

# NAMBA INTERNATIONAL PROPWASH

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## President's Message

By Al Waters  
NAMBA President

2010 is upon us and I look forward to some great things happening this year. But first, I want to reflect back on my President's Message from the October 2009 *Propwash*. At that time, we were in the middle of elections. I want to thank all of those NAMBA members who took the time and voted. We are still a long ways away from having great participation. Cathie Galbraith, our NAMBA Executive Secretary, secured an independent company to handle the accepting of votes and reporting the results. It worked out very well. We may see that system elevate to the next level where NAMBA members will be able to go to a web site, log in, and record their vote. Using this system should in itself increase voter turn out as I find that people have no problem traveling the web compared to creating an e-mail or putting a stamp on an envelope.

I want to congratulate Mark Grim who is returning as NAMBA Vice-President. Mark ran unopposed but has been a very good tag team partner to work with. Trust me, being NAMBA President is not a one man job so his expertise and Cathie Galbraith's expertise and input have been very valuable. 2009 also brought the elections of all odd numbered districts. In District One, Dave Rychalsky returned as district director. Marv "Doc" Erbesfeld won his election in District Three. Carlo Catalanotto is returning in District Five, as well as Scott Grissman in District Seven. Alfred Lanza won his election in District Nine and Richard "Rags" Grenier is returning in District 11. Rey Medina is returning in District 13 and Russ Stark in District 19.

You may remember that you also voted on proposals that were submitted by District Nine. They were related to the Scale Unlimited class and clarifying what proposals could be voted on by the NAMBA Board of Directors or the NAMBA membership. Those proposals passed and you should have already received your rule book updates. If you feel that you might be missing pages, you can contact the NAMBA office or download what you need from the NAMBA web site.

Which leads right into the next subject I would like to pass on to you. Last year it took us way too long to get the FE rules that were passed into the rule book with the proper layout. Customarily, what we do is run the proposals submitted by districts for membership voting by the NAMBA BOD first to look for grammatical errors or conflicts with other parts of the rule book. After their okay we present to the membership for voting. Any proposals that pass are then sent off to be properly positioned in the NAMBA rule book. Unfortunately, we seem to overlook or miss

*Continued on page 2*

something that delays the rulebook being updated. As a result of this, we have made a slight change. Tracy Osborne from Scottsdale, Arizona has been the lady behind the scenes who has done an incredible job in keeping our NAMBA rulebook looking as professional as it has. Rather than send her the passed proposals to insert in the rule book and discover our errors by her at that time, Tracy has been included on the NAMBA BOD team to get her input on proper wording, layout (without changing the rule proposal), and rulebook positioning before being sent to the general membership. Now when a proposal is passed, we will have known in advance that we have the proper wording and proper positioning. The extra couple of weeks the NAMBA BOD spend in accomplishing this in advance, will save us months of trying to make corrections later.

This leads right into my next subject. There is a proposal with this *Propwash* submitted by District 20 for the membership to vote on. This proposal is a unique one compared to those in the past, so please read it carefully. It increases the displacement for the gas engine class with certain restrictions. I am not advocating voting for or against the proposal. That is not what I want to talk about. I want to talk about the question that arises from proposals like this one. It is a question that has come up many times from boaters across the country that I have talked to. Will our insurance company provide coverage for us with this type of proposal?

Here is how it all works. Our insurance coverage is based on us following our rule book. We follow our rule book, we have coverage. If we do not follow our rule book, whether it be at a race event, testing, or a day of playing with our boats, the strong possibility exists that in case of an accident or claim, there is no coverage. With that being said, that also presents the possibility that if you put yourself in a position where you have no coverage, you could be hanging out there on your own. Sounds like a lot of lawyer verbiage but the best way to look at it is to follow the rule book and you will have insurance coverage and you won't have any problems. It's up to the membership to be diligent when we add rules so that we don't put ourselves in a situation where we increase the possibility of a claim but rather minimize that possibility. Building boats on the ragged edge is fine, but don't take model boating insurance to the same level and you will be fine. With that being said, even if we follow rule book, we have insurance coverage wherever we go, and be the best model boater we can be, there is one other way that we can lose our insurance. Excessive claims. We have had an excellent track record and we want to continue. So I applaud the membership for being as good as they have been over the years.

Whether the gas displacement proposal passes or not, it has brought some awareness to the NAMBA BOD which leads me right into my next subject. Robert Holland, District 20 Director, who submitted the proposal, is currently working on a couple of safety proposals. One will deal with a maximum weight for a race ready boat and the other a rule for fire extinguishers. Many districts already have in place a rule for fire extinguishers. However it was felt that putting a rule in the Safety section of the NAMBA rule book would insure that it is being done everywhere and would look good to the insurance company. Being that these would pertain to safety and not racing rules, the NAMBA BOD may vote this in place and save the time it would take to present to the NAMBA membership.

Now on to the 2010 NAMBA Nationals. These will be held June 12-19. Reserve, Louisiana will be the site of the NAMBA Nationals for nitro and gas. Contest Director Carlo Catalanotto and his Voo Doo Model Boat Club in District Five will host the week long event. Carlo will be assisted by Mark Grim, who Carlo has made his Co-Contest Director. Mark has helped at many Nationals and has helped Carlo run races in the past at the Voo Doo race site. I have always said that making the Nationals is the thing to do to see old friends and make new ones. However, these Nationals will be a little different. Cajun and Creole, Jambalaya, Crab Boil, Gumbo, Bourbon Street and the French Quarter will all be present. Carlo and Mark worked diligently with the race schedule and came up with a twist. This will be called "Getaway Day". Realizing that many would like to see the sites, they made one of the mid week race days a very light day so that everyone could take the opportunity to go site seeing. For more information please go to [www.nambanats.com](http://www.nambanats.com).

Remember, the 2010 NAMBA Nats will be in June so that we can get the nicer weather.

The 2010 FE NAMBA Nationals will be held August 18-21 in District 20 at Sanborn Park in Greeley, Colorado. The Rocky Mountain Thunderboats will be the host club with Contest Directors Rodney Sanata and Robert Holland at the helm. The FE Nationals will be hosting the traditional Colorado Pig Roast for the entrants, so that in itself is a good reason to be at this event. Go to [www.2010fenambanats.com](http://www.2010fenambanats.com) for more information.

Speaking of Fast Electrics. After a very long time of going without an NAMBA FE Chairman, we have now filled the position. There were a lot of names submitted and a lot of people who wanted to take on the responsibility. However Mark Grim and I had decided a long time ago that we would not fill the position until we came across someone who could really fill the bill for what the position called for. Fast Electrics have really gone through some major changes the past few years and we wanted someone who could stay on top of things and have the respect of boaters from the east to west coast. Please take the time to read about Dave Newland in this edition of the *Propwash*.

That's it for now. Have a good 2010.

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## Important Update

### By The Propwash Editors

While going to press with this edition of the *Propwash*, the NAMBA Board of Directors were voting on two safety proposals. Putting a maximum weight on boats that were ready to run, and a proposal dealing with fire extinguishers at NAMBA events. Final details and Board of Director voting were in progress while this *Propwash* went to print.

You will have received this printed version of the *Propwash* in late March or early April. At this time, please go to the NAMBA web site at [www.namba.com](http://www.namba.com) to get the latest news and updates so that you can keep your NAMBA rulebook current.

Thank you very much.

## Your Insurance Coverage Explained

By Cathie Galbraith  
NAMBA Executive Secretary

As we begin a new year of model boating, I thought it might be a good time to provide a reminder of just what our insurance coverage is all about. NAMBA membership provides you with liability and property damage coverage in the unfortunate event that your boat should be involved in an accident in which a spectator is injured or damage is done to someone else's property. This coverage is \$1,000,000 per occurrence and \$2,000,000 aggregate. Of course, this does not cover damage done to another model boat in the normal course of running. This coverage is primary coverage, so you do not have to look first to your homeowner's policy for protection as is the case with some of the other boating organizations. In addition, it is individual insurance rather than site insurance, which protects you no matter where you are running, not just at pre-approved lakes and ponds, as with some of the other organizations. Of course, keep in mind that you are also expected to be complying with all local and state laws and restrictions. If you are running a boat on a lake on which you are trespassing you may not be covered. Several years ago the NAMBA Board of Directors authorized the addition of a \$1,000,000 umbrella policy to add to the above mentioned coverages.

In addition, NAMBA offers additional site coverage to protect the owner of the running site with the same \$2,000,000 as is afforded the individual member. While this is not required for the individual insurance to be in effect, some cities and site owners require this additional coverage. Registered clubs may purchase this coverage at a cost of \$45.00 per year. However, please keep in mind that NAMBA site insurance provides insurance for, and names as an additional insured, the site owner only when the accident involves a NAMBA member. We do not provide general liability coverage for site owners for all possible hazards which can occur at their lake, but merely for those caused directly or indirectly by an insured NAMBA member. In addition, this coverage does not cover the site owner if an uninsured boater or a boater who has insurance through another organization causes an accident at the site.

And yes, NAMBA's coverage is in effect any time you are running, not merely at sanctioned events. This includes practice running or unsanctioned club or fun events. Of course, coverage would probably not be valid if you are blatantly breaking one of the NAMBA safety regulations, such as operating a boat while swimmers are in the water, or consuming alcoholic beverages or illegal drugs while running a boat. In addition, NAMBA insurance does not cover you when you are participating in a sanctioned event of any other organization which has its own insurance coverage, whether primary or secondary. So make sure that you are confident that the coverage provided by the sanctioning organization is sufficient to protect you during that event, as you will not be able to rely on your NAMBA insurance if it is not.

Also, please note that NAMBA insurance no longer covers you when you are flying R/C airplanes or driving R/C cars. This coverage had been provided a number of years ago but has not been part of our coverage for a number of years. We are a model boating organization and that is all that our insurance covers. Some membership cards may still refer to these activities on the back of the cards since we have to have 10,000 cards printed at a time, but again, participation in R/C cars and planes is no longer covered by our policies.

NAMBA insurance also provides you with a \$1,000,000 personal accident policy which covers injuries which you may incur while running your boat or while assisting someone else with their boat. In the past, this has covered such injuries as a cut hand,



or torn ligaments suffered when a boater slipped on the mud in the launch area. This policy is secondary insurance. That means that if you have health insurance at work or through a family member, NAMBA insurance will expect your primary policy to pay first. Then, once your primary policy has paid what it covers, NAMBA's secondary policy goes into effect. This would cover such things as deductibles, amounts over the policy limits, etc. If you do not have health insurance of any kind, NAMBA's policy covers you the same as if it were a primary policy.

There are of course deductibles on both of these coverages, \$500 on the liability coverage, and \$100 on the personal accident coverage. However, in the past, NAMBA has been able to pick up the cost of these deductibles, and we assume we will continue to do so in the future as long as funds permit.

As you can see, your NAMBA insurance provides you with the best protection available through any of the model boating organizations. Hopefully, you will never have to make use of this coverage, but if you do, you can be assured that you are covered. Continued availability of this exceptional coverage is of course to some degree up to you. Make sure that you are aware of all of the safety regulations, and use common sense in your running. Preventative medicine is always better than having to resort to a cure. By avoiding needless accidents, we can insure that the coverage will be available when really needed.



