

# NAMBA INTERNATIONAL PROPWASH

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### President's Message

**By Alan Hobbs**  
**NAMBA President**

There isn't a lot of boating activity in Montana during the winter months. For me, winter means time on the ski slopes. In early February, I went on a ski trip with some business colleagues. We visited ski resorts in Idaho, Wyoming, and Utah. The snow conditions were excellent and it turned out to be a great week.

So, what do ski slopes have to do with model boating? There are a lot of great activities available to us. Bowling, fishing, surfing the internet, going to movies, and many other activities compete for our spare time. We spend our spare time doing what we enjoy.

During my ski trip, I visited different ski resorts. All had good snow conditions. All had similar facilities. At one resort, the employees swore a lot. They weren't helpful, and obviously they would rather be doing something else than working at the resort. They had an attitude.

The next day I was at another resort. The employees were friendly. They were very courteous and made sure to be of help whenever they could. Even though the skiing was great at both resorts, I won't go back to the one. I will go back to the other.

This is the same choice we give to other boaters when we hold a NAMBA event. It doesn't matter if we are talking about meetings, practice time, or races. If someone isn't having fun, it is likely that person won't return. Some races get bigger and bigger each year. Others get smaller and smaller.

Frequently I hear someone complain that the turnout at a certain race isn't what it used to be. I also hear about some clubs losing members. Then I see other clubs continue to grow, and other races draw bigger and bigger turnouts. If NAMBA is to continue to be strong and continue to grow, we have to keep NAMBA boating fun. We are all responsible to each other to help make NAMBA events good times for everyone involved.

The way to drive off members is to allow some loud, vulgar jerk to rant and rave at a NAMBA event. If you are at a NAMBA event when someone is going off on a tear, take the time to help calm the situation down. If you are that loudmouthed jerk, cool off. There is nothing like temper tantrums and loud swearing to drive off new members, old members, and potential members.

Everyone has a temper. There is some point where everyone will lose their cool. But responsible people know when to keep their tempers under control. Responsible people won't create a scene that puts everyone around them in a bad light. Responsible people clean up after themselves and respect the people around them.

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## Hello From The Sunshine State

By Ron Drake  
District Three Director



Hello everyone, my name is Ron Drake and I am your new District Three Director. I would like to thank everyone who elected me to the Director's position. I would also like to take the time to commend each and every NAMBA member in District Three. Our race attendance this year has been wonderful and the races are the best I have seen in a couple of years.

The Orlando Winter Nats was a great hit this year. I was unable to attend but the results came back great. There were people from all over, and some as far away as

California, Sweden, and Puerto Rico. We had 321 boats at this race. We look to see all of you back next year at this event.

The race in Brandon, Florida, the Sunshine Regatta, also was an action packed weekend for some sun and fun with model boat racing. We had 195 boats at this race and the competition was great.

The next race was put on by the Palm Beach R/C Power Boaters in West Palm Beach. These guys put on a great race. They had 175 boats entered. Mother Nature gave us some strong winds this weekend but it did not keep the great people of District Three from having a great race. By Sunday the winds had calmed down and we returned back to racing fast and fun.

I want to say that I am very proud to be part of our district in this great state of Florida. Our people in District Three are so much fun to race with, and the competition is wonderful. I would like to invite everyone to come meet the great people that I have a chance to race with. I feel that our sportsmanship is the best you will find anywhere, along with the great hospitality.

As we all know it is very hard to keep up with everything in a district with all the Q&A and I would also like to thank my Assistant Directors and the other people who have made the job easy for me. A very special thanks to all of these great people. I could not do it without them.

Please feel free to contact me at any time at (813) 707-1879 or by email at Ronracewon98@aol.com. We will see you at the races.

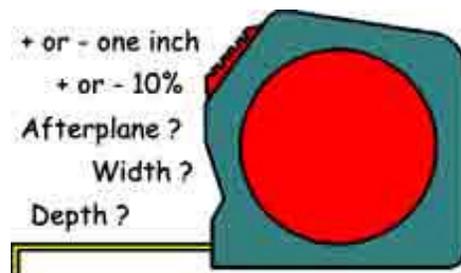
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## Scale Unlimiteds - Photo and More

By Al Waters  
National Scale Chairman

I have a few things to report since the last edition of the *Propwash*. I am pleased to say that I received a lot of scale boat photos for my R/C Photo Master Hull Roster from Unlimiteds Northwest in District Eight, and from fellow scale boater Don Ferrette. Although Don is not affiliated with NAMBA because of where he resides, nevertheless, he realizes the benefit of pictures for other boaters and helped me out, which is very much appreciated. When I travel the Internet discussion groups, I am always seeing people asking for photos of certain boats. Granted, they will want photos of the real boats as they may be required in their particular district or they may want to have them available for concourse judging. The importance of the R/C photos is to let people know that these scale boats have been built, providing a resource avenue for hulls, paint codes, and graphics. I also had a couple of boaters from Florida and New Jersey contact me for photos and graphics of boats they were building. I was able to help out which really made me feel like I was doing my job.

Now I would like to review a couple of the NAMBA rules for Scale Unlimiteds. One of the questions I get asked the most is how to measure the length of a boat in accordance with the Master Hull Roster. This has been, and will always be, a tough issue no matter how defining we might be. Over the years, the real boat owners have measured their boats from the front of the hull to the transom, to the end of the boat with inset transoms, and the overall length to the point of where the rear wing horizontals protrude beyond the back of the boat. We try to do the best we can with obtaining measurements, but not all of the time have we been able to ascertain what the boat owners were thinking as they changed over the years.



Our rule book requires a measurement of overall length. It also reads "excluding appendages." Is that the wing hanging over the back end of the boat? Or is it the extending shoes or tiptlets off the back end of the hull? After a lot of soul searching and checking with as many sources as possible, I did find one common reply among the scale hydro builders and historians. Their answer was, "Does the boat look right?" I think that is the best way to view it. Use the dimensions available in the MHR, taking into consideration the plus or minus one inch and plus or minus 10 percent and construct the boat with the concept of it looking correct. You should be able to measure the boat using the appropriate required rules within the dimensions and allowances given. It would also be a good idea to check with your local district scale chairman for advice.

Another area that seems to come up a lot is a photo of the real boats. If your district is using the NAMBA rules, a photo is not required to be able to race. On the other hand, photographs of boats can be used as an acceptable form of

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## Scale Unlimiteds

(Continued from page 2)

documentation to authenticate the look of a boat. Some districts do however have rules requiring a photo of your boat to be able to compete at district level and those rules should be followed.



*The Camel Smokin' Joe. Is it live or R/C?*

This leads right into the NAMBA Unlimited Hydro rules and the photo requirement. The rules do read that a photo is required to participate at the Nationals, however it follows with the clarification that any exceptions to this must be approved in writing by the National Scale Unlimited Hydroplane Chairman. This requirement to have a picture to run at the Nationals has usually been waived in the past. In concourse judging, a photo is required, so there is no getting around that one.

Now take a moment and read another one of the NAMBA Scale Unlimited Rules. It seems every time I do I learn a little something. Here is one for you. What year was the last time the Scale Unlimited Final heat ran exactly as per NAMBA rules? To the best of my knowledge it was 1992 at Sacramento. Only then was an alternate boat used with the possibility of it starting in the Final if another boat failed to make the start. The very popular Last Chance Connie format, where the winner is an entrant in the final, has been a tradition used for many years at Nationals. Look forward to possibly seeing a rule change proposal in the future.

Remember, different people can interpret rules differently. That is going to happen. Also remember, we are trying to duplicate the real boats and their racing as closely as possible. Not exactly, but as closely as possible. I hope you all have a great year of Scale racing this year. Please feel free to contact me if you have any questions or ideas.

## District Seven Ramblings

By Jay Stone

District Seven Director

Losing race sites is becoming more and more common. I read stories on the internet with people from other organizations bickering over noise ordinances. The noise issue is not just about losing race sites, but also about causing hearing damage to racers that are subjected to high noise levels. I am so thankful that NAMBA had the vision years back to start implementing new ordinances to help us keep race sites. Many of these very same ordinances also lead to the protection of our racers.

Just recently we lost one of our race sites here in District Seven. For many years we have enjoyed racing in Andrews, Texas. The City of Andrews has decided to install aerators in the pond to help with the stagnate water. Several members of the Odessa club have been in contact with the city hoping to get them to relocate these aerators. As it stands now these units will be right in harms way, so this site will no longer be available for sanctioned races.

The first race on our schedule was the Odessa Race. This race was to be held in Andrews on April 24-25. It was moved to Carlsbad, New Mexico. There is also another race in September scheduled to be in Andrews. That race will also be moved to Carlsbad if the aerator issue is not resolved by then.

In 2004, NAMBA District Seven has teamed up with Competition Marine Design and BH Hanson to create a new High Points Championship. The district has purchased four new engines to be given away at the end of the race season. More info on the series can be found at [www.namba7.com/highpoint](http://www.namba7.com/highpoint). District Seven appreciates the support of Bruce Hanson as well as Andy Brown and company.

There were several of us in District Seven that traveled out to Scottsdale to race with District 19 in February. Many of us did the same on April 17-18 in Tucson. We really enjoy racing with the guys from District 19, and Lenny Blake and crew did an outstanding job at their race.

I know racing seasons are getting started up all over the country. I hope that each district has a safe and wonderful race season.



## The NAMBA Nationals

By Dave Rychalsky

NAMBA Nationals Chairman

Starting out creating a baseline as the NAMBA Nationals' Chairman is a slow, but steady task. I've been busy working on the Nationals rules by gathering all of the references to issues specifically relating to the Nats in our rule book and moving them to one chapter. E-mail has helped me quickly send and receive ideas to and from members of our Executive staff for generating good concepts. I have received some good ideas from Alan, Al, and Cathie that I will incorporate into the rules. Since the NAMBA Nationals are not part of district racing, I will forward the list of proposals to our Board of Directors and the Executive Committee for modifications, comments, and suggestions at the meeting during the week of the Legg Lake Nationals this July.

