boats to be very quiet. After one heat of 15cc Hydro, I was warned that my boat read 84db at 20 meters. I was told that if I wanted to race anymore, I had to get my boat to run quieter.

It was good to meet so many model boaters from around the world, and to catch up with old friends that I had met in France two years ago. As the World Championships are held only on even numbered years, several European and Australian model boaters asked me about the 2001 NAMBA Nats. I expect to get a lot of interest from the British and Australian teams. Hopefully, we'll see some of their boats racing in Manteca, California next year.

That is the schedule. District 9 will host the 2001 NAMBA Nats in Manteca. We've had a NAMBA Nats there before and it is a great location. We've already got the 2002 NAMBA Nats scheduled for District 8. If your district is interested in holding a Nats, take a look at 2003. But start thinking about it now, as there is a great demand to hold the Nats.

At this point, it looks like the 2001 NAMBA Nats will begin on July 14. The race site is near a water park, so there is lots of parking, and lots of entertainment for the family. You can keep posted on the 2001 NAMBA Nats by going to [www.namba.com](http://www.namba.com) and the soon to be created [www.nambanats.com](http://www.nambanats.com). This new domain name will be available each year for the host district or club to post their Nats web page if they so desire. This will make it easy to find, as each year it will be the same address, rather than having to remember a new address each year.

At the Nationals meeting in Springfield, Oregon, it was decided by the Board of Directors to initiate a national advertising campaign. At the awards banquet in Greeley, I presented our preliminary magazine ad designs. We are in the process of contracting with Roger Hooks and Hooks Creativ to prepare the advertising pieces. In addition, we have negotiated advertising rates in some of the radio control magazines. While the advertising will be somewhat costly, if we can pick up enough new members, and keep them for a few years, the additional membership will pay for the ads. It is hoped that

*Continued on page 2*

## President's Message

(Continued from page 1)

this will help augment the districts' recruiting efforts.

While it is true that NAMBA has been growing steadily for the past several years, there are a lot of people who own model boats and don't know much about us. Maybe some of these people live near you. If we can attract these sport boaters and new boaters to NAMBA, that increases the number of people to enter our races and battleship competitions.

I think that professional advertising also enhances our image. When you discuss using a city pond for model boating, a professional advertisement in a national magazine is one more item to take to the parks department. The theme of our advertising is "NAMBA, people just like you." Hopefully, what will come across is that NAMBA members are regular family people who like to build and run model boats. If we can attract new members for your clubs and activities, then the ads will have been successful.

If the advertising does not draw new membership, we will stop advertising. Our plan is to run the ads for one year. If we believe that the ads are attracting new members, we will probably expand the ads to model car and model airplane magazines.

The first ads will not be on the stands until 2001. This is due to the necessary lead time. I sincerely hope that you like the ads and that there will be new NAMBA members attending your activities as a result of the ads.

2000 has been a good year for NAMBA and NAMBA activities. I hope you enjoyed boating this year as much as I did. See you in 2001.

## NAMBA Hall Of Fame Gets New Inductee

By Alan Hobbs  
NAMBA President

During the 2000 NAMBA Nats awards banquet, it was my pleasure to present Doug DeWitte with a NAMBA Hall of Fame plaque. Doug has been the NAMBA Vice President for several years, and is currently serving his second term as the Director of District 19.

Not only has Doug devoted a lot of time and effort to helping other NAMBA members by scheduling activities, coordinating various NAMBA offices, and financially supporting local clubs and races, he is also one of the top racers in NAMBA, and has won many District and National Championships.

Shortly before the Nationals, I got a call asking me what the proper way was to get a deserving person nominated for the NAMBA Hall of Fame. I really did not know, and time was running out to do something this year. As Gary Johnson had been in charge of the NAMBA Hall of Fame for so many years, we had all just relied on Gary to see that the Hall of Fame continued on, and that nominees got voted on by the existing Hall of Fame members. But since Gary has passed away, no one really knew who was to handle things. To make a long story short, I polled as many of the NAMBA Hall of Fame members as I could contact and the vote was unanimous to induct Doug in 2000.

I then asked Doug Twaits, past NAMBA President and a member of the Hall of Fame to step forward and become the new Hall of Fame Chairman. He graciously accepted the position and will work on updating the guidelines and nomination procedures.

In recognition of his past contributions to NAMBA and to the Hall of Fame, Gary Johnson will be remembered for his long service and dedication to NAMBA through the annual Gary Johnson Award. Gary's long time friend and NAMBA Hall of Fame member, David Bestpitch has created a special award in Gary's memory. This award is to be presented annually at the NAMBA Nats to the boater who best exemplified good sportsmanship and the willingness to help other boaters at the Nats. The winner will be selected by the current Nationals committee. I believe this is a wonderful idea developed by Dave Bestpitch and Gary's many friends.

I am very glad that we have two fine people to make certain that each award program is continued in the tradition it deserves. It is also good for NAMBA that two different, long-time NAMBA boaters have stepped forward to insure that NAMBA does not forget the individual members who have devoted their time and efforts so that NAMBA continues to be a great organization.

## Propwash Advertising Rates

**Classified Ad - \$10.00**  
**Business Card - \$25.00**  
**1/4 Page - \$50.00**  
**1/2 Page - \$75.00**  
**Full Page - \$100.00**

These prices are per issue. Multi issue discounts are available. Advertising will be printed in the body of the newsletter in the same color as the text. Please call for quotes on special or two color printing.

Should an advertiser choose to supply the Propwash with professionally printed or multi-colored flyers for insertion into the newsletter, the charge will be \$50.00, as well as the delivery to the NAMBA office of approximately 1500 flyers.

Please call the NAMBA office at (619) 424-6380 for more information or for special advertising requests.

## Hall Of Fame

By Doug Twaits  
NAMBA Hall Of Fame Chairman

Recently our President, Alan Hobbs, asked me to take over the duties of Hall of Fame Chairman. NAMBA was unfortunate to lose a pillar of our association and former Hall of Fame Chairman, Gary Johnson. I had known Gary for many years and we have lost a great friend. I want to thank Alan at this time for this appointment. I plan to communicate with the existing Hall of Fame members on a regular basis through chairman reports, personal letters, and of course the great email system we now enjoy. I will also be reporting in the *Propwash* on subjects that NAMBA members will find interesting. I will also be developing a form that will make it easier for NAMBA members to submit potential Hall of Fame inductees. If anyone has any thoughts on how to make the Hall of Fame better, please feel free to contact me at (973) 347-5765 or by email at [snobuster@webtv.net](mailto:snobuster@webtv.net).

# Nats 2000 Review

By Cathie Galbraith  
NAMBA Executive Secretary

It was Saturday morning, July 8th. The day dawned clear and sunny in Greeley, Colorado, a good premonition of things to come in the next eight days of racing. Approximately 120 boaters and their families had traveled from as far away as Australia and from as close as down the road in Colorado. Fourteen states and two foreign countries were represented. Boaters traveled west from New York, New Jersey, and Florida and east from California, Washington, Oregon, Arizona, Utah, and Nevada. From the middle of the country they converged on Colorado from Texas, New Mexico, Montana, and Missouri. Even our neighbor to the north, Canada, was represented. It was easy to see why our organization is called NAMBA International, and why this yearly event is called a Nationals.



The town of Greeley and the NAMBA District 20 boaters had rolled out the red carpet for their visitors. Greeley is a beautiful town located about an hour north of Denver. Sanborn Park was the site of the racing, and a more perfect lake would be hard to find. Beautiful green grass surrounded the lake and carpeted the working pit area. There was plenty of parking and plenty of room for the trailers, canopies, and tables of the racers. The district had erected an elevated driver's stand so that the racers had a great view of the course from about four feet above the water level. The judges and contest director were on this same structure, elevated at least another four feet above the drivers. A large hot pit and back up pit area was provided, complete with start tables and a non-slip launch area. All in all it was a perfect racing set up.

Greeley offered just about anything that could be desired, as it is a big enough town to have all the amenities,

but small enough to feel comfortable. Many excellent hotels were located within a five minute drive of the lake site, and excellent restaurants abounded when and if you ever had time to eat. The host district provided four evening functions that included dinner, so there really wasn't much need to go out anywhere else. Of course, for those who desired to venture a little farther afield, Denver was only a short drive, as was Rocky Mountain National Park.

The weather cooperated during the week, and although we had some rain and wind in the evenings, the days were sunny, calm, and dry. It was on the warm side, but even those of us from cooler climes handled the heat pretty well because the humidity was rather low. Most evenings we were treated to a fantastic light show as lightning lit up the sky from storms around the area, but none of them came close enough to disrupt our activities. We thought we were going to get some excitement one evening as there were tornado warnings, but these quickly passed.

Saturday marked the beginning of the event. The opening ceremonies included a ceremonial first pitch (of a retrieve ball) by NAMBA President Alan Hobbs. After the traditional playing of the National Anthem it was on to Saturday's racing.



*NAMBA President Alan Hobbs threw out the opening retrieve ball*

G-1 Sport Hydro boasted an entry level of seven boats. These realistic looking gas powered boats with their miniature drivers always draw a lot of spectator attention. Entrants ranged from perennial gas boater Russ Stark from Southern California, to Bill Sydor all the way from Missouri, to several local entrants. After four rounds of head to head racing, Russ Stark emerged victorious



*Bill Sydor travelled from Missouri to compete in the gas classes*

with 1500 total points. Alfred Lanza of Fremont, California followed close behind with 1000 points. Third place went to Tony Benton of San Jose, California.

Breaking up what would have otherwise been an all gas day was C Modified Tunnel. These outboard powered boats utilized nitro fuel instead of the gasoline used by the other classes run today. Seven contestants vied for the top honors and provided some lively racing. However, emerging victorious was District Nine Director, Dave DeMotto. His K&B powered Bandit Boat amassed 1269 points to take the top honors. Following closely behind was Tony Rhodes from Long Beach, California with 825 points and Mike Taylor from LaPorte, Colorado with 821 points.

G-1 Mono attracted an entry level of 11 boats from seven different states. Racing in this class again proved to be very competitive, requiring a run off to break a tie for 1st and 2nd place. Finishing up the day with 1500 points each was Bill Sydor from Lake Winnebago, Missouri and Lenny Blake from Scottsdale, Arizona. Although both boats were pretty evenly matched in speed and handling ability, a jump start by Bill in the run off gave Lenny clear sailing to the first place title. Rounding out the top three was a constant presence in the winner's circle, Russ Stark who amassed 1300 points. Both Lenny and Russ were running CalCraft hulls, while Bill was sporting a Muck boat.

Classic Crackerbox requires that the hulls be scratch built wooden hulls. This class was originally conceived and started by former NAMBA President Gary Johnson. NAMBA lost the talents

*Continued on page 4*

## Nationals

(Continued from page 3)



*The judges had a bird's eye view of the race course*

and enthusiasm of Gary in 1999 and in his honor it was decided to dedicate this year's running of this class to his memory. Although six boats entered this class, it was appropriate that one of Gary's closest friends, Dave Bestpitch of Folsom, California, should win this class. His final points totalled 1169. He was followed closely by fellow District Nine member, and the first woman trophy winner of this year's Nats, Nancy Moll of Manteca, California with 1075 points. Both Dave and Nancy were running hulls designed by Gary Johnson. Third place again required a run off. This pitted Russ Stark of Chino Hills, California and Tom Galvery of Covina, California against each other. Both boaters went into the run off with 700 points, but it was Russ who emerged victorious to take the third place honors.