## District One – 2009, Stick a Fork In It - It's Done!

By Dave Rychalsky  
District One Director

The 2009 racing season is in the bag and all of our classes have crowned class champions. The awards banquet was held on the 10th of January, and it went off without a hitch. The nitro guys, the gas guys, and the fast electric guys were all in attendance. The menu had 24 oz steaks, shrimp, chicken, and fish, so a balanced selection was available for all. The class champion trophies were different this year. I try to find different trophies every year, so the repeat winners from year to year don't look at the same thing hanging on their walls. I really like those shadowbox-type trophies, similar to the ones that are common with golf awards. They have a 3D effect with miniature pieces inside. So, I spent some late nights on the internet looking for miniature items to fabricate a model boating workshop. Some of the pieces had to be made from molds, and then painted. That was the hard part because these ole' eyes aren't what they used to be! Other items were found in arts and crafts stores in the area. I found a number of Hot Wheels hydroplane boats online, so I scooped them up. The only boat that I made by hand was the rigger. A few cuts here and there, some paint and it looks just like a super scale X Hydro! I made each trophy slightly different, but kept the same theme throughout. During the last race of the year, pictures were taken of each possible candidate holding their boat, and I framed the photo in each award. I have a workbench with a vise, tool pouches, paper towels, gas can, cooler, tool box, mini transmitter, wrenches, oil, magazines, batteries, and a pizza box! I did mix up on the scale sizing a bit between 1/18 and 1/24, but it was subtle. There are a number of extras, so I may do a similar trophy for 2010. I even found a miniature working Pacman game which looks awesome inside the award. A few photos are included with this article. Try to ignore my poor photography skills with the reflection in the glass.

For many of the classes, the class champion is the one who makes the effort to attend all of the races offered throughout the racing season. If we hold eight or more races in one year, I drop the lowest two point totals for the racers who attend those races. If we hold seven races or less a year, I only drop the lowest race of the guys who attend all of those races. This effectively allows the



*Louie Gerdik's trophy complete with miniature boat, tool box, and of course the pizza*



*Marl Schalich's trophy with gas can, radio transmitter, and an ice chest*

guys who show up at all of the races the opportunity to drop the poor performances. Additionally, for those instances where personal engagements conflict with a district race, the boater can skip the race and not be penalized at the end of the racing year. Just like previous years, a few of the class champions weren't decided until the very last heat of the last race of the season. This held true for unlimited nitro, Sport X, CX Mono, Classic Thunder, P Spec Hydro, 1/8th Unlimited FE, and N2 Hydro. I like it that way because the suspense and excitement during that last race is thrilling.



*Eddie Hanson with his 1/8th scale Fast Electric scale unlimited hydro*



*Even a gumball machine for Kyle Costanza in Kids R Boaters*

We are looking forward to the NAMBA Nationals being held from the 12th to the 19th of June, as opposed to mid July. We are already planning the midsummer July races to fill the gap from this year's Nationals. A few of the guys showed interest in going this year. So, we are looking to 2010's racing season to start up. There are some changes to the FE classes as well as our nitro/gas classes. Considering the limited number of racing mishaps in 2009 and the tight races, the overall view for this year gives it a thumbs up! We're ready for 2010! For all of us here in District One, 2009 was a very good year for model boat racing. The top three winners in each class are listed below. Congratulations to all of the district racers.

#### **Sport 40**

1. Jack Ditta
2. Johnny Hightower
3. Bill Ruffin

#### **Sport X**

1. Dave Rychalsky
2. Louie Gerdik
3. Anthony Steel

#### **AB Mono**

1. Dave Rychalsky
2. Chris Costanza
3. Jerry Muro

#### **AB Hydro**

1. Dave Rychalsky
2. Doug Twaits, Jr
3. Doug Twaits, Sr

#### **CX Mono**

1. Jerry Muro
2. Meecca Schroeter
3. Mark Schalich

#### **CX Hydro**

1. Mark Schalich
2. Charlie Ott
3. Anthony Steel

#### **Classic Thunder**

1. Charlie Ott
2. Louie Gerdik
3. Mark Sacken

#### **Crackerbox**

1. Louie Gerdik
2. Meecca Schroeter
3. Charlie Ott

#### **G1 Sport Hydro**

1. Meecca Schroeter
2. Anthony Steel
3. Louie Gerdik

#### **Open Cat**

1. Mark Schalich
2. Charlie Ott
3. Paul Schalich

#### **N1 Mono**

1. Tom Dale
2. Matthew Rychalsky
3. Kyle Costanza

#### **N2 Hydro**

1. Chris Costanza
2. Tom Dale
3. Dave Rychalsky

#### **P Mono**

1. Tom Dale
2. Rich Lebo
3. Kyle Costanza

#### **P Hydro**

1. Chris Costanza
2. Doug Twaits, Jr
3. Mike Paganelli

#### **1/8 Unlimited FE**

1. Eddie Hansen

#### **P Spec Hydro**

1. Dave Rychalsky

#### **Unlimited Nitro**

1. Doug Twaits, Sr
2. Johnny Hightower
3. Jack Ditta

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

## Greetings from District Seven

By Scott Grissman  
District Seven Director

It was a great racing season in District Seven in 2009. Our events grew every race. We added about 10 new boaters in 2009 which was huge for our area. 2010 is another story. I am not quite sure of the numbers but I know we added two new clubs, maybe three from central and east Texas. And by chatting with the clubs it seems NAMBA and District Seven added 30 to 50 new members. We are going to run a split district this year due to race schedules already being voted on and made at the end of 2009 before these new clubs joined NAMBA and the district.



The race schedule for West Texas and all of New Mexico is:

- April 24-25 Andrews, Texas
- May 22-23 Amarillo, Texas
- June 26-27 Lubbock, Texas
- July 24-25 Carlsbad, New Mexico
- August 21-22 Lubbock, Texas
- October 2-3 Carlsbad, New Mexico (Finals)

The current race schedule for east Texas is:

- March 20-21 LSMBC, Loves Marina, Crosby, Texas
- April 24-25 LSMBC, Loves Marina, Crosby, Texas

You can go to [Namba7.com](http://Namba7.com) for information on race dates, local clubs and club contacts. We invite you to come to any race or event in District Seven and share the fun with us. What's new in District Seven? We have a few members that are going into the gas tunnels. Insane seems to be the boat of choice with a Zipp kit in the mix. Henry Keller in El Paso, Texas is a Lawless drive dealer now. Feel free to contact him if you need anything related to that. Also it seems our gas rigger class is going to be great this year. I know of 11 new ones as of now. We are still looking for the FE's to break into the district race circuit a bit more regularly. It seems like most FE's come from the Houston area as of now.

In closing I hope everyone has a safe, fun race season and remember we are in this hobby for friendly racing, friendship, and fellowship with people that share a common interest: model boating!

have a choice of organizations where we could get away from the good old boy behind the doors deals and just enjoy our hobby without the constant rule changes and drama that comes along with it. My job as NAMBA District Five Director and Commodore of the VooDoo Model Boaters all of a sudden has become quite a busy one. Taking on the task of scheduling races and getting all the clubs acclimated to some of the differences in the rules has become quite time consuming, but I am sure will be well worth it in the long run.

The District Five VooDoo Club will be hosting the 2010 NAMBA Nationals and is in quite a unique position with its semi-central location to have a race that will have boaters from different parts of the country racing together that normally would never get to meet each other. It should provide a really great opportunity for racers and hobbyist alike to enjoy some great food and camaraderie that normally they would not get to experience. We have a lot of great activities planned for everyone and even a live band that should have everyone in a great mood. We have put together a great website with all the information you will need and more to get you organized for the race. There is everything from hotel information to sponsorship information, and even a chat forum to discuss the race and ask questions. Check it out at [www.nambanats.com](http://www.nambanats.com). It is really a great website that should help get everyone interested in the race. Get those entries in early and let's make this one of the best Nationals ever. We are looking forward to seeing everyone in June.

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## District Five News

By Carlo Catalanotto  
District Five Director

Hello everyone. There has been a lot of activity recently in District Five with almost all of the clubs in this district switching to NAMBA. The choice seemed to be a simple one for all of the clubs involved, with better insurance coverage and the professionalism that has been shown from top to bottom. Our district is very happy to have an alternative like the NAMBA organization to help keep our hobby affordable and



## Insane Boats Bike Giveaway

By Stacy Thomas  
Insane Boats

On Sunday, December 19, 2009, Insane Boats was proud to participate in the Local VFW 7734 Annual Bike Give Away in Pico Rivera, California. This is our third year doing this charity event. All of the proceeds from our raffle gave us the opportunity to donate 25 bikes to the event, which was over double the amount we did last year. District 19 local boaters in attendance handing out the bikes were Steve Lopez, Vince Henderson, and Kirk Henderson. We did a slide show of pictures from the event which can be located under Newsflash and Tips at <http://www.insaneboats.com>. Words cannot really express the great feeling of reward to be able to see the excitement on the kids faces when they received their bike.

We would like to thank all of the RC boating community that helped to support our cause. In addition to our website and a local District 19 race, this year we used Jim's R/C Boat Dock as a resource to get the word out. This made a huge difference. The raffle was held on December 5, 2009 at the local VFW and the winning ticket was drawn by Eddie Hernandez, a Silver Star Recipient.

Our own District 19 boater, Vance Zanin with The RCTribe did a video of the raffle drawing which can be found at <http://vanceman.smugmug.com/>.

A special thanks to Brent Daily, Mike Butler, and The DelMarva Model Boat Club for their donations. The winner of the raffle was Jesse Alvitre from Fremont, California in District Nine. He won a G4 Sport Mobster Hydro, hardware kit, a Brent Daily Propworks West Prop, and the Delmarva Model Boat Club donated a full mod M.B.R.E engine with a mod 257 carburetor. Delmarva is IMPBA District 12 boaters in the States of Delaware, Maryland, and Virginia.



*The Insane Team on hand for the gift giving*



*The annual Christmas "Insane" bike giveaway*



*Bike racer today ... boat racer tomorrow?*

## Vice Prez Message

By Mark Grim  
NAMBA Vice President

We are starting out model boating in a new decade, and I would like to welcome all of the new and many returning model boaters to NAMBA. I'm looking forward to meeting and seeing a lot of new members and new faces at the NAMBA Nationals in Reserve, Louisiana this year. I am sure good times will be had by all that attend.

I was honored to be asked by Carlo Catalanotto and the VooDoo Model Boaters to Co-CD the 2010 NAMBA Nationals. I was fortunate enough last year to have had the opportunity to visit this year's NAMBA Nationals venue twice, and I am more than happy to report that the VooDoo Model Boat Club has an excellent race site to host the NAMBA Nationals. The VooDoo race site has ample room for RV's and parking (no hookups available). This will be the first time the NAMBA Nationals will be held in District Five and also the first time it will be held in the month of June.

I would encourage all new and old NAMBA members to take the opportunity to read the NAMBA rule book to acquaint yourselves with any new rule changes. There have been new classes added, new rules and updates, and it is always a good thing to keep informed. If you have any questions about anything in the NAMBA rule book please don't hesitate to call your District Director or any of the NAMBA Board of Directors. They will be happy to answer your questions or point you in the right direction.