As the Nationals Chairman, I had planned on being the point of contact for

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**The NAMBA Nationals**  
*(Continued from page 3)*

information on running a NAMBA National event. I have a boiler plate of tasks that I saved to a file. As time goes on, I will be entering additional information that is gathered from the Nats I attend, as well as information from other Nats racers. Every national race from year to year is different, so trying to specify the tasks that need to be completed cannot be cut and dried. I guess my list will end up being generic enough so any club, or any district can use the sheet as a starting point enabling the team/district the flexibility to expand as the needs arise.

I do feel that our Executive Secretary should get a copy of the balance sheet for each NAMBA Nationals because it is run under the auspices of NAMBA, for the NAMBA members. There are so many things that occur at a National event, and some that don't occur, so we need to document as much as possible in order to avoid confusion. Please email me with ideas on NAMBA Nationals rules. I am not promising that these rules will be entered, but all legitimate proposals will be discussed. My email address is Drychal@aol.com.

Once again, I would appreciate any information from our membership on our national event, and thank you for your help.

rigger with Quickdraw's latest engine. Jeff was the first to exceed 100 with a run just above 100 mph and a 99 mph two way average. But Mike came back with a one way pass of 106 and a two way average of over 102 mph. On Sunday Jeff used an engine from Carlo Catalanotto with a new J&G pipe for a one way pass of 102 mph. Mike managed some other runs of 106, but neither could back them up. Gas had finally arrived.



*Jeff Michaud's G1 rigger record run*

Both riggers were quite original, with sponsons and aerodynamic features very different from heat racing designs. Design inspiration came from many sources with Mark Grim's sponson style and Jorg Mrkwitschka's aerodynamic features. Andy Brown supplied special high pitch Octura 2170 props for the attempts. Jeff's effort raised the G1 Hydro record more than 10 mph and exceeded any other G1 design by six mph. Mike raised his previous GX1 Hydro record by nine mph.

**Gas Goes 100**

**By Lohring Miller**  
**Emerald R/C Boat Club**

Now that even electric riggers go over 100 mph, why are there no gas boaters in the exclusive 100 mph club? About a year and a half ago Mike Bontoft, former crewman on offshore racers and long time modeler, asked himself the same question.



*Mike Bontoft tapes down the cowl getting ready for his record run*

After a year of racing a gas rigger to the District Eight open hydro championship, he felt the magic 100 mph barrier could be exceeded. It was harder than he thought.

The first step was to take his heat racing boat down to Legg Lake and go for the NAMBA straight-a-way record. Two days of running in the low 80 mph range convinced him that his heat racing boat was not the design that would go much faster. He built a radical new

rigger for the task. With the same Zenaoah he had run all season, the boat went 86 mph the first weekend of testing. A similar hull with a 25cc Quickdraw went 89 when tested the first time. Since both runs were with stock V967 props, much greater speeds should be possible with a more suitable prop. Then a mysterious high speed miss developed with both engines. After a series of frantic attempts to fix the problem, a final test in the rain at the Berdzar Pond, done on the way down to Legg Lake, went well. In November of 2003 Mike finally put together two runs on his Quickdraw powered rigger that averaged 93 mph with a best run of 94 using a damaged 2170 Andy Brown prop loaned by Jeff Michaud.



*Mike Bontoft with his GX 1 record run*

This March the competition started again. Jeff Michaud brought out his new Michaud/Grim gas rigger design with a special M&D straight line engine. Mike brought his much tested original design

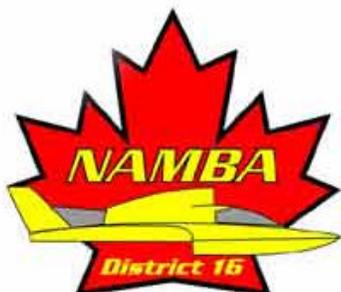


*Mark Grim, who hosted the straight line event, assists Jeff for his record*

What does the future hold? Mike has already built a disk valve Zenaoah, and a custom designed gas engine that finally forgets it once ran a weedeater may be the final answer. After all, motorcycles ran 50cc engines that developed over 20 hp at over 20,000 rpm a long time ago. One hundred miles per hour is just the beginning.

## News From The North

By Keith Warham  
District 16 Director



News from District 16 at this time of year is pretty much non-existent, as things have been frozen solid for the past five months. Hopefully by mid April we will be ready to get going once again. During the winter it gives us all a break from the rigors of racing, and allows us several months to get things repaired and/or new boats completed. It also allows us to get those things done that the wife has saved up for us before we are off again boating.

During the winter the district lost our Winnipeg club to another Canadian organization, however we also gained another club from central Alberta which will probably make up for the loss. Hopefully they will be back next year. In early March the District Region 2 held its annual meeting in Red Deer, Alberta to discuss the upcoming season, race dates, and any other items that need to be discussed for the season. The meeting was well attended and our President Allan Hobbs attended with updates on how NAMBA is doing growth wise and on our insurance.

During the winter months this year several Central Alberta members and two Calgary members built snow sleds to give us something to do while the ponds are frozen. They were a lot of fun and much harder to run than boats. Maybe now that the snow is almost gone they could change the skis to wheels for more fun. I have included some pictures for your enjoyment.

Well that's about it for now. Hopefully we can get all the new winter project out in the next month or so when the water softens. Our first district race is May 1st and 2nd in Calgary. Hope to see you there.



*Evan Ritchie with his rocket sled and what can happen when you don't hold your lane*



*There is always some R/C action going on in District 16 as Robin Fothergill from the Central Alberta Radio Controlled Boat Club displays his .61 rocket sled*

## News from District 19

By Tony Rhodes  
District 19 Director

Another season is underway here in sunny Southern California, Utah, Nevada, and Arizona. The first heat race brought out over 140 boats for the two day event in Scottsdale, Arizona. It was good to see old friends and some new faces. Tucson sent up their finest to give us a run for our money. They have a very competitive group due in part to a well organized club racing program. They race once a month within their club.

The best thing I saw was six new boaters coming out. Mark Williamson brought four new racers and Ted McKay brought out his family. They plan to make all the races in the district this year. Welcome to the new racers, and I hope you stay racing with us. Thanks to Lenny and LeAnn Blake for a well ran race. It is an awful lot of work to host a race of this size. They had help which we also need to thank.

Gas and Scale are both doing as well attendance wise as last year. Scale has had about 20 boats and the Lights have about 12. The first two Gas races have had over 75 entries. Inboard entries are up while outboard participation is down. I believe outboard is down due in part to lack of Stock OPC available engines. Maybe it is time to look at the rules and make some changes to try to boost our numbers.

The 2004 NAMBA Nationals are coming to District 19, which is keeping some of us very busy. The dates are July 10th thru the 17th. Get your entries in early! There is more on the Nats below.

That's about all the news for now from District 19. I for one have a lot to do before July 10th. Good Luck and Good Racing.

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## 2004 NAMBA Nationals Update

By Tony Rhodes  
2004 Nationals Co-Contest Director

Time is going fast. Get your entries in now for the best week of model boating in 2004. The dates are July 10th through the 17th. This is just a short reminder that there are only a few months left to make your plans to attend this year's Nationals. Everyone is working hard to ensure that you have a great week of racing.

We have a night of car racing planned as well. There will be drag racing, and Indy type car races, miniature golf, and arcade games. There is a BBQ and concourse judging at the lake. There will be boating related games and paddleboat competition. One thing different this year is that the paddleboat racing will be free as well as the paddleboats while the supply lasts. We will also have discounts to all of the major attractions that Southern California has to offer.

District 19 is looking forward to enjoying the participants and the competition. We will be having a welcome party at the host hotel on Monday night. Admission will be free as will the food and soft drinks. The bar will be open for those who wish to partake.

Further information is available at the 2004 NAMBA Nationals.com web site. You can pre-enter online if you wish. Then print your entry, send a check, and you will be notified by mail to confirm. If you have any questions you can contact me at rctoy99@rcn.com. I will try to answer all of your questions. See you in LA.



## Northeastern News

By Richard "Rags" Grenier  
District 11 Director

District 11 is alive and well for 2004! We've had a number of inquiries through the website over the winter, and hopefully that will translate into new growth. Our annual awards banquet and meeting, originally scheduled for last November, was cancelled due to a Nor'easter and had to be re-scheduled to April. The first race of the season will follow closely in May. I think it's safe to say we're a little jealous of boaters with open water as it's been awhile since the last race in October!

This year I'm expecting the A and B classes, both Mono and Hydro, to remain strong, with growth to come in the larger engine sizes, which has been in decline recently. In Gas, the switch is almost complete and just about everyone will be running the new 260's in one variation or another. Last year, we averaged approximately 57 boats at district races over the season. We had several new members in the later races whom the racing bug bit hard, and with their participation, 60 plus boats should be the norm this year in New England.

Good luck to all racers in 2004!

## Propwash Advertising Rates

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

These prices are per issue. Multi issue discounts are available. Advertising will be printed in the body of the newsletter in the same color as the text. Please call for quotes for special or two color printing. Should an advertiser choose to supply the Propwash with professionally printed or multi-colored flyers for insertion into the newsletter, the charge will be \$50.00, as well as the delivery to the NAMBA office of approximately 1500 flyers.

Please call the NAMBA office at (619) 414-6380 for more information or for special advertising requests.

## President's Message

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Do your best to be a responsible NAMBA boater. Follow the safety guidelines, have fun with your boats, and help everyone else to have fun also. If we keep NAMBA boating fun, we will continue to grow. We will get larger turnouts at our races. NAMBA will stay strong.