G-2 Mono allows a higher displacement than the G-1 class. Bob Van Sickle of Costa Mesa, California had a perfect day, earning 1600 points and the first place win. His Muck hull and Shindowa engine handled the high altitudes of Greeley, Colorado very effectively. Russ Stark followed in second place with 600 points. Russ was running an R/C Boatworks hull powered by a US Engine. Jim Mason of Arvada, Colorado followed in third place.

G-1 Catamaran utilizes hulls which emulate the popular offshore boats and sport miniature drivers and sponsor paint schemes. Racing was very close in this class, again requiring a run off between Gary Blockburger of Costa Mesa, California and Bill Sydor from Lake Winnebago, Missouri, both of whom had perfect 1600 point days. While it was very close racing for a while, it was the Aeromarine Cat of Bill Sydor that finally emerged victorious. Gary had to settle for second today. Lohring Miller

of Eugene, Oregon took the third place honors with 1125 points.

A Nationals is always a good time to renew old friendships and to make some new ones. I was excited to meet some of the people that I have been talking to on the phone for a number of years, as well as to get together again with old friends from the other side of the country like Dave Rychalsky and William Overton. It was also great to have some IMPBA members racing with us. The Seaducer team of Jerry Crowther, John Otto, Dick Winters, and Marvin Erbesfield from Florida was a real class act and a great group of guys. Jerry showed why his Seaducer hulls are so popular, as he won both A and X Mono. Bill Sydor travelled from Missouri and took home several of the first place trophies in the gas classes.



*Some of District 7's boaters took time to pose for a picture*

District 7 came in force with eight boaters and their families. The always lively District 8 was well represented with 14 boaters, while District 9 did themselves proud with 25 boaters and Dude, the mascot dog. District 19 weighed in with 29, while District 1 had three people make it all the way from the east coast. Of course the home town district was well represented with 23 members who actually raced and many more who worked hard to put on such a great Nationals. All told over 500 boats were entered in almost 40 classes of nitro and gas racing. Put all of this together and you have a lot of great, competitive racing, a lot of new friends, and a lot of fun. And after all, isn't that what it is all about?

Sunday brought out some more of the gas classes. The G-1/GX-1 Outrigger class is probably the fastest of the gas classes. This class saw an entry level of seven boats. While various boaters captured first place honors in the four rounds, it was Bill Sydor of Lake Winnebago, Missouri who emerged as the overall winner with a final points to-

tal of 1325. Following him closely in second place was another regular to the winner's circle, Russ Stark from Chino Hills, California. Third place went to Chris Attebery from Sacramento, California.



*District 20 Director and Nationals CD Kelly Stout takes a minute to relax*

Open Crackerbox differs from its Classic counterpart in that entries in this class can be fiberglass hulls. This class was probably the largest of the gas classes, sporting an entry level of 11, with entrants coming from Northern and Southern California, Oregon, and Washington. With the inherent competition that this many boats generates, the perfect 1600 point score of Gary Blockburger from Costa Mesa, California is all the more impressive. Second place was taken by fellow teammate Bob Van Sickle, also of Costa Mesa, with a total of 1400 points. Dave DeMotto from Dublin, California took third place with 1169 points.

GX-1 Mono was next. While one would think that you would need to be very familiar with your boat in order to win a class at the Nationals, Doug DeWitte proved that this was not always the case. Using a boat loaned to him at the last minute by CalCraft manufacturer Calvin Motley, Doug took the top honors with 1500 points. Second place was earned by Russ Stark with 1300 points, while Riverside, California resident Richard Fish finished third. Richard used a Muck hull while Doug and Russ were running CalCrafts.

GX-2 Mono did not see a real high level of entries, probably because of the relative price of the engines used. Russ Stark and his Quickdraw powered RS Model Marine hull took top honors with a perfect score of 1600 points. Robert Bartolatz from Tacoma, Washington took the second place trophy with a Zenoah powered Craig Gensel hull.

Because there were not enough true GX-1/GX-2 Sport Hydros entered, the

*Continued on page 9*

# NAMBA OFFICIALS AND CHAIRMEN

Revised 10/15/00

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## My First Time

By Frank Crockett  
Northwest Roostertails

*Reprinted from the September 2000 issue of the District 8 newsletter*

Having read some articles in the NAMBA newsletter concerning various "my first" happenings, it got me thinking back to my first District 8 win. It was in the summer of 1991, and the District race was being held in Harrison Hot Springs, in Canada. It was a nice race site, right in the middle of a tourist town. The race was being held in August. The class was X mono. Mark Anderson was running a Picco 90-powered rigger and Jerry McNutt was running a twin 80 Rigger. I was running the Madam X with a 90 CMB. That cat was way faster than I was. In fact after the 2nd heat Mark refused to get on the water with Jerry and I. In the third heat, Jerry's twin killed an engine and he shut down. All I had to do was finish. That was probably the longest six laps I have ever had to run.

I remember heading back to the US and as I stopped at the border the agent asked me where I had been. "Boat racing in Harrison," I said. He then asked me what I was bringing back. I looked over to the passenger seat, grabbed my trophy, stuck it out the window at him and said, "First place!" He said "Right on, USA" and waived me through. It seems like a long time ago now, but I am reminded of it whenever I see a racer win their first trophy.

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## Club Forms Available

The 2001 version of the Club Registration Form, the Site Insurance Form, and the Sanction Form are now available for printing or downloading from the NAMBA web site at [www.namba.com](http://www.namba.com). These forms are available in Adobe Acrobat format.

In addition, all clubs which were registered in 2000 will be receiving copies of these forms in the mail. If your club contact or address has changed since you registered in 2000, please let the NAMBA office know so that these forms are sent to the appropriate person.

If you need a form but don't receive it by mail and cannot access the web page, please give me a call and I will mail you what you need.

## No Running in the Pits! No Running in the Pits!

By Bill Bridge  
National Safety Chairman

This is a warning that we have all heard from a CD at one time or another. We have all tried to find ways to stop contestants from rushing, tripping, and even falling down, possibly even with a running boat in their hands. CDs have tried to increase safety by telling competitors that if they just get their boat started and off the stand before the two minutes are up they will be allowed to launch. Some even permit the boater to launch if the boat is started but still on the stand before the two minutes are up. But even with these allowances, some boaters still continue to run in the pits. Maybe it is because they want to be first on the stand so they can stand right on the starting line where the CD lines up. Or maybe they believe that if the engine is running for more than a minute without water the engine will be damaged. Whatever the reason, it seems that many boaters just continue to rush in the pits.

One of the things we are supposed to have on all of our boats is a positive throttle control. This means that you are able to keep the boat running at a nice idle. This ability would allow you to have plenty of time to get to the driver's stand without having to sprint because you are worrying about the engine blowing up because of excessive RPMs. Personally, I find that I drive better when I am more relaxed as I start my heat rather than having just rushed up to the driver's stand.

Many of us are also not paying attention to where we are going even if we are not running. Many times you have to wait your turn to go up the stairs and you get anxious. Some of us are either tweaking the third channel or looking at the pit person who is about to launch the boat, rather than paying attention to what is in front of us. We should be looking where we are going. One must have one's feet on the ground before we can take another step.

Not only is it not advisable for the driver to run in the pits to get up on the stand, it also is not advisable for the pit person to rush going up onto the driver's stand. Considering that you have just launched your fellow driver's boat and have just come out of the water, your feet will be wet and more likely to slip on the surface of the steps or the stand. The driver is counting on you to get up

there behind him, to count his laps, and to assist him throughout the heat. While I don't know that it has ever happened, what do you think that it would do to the driver's concentration if his pit person were incapacitated while running up to the stand and didn't make it up to help him? Some people I've raced with can't function without their favorite pit person behind them.

Our insurance company is currently in the process of paying a claim to a boater who tore his Achilles' tendon when his foot slipped backwards off a step going up to the driver's stand. Even though his medical bills are being completely covered by his own health insurance and his NAMBA insurance, the pain and rehab that he has had to endure are something that I am sure no boater wants to deal with. Would this accident have happened if he had just slowed down or paid more attention to where he was going? It is hard to say. But I am sure that there would have been a better chance. So think about that the next time you are rushing to get up on the stand. I am sure that looking back on the incident, he would have rather missed that heat than suffer the physical pain he endured.

In conclusion, just remember that there is plenty of time to get the boat started and get to the driver's stand without rushing. Also remember to look where you are going, not at your boat or pit person. This hobby is supposed to be fun, and it is hard to have fun if you are hurt.



## How Much Is Too Much?

By Bill Gawley  
Manitoba Rudder Benders

When you enter the world of R/C boat racing and winning is your ultimate goal, there are three things that come to mind as being imperative to have: money, time, and respect, but not necessarily in that order. In my relatively short period of time in this exciting hobby I have seen some beautiful country, met lots of great new people, and have enjoyed many new experiences. But even with that said, these other issues can have an effect on the enjoyment of the hobby.

A multitude of issues come into focus regarding respect. Depending on your engine size, hull design, and weather conditions, these little monsters are capable of reaching speeds of well over 70 miles per hour. Even launching one can prove tricky. The boat's propeller, though quite small, may be turning at 20,000 rpm. Launched without respect and know-how fingers could quickly disappear or damage could result to other soft, fleshy parts of our bodies. This could be catastrophic. Get the idea what I mean about respect?

Time is a very precious commodity. Some of us have very little, while others seem to have quite a lot. I believe priorities and time go together. If a person really enjoys what they are doing time seems of little importance. You just make some or take some. After a day at the pond, clean-up and maintenance are

vital, but time consuming. Checking for loose bolts, draining fuel tanks, pumping after run oil through your engines, and cleaning up the mess you made all takes time. This is not counting travelling to competitions outside of your own town or district.

Money is the most essential item needed for the average person. Time you can make, respect you can learn, but if money is tight or your financial priorities are elsewhere, this hobby may not be for you. That is unless racing locally only is your thing and travelling elsewhere does not appeal to you. In that case this hobby can be quite affordable. However, with the advent of after-market racing accessories and high performance motors and boats, the cost of staying competitive has sky-rocketed. Travelling to different competitions, including lodging, food, gas, and other unforeseen expenses, can get quite costly, especially for us Canadians who go "down south" where our dollar is only worth about 50 cents. This hobby requires that you have more than just a paper route or the unemployment line. And with the new advances in technology and designs, the end is not yet in sight.

So again I ask the question, "How much is too much?" Each boater must decide that for themselves.

## Dead Boat Etiquette

By Frank Crockett  
Northwest Roostertails

*Reprinted from the September 2000 issue of the District 8 Newsletter*

It happens all too often. I have hit and been hit myself. I remember the first time I hit a called dead boat. It was at Twin Lakes in 1991. Jim Auguston had flipped his LeeCraft (a carbon fiber record holder built by Tommy Lee himself) coming out of the left turn. I had driven around it twice, and then hit it with my Sport 40. Jim walked up to me, grabbed me by the neck, turned me around, and said "tell me you didn't do that on purpose Frank." I said "Jim, I am sorry. I feel like the lowest form of pond scum right now." He said, "That's good enough for me," and turned, left, and never said another word about it. That is until I offered to buy the boat. I can't remember his exact words, but he conveyed that it would set a bad precedent.

I realized I needed a pitman to talk to me about dead boats on every lap. If you are pitting for someone you need to remind him of the obstacles on every lap. A driver can have a lot going on in his mind during a heat and can forget about something he just did 10 seconds ago. You must also call your boat dead when it dies. Many times I have seen a boat die and the driver and pitman fold up their antenna and walk away without saying a word. Drivers and pitmen must communicate to the CD if their boat is dead and tell him where the boat is. This last racing season was not too bad in this respect, just a couple of hits that I can remember. But as much as we try to avoid this it will happen. No one ever means to do it. The best thing is not to be dead on the water during a race in the first place. If you are dead or upside down, let everyone know. Remember, it is always your pitman's fault, but then again, you picked the pitman.