Please keep safety in mind at all times, whether you are testing at your local pond or racing at a NAMBA event. Safety should be foremost in our minds at all times. As a NAMBA member we are all responsible for following the rules and guidelines that have been put in place in the NAMBA rule book. The rules are there to keep you and all others around you in the safest environment possible while running model boats. Have a great year and I hope to see you at the Nationals!

*I love my new CMB greenhead!*






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**317-462-9978**  
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## The Terror of District One

By Dave Rychalsky  
 District One Director

From time to time, a new boater comes along and expresses a raw talent for building, modifying, racing, and driving extremely fast boats. It's been quite a few years since racers repeatedly looked over their shoulders in subtle fear. In District One, I remember racing with Chris Carver who was the ultimate gentleman, but a spectacular competitor. There was Remy Haynes in the 80's, who designed, built, and raced his own boats. In the 90's, it was Brian Charney, who drove perfectly with every boat being the fastest in each class. Now we come to 2009. I haven't seen so many people this frightened since Hillary was a New York Senator! This, my friends, is a fairly new model boater that has ice flowing through his veins. He is expressionless before, during, and after his heats run. He is a person of few words, and never shows any expression every time he wins. He runs one class in nitro – A/B Hydro.

For the rest of us, we can only hope that we're not stuck in the same heat as him. At one of our district race in Morris County, New Jersey, we had an "incident" that involved some of the A/B hydro racers and the Terror of District One. It was early in the morning, the third heat of the day. We were postponed prior to the start of the first heat of AB Hydro because one racer, we'll just call him Joe, was missing. The CD called "A/B Hydro up now." Normally, all of the racers are within close view, so they are usually able to walk into the hot pit area. This was the first heat that the rest of us were racing against the Terror. There are a number of bears in the woods, but that wasn't the problem. We looked around and the only person that knew Joe's whereabouts was his pitman Jerry. A modest tip of Jerry's head and a sideward shift of his eyes, gave the CD an idea of where Joe was. Jerry was hinting that Joe was in the

Port-O-John! Wow, the pressure of racing in A/B Hydro was just too much and it was taking its toll. We have all been there, whether it's speaking in front of a crowd of people, eating at Denny's, or looking in your rear view mirror and seeing a State Trooper flick his lights on. In District One, we run all of the .21, .45 and FE boats in one class, which includes any outrigger, Sport 21, Sport 40, 21 Tunnel, 45 Tunnel, 21 Cat, 45 Cat, and any 9 to 24 cell FE hydro. It's a real good class to run when new perspective boaters or spectators are watching because we have every type of boat in the same heat.

Anyway, Joe made it back to the pits with a slight glare of sweat brewing on his brow. The heat started and finished without incident, but we all knew who was going to take first for that heat. Yup, it was him "The Terror!" The horn sounded and before we knew it, boom – the heat was over. Since I run A/B Hydro, I was in the same heat and I raised my left fist for knuckle to knuckle

congratulations, and even now, as I type this article, I still have slight pain! In the second round, prior to the start of the second heat of A/B hydro, the CD called me over to ask an odd question: "Hey Dave, can you run this heat?" I replied: "I can't, I'm in the heat!" He said "Umm, well, I, uh, I didn't want to be the one to call a driver infraction on you-know-who!" Well, I told him not to worry and see what happened. Besides, his driving had been perfect and he rarely makes mistakes driving. The second heat was completed without incident so I walked over to congratulate "The Terror" and said "Hey, great driving. Nice run." His blunt response was "Yeah, I know." In the third round, all of the boats were able to make it into the water and make it to the start. Going into the first turn yielded a big mishap between five of the seven boats in the heat. Guess who came away unscathed? You got it. After "The Terror's" boat finished the heat, he just walked out of the pits yawning! Yeah, that's right, yawning! My heart was still beating a mile a minute because I was one of the two other racers in that heat to try to make it around the land mines floating in the left turn six times! He sat down in his chair and his pit team grabbed the boat, shut it down, then put the radio in the impound area.

So, who is the "Terror in District One?" It's none other than Kyle Costanza. I was lucky enough to sneak a picture of "Killer Kyle," but he sure got mad at me! See for yourself. I've included a picture of Mr. Costanza and the early stages of his patented snarl. In all seriousness, at six years of age, Kyle is an exceptional racer in both the nitro and fast electric classes.




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## NAMBA Nationals History

By Dave Rychalsky  
NAMBA History Chairman

Persistence continues to pay off! Little by little, the collection of pins, patches, and programs is growing. In October, I received an email from Shane Forrest of District 19. Shane contacted me and stated he would like to donate two old programs. We now have a 1975 and 1978 NAMBA Nationals program! These are two great pieces to find. Shane, I cannot thank you enough for donating these programs to the NAMBA collection. I know they are out there; it's just a matter of time. I have received a few emails from members that have some of the programs, or pins or patches, but would rather keep them. I guess that's fine because it's their NAMBA property, but the problem is if they completely drop out of model boating, these items may get tossed in the trash when the wife decides to have a garage sale. So, think about donating a pin, patch, or program.

Now, what does this mean to the members of NAMBA? Hmm, I guess, not too much, actually. So Tracy Osborne asked if we could get pictures on the NAMBA website of all of the old programs, patches, or pins. Hey, great idea. I was thinking of that 100 milliseconds prior to Tracy, but I'll give her the credit for the idea anyhow! So, I looked around and noticed programs that allow you to review pages in the same manner as you would when you read them. All you do is bring the mouse pointer to the corner of the page, and it pulls the page across to show you the next two pages. This page-flipping software should work out great for our application. So, I am looking into getting this for our website or making a link to use on our website. There are a few different types of executable software programs available; some are hyperlinks while others are embedded software routines. I need to look into it some more.

For the patch collection, we need spares for 1987, 1997, and 2002. Come on – someone has to have one of these lying around! The 1997 and 2002 are recent and should be fairly easy to locate. The older ones, 1973, 1976, 1980, 1984, and 1985 are a bit tougher since they are all 25 years old or more.

I am still searching for pins and programs from past years. Once again, take some time a search through your NAMBA Nationals paraphernalia and see if you can donate any one of the items below. If you have a pin or program and don't want to mail it, you can hand it to your district director or NAMBA official and it will get sent to me. My email is [Drychal@aol.com](mailto:Drychal@aol.com).

For the **pins**, I am missing the following years:  
1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1983, and 1984

For the **programs**, I am missing the following:  
1972, 1974, 1976, 1977, 1979, 1980, 1981, & 1988

For those that would like to donate their patch, pin, or program to the NAMBA National Historical Collection, please send to:  
Dave Rychalsky  
10 Timber Road  
East Brunswick, NJ 08816  
Thank you in advance for your help.

## Safety Corner

By Lohring Miller  
NAMBA Safety Chairman

The new racing season is underway and everyone is excited to get out and run his or her boats. Model boating is a very safe activity. However, let me take a minute to remind you that our boats are not toys and we need to exercise a little care when we run them. There have been some very serious accidents in the past that resulted in deaths. In one case, a child was hit in the chest by a gas boat and was killed. In another, a non-swimming boater took a rubber raft out to retrieve his boat while another boat was running. His raft was hit and sank, drowning the boater.

These two examples did not happen to any NAMBA members, but they illustrate some of our most important safety rules. Never operate a model boat when there are other boats, people, or pets in the water. The only exception is where our boats can be separated from other activities with a strong, well-designed barrier like the one used in District 19. Orange construction netting is not strong enough to contain our boats. It can help keep people far enough back from the shore so an out of control boat can't reach them. Life jackets should be worn in retrieve boats even if you can swim. I've watched retrieve boats capsize four times. Where I race, the cold water drains your strength very quickly. The best safety measure is always common sense. Don't hesitate to remind others to use it.

There are several less serious but common safety issues. I don't know why experienced boaters stick their fingers in running propellers, but I have seen it happen three times. Please be careful! I promise it will hurt. Gasoline is much more flammable than nitro/alcohol fuels. It doesn't take much to light it. I have watched residual gasoline in a boat ignite from the spark between the engine and the disconnected plug lead. Water will only float the fire to a different location. If you have a fire extinguisher handy all that will happen is you will have a very messy boat to clean up.

The lithium polymer battery revolution is now well underway and electric boats have joined the ranks of real race boats. I have not personally observed any serious problems with the technology despite submerging a few cells and letting the smoke out of several motors and speed controls. The key is to use quality cells, charge with balancing chargers, and have a low voltage cut off on your speed control. You can puff a pack with too much current, but I haven't seen the fires that early users reported. A sand filled bucket is still a good idea. The cells seem to be much more durable than other cell technologies but prop size sets the current draw. Ask an experienced racer about the correct battery, motor, speed control, and propeller combination, or run one of the excellent RTR boats available.

The 2.4 GHz radios have done a lot to reduce radio interference. If you run on another frequency, be sure you have the frequency pin before you turn on your radio. Range test to be sure everything works. Testing with a running gas engine will often show problems that a standard range test will not. Be sure to turn off your radio when you finish running your boat. Most other radio problems can be traced to low batteries or poor and/or corroded connections. Keep your equipment dry and charge your batteries before each day of racing. Wet receivers and servos can fail unexpectedly. If it doesn't involve the transmitter signal, the transmitter's fail safe won't help. NAMBA's insurance is very good and low cost for a reason. We have had very few serious accidents in the past. Your care and good sense can keep it this way. Have fun, but be careful.

## What is NABGO?

By Wreno Wynne  
NAMBA Combat Chairman

I would like to present a short history of the development of NABGO, the North American Big Gun Open, held annually in Kaufman, Texas, in District Seven. The first "national" Big Gun Combat event in the United States was put on by Midwest Battle Group (MBG), in Valparaiso, Indiana, during the summer of 2003, with members of several clubs coming, camping out at the pond, and battling each other. A great time was had by those who attended.

After much inter-club discussion, including a lot of discussion at a get-together with members from MBG and the North Texas Battle Group (NTXBG) for the filming of a segment by *Inside R/C*, a show then playing on *The Outdoor Channel*, it was decided that a regular national event where clubs could come together, share techniques and battle each other, held at a central location, and at a regular time, would be a good idea for the hobby. It was decided that Star Brand Ranch Executive Retreat, the venue for the filming, would serve well, and the NTXBG volunteered to be the host club, since they were closest to the venue. After a year or so of planning, the North American Big Gun Open (NABGO, the name suggested by Mike Duffy of the NTXBG) was born in 2005.

In its fourth year, 2008, the Australian Battle Group (AUSBG) offered to switch the venue of its seventh annual Big Gun World Championship to NABGO, so that it would be easier for other clubs to earn a coveted "World Championship" title. Further, if all went well (and it did), the AUSBG was gracious enough to extend the offer to alternate years. So, although NABGO 2009, the fifth annual NABGO, was not a World Championship event, NABGO 2010, the sixth annual NABGO (this summer, July 12-18), will also be the ninth annual World Championship. Due to scheduling, this means that someone could attend NABGO 2010 in July and the AUSBG tenth Annual World Championships (traditionally in January) and compete in two World Championship events on opposite sides

of the world in six months! It is also the week before IRCWCC and WMC (the two Small/Fast gun format) Nats, allowing multi-format battlers to attend both.