### National Chairman

Chris Hoffman contacted me the other day. He has been our National Deep Vee Chairman for several years. Chris is not as active in model boating as he once was and has resigned from this position. We also have an opening for an Offshore Chairman. I would like to combine the two positions into one. If you enjoy DeepVee/Offshore racing, and would like to promote this activity, please contact me. If there is no interest we will drop this position.

Brad Donovan has served as our National Mono/Hydro Chairman for the past few years. I really appreciated the professional manner in which he handled questions and responded to rule change proposals. Brad has recently resigned from this position. The National Mono/Hydro Chairman is a very important position within NAMBA. If you are interested in serving in this position, please let me know. I would like to fill this position soon.

Currently, Dave Bestpitch is serving as both the National Awards Chairman and as the National Records Chairman. We have some areas that hold regular record trials. I attended one last year at Legg Lake. Other areas within NAMBA don't hold record trials at all.

One thing that we are missing is a contact who can tell interested clubs how to run record trials. How do you set up the timing equipment? Where do you get the timing equipment? How much room do you need to set up a straightline course? These are the types of questions that NAMBA members who hold record trials can answer for others who are interested.

I have asked Kim Grim and Doug DeWitte if they would like to help promote record trials. They have indicated that they are interested and we will be creating a Records Committee. Dave Bestpitch, Kim Grim, and Doug DeWitte will serve on this committee. If anyone else would like to help out, the committee can be larger.

I have asked Dave, Kim, and Doug to communicate with each other. They should decide how to promote record trials and who will be the National Records Committee Chairman. The Chairman can then write articles for the newsletter helping to explain how to run records trials. The committee will work together to encourage more record trials. We need Dave to continue as the National Awards Chairman, working as he has with records, the various districts, and the Nationals Committees. While we had always thought that records and awards go hand in hand, the job has grown.

### 2004 NAMBA Nats

I have already reserved my room at the Headquarters Hotel. I am working on my entries and they will be sent off soon. Don't delay. Get your entries in soon and reserve your room. I look forward to seeing you there.

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## From The VP's Office

By Al Waters

NAMBA Vice President

I have my VP hat on now so let's rock. The latest news is that Dave Rychalski has been appointed as the NAMBA Nationals Chairman by President Alan Hobbs. I think that this was a great move. Many times prior to, and at the Nats, the hosting clubs have questions and situations unfamiliar to them as they have not gone through the experience before. Dave is currently reorganizing those portions of the NAMBA rule book that apply to the Nationals into its own section. He is also consulting with past contest directors to get ideas and guidelines on how to make life easier for contest

directors hosting the Nats. The rules will stay in the rule book, but the guidelines will be available for use by future Nationals committees. Nothing but good will come from this, as it will assist the hosting clubs, and let the contestants know what they can expect when participating at the NAMBA Nats.

When this is accomplished along with future planned meetings with the Board of Directors, it will enable NAMBA to post the entire rule book on the web site. It will take some time this year, as when it does happen, we want it to turn out right the first time.



While working on one promise we have made this year, we have accomplished another. You will notice that this edition of the Propwash has arrived before the 2004 NAMBA Nationals. You can expect to see two more issues before the end of the year. Since we will not be waiting and waiting for articles from people like we have done in the past, we should be able to go to print in a more timely manner.

Because we probably won't get as many articles each time each issue won't be 32 pages like that have been in the past, but they will be timelier and hopefully just as interesting. Please thank all of those who wrote articles for this issue, as probably most of them have not even started racing, yet they found something interesting to pass on to the rest of us. If your district is not represented, please let your District Director know that you would like to see him get an article in each issue. Maybe you can even offer to help him write it!

Have a good year of racing for those who race and for those who don't, talk to my five year old grandson and he will tell you what you are missing.

## Pacific Northwest News

By Kirk McKee  
District Eight Director

District Eight once again participated in the Northwest Model Expo. For the past four years the district has paid for a booth on the main floor and has acquired racers and race sites by promoting ourselves with signs, race movies, and boats on display. We have had signs up saying "Ponds Wanted" and have received responses from people throughout the four years. Prior to us paying for a downstairs booth, we were upstairs with the displays and other clubs. It was not as effective as being among the dealers. As a District we have gained members, recognition, and race site possibilities. Next year we are going to have to find other means of "getting our word out." More on that in a minute.



Jackie Wright and Betty McKee man the display booth at the Model Expo

In addition to the booth allowing us a place to answer questions and hand out schedules and information, it has always been where we held our district winter meeting. During the meeting our wives/girlfriends have always stepped up and manned the booth, and have always done an admirable job. The district meeting allows us to have all six clubs get together and finalize items for the upcoming season.

In addition to the Model Expo there is a very popular indoor swap meet that covers two days, and is a place for people to sell or acquire those excess items. The Model Expo has been a mainstay and season kick off for our district for many years. Unfortunately, the large airplane group that had the manpower to put it on every year has decided that this was their last year of doing it. Next year we will need to do other things to get the word out. As a district we would like to hear how other districts promote themselves to make their districts stronger. Hope everyone has a great 2004 of model boating.



**2003 High Point Champions:** Ken Mallit - B Mono, Ray Ackenhausen Jr. - A Hydro & A O/B Hydro, Kirk McKee - Sport 20, Eric Bourlet - B Stock & Gas Mono, Mike Hughes - A Mono, Mike Bontoft - B Mod, B Hydro, District High Points & Open Hydro, Leslie "Poodle" Warren - Sport 60, Dave Solway - A Stock & A Mod, and Bruce Mooring - Sport 40

## News From Nine

By Gary Crawford  
District Nine Director

The racing season here in District Nine is well underway. By the time you read this, our third race of the year will have come to pass.

Our first district race was held on the weekend of February 21<sup>st</sup> and 22<sup>nd</sup> in Manteca, and was hosted by the Hydro Maniacs. Contest Director Don Osman and his sons put on a fine race. Over 130 boats participated, and several new boaters with gas catamarans ran on Sunday in G-1 Hydro. I entered a new C Mono and won the class for the day, which earned me an ice water bath from some of my close competitors. The wind on Saturday morning made the course a bit challenging, but by mid-afternoon it had calmed down. Weather for the rest of the weekend was good and allowed for some good racing.



Our second race was March 13<sup>th</sup> and 14<sup>th</sup>, also at Manteca. The host club was the Manteca Model Boaters. There were approximately 150 boats that participated in this race. Contest Director Gary Moll announced in the drivers meeting that this race would be the last one held on this body of water. New home developers had bought the property and the lake. Plans call for developers to drain the lake to start construction. While it is sad that we have run our last race at this pond, we will never forget the great memories created there. It should be noted that the 1997 and 2001 Nationals were held there. Gary and his club remain optimistic and

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## News From Nine

(Continued from page 8)

assure all of us that the park owners will help them relocate to another pond soon. On a happier note, weather and water conditions were perfect both days.

Jim Wilson proved this point on Saturday by setting a new NAMBA A Mono record of one minute 35 seconds. Congratulations Jim!



*A model boater for many years, Jim Wilson not only set a new record in A Mono, he also holds the records for B Mono and Sport 21*

I'm happy to report that Classic Crackerbox participation is showing signs of making a comeback. We have five boats now, and hopefully more to come. Sunday racing was pretty exciting. There are some new hydros and the gas hydro class is showing more event participation.

There were a couple of crashes, but it appeared that all damaged boats were repairable and will live to race another day. Our next race was held April 3rd and 4th at Riverland Resort in Kingsburg. The host club was the Central Valley Model Boaters. A Saturday evening potluck dinner was held, and after the dinner, a District Nine business meeting took place.

Well, that's about it for now. I wish all of you a safe and successful racing season!

## NAMBA Nationals Banner Update

By Dave Rychalsky  
NAMBA Nationals Chairman

My first article on the NAMBA Nationals Banner didn't have the results I had expected, yielding a surprisingly low response from only two people: Cathie Galbraith and Russ Kominitsky. Thanks to both of these people for helping out with the banner. Making the new NAMBA banner is not something I plan to start with more than a dozen years still missing. It just wouldn't look right! They are out there, but my guess is that everyone expects the next guy to send them. Here's the current list of the NAMBA Nationals patches that I have and don't have:

I have these patches:

2003	Carlsbad, NM	2001	Manteca, CA
1999	Sayreville, NJ	1996	Los Angeles, CA
1995	Camarillo, CA	1994	San Diego, CA
1993	Bristol, PA	1992	Sacramento, CA
1991	Los Angeles, CA	1989	Camarillo, CA
1988	Wichita, KS	1987	San Diego, CA
1985	Reno, NV	1982	Los Angeles, CA
1980	Tacoma, WA	1979	Seaside, CA
1977	Reno, NV	1976	Baltimore, MD
1973	Seattle, WA		

I still need patches from these Nationals:

2002	Springfield, OR	2000	Greeley CO
1998	Springfield, OR	1997	Manteca, CA
1990	Springfield, VA	1986	Ft. Worth, TX
1984	Newark, NJ	1983	Vancouver, BC
1981	Amarillo, TX	1978	Naples, FL
1975	Tulsa, OK	1974	San Diego, CA
1972	Los Angeles, CA		

As stated in the original article, I only need one from each year, but my goal is to get two for each year. I will create a banner using one, and store the second as a backup. So, I hope you all will spend some time searching to help out NAMBA. I am also thinking of adding something to the banner on the back with the names of the people who donate patches for the cause. You can email me at [Drychal@aol.com](mailto:Drychal@aol.com) to find out if I still need the years listed above, or mail the patches directly to:

Dave Rychalsky  
10 Timber Road  
East Brunswick, NJ 08816-2940  
(732) 254-2165 (Home)

Please help to insure that this great NAMBA Nationals tradition continues. Look through all your old stuff and check with some retired members to see if they want to donate ones they might have to NAMBA. I'll even pay for the ground UPS shipping if you send me three patches of different years that I don't have. Don't expect the "next guy" to send it in. Thank you all for your help and I am hoping to have all the patches by the next newsletter.