## Have An Article In You?

Like to see your name in print? Think you can write an article that is as good as the ones you read here? Why not give it a shot. We need articles from the members if we are going to continue to make this an interesting, informative, and fun newsletter. Just email or fax your article to the NAMBA office and we'll take it from there.

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## Regional Championship Races

By Alan Hobbs  
NAMBA President

As the NAMBA membership continues to grow, it also becomes more spread out. We now have members in all corners of the United States and Canada. It is difficult and expensive for NAMBA members in one corner of the country to travel all the way across the continent to compete in a major race. While some NAMBA members will travel long distances to race at the Nats, many can't afford the time and/or money.

I have been contacted by some members who think that Regional Championships have a place in the NAMBA schedule. As an example, Manteca, California will be the site of the 2001 Nats in July. NAMBA boaters from the East Coast who cannot afford the time and/or money to travel to Manteca might be able to attend an Eastern Regional Championship event.

The other thing to consider is that the size of some of the NAMBA Nats makes it very difficult for a club or even a district to handle. When a Nats draws over 700 entries, whoever is putting the race on and whoever is attending finds that the days can get very long, which makes it hard to have a good time.

Some races which we already have could easily become Regional Championships. For example, the District 9/19 Challenge could become the Western Regional Championships. Crazy Al's race in Montana could become the Rocky Mountain Championships.

If the Regional format were to be adopted, it would be important that it not interfere with the NAMBA Nationals. As the Nats are regularly held each July, any Regional Championship would not be allowed to be held after mid June or prior to mid August. That way the

Regionals would not compete with the Nats for entries. Rather, the Regionals would offer additional major events to those members that like to travel, and would also offer a less expensive and closer event to those members who would not otherwise make a big race.

The other point to make about a Regional is that while it might represent a certain area, any paid up NAMBA member could enter. As an example, if there were a Southeastern Regional Championship held in Florida, NAMBA members from California could also enter.

The whole idea is to make it easier for NAMBA members to enter more NAMBA races. As long as we keep the Regional Championships from competing with the NAMBA Nats, and as long as District Directors work together to make sure that they don't compete with regular district events, the Regional concept could enhance our race schedules.

Regional Championships could also be tailored to meet the needs and preferences of the various districts participating. For example, if Offshore, Enduro, and Deep Vee events are popular in an area, the Regional event could add these classes to fit the local tastes. If time trials are popular in a given area, the Regional Championships could include these also. I think that for a Regional concept to work, it would need the cooperation of at least two districts.

If you like this idea and think that it would work in your area, talk to your District Director. He could then approach and work with the Director of neighboring districts to set this up. I think that this idea may prove to be very popular in some areas.

## Election Update

As per the rulebook, 2000 was an election year for District Directors in even numbered districts. However, as the deadline came and went, only one nomination was received. Mark Anderson was nominated for another term as Director of District 8. As no other nominations were received from that district, Mark will be retaining that position for the 2001-2002 term.

Since no nominations were received from the other active even numbered districts (District 10-Hawaii, District 12-Alaska, District 16-Canada, and District 20-Colorado/Wyoming), they will need to let the President know whether their current Director is to be re-appointed or whether they want to hold a district election to fill the vacancy. Until such time as this is accomplished, it will be assumed that the current director is going to retain that position.

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## It's Time To Renew

Well, it's that time of year again. Time to start getting ready for 2001. It just seems like yesterday that we were welcoming in the new millenium, and here it is almost a year later. Included in this newsletter is a renewal form for 2001. As you can see, dues have remained the same at \$45 for adults, \$35 for the second adult family member at the same address, and \$25 for juniors. This year there is an additional option that can save you some money. Now that we have the ability to put the newsletter on the web page, those adult members who agree to get their newsletter in this manner will save \$5, making their dues only \$40. Please note that this applies only to the first adult family member, as the second adult at the same address already receives a discount because they do not get their own copy of the newsletter. If an adult member elects this option, they will no longer receive their newsletter by mail.

This issue of the newsletter is already on the web page. So check it out. I think you will like it as it is in full color. If you agree to receive future issues this way you will save \$5 on your membership.

As an added benefit, you can now pay your membership fees by Visa or Mastercard. The membership form has been revised to include this information also.

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## Web Page Keeps On Growing

If you have visited [www.namba.com](http://www.namba.com) lately you have noticed the facelift that it has received. A new main menu screen gives you access to all sorts of interesting things, and its exciting and active graphics are fun to view. In addition, the page includes complete coverage of the 2000 NAMBA Nats, complete with over 400 pictures of the winners and the participants. And now you can view the newsletter on line in full color. So check it out if you haven't been there recently.

Please remember however, that the text, graphics, and pictures on any web page are the copywrited property of that page, just as if they were published in paper format. As such, you need to get permission from the page owner before downloading and reproducing anything off of the page. While NAMBA will usually give permission, especially if it is being used for a district web page, in a newsletter, or in a flyer for the promotion of NAMBA and district activities, it is still necessary to get permission. In many cases we will even send you the original text or graphic file for clearer reproduction quality.



## Nationals

*(Continued from page 4)*

class was run as more of an open hydro class. This class saw Bill Sydor win the first place honors with an outrigger, followed by Don Wahe of Fort Sumner, New Mexico running a catamaran hull. Richard Fish also ran in this class running a true sport hydro hull.

Well, two days of racing were under our belts and it was time to take a few minutes to relax and get to know some of the people we had been racing against. What better way to do this than to have a group dinner at the race site?



*Good food and a few quiet moments gave the boaters a chance to meet new friends*

Billed as a "Welcome Mixer" this event featured a full array of Mexican food prepared by Hot Chilis Catering, the same company that provided us with delicious lunches and snacks throughout the week. With the food served buffet style, the boaters were able to eat their fill of tacos, refried beans, fajitas, rice, and other Mexican delicacies. Most of the day's racers stayed to participate in this fun event, and many who were not racing made a special trip out to the lake to join the fun. It was also a chance for the boaters to get to meet some of the members of the host district, as they took some time away from their official



*The Welcome Mixer provided plenty of food for even the heartiest appetites*

duties to mingle and dine with the racers. This was a nice addition to the traditional Nationals evening events.

Monday saw the start of the bulk of the nitro classes. A Mono boasted the highest entry levels so far. Thirty-three boats entered, although there ended up being a couple of no shows. CalCraft and Seaducer hulls were the most predominant in both numbers and in finishing positions. Of the boats that ran 14 were CalCrafts and six were Seaducers. The rest were a mixture of Bandits, Twin-crafts, Youngbloods, Prathers, Mucks, and scratch built hulls. Through the first three rounds three boaters had perfect scores, with another couple only a few points behind. However, the fourth round spread out the field, with only Jerry Crowther of Fort Lauderdale, Florida and his Seaducer emerging with a perfect score of 1600 points. Even though Mike Butler of Ivins, Utah finished fourth in his last round he was able to hold on to second. A run off was held for third between Leslie Warren, Roy Edenfield, and Marvin Taylor who all had finished with 1225 points. After the roostertails settled it was Marvin of Fort Collins, Colorado who claimed the win.

There was a lot of good racing between the 24 boats that had entered in A Stock Tunnel, and it was a real battle for the top three positions. Richard Hazlewood of Needles, California was able to excel, amassing 1600 points for the day. He was followed closely by Joe Monohan of La Mirada, California with 1500 points. Again a run off was necessitated, pitting Shawn Warren of Tacoma, Washington against Tony Rhodes of Long Beach, California. Today it was Tony who emerged victorious to take the third place honors. Both Joe and Tony were running the Dumas Hotshot Sprint, while Richard was running a LeeCraft.

Rounding out the outboard classes for the day was B Modified Tunnel. This class allows the boater to make any changes he wants to the engine, as long as the displacement stays the same. Most of the Modified racers utilize a tuned pipe to increase the performance. This class was held in memory of William A. Miles, a family member of one of the local model boating community who passed away recently. As with the other classes, the racing was head to head throughout the day, with the leadership changing from heat to heat. But when all was said and done, it was Shawn Warren of Tacoma, Washington who claimed first place. It was an especially satisfying win for Shawn as it was the first time he had won a National Championship. Con-

gratulations, Shawn! Joe Monohan took second place for the second time today, while Marvin Taylor again took home a third.

B Catamaran was run as an exhibition class, and four boaters decided to exhibit their stuff. It was especially appropriate that this class was sponsored by Aeromarine Laminates as all of the top three finishers were running Aeromarine hulls. Marvin Taylor of Fort Collins, Colorado again made his way to the winner's circle, with a high point total of 1500. Skip Sorenson of Fallon, Nevada took the second place honors. Skip was running an OS Max engine, while the other two were sporting Piccos. Third place in this class went to Bill Strahm of Estes Park, Colorado. Nationals CD and District 20 Director Kelly Stout followed these three in fourth place.

In Open Offshore the entrants ran ten minute rounds on an irregular course, with the goal of running as many laps as possible in the time permitted. In this class, the power plants ranged from a 7.5 K&B, to a gas powered Zenoah, to a Russian K90. Hulls ranged from an old Dumas fiberglass deep vee to an Aeromarine Cat, to an R/C Boatworks gas hull. So it truly was an "open" class. Ironically, it was the oldest hull and the smallest engine that ended up taking the first place honors. Bob Butler of Ivins, Utah amassed 44 laps in the four rounds. He was followed in second by Lohring Miller of Eugene, Oregon with 41.75 laps and Chris Atteberry of Sacramento, California with 40 laps.



*Don Osman and Dude watch over the District 9 Pits*

Tuesday started off with one of NAMBA's most popular classes, the Kids "R" Boaters, Too event. And as always, this class elicited the most spectator appeal. A field of ten entrants made this one of the biggest Kids event in several years. In this class, the participants may run a mono or a tunnel and may use

*Continued on page 10*

**Nationals**

*(Continued from page 9)*



*Some of NAMBA's junior boaters get ready for their heat in the "Kid's R Boaters, Too" event*

either an inboard or outboard engine. The only restriction is that the engine is limited to a 3.5. Entrants must be 12 years of age or younger, and this year saw the widest range of ages possible, with the youngest entrant being Dylan Waters at just under two years of age. And while the racers were predominantly male, there were two young ladies competing, Ashley Taylor and Andrea Montgomery.



*The youngest entrant in the Kids Event, Dylan Waters takes the controls of his boat*

The event consisted of four rounds of heat racing and saw some very competitive racing, especially among the older entrants. While final places were not broken down, each contestant received a



*The entrants in the Kids Event show off their boats*

beautiful trophy at the Awards Banquet proclaiming them a "winner." But it is really NAMBA that is the winner, as these boaters are truly the future of our hobby and our organization. To see these young boaters driving their boats gives you the feeling that the future of our organization is in good hands. The intensity on the faces of these drivers rivals that of the experienced boaters.

X Mono boasted an entry level of 12. Contestants came from six different states and were running a variety of hulls. However, it was Jerry Crowther from Fort Lauderdale, Florida, running his CMB powered Seaducer hull who ended up winning the class with a total of 1500 points. He was followed by two Picco powered CalCraft hulls from California. NAMBA Vice President Doug DeWitte was able to hold on to second place with 1400 points followed by NAMBA Safety Chairman Bill Bridge in third with 1325. It was also appropriate that Jerry boasted the fast time in the class at 1:28.14.