Since the 2007 event, NABGO has sought, and been granted, NAMBA sanction, and remains one of the few NAMBA sanctioned Warship Combat events. NABGO has also worked closely with Big Gun Combat Warship International (BGCWI), and is the first event to seek a BGCWI combat event sanction. NABGO currently consists of three major events – Cargo is King (where only cargo runs count toward the event), Bring Your Own Battle (where one or more styles of battle suggested by the attendees are tried), and the Texas Cage Match (a Last Man Standing event).

I would like to provide a few highlights. In 2005, the very first NABGO, the farthest club to travel to NABGO was the Chesapeake Battle Group (CBG) from Maryland. CBG has participated at every NABGO, often garnering top awards. In 2006 a new participant father and son team, the Zielenewskis, who were introduced to Model Warship Combat as visitors/observers at NABGO 2005, brought their ship to battle with outstanding results for less than one year in the hobby.

In 2007 it was the first NABGO to be reported in *Propwash*! In 2008 it was the first hosting of the AUSBG World Championships and our first competitors arrived from California. Two members of the Western Warship Combat Club (WWCC), Ben Lee and Rob Wood traveled from San Francisco to join in battle. A battleship built and battled by Jerry Ethredge in only three days of intensive work in the shipyards was run, and for the first time ever, the Axis team won all events.

In 2009 we expanded NABGO from a four day event to the current seven day format to allow more of the highly valued shipyard time and more flexibility for weather issues. Our first vendor attendance, Strike Models occurred that year, and we had our second year of participation by WWCC. We had our first “Blessing of the Fleet” prior to the commencement of hostilities by the Reverend. Dr. David Petrash.

This year also saw the first use of the Morgret Ship Control System at NABGO and our first SCUBA recovery. We used a certified diver outside the battle schedule, with the only thing on the water being a support boat for the diver (remember the safety rules, guys) when Baden sank outside the main battle pond in the deeper portion of the lake and had a recovery float failure.

For five years running, NABGO has achieved its goal of being a truly fun event, where clubs from all over the country can come together, share techniques and fellowship, and test their skills against one another. We look forward to what NABGO 2010 will bring.

## Texas Cage Match 2009

By Wreno Wynne  
NAMBA Combat Chairman

Seven ships enter, and, this year, no ship leaves. The battle consisted of the following ships:

USS Missouri, Don Payne commanding  
Richelieu, Mike Duffy commanding  
SMS Baden, Stephen Morgret commanding  
DKM Lutzow, Jerry Ethridge commanding  
USS Dallas, Jeff Burns commanding  
Verdun, Eric Kliever commanding  
DKM Komet, Savannah Helfer commanding

The ships all entered the pond, positioning themselves around the perimeter waiting for battle to commence. When “Battle On” was called, the fighting commenced. Plucky little unarmed Komet dodged and weaved, trying to let the battlewagons duke it out. Unfortunately, they took an interest in this tasty appetizer, and down she went. Now it was time for the Baden, savaged by earlier battles and with only bow guns operational, and Lutzow, similarly damaged, with only stern guns available to commence evasive action and look for opportunities. Surprisingly, next to succumb was the fearsome Verdun. Dallas, in trouble at the same time, and hoping to not follow Verdun, made for her weed-patch hidey-hole to lick her wounds, but succumbed to the

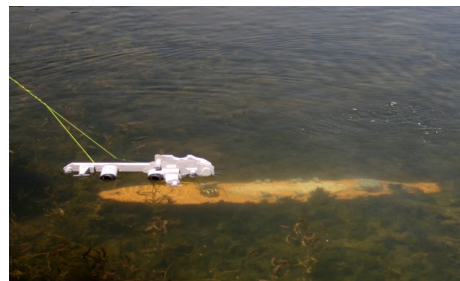
deep on reaching it.

Some of the crew of the Baden decided to abandon ship early, as one of her lifeboats deployed and began circling a distance from her. Down to two fully capable battleships and two with half their guns out of action, it looked like a pretty quick conclusion. However, creative maneuvering by Baden and Lutzow kept Missouri and Richelieu at bay until they were out of gas and ammo, allowing for a brief break to reload.



*Notice the crane for retrieving the ships*

Shortly after reloading, a fatal hit sent Lutzow to the bottom. Fighting furiously, even though crippled, Baden was able to inflict damage on her tormentors as she rolled and joined Lutzow in the deep. It was now down to Richelieu and Mighty Mo, duking it out. It soon became apparent that Richelieu was in trouble. Jeff, in the recovery boat with a ringside seat could barely resist sticking his hands into the fray. Finally, with Richelieu dead in the water, Missouri gave her a little nudge to see if she would come back to life (Richelieu sometimes “plays” - Last Sijp Floating possum”). Richelieu slid into the deep. As the Mighty Mo started to turn back to port in victory, she too went under, looking to find her playmates. She was Last Man Standing, or at least Last Ship Floating, but like a runner collapsing after the race, did not float long after winning. She left it all at the pond.



*The Mighty Mo - Last Ship Standing*



6-12 July - Star Brand Ranch  
Kaufman, Texas

### **NABGO Awards 2009!**

#### **Maneuvering and Gunnery 2009**

##### **Gunnery 2009:**

- 1st - Verdun, Eric Kliever commanding
- 2nd - USS Missouri, Don Payne commanding
- 3rd - Richelieu, Mike Duffy commanding

##### **Maneuvering (Warship) 2009:**

- 1st - USS Dallas, Jeff Burns commanding
- 2nd - DKM Lutzow2, Jerry Ethridge commanding
- 3rd - DKM Scharnhorst, Rob Fristrom commanding

##### **Maneuvering (Cargo Ships) 2009:**

- 1st - USS Jeremiah O'Brien, Walter Alfaro commanding
- 2nd - DKM Komet, David Morrison commanding
- 3rd - USS Dallas, Jeff Burns commanding (for maneuvering of a cargo ship with a warship)

#### **Scenario "Cargo is King" Team Champions 2009:**

##### **Winners - Pink Team (Axis)**

- Richelieu, Mike Duffy commanding
- SMS Baden, Stephen Morgret commanding,
- Lutzow2, Jerry Ethridge commanding
- DKM Komet, David Morrison commanding

##### **Losers - Blue Team (Allies)**

- USS Missouri, Don Payne commanding
- Verdun, Eric Kliever commanding
- USS Dallas, Jeff Burns commanding
- USS Jeremiah O'Brien, Walter Alfaro commanding

#### **Scenario "BYOB" Team Champions 2009 - the Battle of Surigao Strait:**

##### **Winners - Blue Team (Allies)**

- USS Missouri, Din Payne commanding
  - USS South Dakota, Walter Alfaro commanding
  - USS Dallas, Jeff Burns commanding
  - USS Indianapolis, Savannah Helfer commanding
- Scored 17,490 damage points against the Axis

**Losers - Axis team:**

Richelieu, Mike Duffy commanding  
 Verdun, Eric Kliever commanding  
 Dunkerque, Wes Wynne Commanding  
 Lutzow2, Jerry Ethridge commanding  
 Schornhorst, Rob Fristrom commanding  
 Scored 1,540 damage points against the Allies.

**Individual Combat Awards 2009:**

**Most Feared 2009:**

1st - Verdun, Eric Kliever commanding  
 2nd - USS Missouri, Don Payne commanding  
 3rd - Richelieu, Mike Duffy commanding

**Last Man Standing, Texas Cage Match 2009:**

1st - USS Missouri, Don Payne commanding  
 2nd - Richelieu, Mike Duffy commanding  
 3rd - SMS Baden, Stephen Morgret commanding

**Most Cargo Delivered 2009:**

1st - DKM Komet, David Morrison commanding  
 2nd - USS Jeremiah O'Brien, Walter Alfaro commanding  
 3rd - USS Nathanael Greene, Wren Wynne commanding

**Best Performance by a Rookie Captain 2009:**

1st - Walter Alfaro, commanding USS South Dakota and USS Jeremiah O'Brien  
 2nd - Savannah Helfer, commanding USS Indianapolis

**Most Damaged Without Sinking 2009:**

1st - USS Missouri, Don Payne commanding - 635 pts (BYOB)  
 2nd - Verdun, Eric Kliever commanding - 460 pts (BYOB)  
 3rd - USS Dallas, Jeff Burns commanding - 415 pts (BYOB)

**Most Damaged (Sunk) 2009:**

1st - Baden, Stephen Morgret commanding - 495 pts (CIK)  
 2nd - DKM Lutzow2, Jerry Ethridge commanding - 395 pts (CIK)  
 3rd - DKM Lutzow2, Jerry Ethridge commanding - 290 pts (BYOB)

**Special Sieve Award aka "Holier than Thou":**

*(most holes regardless of damage score)*

1st - Verdun, Eric Kliever commanding - 54 holes  
 2nd - USS Missouri, Don Payne commanding - 42 holes  
 3rd - DKM Lutzow2, Jerry Ethridge commanding - 26 holes

**Best Sink 2009:**

1st - USS Indianapolis, Savannah Helfer commanding  
 2nd - Richelieu, Mike Duffy commanding  
 3rd - USS Missouri, Don Payne commanding

**Most Sunk (aka Davey Jones award) 2009:**

1st - DKM Lutzow2, Jerry Ethridge commanding  
 2nd - DKM Scharnhorst, Rob Fristrom commanding  
 3rd - SMS Baden, Stephen Morgret commanding

**Miscellaneous Awards 2009:**

**Best of Show 2009:**

1st - Strike Models, Stephen Morgret  
 2nd - Verdun, Eric Kliever commanding  
 3rd - Lutzow2, Jerry Ethridge commanding

## PROPWASH

### **Best Looking Ship 2009:**

- 1st - Verdun, Eric Kliever commanding
- 2nd - USS Indianapolis, Rob Fristrom Builder (Savannah Helfer commanding)
- 3rd - SMS Baden, Stephen Morgret commanding

### **Best Engineered Ship 2009:**

- 1st - Verdun, Eric Kliever commanding
- 2nd - USS Missouri, Don Payne commanding
- 3rd - USS Indianapolis, Rob Fristrom Builder (Savannah Helfer commanding)

### **Greatest Distance Traveled 2009:**

- 1st - Stephen Morgret, Strike Models
- 2nd - Walter Alfaro
- 3rd - Dr. Bob Fristrom

### **Spychalski Award 2009:**

*An award for good sportsmanship and aid to other captains in honor of Brian Spsychalski*  
Rob Fristrom, Chesapeake Battle Group  
Congratulations, Rob!

### **Special Prizes:**

For Best Looking Ship - USS Arizona Class Hull was awarded to Eric Kliever, CBG, courtesy of Strike Models.

For Sieve Award - a new (and much needed) pump was awarded to Eric Kliever, courtesy of Strike Models.