## Propeller Geometry

By Lohring Miller  
Emerald R/C Boat Club

The black art of model boating is propeller design. The simplest way to think of a propeller is that it works like a screw. If water were solid, the propeller would advance the length of its pitch each revolution. A better way to imagine a propeller is that it is a series of hydrofoil sections (blade elements) bent around a hub. Figure 1 shows a blade element.

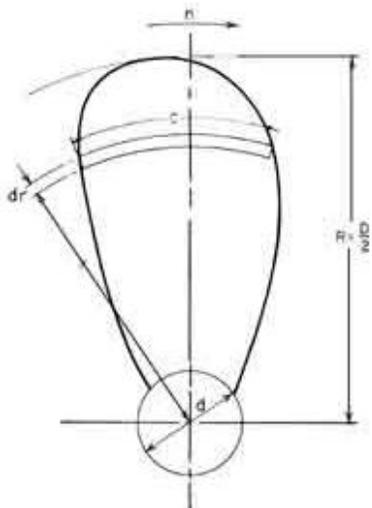


Figure One - Blade Element

As you get farther from the center, the hydrofoil section has less curvature and is set at a smaller angle. In real life there is considerable flow from the center of the propeller outward, so the blade element view is not completely accurate.

If all the blade elements screwed themselves through the water, the back of the blade would have a zero angle of attack to the water flow. The elements closest to the hub will be at a much steeper angle to the shaft than the elements further out, even though all the elements would meet the water flow with the same zero angle of attack. As everyone knows this doesn't happen and propellers "slip." What this means is that the blade elements have a positive angle of attack to the water. This angle depends on how much the blade actually advances each revolution compared to its pitch. Rake is the angle that the blade is

attached to the hub. Most model propeller blades are attached at from right to backward sloping angles to the shaft centerline. Figure 2 shows pitch and rake.

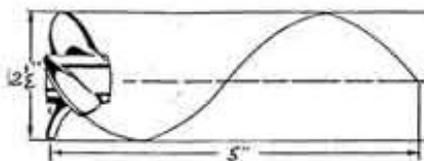


Figure 2 - Propeller Pitch



Figure 2 - Propeller Rake

The propellers we usually use are surface piercing, ventilated propellers. This means that much of the propeller disk is out of the water, and the forward side of the propeller blade is in an air pocket that extends well past the trailing edge of the blade. Unlike conventional airfoils, the shape of the forward surface of the propeller is unimportant as long as it is inside this air bubble. The forward surface of the blade is at atmospheric pressure and the pressure can't be reduced. Most of the force comes from the water pressure on the back of the blade. An excellent picture of real propeller action is shown in Figure 3.



Figure 3

Continued on page 11

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## Scale News in Nineteen

By Al Waters  
SCSTA President

By the time you receive this issue of the *Propwash* we will be almost half way through our race season. Even so, we still have a lot of racing to do. There will be the Nationals in July which figures to be a very large attended class. Then Doug DeWitte and myself will travel a week later to Tri-Cities, WA for the annual R/C Scale Unlimited Race with RCU and stay for the Columbia Cup with Unlimiteds Northwest. Later in the year, during September, will be the Oh Boy! Oberto sponsored Bill Muncy Memorial Race for Scale Unlimiteds and Unlimited Lights. If you are interested, check the District 19 web site for information. Or better yet, talk to anyone who has attended this race in the past.

If you have not already heard, Anhauser-Busch has decided to pull the sponsorship on the Miss Budweiser unlimited hydroplane race team at the end of the 2004 race season. Some say that it could be the demise of hydroplane racing and some say that it could be a positive shot in the arm. I have talked to many sources and they feel that the "Thunder" as we used to know it will be back. In any case, this year will be the swan song for the big red machine, so make an effort to see its final run.

Sitting in front of the computer typing news as the President of the Southern California Scale Thunderboat Association can sometimes cause me to drift away and

Continued on page 12

**Propeller Geometry**  
(Continued from page 10)

Though designers have worked with this type of propeller for a long time, the design is still largely cut and try. Many styles of propeller are available to model boaters.

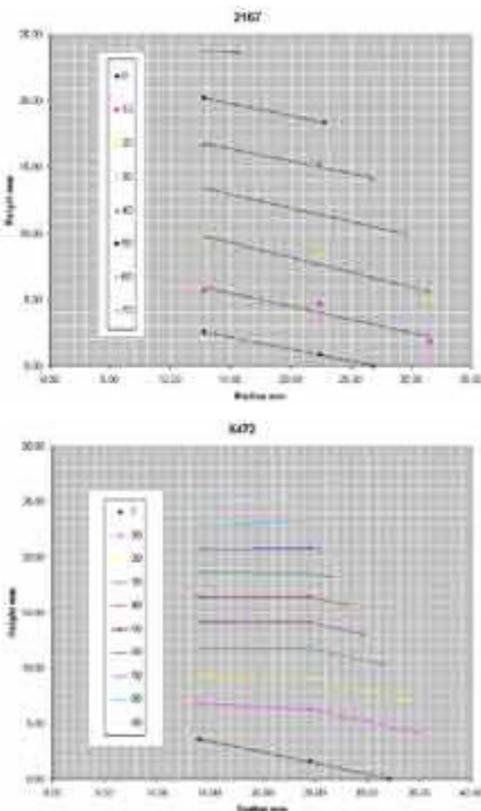


Figure 4 - Measuring propellers

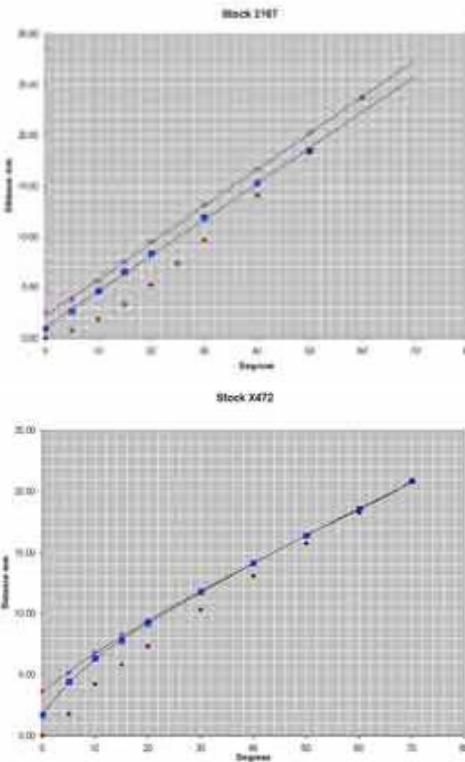
Figure 4 shows a way of measuring existing propellers using a milling machine with digital readouts.

Contact between the propeller and probe is indicated with a continuity tester.

Graphs of the back of the blade measured on these propellers are below.



The graph below shows the distance down from the trailing edge as the propeller is rotated. It is an unwrapped cross section of a blade element at 40 percent and 70 percent of the propeller radius. This shows how pitch varies along a 40 percent, 70 percent, and the edge of the blade. The other graph shows this same distance as the probe is moved from 40 percent radius to the edge at various rotations of the prop. This shows the blade rake. The Octura 2167 prop has constant pitch and rake everywhere on the blade. The Octura X472 prop has bent down edges on a constant pitch and zero rake blade. The trailing edge especially has increased pitch.



**1986 U-100 The Boat**

By Al Waters  
President SCSTA District 19

The Boat. The Fred Leland unsponsored all white unlimited. This boat raced in Tri-Cities in 1986 where driver Mike Hanson first qualified.

So what is so special about the Boat? A few years ago a photo was discovered of the Boat, in the water, with no identifiable markings, and no verticals or horizontals. NAMBA rules allow photos to authenticate the look of an unlimited. The problem was the interpretation of the NAMBA rules. But by who? Well, it would have to be the NAMBA Scale Chairman and the person responsible in the district where the Boat first ran. Coincidentally, both those people are ME! I will admit, that if I knew then, what I know now, I would not have allowed the Boat, as we know it, to run.

The photo of the Boat was taken on a Friday with no hull number or tail feathers. On Saturday when the boat qualified, the U-100 was painted on the hull and tail feathers added. It then raced on Sunday of which if you can find a good photo, there will be footprints all over the hull.

The key word in misinterpreting the rules is the word "ran," not qualified or raced. That was my error. We don't build damaged boats, practice or display boats. We build boats that would be considered legal in the racing world. Our NAMBA rules could be changed from "ran" to "raced" and hull specs to include hull ID number but we all know for a boat to compete in an APBA race it has to have an unlimited hull ID number. The 1986 U-100 Boat ran with tail feathers when it displayed the U-100.

Where does all this lead? As the NAMBA Scale Unlimited Chairman, I am not going to make a determination on the allowable configuration of the Boat, but will let the districts decide. In District 19, where the Boat first ran with no hull ID number or tail feathers, it has been decided that the Boat must have the U-100 on the hull to be scale legal, which means that it must also have the tail feathers.

The changes will become effective in District 19 for the 2005 race season.

## Short Takes

By Al Waters  
 NAMBA Vice President

### NHRA Hall of Fame

Once in a while I come across some interesting things that I think are really cool. I have one for you today. Some years ago when I was a district director and newsletter editor, a boater e-mailed me needing some help with their model boat motor crankshafts. Velasco's Crankshafts was a District 19 newsletter advertiser at the time so I recommended them as a source for help.



Hall of Fame Inductee Henry Velasco

Henry Velasco, owner of Velasco's Crankshaft's called me and wanted to let me know that he appreciated the recommendation to a prospective customer but also wanted to tell me that he wouldn't be able to accommodate the customer. Henry had opened up the package he received in the mail and with a pretty good laugh, responded with the fact that this boat motor crank was just a little bit smaller than what he was accustomed to working on. You see, Henry's expertise is full sized billet cranks for race cars. Where am I going with this little tidbit of a story? Recently, Henry Velasco traveled from California back to Florida and was inducted into the National Hot Rod Association Hall of Fame. Yes, the NHRA.

