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President's Message

By Alan Hobbs
NAMBA President

I am actually writing this message just before the Christmas Holidays. It should be cold and snowy here in Montana, but we are comparatively warm and very dry. It doesn't look much like Christmas at all.

No matter the weather, we think of family and friends during the Holiday Season, and of course I wish all of the NAMBA boaters the best of the season and a healthy 2005.

By the time you read this newsletter, I will have returned from racing in Australia. It was great to meet so many Australians during the 2004 NAMBA Nats. They made a point of inviting me to their National Championships and I was able to work out the time and travel. So, I left for Sydney on December 22nd and returned on January 4th.

It seems strange to spend Christmas away from home and have Christmas during summer weather. But here goes. Bill Annabelle, who many NAMBA boaters met at Legg Lake last summer, met me at the airport and put me up at his house. I guess turkey dinner is not a big deal in Australia, so he had promised me a fresh seafood Christmas Day dinner.

One of the best things about model boating is all the great people we meet. I would have never even thought about a trip to Australia if I had not met so many nice Australians through model boating. It is truly wonderful how model boating reaches across borders, languages, and lifestyles. I am always amazed at how much model boating has positively affected my life.

The 2005 NAMBA Nats

Remember to set some time aside to attend the 2005 NAMBA Nats in New England. I'm planning to take a few days to drive to New Hampshire to enjoy the entire trip. Some model boaters from France and Poland have spoken to me about attending the NAMBA Nats this year. Some of you might remember Chris from Poland. He attended the 2003 NAMBA Nats in New Mexico. He and his father hope to be in New Hampshire this July.

This should be a great site for racing and a good time for us all to make new friends. I am really looking forward to racing in New England. I hope to see you there.

Membership

Don't forget to send in your 2005 NAMBA membership. About the time you decide to go to a race, it could be too late to get your membership in to the NAMBA office. Send it in now and you'll avoid wondering if the membership card can arrive in three days.

Continued on page 2

NAMBA District Seven 2004 Season Roundup

By Jay Stone
District Seven Director

The NAMBA District Seven 2004 racing season ended in Carlsbad, New Mexico on October 10th. In 2004 the district featured the Competition Marine Design and BH Hanson Highpoint Championship series that was run in conjunction with the normal district Highpoint Series.



Top three finalists from the Outboard, A-B Mono and Hydro Classes, C-X Mono, Hydro and Cat Classes, and Gas Classes were eligible for a drawing of four brand new engines. In the Outboard Division, Bryan Yancey of Odessa, Texas was the winner of the MAC 21 outboard engine. In the A-B Division, Dale Roberts of Albuquerque, New Mexico was the winner of the MAC 45 engine. In the C-X Division, Tom Balliet of El Paso, Texas was the winner of the MAC 67 engine. In the Gas Division, Jim Pelezo of Odessa, Texas was the winner of the Zenoah G-260 engine. NAMBA District Seven would like to thank Andy Brown and the whole gang at Competition Marine Design for their support of our nitro classes. We would also like to thank Bruce Hanson of BH Hanson for his support of our gas classes.

The 2004 Highpoint Series was dominated by Dale Roberts. The district ran 17 classes, and Dale won eight of them. Dale won A Mono, A Hydro, B Mono, B Hydro, C Mono, C Hydro, X Mono and Open Nitro Catamaran. Jim Pelezo of Odessa, Texas won two classes, Crackerbox and G1 Catamaran. Jim also won the prestigious Eli Highpoint trophy. Bryan Yancey of Odessa, Texas was the only other multi-class winner. Bryan won the A OPC and G1 Mono classes. JC Greenlee returned to racing in 2004 and won a Championship in G1 Sport Hydro. Tom Balliet repeated his dominance in X Hydro, winning yet another District Championship. Congratulations to all the Championship winners!

The 2005 Race Season will get started in Carlsbad in April. There will be eight races, with two races each in Carlsbad, Andrews and Lubbock. In 2005 we will be returning to Fort Worth and Amarillo, Texas. It also looks as if there will be several NAMBA sanctioned races to be held in the Fort Worth Area. These extra races will be put on by Steve Muck and will not be considered in the District Seven highpoints series for now.

2005 will be my last year as NAMBA District Seven Director. 2004 was a tough year for me, as I dealt with many personal issues. In 2005 I will be returning to college and my commitment beyond 2005 will be very difficult. I have enjoyed my time as district director and I hope that each member in District Seven will start considering a replacement. I would like to thank all of my assistants for helping me handle the district.

I hope everyone has a wonderful 2005. Let's be safe and continue to strive for growth and greatness in NAMBA.

2004 Points Champions:

A-Mono	Dale Roberts	A-OPC	Bryan Yancey
B-Mono	Dale Roberts	B-OPC	Greg Wood
C-Mono	Dale Roberts	B-OPC Mod	Hank Mullin
X-Mono	Dale Roberts	Crackerbox	Jim Pelezo
A-Hydro	Dale Roberts	G1 Mono	Bryan Yancey
B-Hydro	Dale Roberts	G1 Catamaran	Jim Pelezo
C-Hydro	Dale Roberts	G1 Sport Hydro	JC Greenlee
X-Hydro	Tom Balliet	GX1 Catamaran	Jerry Wright
Open Nitro Cat	Dale Roberts	Eli High Points	Jim Pelezo

President's Message (Continued from page 1)

New Members

I get many inquiries about NAMBA from potential boaters and people thinking about switching from a different organization. There really is not a big difference between NAMBA racing rules and other organization racing rules. Everyone uses the same radios and engines. Most people run the same boat designs. Differences such as mill patterns and buoy infractions are small. The big differences as I see them are our NAMBA insurance coverage, local decisions, and our family first orientation.