Twenty-three B Stock Tunnels entered the day's racing and the racing was very competitive. This is always a very popular class and is run regularly in most of NAMBA's districts. So it was not surprising that the entries included boaters from Washington, California, Florida, Colorado, Arizona, New Mexico, and Oregon. When all of the roostertails had settled, it was Jeff Snell from Yelm, Washington who emerged as the winner. His Hopper Tunnel earned him 1500 points. District 19's Outboard Chairman, Tony Rhodes of Long Beach, California followed in second with 1225 points. His Bandit hull proved to be just a little bit faster than Adam Warren who also amassed 1225 points but had to settle for third place based on time. Adam, one of our up and coming junior boaters hails from Tacoma, Washington and was running one of the hulls manufactured by the class sponsor.

A Modified Tunnel is a very popular class in NAMBA District 19, so it was very appropriate that they sponsored this class. And when the final results were tallied, two District 19 members had finished in the top three places. It was no surprise to see perennial outboarder Joe Monohan of La Mirada, California take the first place honors with 1500 points. But while third place went to another District 19 member, this one was a surprise, as Bob Butler of Ivins, Utah does not run the outboard series in the district. Bill Berdzar, Jr. of Springfield, Oregon took the second place honors with

1300 points. All three of these boaters were running the Dumas hull, and all three utilized the K&B engine.

C Hydro utilizes big, powerful engines and large hulls. Twenty-three boats were entered and the racing was very competitive. Tony Rhodes, who started his racing career predominantly as an outboarder has certainly made the transition to the large inboards very effectively. He was so effective today that he ended up taking the first place honors with 1500 points. He was running a Kirk K2000 hull powered by a Mark Grim modified Picco. Gary Gould brought his CMB powered Lalonde hull from Carlsbad, New Mexico to capture the second place honors with 1200 points. They were followed in third by Dave Osman from Oakdale, California. He amassed 1094 points with his OS powered Dave Shirley Pegasus hull. However, it was Al Waters from the San Diego area who posted the fast time at 1:30.91.



*Craig Chenco travelled all the way from Australia to attend the 2000 Nats*

Open Catamaran was run as an exhibition class, as the host district for the Nationals would like to see the Cats run as a class separate from the outrigger hydros. Seven boaters brought out the Cats to vie for the top honors. All three of the top finishers were running Aeromarine hulls. Chris Attebery, from Sacramento, California showed off the new Russian engine, the K90, as he captured the first place honors with 1425 points. Dick Winters travelled all the way from Tampa, Florida to race at the Nats, and he went home with the second place trophy in this class. His K&B earned him 994 points. Dale Roberts calls Albuquerque, New Mexico home, and he earned 769 points with his MAC engine. While he only managed to collect 594 points, Frank Crockett of Everett, Washington definitely had one great heat, as he

earned the fast time of the day at 1:34.37.

A Hydro started the racing on Wednesday and had twenty-three entries. Entrants came from as far away as Australia to run in this very popular class. As with most of the hydro classes, there were a variety of hulls competing. However, it was the Roadrunner hydro of Dale Roberts which would emerge victorious today with 1500 points. Dale hails from Albuquerque, New Mexico. While Dale was running an inboard engine, it was two outboards that took the next two places. NAMBA Executive Secretary, Cathie Galbraith was running a K&B outboard powered Sundowner hull. This San Diego, California resident captured second place with 1300 points. While there was a tie for third place between Judy Hazlewood of Needles, California and Gary Moll of Manteca, California, each with 1225 points, it was Judi's outboard powered Prather hull that had a faster time, earning her the third place honors. While the second and third place winners showed just how competitive the outboard powered hydros can be, it was the inboard of Dale Roberts that earned not only the first place trophy but also the fast time of 1:41.80.



*A heat of A Hydro gets underway*

Sport X utilizes hulls similar to those used in the Unlimited Hydro class. In fact, many of the entrants actually double duty their Unlimited hull, trading their C engine for an X engine to run in this event. NAMBA Vice President and District 19 Director Doug DeWitte garnered 1400 points to win the class. But he did not earn the first place honors on points alone, as he had to also have a faster time than fellow district boater Tony Rhodes who also earned 1400 points with his MTO hull. Both were running a Mark Grim modified Picco engine. Bruce "Snake" Mooring, of Spanaway, Washington also utilized a Picco engine in his Snake modified Dumas hull. Doug's tie breaking time of

1:23.22 was also the fast time of the day.

Going from the large to the small, the next class run today was Sport 21. These little hulls are merely scaled down versions of the larger hulls, and many have paint schemes which emulate the real unlimiteds. First place went to Bob Butler of Ivins, Utah. He was running a Cottenfield hull powered by an OS RZM engine. His 1125 points just barely edged out Cottenfield designer and perennial scale concourse winner, Ira Cotton who had 1100 points. Needless to say, San Diegan Ira Cotton was running a Cottenfield hull, also powered by an OS engine. Rounding out the field with 850 points was District 9 Director Dave DeMotto. Dave, who hails from Dublin, California, running a Tuttle hull powered by a K&B engine. However, not to be forgotten completely, MTO manufacturer Doug DeWitte did have the fast time of the day at 1:56.79.



*Now where is my first place ribbon?*

B Hydro is always a popular and competitive class. This year's running of this class was sponsored by 707 Specialties. Doug DeWitte continued on his roll of first place finishes, earning a perfect 1600 points. His Gail Force hydro was powered by a Grim modified Picco. Also running a Grim Picco was fellow District 19 member Tony Rhodes. Tony amassed 1369 points, however he did this the hard way, running a Sport 40 hull. Normally you would not think that a sport hull could compete on speed with the more traditional outriggers. However, of the 24 boaters entered, Tony had the fifth fastest time with his MTO hull. Roger Hooks, Sr. must have decided that he was tired of being harassed by his son, and NAMBA webmaster, Roger Hooks, Jr. about not making it to the winner's circle. So he decided to use his Picco powered Hooks Design hull to captured the third place honors. He not only earned 1250 points, but also ran the fast time of the day in this class at 1:24.34.



*Richard Fish poses for the camera*

A Offshore was scheduled to be run on Monday but was moved to today to better even out the daily heat count. Offshore features a little different type of racing than the standard heat racing format utilized by most of the other classes.

*Continued on page 12*

## PROPWASH

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## Nationals

(Continued from page 11)

In this format, boaters run their boats for four rounds of 10 minutes each. The winner is determined by who racks up the highest number of laps in the 40 total minutes run. As the contestants are actually racing against the clock as opposed to each other, consistency is important (as well as a fuel tank which will allow you to run 10 minutes without running out of fuel). Today it was junior boater, Scooter Stout from Eaton, Colorado who earned the first place honors with 63.75 total laps. Jeff Alvey of Fresno, California finished in second with 60 total laps. Tim Cristler from Stockton, California ran 33.5 laps to earn the third place honors.



*The Paddleboat Races have become a traditional part of a NAMBA Nats*

Ever since 1985, when Gary Johnson and the Reno Nationals Committee hosted the first paddle boat race, this event has become a very popular part of every Nationals. These boats are propelled by rubber band powered paddle wheels. This event is usually held in conjunction with the Nationals barbecue, which is also a normal part of every Nats. This year was no exception. Wednesday night, after a fairly light day of racing, boaters and their families trekked over to the Headquarters Hotel swimming pool to partake of the food and camaraderie. The members of the host district served as the chefs as hamburgers, hotdogs, bratwurst, salads, and all of the fixings were served up to the attendees. For those who wished to partake of some adult beverages, a bar was available in the hotel, although some of the attendees followed the BYO plan. Once everybody had eaten their fill, it was time for the paddleboat races.

Former District 19 Director Al Waters served as the CD for tonight's event, as approximately 50 paddleboats vied for the top honors in the Stock, Modified, and Ready-To-Run classes. A Stock paddleboat is one that meets cer-



*Al Waters sets up the paddleboat heats*

tain design guidelines as specified in the NAMBA Paddleboat Rules, while the Modified is literally an "anything goes" class. However, by far the most popular class is the Ready-To-Run class. In fact, all but seven of the boats entered in this year's event were in this class.

Ready-To-Run was started several years ago by Gary Johnson, and for several years he produced the boats which were sold to run in this class. The idea is that every boat will be identical. It gives everyone an even chance, and allows people to participate who do not have the time or desire to build their own boat. A person may run a boat purchased at a previous Nationals or one purchased this year. Since the passing of Gary two years ago, other people have stepped up to make the Ready-To-Run boats available. This year this task was undertaken by the Nationals Committee.

In the past, two and three boat heats have been the norm. However, due to an uncertainty of light availability, six boat heats were run this year, which made for some pretty exciting racing. For more pictures of the action and the winners check out the NAMBA web page at [www.namba.com](http://www.namba.com). These photos were provided courtesy of District 9 Director Dave DeMotto. Thanks, Dave!

It was on to Thursday. Starting off the day was A Outboard Mono. While this class had lower entry levels this year than in some of the previous Nationals, it still provided some very competitive racing. Those of you who like to see the "weaker sex" win once in a while will find the results of this class especially gratifying. For not only did a woman boater win the class, but she did it by beating her husband. Judi Hazlewood of Needles, California earned 1425 points beating out husband and mechanic Richard who had 1300 points. Watch out Judi, he may sabotage your engines next time. Kent Sterner from Los Gatos, California followed the husband and wife team in third place with 775 points. Judi and Richard were

running Craig Glasgow hulls, while Kent was running a Talon Racing Boats hull. All three were using the K&B outboard.

X Hydro brought out the big boats and the big engines. Twenty-one boats entered, and as in some of the previous classes, it came down to time to determine the winner. Dave Osman of Oakdale, California and Lenny Blake of Scottsdale, Arizona both ended up with 1500 points for the day, but it was a two second difference which determined the final trophy positions. Dave's 1:25.08 earned him first place, while Lenny had to settle for second today. Dave's fast time was set with an OS Max powered Dave Shirley Pegasus hull. Lenny's twin Picco powered Aeromarine hull sported a time of 1:27.17. Chris Attebery from Fresno, California finished in third, as his Russian K90 powered Eagle SG hull earned 1025 points. While not having as many points as the other two, Chris did get the distinction of having the fastest time in this class at 1:20.56.

Top honors in C Mono went to NAMBA Vice President Doug DeWitte with a perfect score of 1600 points. His CalCraft hull was powered by a Mark Grim modified Picco. Scottsdale, Arizona resident Lenny Blake earned the second place honors with his CMB powered CalCraft hull. Following in third was NAMBA Mono/Hydro Chairman Brad Donovan with 1125 points. Hailing from Mesa, Arizona, Brad was running a Picco engine in a CalCraft hull. What, no Jerry Crowther Seaducer in the top three? Well, not to be left out completely, Jerry showed off the finer points of his hull by setting the fast time in the class at 1:28.31.

Sport 40-2 was again sponsored by



*Tony Rhodes looks on as Lenny Blake drives his C Mono*

MTO Model Boats. And in an effort to prove just how good his hulls are, Doug DeWitte of Valencia, California earned a total of 1500 points. However, the day

*Continue on page 14*

## Milling and The Start

By Jack Garcia  
Clovis Model Boat Club

I recently attended the 2000 NAMBA Nationals in Greeley, Colorado. Being a spectator gave me the opportunity to observe and study the milling and starting habits of many boaters. It surprised me just how many boaters have a problem getting good starts.

Getting good starts doesn't have to be difficult, but getting consistently good starts seems to elude many competitors. Only a few seem to always be there at the start buzzer. What seems to be their secret? Well Vern, it's their ability to stage and position their boats in the proper part of the course during the two minutes of "start time," and during the final 30 seconds of the "mill time" countdown, whether they are milling at a fast pace, or slowly semi-idling around the course.