This is an incredible honor and District 19 would like to congratulate Henry.

To learn more about Henry, go on the Internet to the Google search engine web site at [www.google.com](http://www.google.com) and type in Henry Velasco. You will be taken to

*Continued on page 14*

### Scale News in 19

*(Continued from page 10)*

sound like the NAMBA Scale Unlimited Chairman. When you are one in the same person that is something that will happen so please bear with me as I try and remember to change hats.

To break the monotony while typing, I like to travel the Internet and see what other Scale and Lights (Sport 40) boaters are discussing. One thing I notice quite a bit are people asking which is the best hull and motor. I used to think years ago that there were some bad hulls and motors. If that was the case then, it certainly is not today. People today are capable of having more success than others through proper boat set up, a proper motor maintenance program, and good driving skills. You can decide for yourself what works best for you, but I thought that I would pass on what is popular in our Scale Unlimited circuit. Keep in mind that we run in fresh water on a large course at Legg Lake (site of the 2004 NAMBA Nats), and a very tight saltwater course in San Diego.



The most popular successfully running motors in Scale are the CMB's, MAC, and Kalistratov motors. There are a few Piccos still around for those who can find parts. In the hull category, the MTO from Doug DeWitte, the Velasco hull, the Phil Thomas hull, and scratch built Ira Cotton (Cottonfield) hulls have all been very successful. So as you can see, it would be a matter of choice between round nose and picklefork, glass or wood.

In the Unlimited Lights class, or more commonly known as Sport 40 to the rest of NAMBA, the popular hulls are the Steve Muck, Mutt (Mark Anderson), Phil Thomas, and MTO

hulls. Leonard Feeback builds a real nice sport boat that will accommodate the 40-1 or pull start motors. MAC, CMB, Kalistratov, and the Picco (if you can find parts) motors have been the choice by many. As you can see, the choices are varied but all have been very successful. I really think the real difference in winning, staying ahead of the rest of the field, and being considered by your boating peers in a class all of your own, is in the paint scheme of the boat. You will just have to visit the District 19 point standings for Unlimited Lights to understand what I am talking about.

Be safe while boating and I will see you at the NAMBA Nats in July.

## The Propwash

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## The State of Outboard Tunnel Racing

By Lohring Miller  
Emerald R/C Boat Club

Tunnel hull racing is alive and well despite the lack of stock engines for the last few years. New engines, the restart of K&B production, and hull design changes have all helped. These are my observations of the state of the art at the end of 2003.

Despite OS and Thunder Tiger ending outboard production, there has been lots of action in 3.5 engines. K&B has always been the choice in the NAMBA stock class, but the mod engine selection is tougher. The new MAC 21 began to show promise for some racers against the Nova Rossi and CMB powerheads. Rossi powerheads were also used by some. The Hopper Silver Bullet pipe became popular and Jim Irwin released a new series of quiet pipes. There are still lots of K&B lower units available, but Lawless and Hyperformance also offer lower units. So what does it take to build a winning engine?



(1) MAC 21 with Hopper pipe  
(2) Rossi 3.5 with aircooled head and Rossi pipe  
(3) K&B 3.5 with Irwin pipe

The current standard in 3.5 engines seems to be the Nova Rossi. However, the CMB has also worked well after problems with PTO leaking are fixed. The K&B needs some slight port work, but is beginning to have problems with durability. The Rossi is a sleeper, but wakes up when the conservative timing is changed. The MAC promises to be the most powerful of all, but many of the early owners had problems. They were the result of not having a pipe and header that matched the engine. I believe that the unreliability many had was the result of a short pipe. I have seen exceptional performance from MACs set up by experienced racers. An outboard conversion of the OS marine engine is

also promising. Air cooling, started by the K&B 3.5ss, works well with several engines. The standard car head works well with some of the cooling fins removed. Experience with a particular engine is often more important than any other factor.



(1) Nelson 45 with Hopper pipe.  
(2) K&B Semi-Pro with Irwin pipe and modified 48 aircraft sleeve

In 7.5 engines the choices are more limited. The old style water cooled K&B has been the engine to beat for years. Durability is a problem, with crankcase cracking the most common. The Semi Pro solved this and would have made a great engine if it had been produced longer. The current best out of the box engine is probably the Nelson. The Rossi needs lots of work, including a new head button.



Jimmy Johnson with record setting CMB EVO conversion

The Mark Grim designed head button is available from Dave Rippi at Hyperformance Products. The CMB EVO conversion was popularized by Jim Irwin. While the belt start is cumbersome, the engine has great

potential when modified by experienced engine builders. It currently holds the NAMBA B modified tunnel straight-away record of 71 mph.

The advent of the Hopper Silver Bullet pipes has challenged the dominance of the Irwin pipes. The Silver Bullet pipes have a parallel center section and are longer than the equivalent Irwin pipe. Heat racers report smoother power and good torque with the Hopper pipes, but the old style Irwin is hard to beat for top end. I have limited experience with the new Irwin Quiet Pipes, but the 3.5 version I tried seemed to work well. The most important factor is matching the pipe length and stinger diameter to the engine.



CMB 3.5 with Lawless foot

For years K&B was the only choice in lower units. As the power increased, especially with 3.5 engines, shaft breaking became a problem. Running 3.5 engines on the K&B 7.5 lower unit solved this problem. It also places the prop farther from the transom, which helped the handling of some hulls. The Lawless also does this and tries to reduce shaft drag with a lower bend angle. Tests by Rod Geraghty showed no difference. However, both the Lawless and the Hyperformance lower units are good alternatives to the K&B.

As the available power has increased, hulls have gotten bigger. Even with stock engines the trend is toward longer boats. This is especially true in 3.5 tunnels. When the water gets rough the

*Continued on page 14*

## The State of Outboard Tunnel Racing

(Continued from page 13)

little boats won't finish. The Hopper 290 has been popular in the Midwest for years because of this. Jerry Dunlap's latest design is 30 inches long. The



*Rod Geraghty's radical looking 3.5 tunnel design*

Leecraft XT-460 (a 33 inch long hull) won the 3.5 tunnel classes at this year's NAMBA Nationals in rough water. However, in smooth conditions, smaller boats will still be faster. Even the 24 inch Dumas Hot Shot can still win with a skilled driver and flat water. This is somewhat true in 7.5 tunnels. Though the Van Hooten Hornet isn't particularly long, its superior cornering has made it the hull to beat. This seems to be especially true with modified engines. The Hopper also seems work well. The long time favorite, the over 10 year old Leecraft XT-460, still works well with stock engines. It remains the choice of many racers, winning all of the tunnel classes at the 2003 NAMBA Nationals. There are also some excellent new kits and original designs. The Villain kit is one of the best 3.5 tunnel kits available. It builds into a winning 3.5 tunnel.

Seismic Racing (Chris Wittrig, Jim and Jimmy Johnson) have been advancing tunnel design with their Aftershock tunnels. They have been hard to beat in District 19 and currently hold the NAMBA B Modified Tunnel

straight-a-way record. They hope to finally exceed Tommy Lee's 75 mph record. Jerry Dunlap steadily builds new tunnels every year. His WOF system lets him make a light, durable one-off boat. His latest 30 inch 3.5 and ¼ scale designs are excellent.

So where are we headed? As long as K&B lower units are inexpensive and available they will be the standard, even though Jim Irwin is planning to offer a complete engine. There will always be potential 3.5 engines as conversions of RC car engines. The small size of the market limits what will be available in 7.5 engines. Henry Nelson's very successful pylon racing engine is the most promising, but a Kalistratou design may be available. Hopefully, the successful K&B engines will be produced.



*Controversial turn fin*

Hull designs have not advanced in basic concept for years. Experiments with turn fins ignited controversy in the Midwest last summer. New sponson designs have been suggested.

Experiments with tunnel aerodynamic effects may be helpful. There are many areas for improvement and the future looks exciting.

## Short Takes

(Continued from page 12)

"Big Daddy" Don Garlits web site. Read on and be amazed at Henry's past history with race cars. Oh, and by the way, you now can get R/C motor cranks from Henry, as he is a distributor of MAC motors. Keep laughing, Henry!

## Inside R/C

For those of you who follow the Outdoor Channel on your local cable provider or satellite dish, you may have noticed that they do a segment called *Inside R/C*. The program covers everything radio controlled from airplanes to robot wars, and even R/C boat racing. In their first season, they covered model boating in San Diego and Los Angeles. In their second season, they really got rolling doing a special on the 2003 NAMBA Nats in Carlsbad, NM. District 19 Director Tony Rhodes and Rum Racing's Lenny Blake were featured. NAMBA Nats contest director Jay Stone explained what it took to run a Nats. NAMBA Records and Awards Chairman Dave Bestpitch was featured on a "tip of the day," and District Nine boater Nancy Moll spoke about her experience in making the Scale Unlimited Final. And District 11 Director Charlie Ott ended the program with his Nats experience that would really make you laugh. Season number three's episode will be a District 19 heat race in Scottsdale, AZ. There were two full days of filming but no one knows what the show will be like. Check your local listings or go to [www.insiderc.com](http://www.insiderc.com) for times. I do know that it will show in late May. If you miss it, check around. I am sure that someone will have recorded it on his or her VCR. I will tell you this much, if the show tapes like it is supposed to, Krista Gibson, who is the host of *Inside RC*, invites a guest who will pull a surprise on her as the next season's episode will entail her learning how to race an 1/8<sup>th</sup> Scale Unlimited Hydroplane. See you at the Grammy's!