For Best Performance by a Rookie Captain - "Brassey's Book of Naval Blunders" courtesy of Jeff Burns

For Best of Show - "Encyclopedia of Ships" courtesy of Jeff Burns

For Best Looking Ship - "Encyclopedia of Ships" courtesy of Jeff Burns

For Best Engineered Ship - "Jane's WWI" courtesy of Jeff Burns

For Most Damaged, Sunk - Scharnhorst Book, courtesy of Jeff Burns

For Most Damaged without sinking - "Jane's WWII" courtesy of Jeff Burns



*The 2009 NABGO Captains who were able to attend the awards presentation*

## Shaken, Not Stirred – Making the Perfect Dry Martini

By Lohring Miller  
District Eight

Modern offshore racing started in the US with the 1957 Miami to Nassau race, and in England in 1961 with the first Cowes to Torquay race. By 1970 offshore deep vee design was maturing and the Cigarettes developed by Don Aronow were the boats to beat. Carlo Bonomi from Italy dominated offshore racing in the early 1970s. He combined the Cigarette hulls with engines developed by Carl Kekhaefer. Carlo began running the Cowes to Torquay race in 1972 and raced there until 1975 with a series of Dry Martinis sponsored in part by Martini and Rossi. He won first in 1972 then in 1974 at the record speed of 67 mph. He won the World Offshore Circuit in 1973 and 1974. Carlo's first boats were the 36 foot model, but his last Dry Martini was the latest innovation, the 1975, 35 foot Cigarette powered by a pair of 600+ hp Kekhaefer engines. In 1975, disgusted at losing the Cowes to Torquay race, the Key West race, and the World Offshore Circuit, Carlo sold his last Dry Martini and quit offshore racing. The boat sat in storage for 30 years.

Mike Bontoft grew up with boats. He built RC models and worked on the family's offshore race boats as a teenager. Mike's involvement with the Cowes to Torquay race started in 1976 when his father entered the Blitz. Unfortunately, his father lost his life during the race.



Mike Bontoft (in a blue jacket) and Blitz at Cowes in 1976



Mike Bontoft (L) around 1978 racing with Ted Toleman and current Cougar Marine owner Steve Curtis (third from L), now Member of the Order of the British Empire and eight time world powerboat champion

Mike went on to be a mechanic on some of the era's best offshore teams, finishing as the engine builder with Tom Gentry's American Eagle team. When he tried to get a new job with an offshore team in Miami, he felt the effects of the DEA crackdown on the drugs that were financing much of American offshore racing. Classic American offshore racing was dead, and Mike started a new career.

Mike continued to be interested in all forms of boating, but offshore boats were still his first love. In 2009, while vacationing in England, Mike visited some of his old friends from Cougar Marine who were gathered for the Cowes to Torquay race. Dean Gibbs was having trouble with one of the engines on his boat, Going Lean. Mike wandered by and offered to help. After several people assured Dean that this stranger might actually know something, Dean let Mike take a look. Mike diagnosed the problem as a dirty injector, cleaned it, and took the boat out for several test runs.



Mike standing in the Going Lean

He forgot to tell Dean that it had been nearly 30 years since he had driven an offshore boat. The boat ran well, and Mike convinced Dean that he could drive in the shorter Cowes to Poole race. Mike drove a conservative race in the very rough conditions, following a larger Apache through the big waves.



Mike standing and going high

## PROPWASH

*(Continued from page 15)*  
**Shaken, Not Stirred**

In Mike's words, "As the green flag dropped at the rear of the red high speed ferry it was a little hectic, drives out a little, tabs level, 80ish, sailing boats everywhere and we're off to the Needles and welcomed in by some pretty big holes and after a few of these we decided to knock it down a few clicks and let Apache flatten out some water. We had a great race with them and managed not to let them get away in the rough stuff. Over the last few miles we came along side and put the supercharged Mercruisers to work getting her up to about 93 mph and won the race."



*Awards – Mike third from left with Dean Gibbs fifth from left*

Mike was hooked. He decided he needed a boat to run in the 2010, fiftieth anniversary, Cowes to Torquay race. After some research he found Carlo Bonomi's last Dry Martini. It had been partly restored and was for sale at a marina in financial distress.

He was able to buy the boat at half the asking price just before the bank foreclosed. However, the work was just beginning. Though the boat was cosmetically excellent, close inspection showed problems. One engine had fuel in the oil, and the other had a scored cam bearing. The fuel tanks had corroded and leaked, damaging some of the bulkheads and stringers. The pounding of offshore racing had delaminated several of the internal bonds. Mike completely disassembled the boat, replaced the tanks and most of the bulkheads, and rebuilt the engines.

He tracked down the original engines and purchased the Kiekhaefer components to restore the engines to modern versions of the old engines.



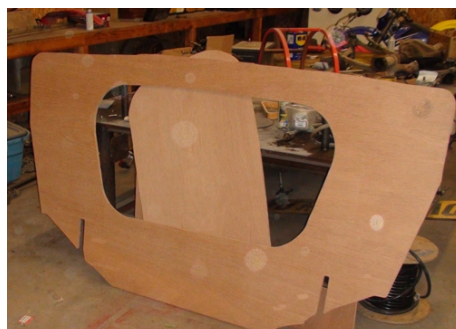
*The Dry Martini 30 years later*



*Cosmetically, the engine looked good*



*Dry rot in the stringers*



*Mike cut all new bulkheads*



*Four of the six brand new tanks*



*New Kiekhaefer accessory drive gears*



*And new Kiekhaefer drive gear cover*

Many gallons of epoxy, a lot of sanding, and five sheets of marine plywood later, the boat was ready for the mechanical components. Mike purchased rebuilt #3A outdrives, modernized the steering, and went through all the wiring and plumbing. Modern electronics completed the restoration.

Word of the project got out, and another Englishman who had purchased a vintage offshore boat asked Mike to rebuild it. The sponsors of the 2010 Round Ireland Race wanted to bring several vintage offshore boats over to that race and offered sponsorship. Mike suddenly was looking at an 800 mile, five day race as well as the 200 mile Cowes to Torquay race. The Cowes race sponsors are planning a "cruise" to Torquay for the vintage boats before the actual race. If it all works out it should be a once in a lifetime summer. I hope all the navigator (me) needs to know is how to read a GPS.

If you are interested in some further reading on the history of these great races and boats please contact me at [lohring@comcast.net](mailto:lohring@comcast.net) and I will send you a list of some great websites, some complete with pictures and videos.



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## Why Do We Race RC Boats?

By Carlo Catalanotto  
District Five Director

*The following article was originally written by Carlo Catalanotto for <http://www.modelgasboats.com>. It is reprinted with permission by Marc Levac.*

A manufacturer/racer's perspective on RC boat racing...

Think about the above question for a few seconds before you read any further. Is it for fun, is it for the competition, is it for the camaraderie, or is it just your escape from the daily hustle and bustle of normal every day life? I know some of my reasons for racing are a little different from most of you guys, as this is how I make my living, and it is good for me to be out there learning what I need to do to make my company better. There are plenty of good reasons and I think that we forget a lot of times what our original reasons were. It seems sometimes that we get so caught up in the politics and the little clicks, that we forget that it's supposed to be fun and an escape from the daily headaches of life. We need to remember that none of us have to race RC boats, this is our hobby and it is supposed to be our time of enjoyment. Take a minute and think about the first time you launched an RC boat and actually made some laps around the pond. Think of the enjoyment that made you want to do it again, and the thrill of it that made you want to go faster. Every one of us has our own reasons for racing and enjoying our hobby, but I know for sure that most of the reasons end with wanting to have a good time.

I follow a lot of internet discussion boards and see a lot of arguments over some of the simplest stuff, to some stuff that actually warrants a good heated discussion. I know I have had more than my fair share of them and never really enjoyed any of them. Sometimes I see guys that I have met at races or through my business that are from different parts of the country, and I know are really good guys with the best of intentions, arguing over something that I know for a fact if they were face to face they would never argue about. Without truly being able to express one's emotions, facial expressions, or voice tones on a discussion board, things can easily be taken out of context. I go to a lot of races throughout the country each year and cannot tell you how many times I have had guys come up to me and say "you are nothing like what I expected, it was really good to meet you". There are so many people who make comments and start rumors just because they are jealous or have nothing better to do, and that it is ridiculous. Good people are lead to believe things that just simply are not true and as good as these discussion boards are at bringing all of us boaters together, they are as bad sometimes at driving wedges between people that, normally, would not be there. I have had the pleasure of meeting a lot of great people in our hobby and can honestly say that I can count the bad eggs on one hand. Sometimes I think we all just need to take a deep breath and step away from the computer for a few minutes and ask ourselves "Why Do We Race RC Boats".

Often at races I have watched and even been involved with one or more bad calls, bad crashes, bad driving, and arguments that just seemed to never end. The one thing I have come to know is that at the end of the day the bad calls, bad driving, and bad crashes were almost never done on purpose and that most of the arguing is from competitive spirits that live in all of us. I think when we are in the heat of one of these situations that we really need to try and remember we are all human and all make mistakes. That \$20 trophy that we are arguing about will be thrown in a box somewhere to collect dust before too long, yet someone's feelings will still be hurt long after due to a stupid argument. I know I am as guilty as anyone with most of those infractions and work hard to remedy the situation. I think we all should try to remember to take it easy on that poor CD up on the stand trying to do his best to keep everything running smoothly. That job is the least respected job in our hobby, and if he calls you over, or makes a call that you don't like he more than likely is right. I think if we would just ask ourselves more often "Why Do We Race RC Boats" I think it will give a new attitude to most of us about everything we do in our hobby.

I am very fortunate and proud to race in District Five and Seven where most of

the guys show up to have a good time. It has not always been this way and in the last five years this group of guys has really grown into a tight knit family that would give each other the shirts off their back to keep you going. These guys will race as hard as any other group in the country, but when the racing is over it is time to laugh, enjoy each other's company and tell stories, and that truly is the way it should be. I hope that this is a trend that will spread throughout the country and our organization. I am privileged to attend so many races and have stories that I can tell for the rest of my life from each and every one that I have attended. Those are the things that are just priceless to me. There are some great guys that were in this hobby that are no longer with us, and I have memories of spending time with these people at the races and it brings joy to me just thinking about them. Those experiences are the reasons I keep racing RC boats and keep me coming back for more. It is not the trophies, ribbons, or how fast we got the boat to go, it is the friendships and memories that make it all worthwhile. I think if we just remember that these are toy boats and ask ourselves "Why Do We Race RC Boats" before we hit send on that keyboard we would all be much better off.

See you guys at the races.

## News From East Texas

By Ed Sidders

East Texas Model Boaters



The East Texas weather is running through according to tradition. When I came to this area 40+ years ago and asked a old timer about the weather he said "If you don't like it just wait a little while and it'll suit ya " The tornado went over our house last night and the only damage here was Maggie Mutt's nerves. Hope everyone else was blessed as well. On to serious boating things -Interest is increasing in our hobby. I can remember when a good turnout was two boaters and that was a short time ago.

Here is a message from our club Prez, Ted Wachter: "With the weather getting better, we will soon be spending more time out at the pond, and we all look forward to see some progress on the renovation on the pond. Mayor Buzz came out to enjoy a day of boating with most of us January 2nd and has made our club an offer that is hard to refuse. On Saturday, July 3rd our club has been invited to participate in a boating demonstration at Forest Lake Pond. In turn, the city officials have invited our participants and their family to come up to the civic center for a catered hamburger/hotdog lunch with all the fixings. We will need to notify the mayor about the number of boaters and their family members that will be out to support this event. We, as a club, need to discuss the logistics to organize this event, i.e. static display, types of boats, or a mock race. I would figure that we could demonstrate for less than two hours to display our club hobby. Mayor Buzz told us that he will have the news media and maybe TV news coverage there. This is a great chance to spread the word.

I have been in contact with our NAMBA District Seven Director, Scott Grissman to have our club listed in their rooster on the NAMBA website and set up a website with the help of NAMBA. That will give us additional exposure. We are working toward a site which can be easily modified for news, events, membership, and current pictures of our outings.