Hopefully, we will see a few more clubs switch to NAMBA. When new people show up at your race or in your club, be sure to make them feel welcome. Some new members don't have a lot of experience, but some have been racing for years within another organization. A pleasant experience racing with NAMBA boaters will keep these new members and increase the turnouts at our functions. Besides, it is the right thing to do.

My best wishes to you during 2005. I hope to see you soon.

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

2005 Orlando Winternationals

By Ron Byrd
Assistant District Director

The 2005 racing season is underway with the first event of the year in the books. The 24th edition of the Orlando Culvert Dodgers premiere event was held in Groveland at Lake David Park which is northwest of Orlando.



This year's event welcomed guests from Bermuda, Puerto Rico, Canada, and 14 States. The club would like to thank each and every contestant for their support in attending our race. This year was by far the largest three day event anywhere and eclipsed our old record of 352 boats set in the mid 90's.



With 403 boats entered in 13 nitro and 10 gas classes, set to run 212 heats total, we were in need of good weather in order to complete the planned four rounds of racing. Thursday was Open Water and the weather was very nice. However when daylight came on Friday morning the sky revealed was dark and rainy as a large thunderstorm the length of Florida rolled in. Lightning kept us from the planned start time of 8:00 am and with the last strike having been around 7:30 or so. We started at 8:15 in a light rain. At times it would stop raining only to start again throughout the day. Saturday was cold and windy as a cold front

moved in right behind the storm on Friday. With our annual High Points Banquet slated for Saturday evening we needed to roll off as many heats as possible to even have a chance of completing four rounds. However the conditions were not favorable and by the end of the day Saturday we had only managed 131 heats in two days and it became apparent that we were not going to be able to get a full four rounds in. On Sunday the cold and windy weather was still with us and with 22 heats to run to complete three rounds and a 1-1/2 hour break for Church we decided to get the contestants input as to our decision to stop at the end of three rounds. It was pretty much unanimous to do so. After round three was in the books it was time for five runoffs and the Unlimited Scale Final which we completed by 2:00 pm. This year's weather didn't really seem to dampen the fun and competition as there were many very closely fought heats throughout the weekend.

A special "Thank You" to the club members for a job well done! Our members and their duties: CD/laptop scoring Ron Byrd, CD Scott Anderson, manual scoring Michelle Anderson, Gary Weinmann, Kevin Whittington, retrieve boat operators Ray Zinckgraf, Harry Wetherbee and Kevin Whittington, pit boss Lupe Perez, contestant check-in and raffle Ellie and Brian Watts. Last but not least the many contestants who helped throughout the weekend!...Ron Byrd



Mitch Atwell Jr. with his tunnel

Orlando Winternats Results

Top nine finishers in each class:

NITRO:

A Mod OPC Tunnel

Junker, Rich
Redding, Chuck
Otto, John
Danbom, Jim
Hellwig, Mary
Duchesne, Donny
Forcier, Pete
Atwell Jr., Mitch
Frazier, Derek

B Mod OPC Tunnel

Forcier, Pete
Ford, Doug
Atwell, Tony
Danbom, Jim
Duchesne, Donny
Robson, Bobbie
Ford, Melvin
Hearl, Steve
Ford II, Doug

A Mono

Bestpitch, Dave
Duchesne, Donny
Hutchinson, Daniel
Hartley, Fred
Perez, Lupe
Hutchinson, Mike
Hearl, Steve
Crowther, Jerry
Novotney, Darlene

B Mono

Haggart, Dave
Crowther, Jerry
Bestpitch, Dave
Carpenter, Ken
Duchesne, Donny
Novotney, Darlene
Erbesfeld, Marvin
Frazier, Derek
Mongar, Gene

C Mono

Crowther, Jerry
Bellinger, Rick
Erbesfeld, Marvin
Novotney, Darlene
Jeffcoat, Glover
Howard, Matt
Zeller, Todd
Byrd, Ron
Haggart, Dave

Continued on page 4

2005 Orlando Winternats Results

(Continued from page 3)

X Mono

Foley, Thomas
Mongar, Gene
Novotney, Darlene
Bestpitch, Dave
Howard, Matt
Haggart, Dave
Robson, Fred
Byrd, Ron
Jeffcoat, Glover

A Hydro

Graber, Mitch
Barney, Walt
Kindred, Ray
Hutchinson, Mike
Pritchard, Jeff
Perez, Lupe
Brown, John

B Hydro

Foley, Thomas
Brown, John
Demaria, Garrett
English, Brett
Muller, Peter
Zeller, Todd
Bestpitch, Dave
Graber, Mitch
Pretzfeld, Tom

C Hydro

Demaria, Garrett
Pretzfeld, Tom
Howard, Matt
Perez, Sergio
English, Brett
Gualtieri, Steve
Zeller, Todd
Timmons, Keith
Brown, John

X Hydro

Howard, Matt
Graber, Mitch
Traut, James
English, Brett
Kindred, Ray
Junker, Rich
Pretzfeld, Tom
Muller, Peter
Foley, Thomas

GAS:

Open Crackerbox

Fields, Butch
Ber, Johnny
Carpenter, Ken
Calogero, Joe
Finn, Bob
Nehls, Don
Garteiser, Tom
Killian, Dale
Geiger, Jim

G-1 Catamaran

Finn, Bob
Watts, Brian
Rubio, Frank
Sydor, Bill
Camus, Michael
Tyson, Mike
Zapata Jr, Pedro
Ratoff, Ron
Melkey, Anthony

GX-1 Catamaran

Camus, Michael
Fields, Butch
Medina, Rey
Sydor, Bill
Rubio, Joe
Tyson, Mike
Calogero, Joe
Anderson, Scott
Miralles, Sal