## Rulebook Updates

Included with the last newsletter mailing you should have received some revised rulebook pages that centered around the new mono/hydro rules which had recently been voted on and passed. The printer failed to do them in the back to back format that our rulebook currently utilizes, sending four one sided sheets instead. Therefore, included with this newsletter are the corrected pages. Please make sure that these pages are inserted into your rulebook in the proper place, removing the existing pages of the same numbers. We apologize for any confusion or inconvenience this may have caused.

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Revised 05-1-04

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## 2004 Orlando Winter Nationals

By Ron Byrd  
District Three Assistant Director

The 2004 racing season is well underway with the first event of the year in the books. The 23rd edition of the Orlando Winter Nationals was held at our new site on the property of Festival Bay at International Drive in Southwest Orlando.



*The Winter Nats race site at Festival Bay in Southwest Orlando, FL.*

The Orlando Culvert Dodgers were host to contestants from across the US, as well as boaters from Canada, Puerto Rico and Sweden. The club would like to thank each and every contestant for their participation and help in making this the best Winter Nationals ever. We had 321 boats entered in 13 Nitro and 10 Gas classes, running in 208 heats and finishing up with four runoffs bringing the total to 212 heats in three days. A special "Thank You" to the club members for a job well done!



Our members and their duties included:  
CD/Laptop Scoring - Ron Byrd,  
Assistant CD - Scott Anderson, Manual Scoring - Michelle Anderson, Retrieve Boat Operators - Ray Zinckgraf, Harry Wetherbee and Joe Bowes, Pit Boss - Lupe Perez, Contestant Check-In and Raffle - Ellie and Brian Watts, and last but not least the many contestants who

volunteer their time events of this magnitude would not be possible.

I should again thank everyone previously mentioned and also the following. Ross and Michelle Medina, and Wayne and Chad Farrow were of great help with the many hours of site preparation starting with a lake surrounded by brush, very tall grass and weeds, plus tons of fire ants. We transformed the area into a beautiful site for boat racing. Thursday began with final setup of the PA, setting the clock, and then controlled open water from 11:00 am to 5:00 pm. On Friday we began with the drivers meeting at 7:30 am, and the first heat following. Nice weather all day allowed us to run off 72 heats which put us 20 heats into the second round by 5:30 pm.

Saturday started out a bit cool with temps in the mid 40's but it warmed nicely by 9:00 am or so. Another nice day and we ran off 75 heats putting us nine heats shy of the fourth and final round, with the raffle held after the days racing.

It was then off to Family Fun Night at Fun Spot, and arcade and go cart facility within a block of the lake. We were given a discount for the group and tickets to ride four different go cart tracks. Much to our delight we were in for a night of wheel to wheel action, t - bones included (not the kind you put A-1 on). As they say fun was had by all!

Much to our dismay, Sunday brought an early shower starting around 6:00 am just as I arrived on site. But by 9:00 am it was blue skies and the best day of the event. Awards presentations concluded by 4:30 pm. Hope to see you next year!



*The visual countdown clock powered by two 12 volt heavy duty batteries*

### 2004 Winter Nationals Results

#### A Mod OPC Tunnel

1. Gary Erwine
2. Pete Forcier
3. Don Riek

#### A Mono

1. Daniel Hutchinson
1. Fred Blanton
3. Darlene Novotney

#### A Hydro

1. John Brown
2. Tony Blanco
3. Ray Kindred

#### B Mod OPC Tunnel

1. Jeff Whiddon
2. Gary Erwine
3. Bobbie Robson

#### B Mono

1. Pete Forcier
2. Jerry Crowther
3. Arnold Snyder

#### B Hydro

1. Thomas Foley
2. Garrett Demaria
3. Peter Mueller

#### Sport 40 II

1. Jack St.Clair
2. Jeff Whiddon
3. Scott Anderson

#### C Mono

1. Jerry Crowther
2. Dave Bestpitch
3. Ron Byrd

#### C Hydro

1. James Traut
2. Mike Knight
3. Garrett Demaria

#### 1/8 Scale

1. Jack St.Clair
2. Fred Robson
3. Mark Walter

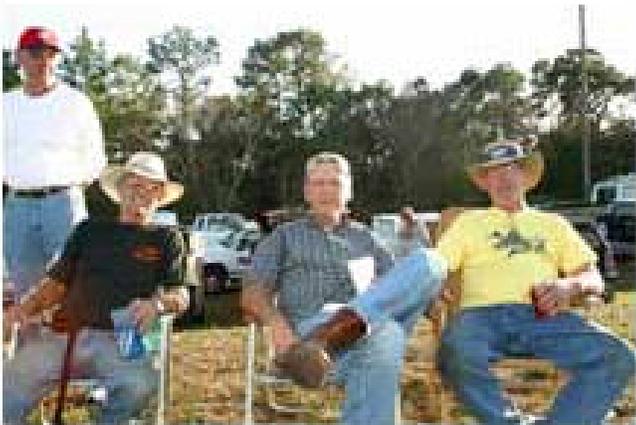
#### X Mono

1. Dave Bestpitch
2. Thomas Foley
3. Adrian Diaz

*Continued on page 18*

# 2004 Orlando Winter Nationals .....

*Chillin .....*



*OCD's Harry Wetherbee and Ray Zinckgraf*



*Mark Walters Scale Unlimited "Candyman"*



*5 ... 4 ... 3 ... 2 ... 1 ... Start ... All boats are legal*

**2004 Orlando Winter Nationals**

(Continued from page 16)

**X Hydro**Thomas Foley  
James Traut  
Garett Demaria**Open Nitro Offshore**Pete Forcier  
Jay Davis  
Jerry Crowther**Open Crackerbox**Johnny Ber  
Herb Stewart  
Patrick Mulvany**G-1 Catamaran**Don Nehls  
Johnny Ber  
Dom Mauro**G-1 Mono**Kevin Willetts  
Don Nehls  
Harry T. Johnson**G-1 Rigger**Harry Wetherbee  
Don Nehls  
Carlo Catalanotto**G-1 Sport Hydro**Andy Millet  
Butch Fields  
GeneFuselier**GX-1 Catamaran**Don Nehls  
Jay Davis  
Scott Anderson**GX-1 Mono**Paul Hale  
Mike Knight  
Raymond Brown**GX-1 Rigger**James Traut  
Gene Sarda  
Tony Blanco**GX-1 Sport Hydro**Butch Fields  
David Yancey  
Arthur Morse**Open Gas Offshore**Mike Knight  
Jay Davis  
Paul Hale**2004 Sunshine Regatta****By Ron Byrd****District Three Assistant Director**

The second event of the 2004 racing season was the Brandon Sunshine Regatta held at Dover District Park just east of Tampa. The Brandon Model Boaters saw 198 boats entered in 13 Nitro and five Gas Classes. Running 138 heats in four rounds and ending heat racing with one run-off brought the total to 139 heats in two days.

Saturday got underway beneath blue skies and sunshine with temps in the mid to upper 70's. Racing was fast and furious all day and the club was able to get two rounds in by day's end.

Saturday evening brings us to our annual High Points Championship Dinner and Awards presentations for 2003 in both the multi day series: "Sunshine Model Boat Racing Association" and the one day series: "West Coast Racing Association." After dinner the W.C.R.A. presented awards to all the class Champions plus a Top Gun Award for the boater with highest point total in any class.

Congratulations to all the W.C.R.A. Champions and podium finishers. We appreciate your participation!

Next up was the awards presentation for the Sunshine Model Boat Racing Association of which all class champions were crowned. Congratulations to all class champions and podium finishers.

Sunday's racing started early and again we had nice mild weather which made for great racing action throughout the day. There were numerous classes with very close finishes for the top three spots. However only one run-off was needed to decide the second and third position in B OPC Tunnel.

Thanks to the Brandon club for a great time and a great event!

**Sunshine Regatta Results:****A Mod OPC Tunnel**Ron Drake  
Mitch Atwell  
Donny Duchesne**Sport 40 II**Jeff Whiddon  
Ron Byrd  
Randy McCarty**Open Nitro Offshore**Jerry Crowther  
Steve Hearl  
John Pinkerton**A Mono**Daniel Hutchinson  
Rick Demers  
Sheila Cardoso**C Mono**Rick Demers  
Brian Bertsch  
Dave Haggart**GX-1 Catamaran**Gene Sarda  
Joe Rivard  
Andrew Rampulla**A Hydro**Mitch Graber  
Dan McCormick  
Daniel Hutchinson**C Hydro**James Traut  
Garett Demaria  
Thomas Foley**GX-1 Mono**Paul Hale  
Henry Brown  
Jim Miller**B Mod OPC Tunnel**Ron Drake  
Tony Atwell  
Steve Gualtieri**1/8 Scale**Jack St.Clair  
Perry Walter  
Randy McCarty**GX-1 Rigger**James Traut  
Ron Ratoff  
Gene Sarda**B Mono**Jerry Crowther  
Dave Haggart  
Carl Ring**X Mono**Jerry Crowther  
Gene Mongar  
Ron Byrd**GX-1 Sport Hydro**Andrew Rampulla  
Arthur Morse  
Joe Rivard**B Hydro**Thomas Foley,  
Mitch Graber,  
Chris Rigsby**X Hydro**James Traut  
Thomas Foley  
Mitch Graber**Open Gas Offshore**Paul Hale  
Jim Miller  
Brian Watts