Many new boats are coming off the work benches of our members. This will be an exciting new year for the East Texas RC Boaters!"

This will be the first event for the park after the improvements, and besides the other things there will be the July 4th fireworks show off the dam, and the other normal festivities for the weekend.

## Notes From Fast Electric

By David Newland

National Fast Electric Chairman

I have recently been appointed to the position of NAMBA Fast Electric Chairman. I thought that I would take this opportunity to tell you all a little bit about myself and my electric racing background.

During the past eight years, I feel I have gained valuable insight within Fast Electric, NAMBA, and our hobby as a whole. Since taking up model boating I have participated in many of the country's biggest Fast Electric races. My first big race was attending the Fast Electric Nats which were held in the San Francisco area in 2003. In 2004, I traveled back to the Michigan Cup Race and also participated in the Trent Hare Classic in San Francisco. In 2005 I again traveled back to Michigan, but this time it was to attend the Fast Electric Nationals being held there. The Trent Hare Classic rounded out that year. A lot of traveling took place in 2006 as I attended a race in Cleveland sponsored by the Cleveland Area Fast Electrics and the Sardine Classic held in Wisconsin. In 2007 I participated in an IMPBA sponsored race in Cleveland. The 2008 Fast Electric Nationals were held in Sacramento and I had a great time at that event. Later, I ventured north of the border and took in the IMPBA Canadian Fast Electric Nationals. Last year I again traveled back to Michigan to attend the NAMBA Fast Electric Nats and participated in the Fast Electric classes that were offered at the Nitro and Gas Nationals that were held in Washington.

On a more local level I have helped the Scottsdale Model Boaters host the annual Arizona Winter Warmup Fast Electric event. I also helped orchestrate the inclusion of some Fast Electric classes in the 2008 Scottsdale Model Boaters nitro district race. For me, maximum enjoyment is guaranteed if I keep my eye on four things: camaraderie, professionalism, sportsmanship, and perspective. My goal as NAMBA Fast Electric Chairperson will be focusing on honing Fast Electric's level of competition, race organization, and presence within our hobby and organization. It's been said by many that Fast Electric has so much potential within our hobby, yet racing attendance and membership is mediocre at best. The reason for this is hard to nail down, but there are a few items that I have been working on with a core group of Fast Electric racers. Examples of this include:

1. There needs to be a solid recognition that public on-line forum discussions must stay positive and focused on helping the fellow racer.
2. We need to simplify and consolidate class offerings at FE Events.
3. We need to make sure decisions we make within FE follow the KISS principle.
4. We need to help the club-level class racing structure by finding a balance between club level and national level classes.
5. We need to continue to evolve to the nitro/gas racing format, including such things as full course mill and four rounds/day.
6. We need to make sure FE events have the guidance, information, and tools necessary to host a professional event.
7. We need to encourage all FE racers to accept any offer to race at a mixed event.
8. We need to finalize the P Spec racing parameters that focus on what the FE Ready To Run market has brought us during the past few years.

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## Notes From Fast Electric

I feel these items make for a good roadmap in order for FE racers to take our hobby to the next level, and I feel I am in a good place to help FE make the journey.

Outside of model boating, I am 39 years old and married to my wife, Kara since 1996. We have twin boys, Lucas and Joshua, that are in the 5<sup>th</sup> grade and currently enjoy BMX, Taekwondo, and running FE with dear 'ol Dad. My wife has a background in teaching and is currently a stay-at-home mom with aspirations to set up a youth program in our community. I have nearly 18 years with State Farm Insurance, with the last 11 years owning my own insurance agency in Phoenix, Arizona.

## The Grim Conspiracy Continues...

By Dave Rychalsky  
District One Director

I can only say one word - WOW! The number of people who read the first article on Grim or Gates was overwhelming. The website, [www.GrimOrGatesconspiracy.com](http://www.GrimOrGatesconspiracy.com) crashed in the second day and we were told not to try to revive it. Personally, I had 465 NAMBA emails telling me that they were positive that Mark Grim is Ben Gates. I only had one email that claimed both were not the same person (Duh, nice try Mark). So, what do we do now? I'm not sure, but the evidence is overpowering! I don't want to drag this out, so this will be the second and last article on Grim or Gates. I guess the only thing to do is provide more evidence and you can decide. I found the original unedited advertisement for the movie *National Treasure*. Perhaps it's just me, but that's Mark Grim. Who does he think he's kidding?



So, I kept digging and stumbled upon yet another piece of evidence. Here is a photo of a shot in the movie itself. This is too much of an eerie coincidence.



The third photo is our Mark Grim. The photo below is Mark, from the NAMBA Hall of Fame page. I don't know why it took this long for me to notice! There had to be others with the same suspicions as me.



In summary, I guess it's a good thing to have a celebrity racing as a NAMBA member. I'd still like an Angelina Jolie autograph, though.

## Your Last Newsletter

NAMBA Editors

I hope that I got your attention with "Your Last Newsletter". If you do not renew your 2010 NAMBA membership shortly within receiving this newsletter, it will be the last publication you will receive.

Not only that, you will not receive the updates to your rule book so you will be behind the rest of the world.

And to make matters even worse, without renewing, you have an excellent chance of losing your NAMBA number and have it be given away to a new member. Believe me, it can happen. It does happen. New members pretty much know to get a two digit number is almost nil. They would prefer not to have a four digit number if a three digit is available. If its available, they will get it. Have you ever tried changing the NAMBA numbers on your boat? Or make that boats?

## 2009 1/10TH Scale Fall Regionals

By Mitch Dillard  
Classic Thunder

On October 18th 1/10th scale racers from District Eight, for the first time, had the opportunity to try out the recently adopted NAMBA rules for our class of boats. The race was put together rather quickly through the cooperative efforts of the Rose City Model Yacht Club, Puget Sound Fast Electrics, Electric Remote Control Unlimiteds, and Classic Thunder. I would like to thank the members of all four clubs for their contributions. It is our hope that we will be able to have a few regional points races each year and plan to present the idea at the next District Eight meeting.

The attendance for this first race was rather small compared to individual club events we've seen. I think some folks assumed the weather was going to be a carbon copy of the horribly wet stuff they saw the day before. Surprisingly enough, the light rain of Sunday morning subsided and we had almost perfect weather and perfect water throughout the whole day. A total of 17 1/10th scale boats showed up to compete. There were also six of the 1/7th scale boats on hand to help fill out the day. It was fairly quick day and we wrapped up three preliminary heats in each class, one consolation heat, all of the final heats, and an awards presentation by about 3:00 pm. In spite of the low numbers in the modern class and 1/7th scale, we kept with the "winner take all" final heat format for all of the classes.



*Just like the big boys. Going the correct way around the course*

### 1/7th Scale Exhibition

The 1/7th scale competition started the day off with Craig Mullen driving Ben Keller's Hawaii Kai III to a win in Heat One followed by Jeff Campbell's Li'l Buzzard, Mike McIntosh's Miss Timex, and Bob VandenAkker's Notre Dame. Mike Campbell's Miss Burien and Gary Simmons' Eagle Electric did not finish. Heat Two saw the Eagle Electric bounce back with a win. Li'l Buzzard was second, Hawaii Kai third, Timex fourth, and Notre Dame fifth. Miss Burien did not finish. Heat Three was won by the Li'l Buzzard, ahead of Eagle Electric and Timex. Miss Burien finished fourth and Notre Dame was fifth. Hawaii Kai did not finish. The 1/7th Scale Final Heat was won by Gary Simmons driving his Miss Eagle Electric followed by the Hawaii Kai in second, Miss Burien in third, Notre Dame in fourth, Li'l Buzzard was fifth and Miss Timex was sixth.

### 1/10th Scale Modern

The six boat field raced together all day long with two boats being scratched from competition during the day. Craig Mullen withdrew the Pay'n Pak after one heat of racing. The boat finished second in its only heat and then was sold to an eager

buyer who is anxious to learn all about running it in future events. Ron Daum withdrew his Llummar Window Film after two heats when it developed a problem. The preliminary heats finished with Mike Campbell's Country Boy on top with 1200 points, followed by Bill Smiley's Charlie's Girl with 625, Mike McIntosh's T-3 Miss Budweiser with 475, Craig Mullen's Pay'n Pak with 300, Matt Sanders' Squire Shop with 275, and Ron Daum's Llummar Window Film with 194 points. The Final Heat was for all the marbles and with only four boats remaining, everyone had a chance to win. Country Boy had dominated so far in the day and the others knew they would have to pull out all the stops to have a shot at beating him. It turns out that a couple of them pulled a little too hard. Charlie's Girl and Budweiser jumped the start, leaving the Squire Shop to take the lead briefly. It wasn't long before Mike got the Country Boy into the lead. The Squire ran well, but couldn't catch him and finished a strong second. A great battle for third ended with the Bud bringing home third over Charlie's Girl who would finish the day in fourth. Congratulations to Mike Campbell's Country Boy, winner of the 2009 Fall Regional in the Modern Class!

### 1/10th Scale Vintage

We started the day with 11 vintage participants. Mitch Dillard's Slo-Mo-Shun IV was fast, but had some bad luck early on. The Mo lost a battle with a wall of water in lane one going into the first turn in Heat 1A. It led in Heat 2A, only to strike something in the water and violently tumble its way to a DNF. The boat was shelved for the rest of the day in an act of mercy, reducing the boat count to 10 after heat two. The shining star of the vintage prelims was Steve Dumanis' Thunderbolt which accumulated 1100 points. Mike Campbell's Harrah's Club tallied 927. Ben Keller's Hawaii Kai, driven by Craig Mullen had 925, followed by Bob VandenAkker's Eagle Electric with 769 and Gary Simmons' Miss Everett

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## 2009 1/10TH Scale Fall Regionals

with 550. Those six boats advanced to the front line of the Final.

The winner of the Consolation Heat would join the Final Heat field as the trailer boat. Mike Schultz's Miss Exide could not answer the call, so only three boats were left to run. Jeff Campbell's Outrigger Pay'n Pak outran Ron Daum's Thriftway Too and Mike McIntosh's Pay'n Pak outran Ron Daum's Thriftway Too and Mike McIntosh's Shakey's Special and moved on to the final. The Final was a wild one, full of acrobatics and rollovers. Yep, attrition would take its toll. Four of the seven starters would not finish this one. Harrah's Club had the lead, but blew over. Thunderbolt took over the lead, but was passed by Hawaii Kai. Thunderbolt would later go upside down trying to give chase. Such Crust III would also fall prey to the DNF bug. Lastly, the very fast Outrigger Pak would continue to struggle and would not finish. No one was going to catch the Kai once it took the lead. Finishing a solid second was the Miss Everett followed by the Eagle Electric in third. Congratulations to owner Ben Keller and driver Craig Mullen's Hawaii Kai III, winners of 2009 Fall Regional in the Vintage Class!

I want to say thanks for all of the racers who turned out for the event and hope that others will participate in future events like it. We had a good time and I'm hoping that regional events will become a traditional part of 1/10th scale racing in NAMBA District Eight. I can only imagine how much fun it would be with a little more time to plan so that we can insure that members from all four clubs can attend. I'm definitely looking forward to racing in the next one.