G-1 Mono

Camus, Michael
Johnson, Harry T
Rubio, Frank
Tyson, Mike
Nehls, Don
Miller, James
Watts, Brian
Collins, John
Phillips, Ken

GX-1 Mono

Miralles, Sal
Yancey, David
Lind, Richard
Nehls, Don
Morales, Billy
Fields, Butch
Whittington, Keven
Hendricks, Rod
Johnson, Harry T

G-1 Sport Hydro

Ghattas, Trent
Fields, Butch
Kester, Bob
Medina, Rey
Sydor, Bill
Miller, James
Garrett, Bill
Brown, Antron
Ratoff, Ron

GX-1 Sport Hydro

Fields, Butch
Rubio, Joe
Garrett, Bill
Fuselier, Gene
Foley, Thomas
Yancey, David
Lingerfelt, Brian
Metcalf, Lance
Brown, Antron

G-1 Rigger

Nehls, Don
Kester, Bob
Sydor, Bill
Hooper, Chuck
Ratoff, Ron
Ruiz, Jorge
Camus, Michael
Rivard, Joe

GX-1 Rigger

Hendricks, Rod
Fields, Butch
Sydor, Bill
Sarda, Gene
Nehls, Don
Ratoff, Ron
Yancey, David
Traut, James

Open Gas Offshore

Lind, Richard
Nehls, Don
Miller, James
Melkey, Anthony
Morales, Billy
Hale, Paul
Ratoff, Ron
Potter, Roger
Neal, Jeff

District Three Scale Unlimiteds - Race Report

By Steve Gualtieri
District Three Scale Director

The 24th Annual Orlando Winter Nationals would have sixteen 1/8th Unlimited Scale boats show up ready to race. It was cold, windy, and scattered rain for most of the race weekend. Despite the weather, everyone was eager to race. There were three full heats of competitive unlimited scale racing. Steve Peterson came all the way down from Canada to race his unlimited scale, the Lincoln Thrift. We also had Fred Hartley from Wisconsin racing his Pride of Pay-N-Pak. He's spending the winter months with us here in Florida and we are glad to have him race with us.

The rest of the field were drivers covering North, Central, South, East, and West Florida. The three rounds of heat racing had plenty of good racing action that made for an enjoyable time. Bad weather eliminated the consolation heat so we went right into the final.



Jack St. Clair – Event Winner

was making ground on the third, fourth, and fifth place boats. After one full lap he passed Mark by the end of the first turn. Then Steve put a pass on Mike going down the backstretch. It was Jack, Randy, Steve, Mike, Ron, then Mark. Heading for three laps completed, Mark Walter died in the last turn and we were down to five boats running with Jack St. Clair leading, followed by Randy Hagood. Ron was making ground on Mike and passed him by the end of the fourth lap. Jack, Randy, Steve, Ron, and Mike running down the back stretch in that order. Ron passed Steve to take over third. Going across the finish line it was Jack in first, Randy second, Ron Byrd third, Steve fourth, and Mike fifth. It was some very good Scale racing action and made for a nice finish to the 2005 Orlando Winter Nationals.

Randy McCarthy from Jacksonville, Florida won the Concourse Trophy with his U-10 Winston Eagle (lobster boat) that he just built. Congratulations!

We would like to extend an invitation to Scale drivers everywhere to come race with us here in Florida. Please check our website at: www.namba3.net



Steve Peterson - Canada

In the top spot was Randy Hagood with Miss Houston followed by Mark Walter and the Candyman, Jack St. Clair's Speedy Printing, Ron Byrd and his Speedy Printing, Steve Petersen with the Lincoln Thrift, Mike Haynes and the KWWW, and Ron Ratoff with the Sutphen Spirit.

Five ... four ... three ... two ... one ... START. Jack St Clair and Randy Hagood out in front. Mike Haynes, Steve Petersen and Mark Walter followed with Ron Byrd in last. Jack and Randy began to pull away from Mike, Steve, and Mark while Ron



Randy McCarty - Concourse winner

2005 NAMBA Nationals

By Rags Grenier
2005 Nationals Contest Director

For the first time in the history of NAMBA, the 2005 Nationals will be held in New England. The location for this historic event is the beautiful Salmon Falls River in the rural farming community of Rollingsford, NH. Your hosts, the members of District 11, are working hard to provide participants with a rich experience both on the water and in all the region has to offer.

The race site is in a serene, scenic area, yet is not far from the seacoast and population centers. Once your racing appetite has been satiated, it is not far to the White Mountains of New Hampshire, the legendary rocky shores and picturesque lighthouses of Maine, and the Revolutionary War history of Massachusetts. There is something for everybody.

Racing begins Saturday, July 9th and will conclude with the awards banquet on Saturday, July 19th. Since we are navigating uncharted waters (no pun intended!), it is difficult to predict what kind of turnout we can expect. But using the '99 Nats in District One as a guide, we anticipate attracting 450 entries.

A word about accommodations: Summer in the seacoast area puts room availability at a premium, so make reservations early. The host hotel is the best deal around, as well as being with your fellow racers. Information about the host hotel, other accommodations, and campgrounds is available on our website, namba11.com, as well as in the entry forms.

Sponsorships are welcome and those classes still open are listed on the website. If you have any questions, contact me at sgrags03249@yahoo.com, Butch Thibodeau at lthibod3@maine.rr.com, or through the website.

We look forward to providing you with a rewarding racing experience and we'll see you in July.

Lithium Polymer - Rocket Fuel?

By Terry Davis
District Two

“It’s like having rocket fuel to burn. All we have to do now is build a better rocket.” That’s how Chris Fine described them the first time we talked about them.