## NAMBA District 3 - Sunshine Model Boat Racing Association 2003 High Points Champions

### A MOD TUNNEL

1. Ron Ratoff
2. Tommy Cardoso
3. Ron Drake

### B MOD TUNNEL

1. Carl Ring
2. Steve Gualtieri
3. Ron Drake

### SPORT 40

1. Jack St. Clair
2. Carl Ring
3. Gene Mongar

### X MONO

1. Rick Demers
2. John Pinkerton
3. Gene Mongar

### NITRO OFFSHORE

1. John Pinkerton
2. Jay Davis
3. Pete Forcier

### GX1 CAT

1. Ron Ratoff
2. Don Nehls
3. Gene Sarda

### A MONO

1. Rick Demers
2. Dan McCormick
3. Mark Lawson

### B MONO

1. Carl Ring
2. Marvin Erbesfeld
3. Jerry Crowther

### C MONO

1. Rick Demers
2. Marvin Erbesfeld
3. John Pinkerton

### X HYDRO

1. James Traut
2. Rich Moore
3. Mitch Graber

### GAS OFFSHORE

1. Richard Lind
2. Ron Ratoff
3. Don Nehls

### GX1 RIGGER

1. Ron Ratoff
2. James Traut
3. Gene Sarda

### A HYDRO

1. Dan McCormick
2. Rick Demers
3. Ray Kindred

### B HYDRO

1. Rich Moore
2. Mike Knight
3. Peter Mueller

### C HYDRO

1. James Traut
2. Peter Mueller
3. Garrett De Maria

### 1/8 SCALE

1. Jack St Clair
2. Randy Hagood
3. Steve Gualtieri

### GX1 MONO

1. Richard Lind
2. Ron Ratoff
3. Mike Knight

### GX1 SPORT HYDRO

1. Gene Sarda
2. Mike Knight
3. Joe Rubio



*Rick Demers - 2003 A, C, and X Mono Champion*



*Richard Lind - 2003 GX-1 Mono and Gas Offshore Champion*

## NAMBA District 3 - West Coast Racing Association 2003 Championship Series

### A Stock OB Tunnel

1. John Otto
2. Donny Duchesne
3. Chuck Redding

### A Modified Tunnel

1. Don Riek
2. Tommy Cardoso
3. Janes Parker

### A Mono

1. Ron Byrd
2. Arnie Snyder
3. Sheila Cardoso

### A Hydro

1. Ron Lauderdale
2. Mitch Graber
3. Ray Kindred

### B Modified Tunnel

1. Don Riek
2. Dan Hutchinson
3. Ron Drake

### B Mono

1. Arnie Snyder
2. Tom Foley
3. Ron Schwiesow

### B Hydro

1. Mitch Graber
2. Rick Oelschlager
3. Tom Foley

### Sport 40 II

1. Ron Byrd
2. Gene Mongar
3. Chuck Redding

### LSG Mono

1. Tommy Cardoso
2. Rodger Potter
3. Richard Lind

### Open Cat

1. David Yancey
2. Gene Mongar
3. Arnie Snyder

### Open Hydro

1. Tom Foley
2. Mitch Graber
3. Rick Oelschlager

### Open Mono

1. Gene Mongar
2. Tom Foley
3. Ron Byrd

### Open Offshore

1. Tommy Cardoso
2. Gene Mongar
3. Donny Duchesne

### Top Gun

1. John Otto
2. Don Riek
3. Ron Byrd



*John Otto - WCRA 2003 Top Gun Champion*

# 2004 Sunshine Regatta.....

*Scale racin .....*



*The Robson's scale flotilla*



*John Otto and his 3.5 Outboard*



*Donny and Sheila, the Pit Bosses*

## California Mod

By Jack Garcia

This modification for your K&B 3.5 is inexpensive and easy to do. It's for those of you who can't afford the expense of a tuned pipe and special carburetor. The "Cal Mod" is not only economical, it also greatly enhances your engine's performance. All it takes is some much less expensive accessories and some bench work on your part.

This method of modifying the K&B 3.5 goes back to the late 70's, when it was introduced in NAMBA District 19, Southern California in particular. A tuned pipe for an outboard engine was unknown at the time, and the use of an inboard tuned pipe was out of the question. It was the popular belief that there would be too much overhang that would throw off the balance of the boat. So we decided to enlarge the exhaust area in the lower unit to relieve the exhaust restriction. By doing this we eliminated the source of pressure to the fuel tank. So now we had to find a new source. The obvious place was from the engine itself. After a couple of tries at different locations on the crankcase, we settled on drawing from one of the mounting lugs. This produced sufficient pressure for full throttle running, but was way too much at idle speeds causing the engine to easily over flood and quit. The carburetor was collecting too much fuel. The solution was to remove the carburetor, and install a K&B speed needle valve assembly. By removing the carburetor, the excess fuel that was flooding the engine could now spill out of the short venturi.

To control the engine speed, we installed a slide throttle that at the time only K&B was manufacturing. Since then, there are only two sources for outboard slide throttle assemblies. They are available in kit form from both Prather products (mod engine kit #8400) and 707 Specialties (Kit # 3.5 ETA)

The "Cal Mod" increases top RPM by quite a margin. As an example, my best older style engine, (10mm crankshaft), bolted to a hydro, was tached at 23,000 RPM at the 1982 NAMBA Nationals. The time was 84.70 seconds and produced a national record on the NAMBA 9/10 mile, five lap oval course.

With the introduction of the larger 13mm crankshaft by K&B, the speeds and times have been enhanced. The most recent record is 75.07 seconds by Mark Grim of the Los Angeles area.

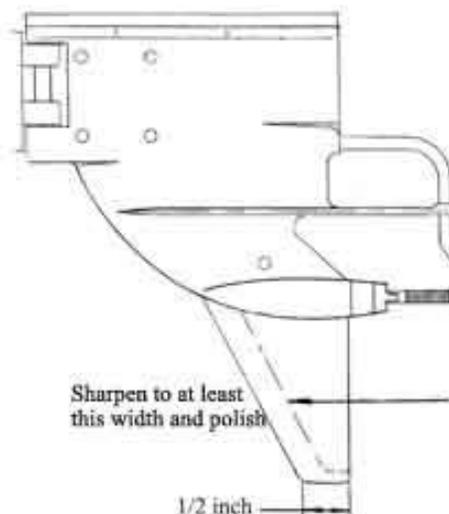
The "Cal Mod" is still preferred and very popular in Southern California to this day, and is widely used in the A (3.5) modified outboard tunnel and hydro classes. Here is how you do it:

### Disassembly

Disassemble the engine and lower unit completely. Remove the carburetor and set screws from the front plate, as well as the exhaust adapter from the crankcase. Moving to the lower unit, first remove the prop shaft assembly, remembering that it has a left handed thread. The pressure fitting is no longer of any use, remove it.

### Modify The Lower Unit

Using a file, or a dremel type tool with a rotary cutter, remove the material that forms the four exhaust holes on the lower unit. Remove enough material from both halves to make the new exhaust outlet at least  $7/32$ " wide. Sand smooth and polish the entire exhaust channel. The back edges of the new exhaust outlet may become ragged. Smooth them with a fine tooth file for esthetics. (Refer to the lower unit drawings.)



### Crankcase Pressure Tap

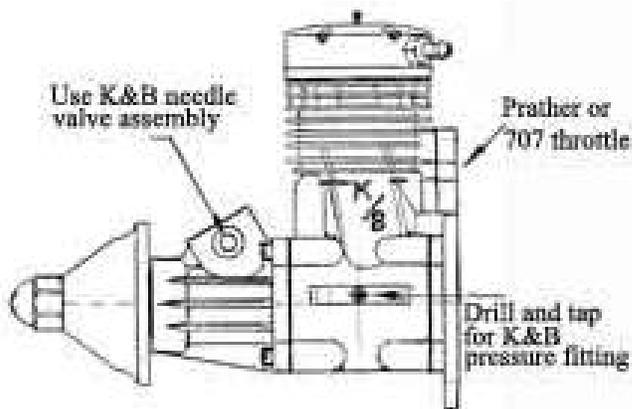
A special 4-40 thread pressure fitting is included in the exhaust throttle kits available from the two manufacturers mentioned. Drilling and tapping on the crankcase is required to accept the pressure fitting. Hold the crankcase in a small vice and drill a #43 hole in the center of the left engine mounting lug. This is definitely the most difficult part of the Cal modification. Be extremely careful here. The lug is fairly narrow and the hole must be absolutely

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**California Mod**

*(Continued from page 21)*

centered. If you are not confident that you can do it, I suggest that you get some help. After the hole is drilled, counter sink it fairly deep. This will allow the pressure fitting to seat completely. Thread the hole with a 4-40 tap. Caution! When installing, do not over tighten the pressure fitting, as it may break off.



To remove aluminum chips, wash the crankcase in hot soapy water, and dry. Reassemble the engine completely and before joining it to the lower unit, install the slide throttle on the crankcase and the needle valve assembly to the front plate. A good needle valve setting to start with is about 3 1/2 turns open.

Good Luck and good racing.

As well as doing the club newsletter, I was in charge of handling all of the memberships, both club and NAMBA. This was when I really got to know Mom better. She helped me navigate all the forms that were necessary for the club and helped make sure that all of our members got their cards on time. Now keep in mind that this was before the computer age, and all of her records were on paper, not in a computer database. Membership cards were printed on card stock, cut apart, and typed by hand. So sending out all those cards on time was quite a job. But it always seemed to get done. Also keep in mind that she was in her 70's at the time.

It wasn't long after this that I became divorced but decided to stay in model boating and the club. I attended more Nationals, one in Amarillo and another in Los Angeles. Mom was always there. She didn't run boats but she made sure that she had time to talk to all of the many people she had come to know. In 1983, a group of us decided to attend the Nats in Vancouver. Since it was such a long ride, we decided to make a fun trip out of it, doing some touristy things along the way. One of our stops was to be some winery visits in the Napa Valley. When Mom heard that we were coming that way she insisted that we spend one night at their home in Lower Lake, California. Somehow they found room for five of us to sleep, took us out to dinner and breakfast at the local eatery, and entertained us with the many raccoons who lived in their woods and came to eat on their deck.