While I am not assuming that my method is the best way, I will share with you how I learned to mill and position myself for the start from a friend. Back in the late 70s, my wife, myself, and a friend decided to make the trip from the Los Angeles area to Dallas, Texas to attend an IMPBA Nationals. Although we already knew the milling rules, we were reminded at the driver's meeting that we could not cut across the course at any time during milling. We had to mill the entire course. This was going to be difficult for me as a fairly new competitor since I had difficulty positioning myself for the start, milling the much easier NAMBA way.

My friend explained to us how he managed to get good starts at their races. He explained that it doesn't matter how fast you mill or where your boat is during the "start time," but nearing the 30 second "mill time," try to position the boat on the front straight just exiting turn two and slow down to a fast idle.

Continuing at that speed, at 15 seconds your boat should be between the exit buoy of turn one and the back straight center buoy. Continuing at the same speed and staying close to the buoys, at five seconds, a "B" ( 7.5cc ) or "C" ( 11cc ) boat should be at or near the entrance buoy to turn two.

An "A" ( 3.5cc ) boat should be just at or before the center buoy. If you have timed it right, your boat should be about to exit turn two at about two to three seconds. Note: allow yourself enough distance to the start/finish buoy for acceleration to avoid having to slow down even more, as this may result in the engine flooding and dieing when you accelerate for the start.

In NAMBA we have the luxury of being able to cut across the course. This is very helpful if you are in the wrong part of the course at the 30 second "mill time" countdown. You need to practice your starts to establish at what milling speed you are most comfortable. Your 30, 15, and 5 second points on the course may be re-positioned according to your boat's milling speed.

Personally, I go out and make a couple of hot laps to bring the engine up to temperature, then I slow down to half throttle and then to a fast idle at the 30 second milling buzzer. I then proceed to stage my boat in the proper position, cutting across the course if necessary. If you do find it necessary to cut across the course, remember that boats in the back straight have the right of way. (Please refer to page 25 of the NAMBA rule book. Sections R-1 & R-2 deal with "Right of Way.") I learned that lesson the hard way. Yes Vern, I had to dive for the boat. Luckily it was a shallow lake.



## A Nats Thank You

By Kelly Stout  
District 20 Director

Well, here in Colorado things are finally almost back to normal as far as model boat racing is concerned. The rush of the Nats has left most of us with an empty feeling inside, for the last few months the Nats was the only thing talked about when we got together as a group or on the phone. It was a big undertaking for us here in such a small district, but after all was said and done, and the last little bit of trash picked up, we all agreed we would do it again if given the chance.

All of us here in District 20 would like to thank everyone that pitched in and helped, we would have been lost without all your help. It was great experience for us to organize such an event, but we realize that without the help of a lot of experienced people, we could not have made it work.

We would also like to thank everyone that was here as a Nats wouldn't be a Nats without anyone to race. It was great to see some old friends and to make many new ones.

Thanks to everyone that attended the 2000 NAMBA Nat's.

## Gas Racing Comes To Florida

Included on page 23 is an entry form for the North American Gas Championship race. This race is being sponsored by the Florida Gas Burners and will be held November 24-26 in Titusville, Florida. If you have any questions concerning the race or the class designations, please call either Robert Kniprath at (321) 636-4507 or Hap Mulvaney at (321) 269-2779. Hap can also be reached by email at hapsshop@prodigy.net.

You will note that the class designations do not exactly match those which are the official NAMBA classes. In talking with Hap, he has indicated that they are aware of this and that this race is intended to be a fairly laid back, have a good time race. If you want more details about what runs in what class, give Hap a call.

Krystal Lake will be the site for the race, and several hotels are available in the area. For those of you who might be flying in, Orlando is only 30 minutes away. So why not take a trip to Florida and have some fun with NAMBA's newest gas club, the Florida Gas Burners.

## Nationals

(Continued from page 12)

ended in a tie with another MTO hull, this time driven by Tod Osman of Oakdale, California. When time is used as the determining factor in the final place standings, you can't get much closer than these two contestants. A mere thirty-seven one hundredths of a second separated the two boaters. With that small of a difference you almost wish that two first place trophies could be awarded. But that is not the way it works, and today Tod had to settle for second. Both boats utilized Picco engines to run these great times. And ironically, it was another Picco powered MTO hull that took home the third place trophy. Lenny Blake of Scottsdale, Arizona finished the day with 1325 points.

Perhaps the honor of most exciting class of the day goes to Team Marathon. If not the most exciting, it is certainly the most hectic. In Team Marathon a team of two drivers and two pit persons runs a total of 100 laps, with the drivers alternating 10 lap segments. The hectic part comes into play when one driver has finished his 10 laps and must pass the baton (flag) to his team mate. As both drivers must be on the same frequency, one boat and radio must be off before the other can be started and launched. If you think the pit stops at the Indy 500 are fast, efficient, and hectic, you should watch a Team Marathon race. Three teams entered this year's event. Hey Mon Race Team, winner of this class at several previous Nationals consisted of drivers Lenny Blake and Tony Rhodes and pit persons Mike Butler and Richard Fish. Team Seaducer consisted of drivers Jerry Crowther and John Otto and pit crew Marvin Erbesfeld and Dick Winters.

Wet Dreams Race Team was com-



Team Seaducer's pit crew readies the boat for the next segment of the Marathon

prised of Bob Butler and Bill Bridge as

drivers and Al Waters and Roy Edenfield as their pit crew. After the 100 laps were completed, after the pit crews had to manage 10 driver and boat changes, it was the Wet Dreams Race Team that emerged victorious. Team Seaducer finished in second, while previous winner and current record holder in this class, Hey Mon Race Team had to settle for third.

Friday was another heavy day of racing. B Mono, boasting a tie with A



Bill Bridge and Bob Butler take it easy during their heat of Team Marathon

Mono for the class with the largest number of entries at 31, was sponsored by the Zoo Crew Race Team from District 19. Therefore, it was especially appropriate that two members of the Zoo Crew captured the top two places in this class. Doug DeWitte, no stranger to the winner's circle amassed 1500 points and the fast time of 1:32.93 with his Picco powered CalCraft hull. Following closely in second place with 1400 points was fellow Zoo Crew member, Brad Donovan of Mesa, Arizona. He was also running a Picco powered CalCraft. But it was not a Zoo Crew member or a CalCraft that captured third place. Instead, it was Jerry Crowther with his CMB powered Seaducer. Jerry is the manufacturer of the Seaducer hulls and hails from Fort Lauderdale, Florida. He is his own best advertisement for his hulls, as he won both A Mono and X Mono, took third place today in B Mono, and set the fast time in C Mono.

A Outboard Hydro had an entry level of 15 boats. If anyone had any doubts as to how fast an outboard could run, they should watch a race with these fast, stable little boats. With heat times close to those of the inboard A Hydros, these boats provided a lot of competitive racing. Today it was the lightning powered San Diego Charger Sundowner hull of NAMBA Executive Secretary, Cathie Galbraith which took the top honors with 1500 total points. Judy Hazlewood of Needles, California took second place

with 1225 points with her pink Prather hull. Ironically, it was these two hulls and these two drivers who captured second and third place in A Hydro earlier in the week. Mike Butler of Ivins, Utah captured third place with 825 points. Mike was running under somewhat of a handicap as he was actually using a tunnel hull to run in this class. (Yes, a tunnel hull is a hydro, and therefore legal in this class.) Richard Hazlewood, tired of his wife getting all of the glory in the A hydro classes captured his spot in the limelight by earning the fast time in this class of 1:43.66.

Mike Taylor, a resident of LaPorte, Colorado and a member of the host dis-



Mike Butler was definitely in the minority as women boaters dominated the Outboard Hydro class

trict took some time out from his Nationals duties to win the C Stock Tunnel class. His K&B powered LeeCraft hull amassed 994 points. Tony Rhodes of Long Beach, California motored his Aerotech hull around to a second place finish with 850 points. But in order to earn this honor, he had to have a faster time than another 850 point boater, Judi Hazlewood. His 1:46.78 time not only earned him the second place honors but also gave him the distinction of having the fast time of the day. Judi had to settle for taking the third place trophy back to Needles, CA.

Sport 60 utilizes pretty much the same hulls as Unlimited Hydro and Sport X. It is a popular class because not only can a boater use his scale boat, but other boaters who like the way the unlimited hulls run but don't want to utilize an unlimited paint scheme have a class that suits their preferences. Al Waters of District 19 decided to be brave and use his beautiful Oh Boy Oberto scale boat to run this class, just one day before he needed it for scale. His bravery paid off, as he not only escaped without any damage, but with a first

Continued on page 16

## Electric Nats 2000

By Doug Twaits  
National Electric Chairman

As the batteries got hot, the competition got even hotter. Unbelievable speeds were the norm for so many of the competitors. As at previous Electric Nationals, the entry levels and the speeds just keep growing. Entry levels at this year's event approached the 250 mark.

At this point I will just give a brief overview of the event, as Jeff Vasquez will be giving full details for a magazine article in the near future. Look for that for pictures and more details. Jeff will also fill us in on what hulls and equipment the racers were using to win their trophies.

As usual, all three days were filled with outstanding heats. We watched Greg Schweers blast down the straights with amazing speed. I personally enjoyed his performance with his Maus P Mono. In the hydro action, Jeff Vasquez showed what speed is all about, as his

Aveox 12 cell Cyclone Twister just burned up the water. I was impressed! Then there were the new classes on the scene, Offshore and M-2 Mono and Hydro. The Offshore class was enduro racing, with four minute heats and lemans starts. Winners were determined by the total number of laps after three rounds. We even set three new records as this was the first time a record course was used. If you do ten laps before the end of the heat, then the time from the start of the race to the end of the tenth lap is your record time. Of course, this is ten laps with no infractions. Our new record holders were Dennis Whitt from Michigan and Chris Fine of Fine Designs. Our motto in this class was "Go fast and turn right, and left."

M-2 Mono and Hydro were also outstanding, as it was hard to believe how fast they went. These little critters put

big smiles on the faces of many spectators, including mine. If I remember correctly we came away with two new records in these classes too.

This was just some of the highlights of the race, and I could go on and on about the many other outstanding aspects of this Nats. But I will let Jeff provide more of the details. I also want to thank all of our sponsors for their generosity. A special thanks goes to Ray Fuller and Chris Fine. They went above and beyond the norm with their sponsorships. Many thanks also to the Morris County Electric Boat Club. This club made a big effort to make sure that the competitors had all the niceties that they were used to. And to the Contest Directors, Andy Kunz and Chris Fine, we all just want to say "Thanks a bunch!"