What were we talking about? Lithium Polymer (LiPo) is the latest cell chemistry available to electric powered vehicles. The airplane guys have been working with these for some time now, but the amperage required to fly a plane is relatively low when compared to an electric powered boat. The cells just weren’t quite ready for boats. Times have changed and so have the cells. They can now be put together in a manner that will allow you to custom design a power system for nearly any setup you can dream up.

The Good

The LiPo cells have a higher capacity, higher voltage, less internal resistance, and they’re lighter than the cells we are currently racing with. What was once powered by six sub C sized Nickel Metal Hydride cells can be powered by as few as two LiPo cells. Each LiPo cell puts out 3.7 volts nominal. The new cells are so light when compared to the old technology that it’s feasible, and in some cases desirable, to wire duplicate packs of cells in parallel.



Let’s look at a typical N2 (7.2 volt) Offshore setup. A four-minute N2 offshore setup runs at about 45 amps. You’re limited to approximately 45 amps by the capacity of the cells. That’s basically as fast as you can burn fuel and make the time. Your choice of motor and prop are based on 45 amps. A typical setup with today’s technology would

likely include six GP 3300 NiMh cells and would weigh in at about 372 grams or about 12 ounces for the cells. The voltage delivered by sub C cells varies under load. A rule of thumb is 1.1 volts per cell under load (so 6.6 volts approx.). This will taper off as the cells get hot and the internal resistance increases. So at the end of your run you’re no longer seeing anywhere near 7.2 volts. It’s probably closer to six volts.

A LiPo setup could be done a multitude of ways. Here’s an example: You could use two 6000 mah LiPo cells wired in series that have a 15C rating. This setup has the same voltage as the sub C setup but nearly twice the capacity and the voltage is actually 7.4 volts. That’s 7.4 volts under load.



A LiPo and 6-cell NiMh battery setup

Note: All LiPo cells have a maximum continuous discharge rating (designated by the letter C). To determine the amperage you can safely draw from them you multiply the amp hours by the rating. A 15C rating on a 6000 mah pack is 6ah x 15 or 90 amps.

Yeah, but Terry, what the heck does this mean? Well, the LiPo pack starts at 7.4 volts so your starting with more power. It’s 346 grams so it’s .84 ounces lighter. It doesn’t taper off like the Sub C pack does so you finish strong with the voltage you started with. Here’s the kicker. You are carting with you an extra 2700 mah of fuel. You could save that extra fuel and not charge for the next heat possibly. Or, instead of being limited to approximately 45 amp, you could draw from your cells about 75 amps safely in those same four minutes

without running out of fuel. So the significance is not lost on you fuel guys

The 6-cell NiMh setup can only put out about 297 watts and still get the four minutes required. And, 297 watts is about .3983 horsepower. Doesn’t sound like much but the 6-cell boats are typically in the 21” to 25” range. Pretty small.

The LiPo setup can put out (in theory) about 555 watts in those same four minutes. Those 555 watts convert to about .744 horsepower. Wouldn’t you fuel racers be excited if a new fuel came along that could give you an 86 percent increase in horsepower with less weight? Go for the big prop! Us electric guys are extremely excited. Forgive me if in my explanation I’ve told you something you don’t need explained but I can tell you nothing about nitro. You would have to explain it all to me.

Let me give you one more extreme example. For this Spring’s Fast Electric Michigan Cup Race there will be a group of us running Fast Electric 1/8 Scale Hydro. For this event we intend to allow racers to use the latest LiPo cells. If you wire 10 LiPo cells in series they will deliver 37 volts nominal. Take a number of these packs and parallel them and you can literally pick as many Mah as you want just by adding another pack. So if you parallel four 12 C rated 10 cell series packs of 2500 mah cells you can draw from 10000 mah at 120 amps:

2500 mah x 4 = 10000 mah
2.5 ah x 12C x 4 (paralleled packs) =
120 amps continuous
120 amps x 37 volts = 4440 watts
(potential)
4440 watts = 5.95 horse power that the
packs could push if you had a motor
with that much power.

Let’s go crazy. Parallel three sets of the cells from our first example only in a 10s configuration:
10series 3parallel 6000mah setup rated at 15C
6 ah x 15C x 3 = 270 amps continuous
270 amps x 37 volts = 9990 watts
(potential)
9990 watts = 13.39 horse power

Can you hear me now? This is the reason that Chris described them as “rocket fuel.” We electric guys are waiting patiently (patiently may be an exaggeration) for the better rocket to be made available. The current motor technology has not yet been engineered to allow us to run 270 amps continuous. Yet! Electric motors that can deliver four horsepower are already available and will be in the majority of the FE 1/8 Scale Hydros at the Michigan Cup. There are some five plus horsepower motors that I’ve yet to get my hands on.



The sky is the limit with LiPo power

Electric motor manufacturers are aware of the potential and are working on the “rocket” motors we need.

I think it’s clear why the electric boating community is excited about this new technology. The potential is unlimited. There may even come a time when electrics and fuel-powered boats could be run together on the same course.

The Bad

The reality is that currently these cells are pricey. Bordering on darned right expensive. Once the power tool industry starts to use this technology the prices should fall dramatically. The best argument for the additional money really isn’t the additional potential energy. It’s the additional cycle life. With the NiMh cells they start to deteriorate before the race season is over. The hardcore racer will likely purchase fresh cells at the beginning of each season and probably before a major event like the Nats. Those brand new NiMh won’t have the potential energy that the cells from our first example do. The LiPo cells should easily last a couple of seasons with no

deterioration. Maybe more depending on how much you use them.