Several more Nationals came and went, and several more times Mom Coad attended. Each year they spent fewer days there but always made an effort to attend. In 1987 there was a period of dissention within NAMBA and Mom decided that after so many years it was time to retire. Somehow or other she managed to talk me into taking on the job she had filled for so many years. I wasn't sure that I was up to the task, but after all that she had done for all of us over the years, I couldn't find it in my heart to say no. (So now you know how you all got stuck with me.) I again spent several days in Lower Lake trying to get a feel for the job I was taking on.

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## Remembrances of Mom Coad

By Cathie Galbraith, with contributions from Gary Crawford, Dave Bestpitch, Alan Hobbs, and Doug Twaits

When I first joined NAMBA in 1975 we were living in Waukegan, Illinois. The area was mostly IMPBA, but there were a few NAMBA clubs. We attended our first club meeting and of course were told that we needed to get NAMBA insurance. The club secretary, whose name I cannot for the life of me remember, said that it was no problem, she would get it taken care of with Mom Coad. I asked why she was called Mom and was told very matter of factly that it was because she took care of everybody. I thought this was great and in short order we had our NAMBA numbers. A couple of years later Uncle Sam decided that we were moving to San Diego. We really had not even had time to get settled, much less find the local club, before the week of the Nationals approached. To our surprise, it was being held in Seaside, California, so we decided to attend. We had a great time, experienced our first earth-quake, met some of the San Diego boaters, and for the first of what was to become many times, I finally met Mom Coad. She visited with me like she had known me all my life, when in fact she had never met me or even talked to me. We came back home and finally joined the San Diego Argonauts, many of whom we had met for the first time up in Seaside. It was not long before I was talked into being the club secretary.





*Cathie Galbraith feeding raccoons at the Coad home in Lower Lake*

Nationals but eventually stopped. But she continued to be interested in what was going on. I would usually try to call her a couple of times a year but the last time that I called her I was pretty sure that she did not even know who I was. She had moved and was living in a small house behind her son and daughter-in-law. I continued to send the *Propwash* to her, and it was after the last issue that I received a very nice note from her daughter-in-law informing me that she had passed away on January 5th, 2004. She had suffered for a number of years from Alzheimer's but had made it to her 95th birthday.

Mom will be remembered by many people for her years of devotion to NAMBA. She is a current member of the NAMBA Hall of Fame, as well as being a member of the AMA Hall of Fame for her early contributions to WAM. I have asked several people who had also known her for many years to share some of their thoughts about her:

Gary Crawford, now District Director of District 9 had been a member of WAM before getting involved in model boating:

"I have known Mom Coad since I was about 13 years old. I joined WAM, the control line model airplane organization, back in 1963. I have several fond memories of her, but I think one of the funniest ones involved visiting her and Don Coad at their home in Lower Lake. Mom and Don had a nice home near the water. Mom invited my wife Diane and I up to visit them, and she said to please come early so we could all go to breakfast.

We arrived and discovered that they really lived out in the woods, and the deer and other animals would come

down and feed on ears of corn that Don had stuck on wooden dowels mounted on their fence. As we ate breakfast Mom warned us never to feed the raccoons!

It seems that one evening while Don and Mom were eating dinner, Mom looked out on the rear deck to see a raccoon standing there. She loved small animals and she thought it was hungry, so she took some scraps of food and tossed them over to the raccoon. She also placed a bowl of water out there so it could drink, or as she soon found out, to wash its food.

The next evening the raccoon returned and she threw it some scraps again. She and Don got a big kick out of watching that raccoon wash and eat its food. Mom and Don went away for a few days and forgot about the raccoon.

When they returned, Mom fixed dinner, but left the drapes closed that looked out on the rear deck. She and Don sat down to eat, when there was a knock at the patio door. Mom got up to see who it was, but no one was there. She sat back down and started to eat her meal when she heard the knock again. This time Don said he'd get it. He looked through the drapes, but no one was there. Now both of them were upset because they knew they heard a knock at the door. Don went and got his pistol because he didn't know if someone was playing games or trying to hurt them.

As they sat and waited, soon came a loud banging on the door. Don, with pistol ready, told mom to open the drapes and stay out of the way. When Mom opened the drapes this time, she and Don were shocked to see about eight raccoons standing on their hind legs, front paws reaching out waiting to get fed. They had a much relieved laugh, but soon they were to discover that they had created a real problem for themselves. Don told Mom don't worry I know how to get rid of them. Don grabbed a hand full of sugar cubes and tossed them out on the deck. The raccoons scooped them up and took them over to the water dish to wash their meal. Don said it was hilarious to watch the raccoons wash those sugar cubes and then watch the look on their faces when the water dissolved the cube! For a while the raccoons just stared at Don and Mom through the window and then walked off.

Mom said 'I don't think you should have done that Don.' Don just said 'Aw don't worry about it, they won't be back.' Don had the garbage cans enclosed in a wooden bin and one night he forgot to lock it. Sure enough the raccoons came back and turned the cans over and made a mess. Mom scolded Don and said 'I told you so!'" (Well Gary, they must have decided to feed them again, because it was several years after this that I was there and they were feeding them ice cream on the deck.)



*Raccoons eating ice cream*

Dave Bestpitch was one of the early members of NAMBA and had worked with Mom Coad a lot over the years. He remembers her this way:

"After hearing many things about this lady in WAM who did it all, I was surprised to see a small statured white haired lady greeting me, 'Hi Ya. My name is Mom and you must be Dave.' Question is, how did she know? I never did find out how, but I am sure she was watching all the time. It seems that Mom always kept an eye on all of us, like a mother watching over her children. She acted as a mentor to some. At times she would irritate us with her nosey (motherly) attitude. Many times she was asked, 'Who are you - my mother?' I think the best story I can relate about Mom was when we spent the weekend at her house. Not wanting to cook, Mom decided we would go out to eat each night at the local restaurants in Lower Lake. What an experience we had! The waitress was told what to do, we were told what to order, how to eat it, and also to finish our plates... (sounds like a mother to me). I am sure that she is still watching over us, and probably watching and guiding those NAMBA members who are with her now."

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**Remembrances of Mom Coad**

*(Continued from page 23)*

Current NAMBA President, Alan Hobbs remembers Mom this way:

“While I had spoken to Mom Coad on the telephone many times before, I did not meet her in person until the 1981 NAMBA Nats in Amarillo. That is the same time that I met Cathie and many of the other California boaters. Mom Coad was always genuinely happy to see everyone. Even though I was a new boater, Mom Coad made me feel welcome and that I was really a part of the organization. While the Coads saw California boaters more often than those of us further East, Mom Coad took an interest in us as individuals and as friends. And, as individuals and friends we will remember Mom Coad for her gracious presence and concern for each of us.”



*Mom Coad at the Nats banquet*

As most of you know, Doug Twaits hails from New Jersey and didn't have the advantage of the close proximity to Mom that many of us had. However, he did attend quite a few Nationals where he had a chance to meet her, and then got to work with her closely when he served as President of NAMBA. Here are his thoughts:

“Myrtle Coad will always be remembered as Mom Coad. Many years ago at our NAMBA National races, I would hear people saying ‘when is Mom Coad supposed to be here?’ Well, soon after that question you would see a white haired elderly lady with many of the competitors gathered around her.

Yes, there she was with her NAMBA secretary smile and wearing her legendary red NAMBA jacket on. This jacket had patches everywhere you could sew one on. Every time I remember her, I see her in that jacket! Those were the years when patches and awards were popular. One of the awards Mom enjoyed giving was the sweetheart pin.



*Mom Coad presenting a sweetheart pin to Cathie Galbraith at the 1982 Nats*

This was a big thing for a woman to receive at a Nats banquet! One of the best awards I saw Mom give was a 1984 Nationals button with red blinking lights around it. She gave about 12 of these to the women who helped put on the "Full Bore in 84" Nationals. Mom had a sense of humor also!

She was speaking at a banquet and told everyone she had heard a "Good

One" meaning a joke. Well the joke was about a guy who died and got to the pearly gates and was told he could not get in because it was not his time yet. He would have to go back to his world but not as a person but something else. So the guy got thrilled and said he wanted to be a "stud". With that he disappeared and went back. Well, when Mom got to that point, the banquet hall went into dead silence. I said to myself ‘Oh my gosh, what comes next?’ Well, she continued the joke and it went like this: So the guy disappeared and months later the gate keeper was asked by the higher above what had happened to this guy. He said he had granted him his wish and made him a stud on a Goodyear tire in Michigan. With that the entire banquet hall broke out in laughter and let me tell you it took a while before the room was quiet enough to continue speaking. Let me say that Mom Coad was one of my favorite people and will always be a true legend in NAMBA. Thanks for the memories, Mom.”

I am sure that many of you have your own favorite memories of Mom. Her contributions to NAMBA and model boating will be with us for a long time. I am sure that right now she is up in heaven organizing a boat race, with her long time friend Gary Johnson at her side. We will miss you, Mom. Thanks for everything!

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**Odds and Ends**

**By Cathie Galbraith  
NAMBA Executive Secretary**

Well, it is almost time for the Nats in Los Angeles. I am looking forward to seeing everyone from other parts of the country that I only get to see at these events. I understand that there are over 750 boats entered so it should be an action packed week.

By the time that you receive this newsletter I will also be back from my trip to Washington. The main purpose of the trip was to see some Padres/Mariners games with Betty and Kirk McKee, but the added bonus was that I would be able to go to one of their district races on Saturday. While I decided that I really couldn't deal with taking one of my boats on the plane, I did volunteer to help out at the race. I will tell you how that went next time.

Memberships are coming in strong for 2004. I think that we are up slightly from 2003. For those of you who have not renewed yet, don't forget to get them in. I can't tell you the number of people who wait until a couple of days before they want to race before they try to renew. We usually manage to get it taken care of but it just causes a lot of stress for everyone involved.

Well, I guess that's about it for now. I hope that everyone has a great summer of racing and I hope to see some of you at the Nats.