### CLASS WINNERS

#### M-2 Mono

1. Greg Schweers
2. Doug Twaits, Jr.
3. Barry Jantzen

#### N-1 Mono

1. Greg Schweers
2. Larry Larson
3. Dick Crowe

#### N-2 Mono

1. Larry Larson
2. Dennis Whitt
3. Greg Schweers

#### O Mono

1. Doug Twaits, Jr.
2. Jeff Vasquez
3. Dennis Whitt

#### P Mono

1. Jeff Vasquez
2. Scott Bickford
3. Dick Crowe

#### Q Mono

1. Doug Twaits, Jr.
2. Jeff Vasquez
3. Dennis Whitt

#### M-2 Hydro

1. Doug Twaits, Jr.
2. Chris Harris
3. Eric Johnson

#### N-1 Hydro

1. Doug Twaits, Jr.
2. Dennis Whitt
3. Joe Kornegay

#### N-2 Hydro

1. Chris Costanza
2. Doug Twaits, Jr.
3. Dick Crowe

#### O Hydro

1. Dennis Whitt
2. Brian Vega
3. Doug Twaits, Jr.

#### P Hydro

1. Jeff Vasquez
2. Doug Twaits, Sr.
3. Keith Leonard

#### Q Hydro

1. Dick Crowe
2. Doug Twaits, Jr.
3. Jeff Vasquez

#### S Hydro

1. Doug Twaits, Sr.
2. Doug Twaits, Jr.
3. Chris Fine

#### 1/12th Sport Hydro

1. Doug Twaits, Jr.
2. Dick Crowe
3. Chris Fine

#### 1/16th Sport Hydro

1. Scott Bickford
2. Jerry Pelletier
3. Keith Leonard

#### N-1 Crackerbox

1. Dick Crowe
2. Brian Vega
3. Marek Pleskacz

#### P OPC Tunnel

1. Jeff Vasquez
2. Dennis Whitt
3. Chris Harris

#### N-2 Offshore

1. Dennis Whitt
2. Joe Kornegay
3. Steve McGeorge

#### P Offshore

1. Chris Fine
2. Mark Kennedy
3. Dennis Whitt

#### Q Offshore

1. Mark Kennedy
2. Keith Leonard
3. Chris Fine

## Nationals

*(Continued from page 14)*

place finish as well. His 1500 points were earned with a Picco powered Cottonfield hull. Tony Rhodes earned second place with his MTO hull and Picco engine. His 1125 points was tied by Don Kaeding of Yelm, Washington, but once again time was of the essence, and Don had to settle for third place because Tony had a faster time. Don was running a Picco powered Steve Muck hull.

It was Friday night and there had already been seven days of very competi-



*Friday night brought us an old fashioned Colorado Hog Roast*

tive racing. It was the final night before the final day of racing, and what better excuse could there be for having a party. And what better party could you imagine than a good old fashioned Colorado Hog Roast? A whole hog was specially cooked for the event. And I do mean "whole," as even the head, complete with teeth, was displayed on the giant carving board as the roast was being sliced. If you like pork roast or pork chops you would have loved this roast. The meat was served either in the form of a sandwich or just as slices on your plate. Accompanying the pork was potato salad, cole slaw, and other side



*Spectators got to vote for their favorite scale boat for the "People's Choice" award at the Hog Roast*

dishes. Most of the week's contestants who were still in town came out to participate in the festivities. It was a good chance to relax, bench race, and enjoy some great food. Some musical entertainment was also provided. The annual Scale Unlimited Hydro Concourse judging was also held in conjunction with the hog roast.

Well, it was Saturday, the final day of racing. It had really seemed to fly by. I guess that old saying that "Time flies when you are having fun" is very appropriate for this year's Nats. It has also been said the people who run the twin engine classes have more money than brains. Whether that is true or not remains to be seen. But Twin Hydro is definitely one of the more expensive classes to run, as most people who run this class don't settle for twin A's or B's. No, on the contrary, they go for the twin 67's, 80's, or 90's. Because this class takes a bigger bank roll than most, it is also one of the smaller classes. Of course, the fact that it was an exhibition class created lower entry levels also. When all of the racing was over, it was Rum Racing's Lenny Blake who could claim the bragging rights that goes with first place. His twin Picco 67 powered Aeromarine Cat earned a total of 994 points. He was followed closely by Frank Crockett with 950 points. Frank was running a twin CMB powered Tide-water hull. Third place honors went to Jim Murphy of Boulder, Colorado. He earned his 775 points with an Avenger hull and two Picco 90's.

Sport 40-1 was sponsored by



*Those boaters who speared the buoys got their "recognition" as their names were written on the remnants and displayed for all to see*

NAMBA District 9. That was especially appropriate as over half of the boaters who entered this class claim that district as home. It was also gratifying to the sponsoring district that the top three finishers were District 9 members. Boy, talk about stacking a class! Jeff Alvey of

Fresno, California earned 1500 points with his K&B powered Dumas hull. Although rumor has it that Jay Osman is the best pitperson in the world, today he earned his glory as a driver. His second place finish was earned by amassing 1325 points. Jay, who hails from Modesto, California was running a Fisher hull which was powered by a K&B engine. Not to let the district down, Kent Sterner of Los Gatos, California earned 1225 points and the fast time of the day (1:56.63) with his K&B powered Little Haus hull. Mike Butler tried very hard to break up the District 9 monopoly in this class, but he could only grab 1200 points, falling just a little short and ending up in fourth place.

Well, the week was almost over.



*The Scale class provided a lot of head to head racing*

Only one class remained to be run. And what a class it was! Scale Unlimited Hydro is viewed by some as being the premier class in NAMBA. I am not sure that any class is any more premier than any other class. Each class is premier to those who race in it. What does set Unlimited Hydro apart is the time and effort that goes into the building, painting, and detailing of the boats. In order for a boat to run in this class, it must be an exact 1/8th scale replica of a past or present full sized Unlimited hull. Details must be exact, down to driver, steering wheel, and dashboard instrumentation.

Because of the time and effort that goes into these beautiful boats, it is usually the more experienced racers who participate. Even the format of the racing is somewhat different from the other classes run. All boats run in four rounds of heats, amassing points based upon their finishing positions in those heats. After the four rounds are finished, the boats with the top six points totals are awarded the right to race in the Main Event. The next six run in a Consolation Heat, with the winner of that heat earning a spot in the Main.





*Gary and Nancy Moll get ready for their heat of Scale*

Today's top six finishers were Al Waters with 1600 points, Don Ast with 1500, Tony Rhodes with 1296, Jeff Snell with 1225, Doug DeWitte with 1200 points, and Nancy Moll also with 1200. But the Main Event could not be run until the winner of the Consolation had been determined. Moving into this heat were Don Osman with 1050 points, Dave Rychalsky with 1019, Roy Edenfield with 994, Richard Fish with 802, Roger Hooks, Sr. with 625, and Don Kaeding with 569. The Consolation always provides some heated racing, because only the winner goes on. The rest get to clean up their boats. Today's winner was Roger Hooks, Sr. Today, it was the Charlie's Girl boat which would move on to the Main Event.

It was time, the boats were off. Who would emerge victorious? Would it be the Oh Boy Oberto of Al Waters who had earned the most points in the preliminary rounds? Or Nancy Moll, the only woman racer in this year's Scale event with her beautiful green and yellow Bardahl. Or would luck continue with Roger Hooks, Sr., the winner of the consolation? Or how about Don Ast with his Lincoln Thrift, or Tony Rhodes with his Miss Burien. How about Jeff Snell with his U-21, or Doug DeWitte with the St. Regis?



*The boats in the Main line up before the heat*

Well, when all the roostertails had cleared, it was NAMBA Vice President Doug DeWitte who captured the first place honors. He attained this honor with a Picco powered MTO hull. Top points winner in the preliminary rounds, Al Waters had to settle for second after a very close race. He was running a Cottonfield hull with a Picco engine. Third place went to Jeff Snell. His scratch built hull was powered by an OPS engine. Consolation winner Roger Hooks, Sr. took fourth place while Nancy Moll was fifth. Neither Don Ast or Tony Rhodes finished the heat and had to settle for the last two places.



*The Miss Burien cruises around the turn*

It was now Saturday night, the final night of the 2000 NAMBA Nats. All of the racing was finished and the boats had been repacked in the cars and the trailers. But before the contestants headed home there was one more important event to attend. That was the annual NAMBA Nationals Awards Banquet. This year's banquet was held in the Ebony Room in Greeley. Attendees had their choice of steak, chicken, or shrimp and the food was delicious. A cash bar was available right in the banquet room so no one had to go very far to get their drinks. Over 100 boaters and their families attended, and a definite party atmosphere prevailed. During the dinner, a real live auctioneer was enlisted to auction off a beautiful stained glass replica of the Nationals logo. I think that he could talk as fast as some of our boats run.

Upon entering the room, one was treated to a fantastic display of the beautiful etched glass trophies which were being awarded for the almost forty classes which were run during the week. These trophies were lovingly created by Dave and Bev Bestpitch of Executive Engravers, and came complete with plates showing the class, place, and name of the person winning the trophy. Other trophies were awarded for the various exhibition classes which were run.



*Beautiful etched glass trophies awaited the winners at the Awards Banquet*

These trophies were handed out following the dinner and the lucky winners were thrilled with their awards. A special High Points award was also presented to the boater who had amassed the most total points during the eight days of racing. This year's winner of that coveted award was Tony Rhodes from Long Beach, California. Special thanks go out to all of the manufacturers, distributors, businesses, clubs, and individuals who so generously sponsored the trophies for the various classes.

Also presented was the District Club Team award. This award is presented to the district team which racks up the most racing points during the week. A team can consist of from two to eight members, and all racing members must be from the same district. Six teams entered this year's competition, two from districts 9 and 19 and one each from districts 8 and 20.

When all of the points were totaled, it was the Zoo Crew which had earned the most points with a total of 59,688. They were followed in second place by Blake's Bunch with 40,356 points and in third by the District 9 Team A with 33,934.

The Zoo Crew is comprised of District 19 members Bill Bridge, Bob and



*The Zoo Crew comes to the Nats to have fun as well as compete*

*Continued on page 18*

## Nationals

*(Continued from page 17)*

Mike Butler, Doug DeWitte, Brad Donovan, Cathie Galbraith, Tony Rhodes, and Al Waters. While these eight boaters form the racing core of the Zoo Crew, they like to think that the whole model boating community is one big team having fun together. To this end they try to enlist as many model boaters as possible to be honorary Zoo Crew members. It is hard to attend any district or national race without seeing one of the nine year's different colors of the lion adorned Zoo Crew shirts in evidence.

Many of the big raffle prizes were also awarded at the banquet. Boaters had the chance to purchase additional tickets in anticipation of winning one of the many boats, radios, engines, and other special prizes which were available. Special thanks goes out to all of the manufacturers, businesses, and distributors for their generous donations. Also thanks to those businesses who advertised in the Nationals program. Without their generous contributions, a Nationals would not be economically feasible.

One of the biggest highlights of the evening was the presentation of the 2000 inductee into the NAMBA Hall Of Fame. This year's inductee is certainly no stranger to most NAMBA members and is very deserving of the honor. Doug DeWitte is currently serving in his second term as NAMBA Vice President and his second tenure as District 19 Director. He has also served in the past as Sport Hydro Chairman, and has been on several Nationals committees. Doug has attended every NAMBA Nationals since joining the organization in 1989, traveling as far away as New Jersey and Pennsylvania to race his very competitive boats. Congratulations, Doug! No one deserves this honor more.

Because NAMBA puts so much emphasis on the family aspect of the hobby, it is satisfying to see more and more women getting involved in the actual racing. From Ashley Taylor and Andrea Montgomery in the Kids event, to Nancy Moll racing in Unlimited Hydro, the women boaters were very much in evidence at this Nationals. A total of seven of the overall trophies awarded to the top three in each class were won by women boaters, including the first place finishers in A Outboard Mono and A Outboard Hydro.

Also in keeping with the family atmosphere fostered by NAMBA were 18 instances where there was more than one

family member entered in this year's event. While most of these were either a husband/wife, father/son, or two brother combination, two families, the Osmans and the Warrens, had four family members competing. To paraphrase and slightly alter the wording and meaning of a familiar quote it is easy to see that "the family that plays together, stays together."