Long-term history under race conditions is just not available yet. We’re working on it. Fine Design has cycled packs at 52 amps discharge and four amps charge for 311 days straight. You could not do this with any NiCd or NiMh cells. The Cleveland Area Fast Electrics (CAFÉ) club from District Two will be allowing LiPo cells in some of their club’s offshore classes for 2005. I applaud their pioneering efforts.

No one at this point has suggested that the age of NiMh cells has ended. Nor is anyone (that I’m aware of) proposing any rule changes to include LiPo technology. This article serves only as information. Take from it what you can.

And, The Ugly

As with any new technology there has been a learning curve. The plane guys took a beating on this technology when they first tried to adapt it to electric flight. Through the learning process they discovered that these new cells couldn’t be pushed beyond their limits like a NiMh cell can. They are not forgiving and if abused or damaged they can vent or in some cases even ignite. The Lithium Polymer cells require a little more attention to safety than previous generation cells. I can not emphasize strongly enough how important it is to follow the safety guidelines set forth by the manufacturer of each particular brand of cells.

There have even been concerns that the Lithium Polymer cells would be specifically excluded by NAMBA’s insurance carrier. This is not the case. The underwriter does not get into the minutia of every single product a model boater comes in contact with. There are countless examples of this throughout the hobby. Once you ignore the safety guidelines you could be considered negligent by the underwriter. There are likely no specific exclusions in the policy that prohibit the consumption of nitro fuel. I’m sure somewhere on the material safety data sheet or the bottle of nitro fuel it’s printed clearly “not for consumption.” You don’t need this pointed out to you. You likely do need to have the LiPo guidelines pointed out

as they are not as obvious. Each manufacturer has specific guidelines for safety. They all have a common theme and are similar.

Do not take the guidelines printed below as gospel on safety for your particular brand of cells. Review the safety requirements for your particular brand of cells. Follow them to the letter. The manufacturers guidelines coupled with good ole common sense should reduce the risk associated with these new cells considerably.

Safety Precautions for Lithium Polymer Battery Packs

1. Never fast-charge any battery type unattended.
2. Never charge Li-Po cells/packs at any rate unattended.
3. Only charge Li-Po cells/packs with a charger designed specifically for lithium polymer chemistry. Example chargers include the Kokam USA, LIPO 402, LIPO 102 and LIPO 202; Bishop Power Products Apache S1215 and S1500; Great Planes Triton; and Schulze chargers with lithium charging capability.
4. Li-Po cells can ignite because of unmatched cell capacity or voltage, cell damage, charger failure, incorrect charger settings and other factors.
5. Always use the correct charging voltage. Li-Po cells or battery packs may ignite if connected to a charger supplying more than 6 volts per cell.
6. Always assure the charger is working properly.
7. Always charge Li-Po cells or battery packs where no harm can result, no matter what happens. We suggest a brick box or likeness. Have sand handy in a bucket for any need to extinguish any fire. NEVER use water on any cells or battery pack.
8. Never charge a cell/pack in a model. A hot pack may ignite wood, foam, plastic, etc.
9. Never charge a cell/pack inside a motor vehicle, or in a vehicle’s engine compartment.
10. Never charge a cell/pack on a wooden workbench, or on any flammable material.

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Lithium Polymer - Rocket Fuel

(Continued From Page 7)

11. If a cell/pack is involved in a crash:
 - a. Remove the cell or battery pack from the model.
 - b. Carefully inspect the cell or battery pack for shorts in the wiring or connections. If in doubt, cut all wires from the cell or battery pack.
 - c. Disassemble the pack.
 - d. Inspect cells for dents, cracks and splits. Dispose of damaged cells (see below).
12. Dispose of cells or battery packs as follows:
 - a. Discharge: with the cell or battery pack in a safe area, connect a moderate resistance across the terminals until the cell or battery pack is discharged. CAUTION: the cell or battery pack may be hot!
 - b. Discard: - NiMH: place in regular trash.
 - NiCd: recycle (cadmium is toxic).
 - Li-Po: puncture plastic envelope, immerse in salt water for several hours and place in regular trash.
13. Handle all cells or battery packs with care, as they can deliver high currents if shorted. Shorting by a wedding ring, for example, will remove a finger.
14. Always store cells or battery packs in a secure location where they cannot be shorted or handled by children.
15. When constructing a pack, use only cells of the same capacity (mAh).

Courses and Records

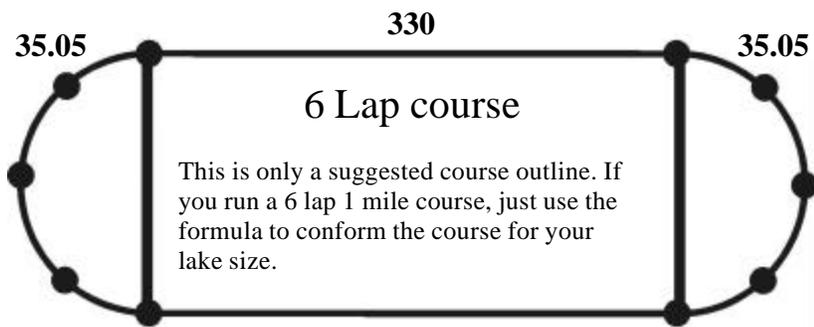
By Dave Bestpitch

NAMBA Records Chairman

I have heard that there is some confusion on the 6 lap 1 mile course layout. The way it is written in the rulebook is somewhat confusing. In fact, the book actually shows the .9 mile 5 lap course measurements. This is a correction that needs to be put in the rulebook as we update the existing rulebook and hopefully publish it on the web page. However, in the meantime, I thought I would put this in the newsletter so that there is no confusion for the upcoming season, and so those with a new lake can set up a course legal for records. The course shown is also the same for Two Lap Oval records.