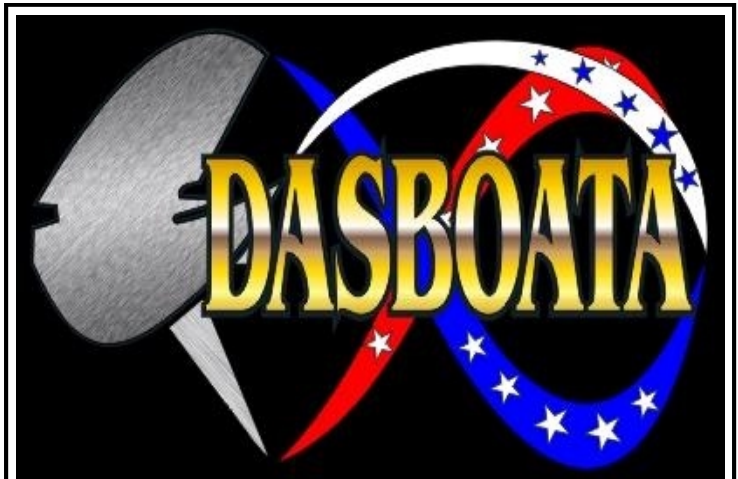
## Gary Johnson Grand Prix Classic

By Roger Hooks, Jr.  
District Nine

The sunshine in Northern California, complimented with brilliant winter blue skies and crisp fresh air providing a picturesque backdrop for the rolling green hills that lay in welcome of the new racing season.



Beautiful weather at Kaiser Cove in Fremont, California



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It all started February 12th as racers began to converge on Fremont, California's Kaiser Cove for the late winter racing extravaganza that attract many to kick-off the racing season for the new year. It's the ninth year of the Gary Johnson GrandPrix Classic and racers greet each other with handshakes, hugs, and warm greetings. What started as the brainchild of Alfred Lanza and myself has now turned into a whole district collaboration where everyone lends a helping hand in pitching canopies, stretching out power cable and flagged ropes, as well as wheeling out the retrieve boat and it's 150 lb battery pack needed to fuel the electric motor through each day of racing.

This year sponsors were slim, but the racing was fat-filled with more than it's share of thrills, spills, and head to head competition. Due to the economic downturn it's no surprise that sponsor support was impacted, nevertheless there were still a few that lent a helping hand. The Grand Prix Classic would like to thank Hooters, Andy Brown, Hobbytown, and Sheldons Hobbies for their support.

The Grand Prix Classic (GPC) has turned out to be the perfect season opener for many racers on the West Coast, from Arizona to Washington State. Technically it's a fun race with the thrill and climactic build-up of an 1/8th Scale Unlimited Hydroplane National Championship. Lohring Miller says "It's a great way to start the season. It's a relaxed easy-going atmosphere absent of the tension sometimes caused by the annual points race... and every class is run using the Love Plan. It gives you a full day of racing, in race conditions, to retune your boat, yet still leaves room for you to qualify for the main event and get some good racing in against the best of the day."

The usual GPC schedule was run with open water available on Friday and Saturday morning allowing as much opportunity as possible for boaters to get their race crafts into racing form. The GPC focuses on fun first, just as the late Gary Johnson would have it, so giving racers ample time to blow the cobwebs out of their tuned pipes and driving skills raises the fun meter up several points for everyone. The race schedule ran as follows: A Mod Tunnel (Nitro and Electric), Sport 21 (Nitro and Electric), Sport 40 II (Nitro and Electric), Scale Unlimited Hydroplane, G1 Cat, G1 Sport Hydro, Classic Thunderboat and Twin Outrigger.

This year the GPC fell partly on the Valentines Day and Chinese New Year. In an attempt to catch the good weather that the event started out with, this weekend was chosen. The wives in attendance didn't seem to mind, as I am sure they looked forward to their husbands making up for it double when they returned home. Chinese New Year provided the start of the year of the Tiger, admired for its bravery and courage. A fitting beginning to set the tone for the competition that was about to take place.

Saturday morning greeted the racers with yet another blue sky and sunshine



*FE boater Bill Oxidean gives the GPC a thumbs up*



*Don Osmon and Jay Selby do a little bench racing*

lightly dusted with a thin fog that soon burned off to a clear sky smeared with thin white clouds. A Mod Tunnel hit the water first with Troy Davis and Jay Selby making a strong showing in every heat. Nevertheless, Bill Oxidean, a top performing electric boating enthusiast, made his presence known with good speed with little noise above a whisper.

On Sunday in the final winner take all final, it looked like Oxidean reached down in his bag of high voltage tricks and mustered up a bit more horsepower to take the lead and led the way for most of the race, until his horsepower overcame his light little electra-craft and blew it over giving way for Davis to regain the lead and take the A Mod Championship.

Sport 21 took the water next where Jim Wilson, Alfred Lanza, and once again, Bill Oxidean were in heavy contention. Lanza showed surprising promise for not racing the class in a few years, leading several heats and pushing Wilson's almost unstoppable rigger-sport to its outer-limits to push ahead to take the lead. Bill Oxidean and Randy Naylor were also in the mix with their electric powered sport hydros. They continued to show that power and speed doesn't just belong to nitro anymore. All four competitors made it to the main event along with Chris Brown and her K & B powered Tuttle Hull. The main event took off with blast as Lanza hit the line first in lane one with Wilson in hot pursuit. Lanza led the first two laps driving hard on the buoy line with Wilson following close behind running in lane five. Lanza looked to have the power to hold Wilson off until the boat unexpectedly richened up going down the back straight-away, loosing it's momentum and giving Wilson the

narrow margin of error he needed to speed by. Lanza regained his speed and was able to hold on for second. Bill Oxidean and Randy Naylor blew off allowing Chris Brown, one of District Nine's fine lady drivers, to slip in for third place.

Sport 40 II proved to be a battle of the ages pitching youthful and lightning quick reaction against experience and wisdom. The day's battle appeared to take place mostly against young 18 year old Ted Sterner and the seasoned veteran Roger Hooks, Sr. Ted just graduated from high school last spring and is attending junior college. Roger Hooks, Sr. just retired from an occupation of forty years, as a machinist, and has just as many years weathering the race waters of R/C boating. The battle between these two repeated itself in the main event. Ted got the hole shot while Hooks Sr. held back waiting for the young buck to succumb to the pressure. With Hooks Sr. hot on his outside hip Ted showed no signs of faltering lap after lap and took the win with Hooks Sr. close behind.



*Roger Hooks Sr. can still hold his own against the young bucks*

In recent years the gas classes have boomed up from an under-appreciated optional class to the main force of R/C boating. It is said that gas boats are easier to run, with much less maintenance. However, I, nitro boater

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### Grand Prix Classic

since the age of six, contended with a smile over the Saturday dinner, "On my worst day in nitro I have never walked back up the hill with my arms tired, and even when my boat went under water so deep it got stuck in the mud for several minutes before it resurfaced I never had to turn it upside down over my head tugging on the crankshaft in an awkward fashion to get the water out of the engine." Scott Schneider responded with a laugh "Touché." Nevertheless even the Hooks Clan will be getting their feet wet in Gas Mono this year.

So it's no surprise that G1 Cat and G1 Sport were the largest classes at the Grand Prix Classic this year. Strong contenders were Ken Larson, Jeff Gladieux, Troy Davis, Glen Burkhard, Bob Schleimer, Jeff Hearteau, Jay Loftus, Alan Terry, and the team duo of Allie and Brenda Terry. I also caught a ride, taking over for Joel Johnson, Executive and Sponsorship provider from Kyosho, who could not make it to the race this year. Joel's boat was provided by Jeff Gladieux of Joint Venture Boatworks. I took over the wheel of the Grand Prix Classic Flagship Catamaran to take charge towards the Championship.



*The GPC Flagship G-1 Catamaran*

Alan Terry may have had the fast boat of the day but luck and traffic was not with him. Too often he found himself at the tail end of a roostertail. However, the wife and daughter team played nice and steady to find themselves in the main event. The Grand Prix Classic flagship ran into some mechanical troubles and it took me a few laps in the second heat to get used to the drivability of the boat. Although I would not make the main event, I finally got into rhythm with a barn burner against

Bob Schleimer. Schleimer crept up to the start establishing lane one with a vengeance. I tried to squeeze my way in rounding the point buoy of turn two hoping that Bob would look to trim of some seconds by swinging a tad wide. Bob wasn't having it and swatted my hand with a back door squeeze as if to say "Get Back Jack". I settled for lane two and we were off. Schleimer held a tight and consistent line allowing no room for the well know "Inside Man" Hooks Jr. After several attempts it appeared that I decided to play possum causing Schleimer to relax. Just as Bob believed I was going to settle for lane two and second place, swinging just a shade wider than he had done in previous laps, I charged lane one pulling myself nose to nose with Schleimer exiting turn one. From there I put on the power and the heat was won. After the race I congratulated Schleimer on a good race and stated "You were are on those buoys as tight as anyone but I didn't think you could do it for all six laps" Schleimer replied with a smile "You were right". It just goes to show you sometimes it pays to be patient.

Gas Cat concluded with an eight boat main event and Jeff Hearteau surprised the pack with a full throttle hole shot leaving the rest of the pack to fight for his leftovers. It was a rough and tumble heat as you can imagine with eight boats charging hard in good form. When the roostertails settled and transmitters fell to their side Jeff Hearteau emerged victorious with Ken Larson and Jay Loftus finishing second and third respectively.

This year there were only three Twin Outriggers in attendance. Alfred Lanza, Troy Davis, and myself pulled out our Twin Mac .67 and .84 outriggers to dazzle the crowd. Unfortunately only Troy Davis and his West Coast Rigger Eagle SGX finished consistently all through the event. I was plagued with DNFs. I found the cause of the problem which was a leaky fuel tank

in time for the main event, however the repair threw the needles off so far I once again suffered a DNF. Alfred Lanza showed some short lived burst of speed to dazzle the crowd momentarily but it was Troy Davis that had the last curtain call.

Classic Thunderboat enjoyed a full fleet of race ships that provided deck to deck action that was just as exciting as any. Scott Schneider showed good speed with his Zip Kit Thunderboat along with Lohring Miller, Alfred Lanza, and Don Osman. I lagged behind all day only to come to life in the main event as a result of a prop change made to my boat by Alfred Lanza. Myself and the infamous Terminator paint schemed Thunderboat sprung to the lead at the start of the race and led the way with Lohring Miller tight on my heels. Unfortunately bad luck would regain it's grasp on me and pulled my prop and shaft from beneath me, leaving my boat stalled and idling in turn one. Miller then snatched the lead and took the win with Scott Schnieder placing second and Don Osman placing third.

Scale Unlimited Hydroplane provided some exciting races with Alfred Lanza, Kent Sterner, and Roger Hooks Sr. showing the most promise to take the win. Kent Sterner



*Jeff Harteau, Lohring Miller, "Wild Bill" Batera, and*



*Jeff Gladieux and Hugh Simmons kick back*

drove his way to a couple wins along with Alfred Lanza while Hooks Sr. played it safe to reach the final. In the final heat Alfred Lanza leaped to the lead followed by Hooks Sr., Kent Sterner, and Jeff Hearteau. After two laps of hot pursuit Hooks Sr. slipped underneath Alfred Lanza exiting turn two to take the lead only to flame out two laps later while throttling back to over come a near spin out. Lanza then regained the lead and took the victory with Kent Sterner finishing second and Jeff Hearteau finishing third.