*The Warrens enjoy the banquet after a hectic week of racing*

I know that I speak for everyone when I deliver a heartfelt "thank you" to all of the members of District 20. From the overall CD and District Director Kelly Stout, to the two hard working pit bosses Jim Murphy and Jim Richmond; from the tireless efforts of Tony Chaples and Roy Golightly manning the radio impound area to Jennifer Taylor and Lou Golightly in the souvenir booth, everybody worked hard to make sure that we all had a good time. A special thanks also goes out to Leann Blake and Carol Strahm for all of their help with the judging, scoring, and ribbon writing. Actually, Leann is not a member of District 20, but she can always be counted on to help out when needed. Thanks also to Marvin and Mike Taylor, who were constantly helping out with some aspect of the event, while still competing successfully in the racing.

Special credit is also due to Rob Hintz who manned the computer all week keeping track of the points. From



*Rob Hintz kept scores up to date on his computer*

dealing with a printer that wouldn't work to contestants who wanted results immediately, he maintained his cool pretty well, getting more relaxed as the week went on. I know that I personally tested his patience as I was constantly bugging him for the final results so that I could get the winners' pictures and stats. And last, but certainly not least, a special thank you to Scooter Stout who manned the John Deere cart and provided shuttle service from your pit area to your car. I know that I personally took advantage of this service many times rather than make two or three trips. I think that he was also helped out by Adam Warren. While I have tried to give credit to everyone who helped to make this such a great Nationals, I am sure that I have left out someone. I apologize for any oversight.



*Shuttle service was welcome after a long day of racing*

After the banquet was over, boaters lingered in the parking lot, hating to say goodnight and goodbye to the new friends that they had made. But all good things must come to an end. The Nats is over for another year. But we can do it all again next year. The 2001 Nationals will be hosted by District 9 and will be held in Manteca, CA. Manteca is another great place to race, and boasts a water slide park right on the grounds. So bring your kids with you. Until then, you can enjoy the pictures of this year's event on the NAMBA web page at [www.namba.com](http://www.namba.com). Here you will find a complete listing of the equipment used by each of the top three finishers in each class, as well as over 400 photos of the event. I especially want to thank Roger Hooks and his staff for the daily updating of this site to include results and pictures. Roger gave up attending this year's Nats so that he would be able to handle this updating. I hope that by the 2001 Nats he will have figured out a way to do this from the racing venue.



Woman boaters young and old “starred” at the 2000 Nats



All packed and ready to head home



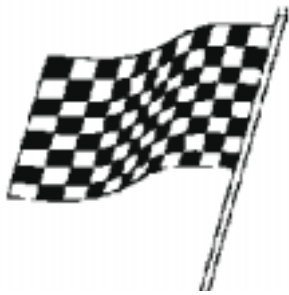
Shawn Warren had a “devilishly” good time at the Nats



Roger Hooks' boat made it to the Nats to get in a plug for NAMBA.com



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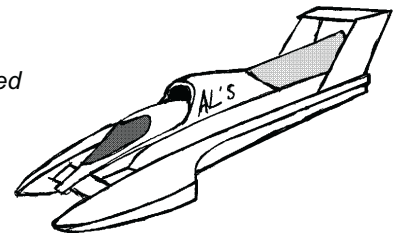
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# Boating Basics

By Bruce Mooring  
Puget Sound Model Boat Club

*This is reprinted from the District 8 newsletter. While it was originally a four part series, it is being printed here in its entirety so that you don't have to wait for future installments.*

A while back I was talking to our district's newsletter editor, Kirk McKee, and told him I had some ideas for an article on boat selection and building for new boaters, but that to cover it the way I wanted it would be quite long. He told me he had wanted someone to write a series of articles that would span over a couple of newsletters. So here we go. Again, this is being written with the new or newer model boater in mind, but maybe it will also remind some of the seasoned veterans about some basic stuff we tend to overlook on occasion.

I might as well start with using my own experience of being a new model boater as an example, since it is somewhat typical of other boaters I've seen come into our sport. Everybody usually has a different story on what attracted him or her to RC model boating, but once you've been bitten by the bug, the stories get a little more similar.

When I first started into model boating, I had come out to the pond to see what it was all about. The first thing I noticed was that "these things go pretty fast!" With my eye/hand coordination being a bit on the inexperienced side, I decided the Dumas Sport 40 that I was building at the time was probably a bit too much boat for me to start with. Back then, they ran electric boats along with the nitro boats at the club fun runs, so I decided a little 12 cell Sport Hydro would be a safer way to start. This also gave me a chance to finish my Sport 40 and take my time learning to drive it. Electric boat racing was a lot of fun, and I actually got pretty good at it, winning two national championships and setting a straight-away record in 12 cell Stock Sport Hydro.

But after a time, the old nitro horsepower bug came calling and I made the switch to nitro racing and all of a sudden things got tough again. And with guys like Mark Anderson, Jerry Dunlap and Jim Auguston around, I found I went from the frying pan into the fire. It's taken a few years, but I think I'm starting to get the hang of it.

So if you are new to model boating and see guys like Mark Anderson doing 84 mph with a Sport 40 and winning almost every heat he is in, don't get intimidated or discouraged. It took over 20

years for him to get where he is today. The lesson here is to be patient, pay attention, and it will come.

So just how do you choose your first boat? The first thing that anyone interested in getting into RC model boating should do is don't buy anything yet. Get yourself out to the local pond where experienced racers are running and racing boats and see what class you would be best to start with. I emphasize the word "start." Just because you look at the beautiful 1/8 scale hydroplanes or the mind boggling 90 hydro outriggers, I do not recommend one of these for a new model boater. Personally, I feel a good stable 3.5 or 7.5 stock outboard tunnel or maybe a 3.5 mono hull is the best place to start. And if you're lucky, someone may have or know of someone selling a good used turnkey package to learn on.

But let's say you've been to the pond and have decided on starting with a 3.5 tunnel boat, and want to build it from the ground up with all new parts. Here's what you're looking at. The basic parts of an RC model boat are: the hull, the motor and drive system, a motor mount, fuel tank, line and filter, a radio which includes transmitter, receiver, two servos, an on-off switch, and a battery pack for the boat, a propeller, and hardware to hook the servos to the motor for steering and throttle. These are just the basic items. Every boat's setup varies a bit, but every RC model boat has to have at least this much to get out on the water.

Choosing a good 3.5 tunnel hull can sometimes be hard because there are so many to choose from, but most of what's out there are sport/hobby boats. If you want a top quality race hull, I would go with a Jerry Dunlap built or designed boat or a B&M Leecraft. I run one of Jerry's boats, and I love it. Dumas sells a 3.5 tunnel that is a Dunlap design, and they work quite well also. Bandit boats, Tri-Star, and DPI also make competitive 3.5 hulls. Now, where do you get one of these hulls? Get yourself a copy of *RC Boat Modeler* magazine, and you can find just about every manufacturer out there.

Next you'll need a motor. Not much to choose from here. K&B, O.S. or Thunder Tiger are about the only out-

board engines manufactured. K&B has recently been sold and relocated to California, but I understand they are shipping parts again, and their 3.5 SS is the top motor out there. The O.S. is right there too. Personally I don't know much about the Thunder Tiger.

Before I ever run a new or used model boat engine, I always take it apart. Now why the \*?!@# would you take a brand new motor apart, I hear you saying. Quite simple, I want to make sure everything is right. I've taken new motors out of the box and found metal chips, machining burrs, defects, mis-torqued screws, you name it. So I take the motor apart, clean everything, lap the piston into the cylinder sleeve, check clearances, lube everything up with a light oil, and reassemble the motor, torquing all the critical screws to spec. If you don't have a torque wrench, be very, very careful not to strip the threads. If this seems like too much hassle, well, it's your money.

Now you have a motor. You'll need to get a mount to bolt it to the hull. Du-Bro, Octura, and Prather are the popular way to go here. The Du-Bro does use a plastic section in their mount which, should you hit the beach, will break without tearing out your transom. However, using this mount requires using a safety tie cable to keep your motor from going to the bottom if it gets knocked off. Always mount the motor following the manufacturer's recommendation, and trim it from there.

For a fuel tank, there are a few brands to choose from, but I prefer to use Sullivan tanks. It should be noted that you should not use the "flex" type tank because you will be pressurizing it from the motor. And don't use the airplane style clunk setup. Use the brass tubes, and make sure the pickup tube is in the back left bottom corner. If you use an eight ounce tank, you'll have plenty of fuel to race with. Mount the tank up as high as the cowl will let you. This will help with fuel draw. I always use a screen type fuel filter between the tank and carb to keep the junk out of the motor. Medium-sized fuel line should be fine for this setup.

*Continued on page 22*

## Boating Basics

*(Continued from page 21)*

Now on to the radio system. Most all hobby stores carry a radio system to suit your needs, ranging in price from about \$60 to \$360, depending on how many bells and whistles you want. I've found that for just starting out, an \$80 to \$100 system is fine. Just make sure it's a 27 MHZ or 75 MHZ surface band. 72 MHZ airplane radios are not legal for boats or cars.

Most all systems now come with two standard low torque servos. They have about 45 inch ounces of torque. These are fine for the throttle, but for steering I would use a higher torque servo that rates at least 70 to 100 inch ounces of torque. This servo will cost you an extra \$25 to \$75 depending on the model, but trust me, spend the dollars and get it. You will find that it is money well spent.

With the servos mounted in the radio box, we normally hook a push/pull double cable up to the motor with some adjusters at one end to allow for motor trim adjustment, and some 2-56 clevises or ball link connectors for easy removal. Note also that you should not have any slack in the cables. This would make the boat a nightmare to drive. Now, use the same type of sheathed cable to connect the throttle servo to the carb. There are some companies making cable mounts to the motor, but I prefer to make my own. I think Du-Bro sells one, though.

Now figure out where you can mount your battery pack, receiver, switch mount, and antenna tube. Keep your battery pack as far forward as possible and use a Du-Bro push/pull switch harness that is set up to turn on by pushing the switch in. That is the standard of the sport. For the antenna, I would just use the good old wire-up-the-tube method. I've tried all the tricks—Hays and Deans type loaded antennas—but have had problems with both.

Now that our radio box is finished up, one of the most important things you'll need is a propeller. Depending on where you will be running, size will vary a little, but an Octura X440 two blade will usually get you started. If high altitude or extreme summer heat is robbing your horsepower, you may need to drop to as small as a X437 two blade. If you are running the 1/16-mile straightaway trials, an X442 or X642 may work for you. Some of the LeeCraft racers use a 14 series lifting style prop with a lot of success.

No matter what prop you decide on, any propeller you put on your boat needs

to be sharpened and balanced. A prop that is dull or chipped will cost your boat speed. A prop that is out of balance can damage strut bearings and stub shafts, and again cost your boat speed.

If you don't know how to properly balance and sharpen a prop, have an experienced boater show you how, or you can purchase "finished" props from places like Tidewater Engineering, Andy Brown, The Prop Shop, or Hyper Torque Marine. If you do decide to do your own prop, remember, most model boat props are made from berillium copper, which isn't the most healthy thing to be breathing, so wear a dust mask.

I also like to wear a light glove on my left hand, which keeps me from cutting my fingers while working with the prop. Remember, you want the outer edge sharp! A dull prop will have a tendency to slap the water, causing prop walk, hopping, and all kinds of problems. You want that outer edge to cut the water like a knife.

The more experienced boaters also get into bending and cupping their props using special bending pliers, ball bearing anvils, and custom prop molds. Huge performance gains can be achieved just by adding a cup here or a tweak there, but learn what you are doing first. It usually doesn't take much, and it's really easy to overdo it, which usually results in the boat going slower than it did with a stock prop.