On another note, coming to NAMBA members this year is a calibrated timing unit available to all districts to put on time trials. There will be a nominal fee for deposit and shipping. I will provide more details as the logistics and shipping containers become available.

If anyone has any questions about this or any other record related items feel free to contact me at Darby_96@hotmail.com or on my home phone at (916) 608-1908 or on my cell number at (916) 276-8726.



- | | |
|-----------------------|---|
| 5280 = 6 laps | 220 = 2 corners |
| 880 = 1 lap | 110 = 1 corner |
| 660 = 2 straight ways | 35.01 = radius of 1 corner (pi'R ²) |

District 16 News

By Keith Warham

District 16 Director

News in District 16 is scarce at this time of year, as things are frozen solid for the next couple of months. This time frame allows for building and the repair to existing boats.

We are presently in the process of planning our 2005 race dates with the first race expected in early May. Our regional meeting is planned for March 12 in Red Deer at the North Hill Inn, where we will discuss any concerns or changes that need to be made for the upcoming season in the District.

The 2004 race season was completed September 25-26 in Calgary after a season of weather problems and some pond problems in Edmonton. We managed to get through all the difficulties and managed to have some excellent races.

High point winners for the region for 2004 are as follows:

A Hydro

- 1 Bruce Blackett
- 2 Brian Jessup
- 3 Kevin Traboulay

B Hydro

- 1 Doug Sick
- 2 Brian Jessup
- 3 Allan Yuen

C Hydro

- 1 Doug Sick
- 2 Allan Yuen
- 3 Kevin Traboulay

A Mono

- 1 Allan Yuen
- 2 Doug Sick
- 3 Fonz Runco

B Mono

- 1 Allan Yuen
- 2 Bruce Blackett
- 3 Kyle Saunders

Other classes competed but did not complete a sufficient number of races to qualify for a High Points award. Congratulations to all the winners.

Well that's about all for now. I am looking forward to seeing all of you out this season for some more good racing and fun.

2004 District 3 Highpoints Champions

A MOD TUNNEL

Ron Drake	1900
Jim Miller	1661
Mary Hellwig	1365

B MOD TUNNEL

Steve Gualtieri	2525
Bobbie Robson	1519
Ron Drake	1254

SPORT 40

Jack St. Clair	2700
Perry Walter	1398
Mark Walter	1263

X MONO

Matt Howard	2152
Jerry Crowther	1921
Tommy Cordoso	1230

NITRO OFFSHORE

Steve Hearl (tie breaker)	1763
Jerry Crowther	1763
Darlene Novotney	1746

GX1 CAT

Michael Camus	2021
Ron Ratoff	1691
Don Nehls	1454

A MONO

Dan Hutchinson	1834
Darlene Novotney	1715
Dan McCormick	1593

B MONO

Marving Erbesfeld	2024
Ken Carpenter	1425
Jerry Crowther	1127

C MONO

Rick Bellinger	1894
Marvin Erbesfeld	1746
Darlene Novotney	1551

X HYDRO

Rich Moore	2700
Mitch Graber	1652
Thomas Foley	1325

GAS OFFSHORE

Michael Camus	2700
Ron Ratoff	1419
Richard Lind	959

GX1 RIGGER

James Traut	2200
Gene Sarda	2175
Ron Ratoff	1601

A HYDRO

Mitch Graber	2800
Dan Hutchinson	1798
Ray Kindred	1594

B HYDRO

Mitch Graber	2350
Tom Foley	1400
Ron Ratoff	1356

C HYDRO

James Traut	2400
Matt Howard	1771
Garett De Maria	1619

1/8 SCALE

Jack St Clair	2221
Steve Gualtieri	1946
Perry Walter	1944

GX1 MONO

Michael Camus	2672
Richard Lind	1116
Paul Hale	1023

GX1 SPORT HYDRO

Arthur Moore	1975
Joe Rivard	1657
Andrew Rampulla	1336



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Revised 03-01-05

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Our NAMBA Nationals Banner

By Dave Rychalsky

NAMBA National Nats Chairman

First of all, I would like to thank everyone who contacted me and sent his or her patches to me for the new banner. I have at least one of every year except for the two I list below. With only two years missing, the work on the banner will commence. I have sent the patches to Dave Bestpitch and he is feverously fabricating a new NAMBA National Patch Banner!

I thank the following people who have helped me with the quest for patches: Tony Rhodes, Kelly Stout, Jack Garcia, Corky Daly, Gary Jeffery, Al Waters, Russ Kominitsky, Cathie Galbraith, Bruce LaFera, and Jim Stewart.

I still need the following patches: 1978 Naples, Florida and 1974 San Diego, California. I didn't expect to get all of the patches I have now, so I'm elated to exhibit such a small list above. I think the 1974 patch in San Diego is easier to dig up because District 19 still has quite a few active members. I fear the 1974 patch in Florida may end up being the sole missing patch.

I would like to note that I only have one patch from 1984, and it is worn and somewhat stained. If possible, if anyone has another in good shape, I would prefer to use the new one and keep this one as a backup. In addition, since I only have one of the following years, I would like to get one backup of each year: 1972, 1973, 1975, 1976, 1979, 1980, 1985, 1987, 1998, 2001, and 2002. There isn't any rush on these, but I'd like to get a spare if they are out there!

You can email me at Drychal@aol.com to let me know you have one or both of the last two, or mail the patch(s) directly to: Dave Rychalsky, 10 Timber Road, East Brunswick, NJ 08816-2940. I can be reached by phone at (732) 254-2165.