Who would have ever thought that gas sport boats would be at home running in the 60 and 70 mph range for heat racing? They have indeed come a long way with Whiplash, LeeCraft, and Insane hulls all making a play for top honors. It was clear that Todd Rizzo was going to be a force to contend with, even in the face of National Champion Alfred Lanza. Lanza continued to dominate the lane-one starting position but the fleet of Whiplashes on deck would prove to be very formidable competitors. Jesse Alvitre, Alan Terry, Ken Larson, Todd Rizzo, Alfred Lanza, and many more could have taken the win that day but in the end it was Todd Rizzo who came out on top. In usual fashion Alfred Lanza laid claim to lane one in his usual creeping fashion approaching the start but Todd Rizzo and the high-speed cornering of his fiberglass whiplash overtook him on the outside almost instantly. Lanza drove hard to keep his second place but Jesse Alvitre overtook him in the end to claim second place.

Both days the Grand Prix Classic provided lunch, which made the two day experience twice as enjoyable. This year the sponsor participation was used as the awards. Rather than add another trophy to an already crowded shelf for most, the GPC committee opted for a more practical award. Hooters provided a \$50 Gift Certificate for the first place finish in each class. Andy Brown provided each second place finish with a free prop of their choice, and every third place finish received a 10% to 30% discount on parts or kits from Sheldon's Hobbies. We thank all of our sponsors for their support and we ask all of you to continue to support them.

Last but not least was our annual Zig Zag Racer Spectator Challenge. This event invites our spectators to participate in a raffle to win a Hobby Zone Zig Zag Racer courtesy of Horizon Hobby. Each racer that draws a winning ticket wins a Zig Zag racer and the opportunity to race the boat head to head with other winners while being assisted by some of our seasoned and maybe not-so-seasoned NAMBA members. The purpose is to introduce the hobby to new faces while getting them acquainted with local racers. Every year this proves to be an enjoyable event for the spectators and often comical for the racers. This year it appears that this activity may have gained two new members right out of the gate, however time will tell.

This brings us to a close of yet another exciting and fun filled Grand Prix Classic event. The GPC looks to keep in the spirit of Gary Johnson by providing a friendly environment with fun in R/C boating being the first goal. So as you go on with your own race season keep the fun in your racing with a smile on your face and a laugh in your heart. The memory of your wins or losses will soon pass but memories of your friendship will become the legacy you leave behind long after you are gone. Gary Johnson is the example and all that new him are the living testaments.

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## Odds and Ends

By Cathie Galbraith  
NAMBA Executive Secretary

Well, we are three months into the new year and memberships are rolling in fast and furious. We are pleased to welcome a new group of boaters from Texas to District Seven and expanded membership from the various states in District Five. Despite the economy, membership levels in the other districts are continuing to stay constant or are actually increasing.

However, speaking of memberships, we still face the constant problem of members returning after a several year absence, or just renewing late in a given year and being upset that their previous numbers are no longer available to them. We remind members every year that technically, if they do not renew by January 1<sup>st</sup> of any given year they run the risk of losing their numbers. I have arbitrarily decided that this is

way too stringent, and I do not start reassigning numbers until near the end of March. But no matter how many times we remind people we still face the same outrage when a previous number is no longer available. So I want to take this opportunity to remind everyone again. If you do not renew your membership by January (or by March under my current practices) you do run the risk of losing your number. Those of you with two and three digit numbers are at the greatest risk, as new members always want the lowest number available. So these are the ones that get reassigned first. Those of you with four digit numbers usually get a few more months grace period as I do not get to that area of the number list until July or August when the "available" two and three digit numbers run out.

I also have members who say "Well, I mailed it (or faxed it). It is not my fault you didn't get it." Of course, in most cases, these comments are made five to six months after the application was supposedly sent. If you send a fax or mail in an application and you do not have your card back in a couple of weeks, send me an email to check on it. Do not wait months to inquire where your card is. Some have said "Why didn't you let me know that you had not received my renewal?" With close to 1500 members, a good portion which turn over every year, I couldn't possibly monitor every one who I have not received a renewal form from. I never want to cause someone to lose a number, but at some point in the year I need to start reassigning those that don't show as renewed so that we keep the numbers in a low enough range.

To give it some perspective, just since I started doing this job in 1988 there are over 8300 members who are in my database who have joined at some time during that period. If you factor in the number of people who probably joined in the 20 years before I took over the job (the previous secretary did not use a computer and had only a paper record of the year she turned the stuff over to me) we could be close to 15,000. Obviously, this means that between 6800 and 15,000 are not currently active. If we never reassigned non-renewed numbers

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the person who joins this year would be getting a number in the 15,000's. How would you like to put those numbers on your boat? So please take the responsibility for renewing on time, every year, or you might lose your number.

On the subject of responsibility I would like to address a couple of other topics. I was recently chastised because I did not let a district director know that I had not received sanctions for a couple of the races in his district last year. One of the main reasons that we require the district director to sign each of the sanctions for their district is because it is felt that it is his responsibility to schedule the events that are happening in his district and to make sure that they get sanctioned. District directors need to remind their clubs that sanctions are to come to them first to be signed. In most districts, the directors actually take the responsibility of mailing the sanctions to me. That way, they are able to check them off the race schedule list and know which ones have been received and sent in, following up on any that have not been received. Keep in mind that unless I constantly surf to all of the district websites, which I do not have time to do, I have no idea what your district racing schedule is. Therefore, I would have no idea what sanctions I have not received.

The same holds true for club registrations and site insurance applications, although in the cases of these two items the responsibility falls on the club officers. Over the years we have had many clubs come and go. In the years since I took over this job we have had over 200 registered clubs. Right now we currently have 71 registered nationwide. So I cannot possibly know from year to year which clubs have just forgotten to send in their club registration or which ones have become inactive. If your club is active, send in your club registration. Most district directors also follow up on this near the end of the year when they need to know which clubs can vote at their district meeting.

Site insurance is much the same situation, and each club who is using a pond that requires site insurance is responsible for getting the application and fee submitted so that it can be processed. Much like the situation with the clubs, we have had literally hundreds of sites that have been utilized over the years. For whatever reason, districts and clubs are constantly changing the location of the ponds they run on. From year to year, many new ones are added and many old ones do not get renewed. I have no way of knowing what site your club is using. If you need site insurance, it is your responsibility to send it in. If I took the time to call every club who did not renew a particular site from year to year it would be a never ending process.

My job is that of a paper pusher (and I use that term endearingly). It is my job to process the memberships, sanctions, club registrations, and site insurance applications that I do receive, not try to track down the ones that I don't. It is the job of the districts, their directors, their clubs, and their members to take responsibility for their events and races, their clubs, their site insurance, and their memberships. And by and large, the vast majority of them do. It is because of this fantastic dedication of the members, the club officers, and the district directors over the years that NAMBA has been able to run so smoothly and efficiently. By all working together to handle the things that fall under each of our areas of responsibility we can insure that all the areas of NAMBA business get handled effectively now and in the future.

As always, please feel free to call upon me if there is a problem or if you have any questions. And please, if you do not receive a membership card or evidence of site insurance, please contact me immediately. Email is the best means of contact, as I can access this any time of the day or night. Phone contact is also acceptable. I do have the NAMBA phone forwarded to my cell phone so that I do not miss your calls, but keep in mind that I do work a full time job outside of my home (NAMBA) office and may not always have the answers at

my fingertips. Email permits me to research the answer when I get home from work and respond at times that might not be acceptable to return phone calls to you, especially if you are on the east coast.

I look forward to working with all of you and hope you have a great year of boating in 2010.

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**In Memory Of...****By Marvin Erbesfeld  
District Three Director**

It is with much regret that I inform the members of District Three and NAMBA of the passing of two of our beloved members, Tom Pretzfeld and Tom Heminger.

Tom Pretzfeld and I have raced together since the mid 80's. He would always show up late to the race and all his friends would rush to help him get ready for his heat. He was a great competitor running only the faster classes of. X Hydro was always one of his favorites. He always had one of the fastest twins at any race. He was a long time friend of Don Pinkert, who many consider the father of the rigger style hydro. He will be sadly missed after being such a constant figure in Florida model boat racing for more than a generation.

Tom Heminger raced in District Three for several years, but more recently spent his free time flying model airplanes. I last flew with him about a year ago at our field in Delray Beach. He was always a competitive racer and had many friends who will miss him.

## Passing of a Legend

By Cathie Galbraith and Jerry Dunlap

I am sorry to report that Jack Garcia passed away on February 24<sup>th</sup>. Jack was 83 years old and was currently living in the Orlando, Florida area. Many of our newer members may not have had the pleasure that us older folks had in knowing and racing with Jack. I first met Jack early in my model boating career while racing in District 19. At that time, Jack was working for K&B Manufacturing and was one of the most competitive outboard racers in NAMBA. But Jack was never too busy to help new and old boaters alike. I had many years of pleasure racing my A OPC Tunnel thanks in part to the help I received from Jack. Jack and his wife Rosie were a constant fixture at District 19 outboard races. While Rosie did not race, she was always there with a smile supporting Jack and socializing with the rest of the boaters.

When K&B Manufacturing left the Los Angeles area for Lake Havasu, Jack and Rosie spent some time living in the Needles, California area and could still be seen at District 19 races. They later moved to New Mexico where they spent a few years racing with District Seven, finally moving to the Orlando, Florida area to be closer to family. Jack touched a lot of NAMBA members across the country over the years and will be missed by all. One of Jack's closest friends and fellow outboard enthusiast was Jerry Dunlap. What follows are Jerry's thoughts and remembrances of Jack:

*I first met Jack in the early 1970s. The last time I saw Jack was at the 2008 World Outboard Championships in Charleston, South Carolina. The one constant between that initial meeting and our final get-together was Jack's big smile. That Jack Garcia smile is referenced in his NAMBA Hall of Fame bio which says "Jack is always there with a smile and a helping hand for rookie and seasoned boaters alike." It was my great pleasure to have nominated Jack Garcia for his induction into the NAMBA Hall of Fame.*

*Jack and I shared a love for model outboard tunnel boats. I never beat Jack Garcia in a tunnel boat race. His "Killer" 20 tunnel was the dominate boat of the late 70s and early 80s in A Stock Tunnel.*



*Jack Garcia at the 1980 NAMBA Nationals in Washington, with his Killer 20 Tunnel*

*At the 1980 NAMBA Nationals, hosted by District Eight at Lake Waughop in Lakewood, Washington, Jack won the A Stock National Championship. Jack was also the A Stock National Champion the following year. Jack's contributions to model outboard racing were not limited to racing. He also served a NAMBA's Outboard Chairman for several years.*

*I had the opportunity to give Jack a big, old hug two years ago in Charleston. "You take it easy, Dunny" were Jack's parting words as I prepared for the first heat. I am truly grateful that I can call Jack Garcia a friend. I would be remiss in not mentioning Jack's wonderful wife, Rosie. Rosie's contagious smile and positive attitude mirrored those same attributes associated with Jack. Rosie was an avid supporter of Jack's model boating endeavors.*

I know that we will all miss Jack as he joins that great group of model boaters in heaven.



*A commemorative flyer in honor of the man known as "Killer" for his racing prowess*

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