Now that our 3.5 stock tunnel is all set up and ready, the next phase of the project is to make it look as fast as it is going to go. Some racers don't spend much time, if any, on paint jobs. Some get a little carried away and are heartbroken when that first "crunch" is applied. Personally, I like my boats to look good, but have found three months of hard work can get thrown in memory's trash can after that first bad pileup in turn one.

With that said, if you are building a wooden hull boat, you will need to seal the wood before the primer coat. I like to use West Systems' Epoxy. I brush on a good coat, and before it sets, I wipe most of what I just put on off with paper towels. This leaves a nice thin coat that gets into the grain of the wood and is easily light-sanded before the primer coat. For paint, I like to use good automotive urethane paints, but I have been known to rattle can one on occasion. Whatever I use, I always cover the final color coat with a fuel proof clear coat.

With the boat painted and cleared, I like to make it look like a real race boat and put vinyl graphic stickers on it. If

you plan to run in NAMBA, you will at least need your NAMBA membership number on it. One last hint on the paint job, the longer you let it set before getting fuel on it, the more resistant it will be. I used to like to wait at least one week using the old K&B paints or PPG Deltron, but I understand the new PPG Concept 2000 needs up to a month to really harden up.

What I like to do at this stage is to stop and build a boat stand. No rocket science needed here. All you need is something to hold the boat up, preferably with some kind of prop guard on it. If you are not sure what to build, just cruise the hot pits and get some ideas. Just remember, any paint or clear coat is going to get nitro fuel on it also, so keep that in mind. Krylon white looks real ugly with O'Donnell 60% sprayed all over it.

Now, reassemble everything and double check all your servo connections and such. Do a range check of your radio to boat to make sure you won't lose radio contact 10 feet away from your boat. I like to get at least 100 feet away with one link up on the radio antenna. If it isn't glitching, you should be good to go. If it is, double-check everything until you are sure. When you are sure, tape your radio box lid in place using waterproof plastic tape. And now, provided you have a starter, battery, ni-cad glow starter, and some boat fuel, you are ready to go to the pond and enjoy the fruits of your labor.

Now, you've just arrived at the pond with your new 3.5 tunnel and are very anxious to get it out on the water. First off, if you are a new model boater and you've just finished your new boat, it's a good idea to have an experienced model boater give your new pride and joy a quick lookin' over. It could really save some heartache.

The first thing you will need to do before starting is to lube your drive cable and stub shaft. I like to use STA-Lube Blue Marine bearing grease and a little chainsaw bar lube. It is a very slick sticky combo that stays on the cable for a while. I try to grease my drive cable and stub shaft before every round of racing.

Next you will need to draw some fuel into the motor from the tank. To do this, fill your fuel tank and open your needle valve approximately 4 to 4 1/2 turns. Remove the glow plug, open the carburetor about 1/4, then cover the carb and the glow plug holes loosely with your

*Continued on page 25*

# Fiscal Year-End 2000 Income and Expense Report

## November 1, 1999 Through October 31, 2000

### INCOME

|                               |           |                  |
|-------------------------------|-----------|------------------|
| Advertising                   | 100.00    |                  |
| Club Registrations            | 720.00    |                  |
| Interest Earned               | 147.05    |                  |
| Memberships                   | 49,687.50 |                  |
| President's Fee               | 470.00    |                  |
| Records                       | 24.00     |                  |
| Replacement of Bounced Checks | 445.00    |                  |
| Sanctions                     | 1,200.00  |                  |
| Site Insurance                | 2,600.00  |                  |
| <b>TOTAL INCOME</b>           |           | <b>55,393.55</b> |

### EXPENSES

|                              |                      |           |                  |
|------------------------------|----------------------|-----------|------------------|
| Advertising:                 | Internet Expense     | 14,720.94 |                  |
|                              | Trade Show Expenses  | 1,108.06  |                  |
| Awards/Souvenirs:            | Record Shields       | 30.00     |                  |
|                              | Souvenirs            | 2,777.93  |                  |
| Equipment Purchase & Service |                      | 516.00    |                  |
| Insurance:                   | Claims               | 50.00     |                  |
|                              | Individual Insurance | 14,651.85 |                  |
|                              | Site                 | 1,145.00  |                  |
| Miscellaneous:               | Contract Labor       | 80.00     |                  |
|                              | Nats Loan            | 1,000.00  |                  |
|                              | President Fee        | 400.00    |                  |
| Postage:                     | Newsletter Postage   | 1,916.87  |                  |
|                              | Postage-Other        | 1,760.50  |                  |
| Printing:                    | Newsletter           | 5,495.72  |                  |
|                              | Other Printing       | 592.88    |                  |
|                              | Rulebooks            | 3,558.84  |                  |
| Secretarial Compensation     |                      | 6,700.00  |                  |
| Supplies                     |                      | 193.95    |                  |
| Telephone                    |                      | 706.09    |                  |
| <b>TOTAL EXPENSES</b>        |                      |           | <b>57,404.63</b> |

**TOTAL INCOME VERSUS EXPENSES** -2,011.08

**TOTAL CURRENT BALANCES IN CHECKING & SAVINGS ACCOUNTS** **35,479.00**

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| CLASS            | Freq. | Alt. | Class            | Freq. | Alt. |
|------------------|-------|------|------------------|-------|------|
| LS 23-30 Mono    |       |      | Open Cat Enduro  |       |      |
| Open Sport Hydro |       |      | LSX 23-36 Rigger |       |      |
| L 23-30 Cat      |       |      | LSX 23-36 Cat    |       |      |
| L 23-30 Rigger   |       |      | Open Off Shore   |       |      |
| SS Mono          |       |      | LSX 23-36 Mono   |       |      |
| SS Enduro        |       |      | Open Mono Enduro |       |      |
| Open Cracker Box |       |      | Team Enduro      |       |      |

We will call collect to clear frequencies conflicts. All boats must have alternate frequencies. An SS Mono is any cantilever crankshaft piston ported engine with cracker box muffler. A cracker box muffler is a stock canister muffler with no more than two, 1/2 inch holes, or one 3/4" hole. If you wish, tubes can be put in the hole or holes. Enduros will be 30 min., with 2 mandatory pit stops. Team Enduros are any two boats on the same freq. Each driver will run 10 laps per relay. The first team to complete 100 laps will be the winners. Five teams make a race. Entry rules, 3 boats min, make a heat. 5 rounds time permitting. 6 laps per heat.

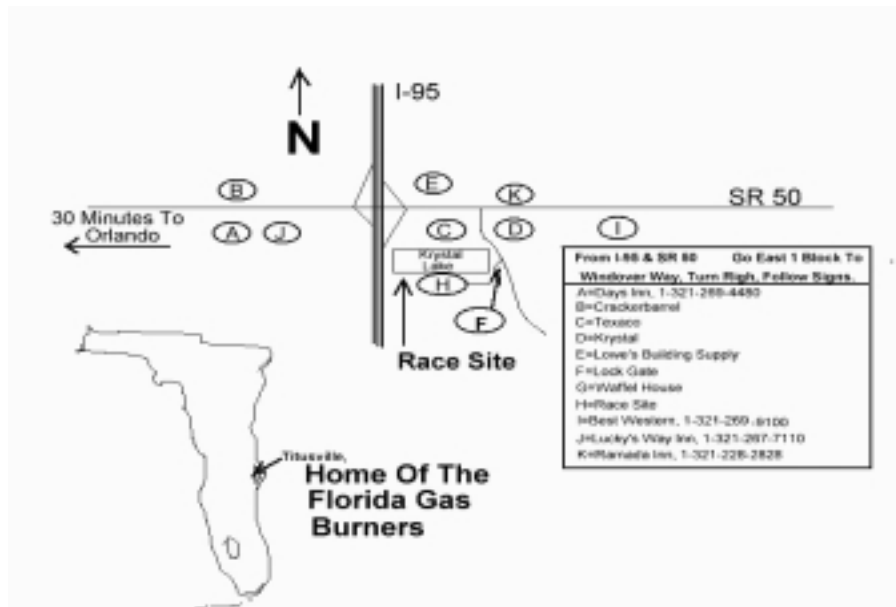
Camper parking and open water starts at noon Thursday, November 23, 2000

**Entry Deadline, November 1, 2000, \$12.00 per boat. Registration Fee, \$15.00, will include a patch.**

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Program and E Mail confirmation  
**NAMBA #:** \_\_\_\_\_  
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## Boating Basics

*(Continued from page 22)*

fingers and spin the motor over with your starter, going the correct direction. Within just a few seconds, you should be having a mist of fuel coming out of the glow plug hole. This process draws fresh fuel into the motor and clears out the after run or assembly oil. Reinstall the glow plug, and you are ready to fire the motor. If you are using a 12 volt starter to start a larger motor (7.5 and up) you may need to leave the glow plug a little loose as a compression release to get it to spin. A good 24 volt starter is usually a better way to go on bigger motors. Either way, when the motor fires up, remember to tighten the plug. I can think of one racer who lost a Sport 40 National championship because his pit man forgot to tighten the plug and it spit out after half a lap.

Now you're ready to fire up your boat. The first thing you do is turn your transmitter on, then the radio system in the boat. If you reverse this order, you risk servo or linkage damage because your receiver is on with nothing telling it what to do. So always remember, transmitter, then boat. You will probably need to choke the carb for just a second with your finger to start fuel drawing into the carb. Now, if everything is right, the motor should fire up. The first start of the day gets all the excess oil out of the motor, so if it dies, keep after it. With the motor running at a good idle,

have your pit person give you a launch after you have checked to make sure you have steering and have surveyed the pond for oncoming boats, dead boats, water foul, etc. Don't run the motor very long without getting it in the water. Once out on the water, don't try and set a new National record on your first lap. You have a new motor in there, and it is going to take three or more tanks of fuel to start breaking in the motor. Be patient, start out rich, and lean it down a little each time out, and your motor will last much longer. Unless you're out by yourself somewhere, try and drive a clockwise oval course. New racers driving backwards on the race course scare the heck out of us old timers. And when bringing your boat in to shore, bring it in parallel to the beach, just in case it doesn't shut off and you ruin your new paint job.

Now that you are done running your boat for the day, you need to do that thing we call maintenance. There isn't much involved to it, but get in the habit of doing it, and your boat will give you years of good service. Don't do it, and you're probably looking at weeks.

Basically, what you need to do is this. First, get the fuel out of the fuel tank by just reverse pumping it back into your fuel jug. Now, while your fuel line is still off the carb, take your glow plug out, open the carb all the way, and spray WD-40 into the carb throat while you spin the motor over using your starter. I usually do this for 10 to 15 seconds. If

you have one of the newer K&B motors, there is a tiny hole just under the fly-wheel. Spray some WD-40 in there also to clean out the top bearing. Then, because WD-40 evaporates, I repeat the process using Marvel Mystery Oil or something like that. Mark Anderson likes to use outboard motor fogger oil.

Then what we like to do is remove the powerhead from the lower unit to inspect the drive cable and the bearings of the motor. Some racers don't, but preventative maintenance makes sense to me, so I do it. Then wrap the motor in a clean rag or reinstall it back on the boat. And before you load your boat up, get your radio box opened up. Moisture trapped in there will corrode the electronics over time, causing your boat to go where it wants to, not where you want it to. Trust me on this one. I learned the hard way.

Well, that's about it. Hopefully this has been of help to some of you. Bottom line is, if you are not sure about something, don't be afraid to ask someone. Most experienced model boat racers love to share information and help new racers out. So good luck, and we'll see you at the pond.



*Bruce (far right) shows how his tips can pay off in almost any class as he captures third place in Sport X at the 2000 NAMBA Nationals in Greeley, Colorado*

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