Please help to insure that our NAMBA Nationals tradition goes on. Look hard and check with some long time member to see if he/she wants to donate their patches to NAMBA. I'll pay for the ground UPS shipping if you have either patch. Don't wait for the "next guy" to send either one in. Thank you in advance for your help and I am hoping to have all the patches for the 2005 NAMBA Nationals in July! This is the fourth in a series of article looking for the NAMBA Nationals Patches, and this is the final article because of the great response I have received.

News From Nine

By Gary Crawford

District Nine Director

Hello fellow model boaters. Well the racing season here in District Nine is just about three weeks away! We start things off in our District with the annual "Grand Prix Classic" race. This is a fun race and not a district point's race.

Boaters from other districts are invited to come join the fun and relaxed atmosphere. Alfred Lanza and Roger Hooks Jr. Co-CD this race, and they do their best to insure that everyone in attendance has a good time. Classes offered at this race are A and B Mod Tunnels, Sport 40-2, and Scale Unlimited Hydro. The day starts off with a scale hydro concourse show and afterwards the racing begins. A raffle and prizes are awarded throughout the weekend, and Roy Munoz cooks a great lunch. A family social event is usually held on Saturday evening at a local sports club, and yes, kids are welcome too!

Our first official district race will be held on February 26-27 this year, and will be hosted by Don Osman and the Hydro Maniacs. Don and his sons put on a great race and we all are looking forward to it!

March 2005



This season in District Nine we will be running G-1 Catamaran class as a "probationary" class in addition to our regular gas classes. It will be interesting to see how many boaters have built "Cats" over the winter. Our new Gas Chairman this year is Jeff Brown, and I understand that he will run a G-1 Cat also. This year, at our district meeting, we decided that in the best interest of safety, each pit area at our District Nine races be required to have a fire extinguisher. If you visit our web site at NAMBA9.NET you will find a page dedicated to outlining the minimum specifications of the required extinguisher.

This past season District Nine purchased an enclosed trailer to carry all the necessary equipment to hold a race. The trailer is still in the early stages of interior construction and placement of equipment. I will try to post pictures in a future article upon its completion. Some other news of interest is that the Manteca Oakwood Lake Resort, home of the Manteca Model Boaters and two time Nationals site no longer exists. A developer bought the property and is building homes right on the water's edge. Another site that we lost to home development last year was Riverland Resort, located just south of Fresno, California. Riverland was also a District Nine race site and a past Nationals race site.

The good news is that a new race site has been located in the Dixon area of California. Dixon is located in central California, between the towns of Fairfield and Rio Vista. The pond is in a motor sports park that features motocross, go carts, and small sprint car racing. While there needs to be some development for RV parking, which is planned, it should prove to be a good place to race. The Manteca Model Boaters have already moved their driver's stand onto the property and have been running practice on the pond.

Well that's it for now, and until next time.

New Gas Records

By Lohring Miller
District Eight Director

Mike Bontoft continued his assault on the gas straight-line records with his GX1 hydro and a new GX1 sport hydro. The radically designed sport hydro was the first to run. Powered by the new rear exhaust electronic ignition Quickdraw, the boat ran much faster than the existing record on the first pass. Soon Mike had a new two way average of over 97 mph. However, the wind came up and the boat blew off at the end of the trap while trying to back up a 101 mph pass. Rain ended the day's racing. A little more time with good conditions will result in a gas sport hydro record of over 100 mph.

The next day the weather improved and Mike brought out his current record holding hydro. This time it was powered by a carefully assembled Quickdraw "kit" engine. The main differences between this and the standard engine were the Perry pump equipped modified WYK barrel carb and the latest Quickdraw pipe. All the lessons learned with last year's engine were applied, resulting in a powerful and reliable power plant. The boat made run after run over 100 mph finishing with a 110 mph pass backed up with a 108 mph pass followed by another 110 mph pass. The two way average was 109 mph, closer to the ultimate model boat straight-line record than any gas racer has gone.

If Andy Brown can modify Octura's new 2175 prop as well as he has the 2170, a new record could be even closer.



Lohring Miller and Mike Bontoft with the Gas Sport Hydro



Mike Bontoft and Lohring Miller with the Gas Outrigger

receiver to take a command from any other transmitter other than its matching transmitter. In the unlikely event that all 79 channels are used at the same time, the 80th system will not connect or cause any interference to another channel. Instead, it goes into hold scan until a channel is free.



Did I say eliminates the possibility of interference from an unintentional turn-on? Well let's say it again. There will be no more waiting for an open frequency. In the unlikely event of signal loss the fail-safe drives the servos to a preset position (user determined, usually down throttle and right turn). The DSM system is available for all popular module-based three channel transmitters. A short 8.5" receiver antenna is easy to mount, no maintenance or tuning is required, and there is no need for crystals. Up to 79 users can simultaneously operate DSM systems with no interference. The 2.4GHz worldwide band allows international use and is FCC approved.

I am presently using the system and have found no abnormalities, and it is working flawlessly. If anyone has any questions or suggestions please contact me by email at Darby_96@hotmail.com, or by phone at (916) 608-1908 (home) or on my cell phone at (916) 276-8726. I will be putting in a proposal to add this to our present list of legal frequencies to be permitted NAMBA wide.

New Innovation To Hit Our Hobby

By Dave Bestpitch
NAMBA Records Chairman

If you could have a fail-safe system that was fool proof would you use it? Well, I think it's here. Enter the Spektrum DSM 2.4 GHz system. No longer do you have to worry about transmitters on your frequency unintentionally being turned on, waiting for the frequency clip to practice, or interference caused from noisy motors, speed controllers or other interfering sources.

This new system operates in the 2.4GHz band that is 2400MHz. This high frequency offers significant advantages as it is well out of the range of model-generated radio interference, making it resistant to model-generated RF interference (like noisy motors, speed controllers, metal-to-metal noise, etc.) All the complex issues that now exist using 27 and 75MHz radios with banding are gone.

There are 79 channels available and the odds of one DSS spread spectrum system interfering with another are astronomically remote. It is virtually impossible for a

District Eight Report

By Lohring Miller
District Eight Director

Racing in District Eight was dominated by preparation for the Nationals. Many racers tested new boats, ran in multiple classes, and put away their best boats when they were running well. In contrast, Greg Roth concentrated on a few classes, attended every race, and dominated the season. He won A Stock Tunnel, B Stock Tunnel, A Mod Tunnel, and A Hydro, as well as season high points and three boat high points.

Other class winners were A Mono, Mike Mallet; B Mod Tunnel, Mike Bontoft; B Mono, Ken Mallet; Open Hydro, Mike Bontoft; Sport 20, Shawn Warren; Sport 40, Jere Heiser; Sport 60, Gene Gager; and A Outboard, Hydro, Ray Achenhausen Jr.

District Eight had a good showing at the 2004 NAMBA Nationals with Mark Anderson winning A OPC and Dave Solway taking second in the same class. Dave was also second in B OPC. Mike Hughes won A Outboard Hydro and was third in Sport 20. Eric Bourlet won Sport 40 and GX1 Sport Hydro. He had fast times in both events as well. As a final honor, long time racer Mark Anderson was inducted into the NAMBA Hall of Fame.

The 2005 season promises to become much more competitive with Russ Nachweigh returning after a several year absence. New racers are improving A Outboard Hydro, and Open Hydro promises to have over six entries, including two gas hydros with speed equal to the nitro boats.

Even with the loss of a few races, we will have a seven race season. Finally, a new pond in southern Oregon promises to be a center for model boating in this rapidly growing region.



Steve Wolfenbarger emerging after being thrown in to celebrate his first District 8 win in Gas Mono



The drivers stand at the Bill Berdzar Pond. Site of the 1998 and 2002 NAMBA Nationals hosted by District Eight

From The VP's Desk

By Al Waters
NAMBA Vice President

In my last article on "Short Takes," I talked about having four *Propwash* newsletters per year. Well, we almost made it last year but not quite. We had three issues that had between 24 and 32 pages each. I think that three is more realistic and that doesn't include the possible mailings for the NAMBA Nationals, rule updates, and national elections.

You may want to take notice of a couple of articles written in this newsletter by Dave Bestpitch and Terry Davis. Dave is testing the new modules that are available for surface radios. Imagine having a radio that finds its own open frequency. No more yelling on the drivers stand that somebody's radio is on. Tomorrow's technology is now available today.

Terry has written a very good article on new battery technology, the LiPo batteries. You say you don't run Fast Electrics! Never say never. In the Pacific Northwest there is a full on Electric Unlimited racing circuit. And they even race the correct way around the course. We all know about the straight-line record set at Legg Lake, California at over 120 miles per hour. Then there is the new class of 1/8 Scale Unlimiteds that is popping up across the nation using battery power.

On another note, speaking of Terry Davis, congratulations are in order as Terry is the new District Two Director. Check out the NAMBA web site to see where District Two is located. This will definitely help bridge the gap between the East and West Coast. Terry and I have e-mailed each other a lot lately. The one thing that you look forward to is meeting the people at races that you have had so much contact with on the Internet. Well, Terry bent my arm and has talked me into coming to one of his races. He was so convincing that I will fly from San Diego, California to Milford, Michigan in June to be the guest Contest Director for their Fast Electric Nationals event. Check out their web site at <http://www.mmeu.com/nationals/> for more information. This

Continued on page 18

Remembering John Brodbeck and Al Prather

By Cathie Galbraith

NAMBA Executive Secretary

NAMBA and the entire model boating world recently lost two great product innovators, longtime racers, and friends. Both of these men were members of the NAMBA Hall of Fame. Their Hall of Fame bios give us a brief overview of them:

“John Brodbeck spent the better part of his life promoting modeling and manufacturing hobby related items. John was one of the nation’s leaders in supporting the development of model marine products. He could always be counted on to support model boating. John’s years of work and enthusiasm gave us many fine products that make it possible for model boating to be what it is today. John was also a member of the AMA Hall of Fame.”

“Al Prather’s first introduction to model boating was in the late 1970’s when his son Terry received a model boat hull as a gift. From that point on Al was hooked and was instrumental in the design and marketing of numerous model boat hulls and related equipment.

Al raced actively for many years in District 19, and spearheaded the campaign to raise money and gain permission to build a permanent drivers stand at Legg Lake. Many new boaters started off with a Prather boat, and their easy to follow instructions made building virtually fool-proof.”

But these short bios are only a snapshot and certainly don’t say it all. I am probably in model boating today because of the A Mono that I saw Dorothy Prather running at the Nationals in Seaside. I just had to have one, and that is where my racing history began. Several other members have also stepped up to express their thoughts about these two great men.

Jack Garcia reminisces about both of these great individuals: “The passing of two great men who supported model boating has saddened all of us who knew them. John Brodbeck (the Chief or Mr. B) was a great lover and supporter of model boating. So much so that he decided to start and sponsor a special series for the lady boaters and the “Kids are Boaters Too” series. The lady boaters series inaugural race brought

ladies from the three West Coast states, as well as a few from across the country. This series continued for many years in District 19. The “Kids Are Boaters Too” races are still held at district and national races.

My personal experience with “The Chief” was enjoying traveling to races together, and of course working for him at K&B. I will miss you Chief.

Al Prather is another man that gave to and supported model boating. He was always ready to donate boats and merchandise to clubs sponsoring races as well as enjoying competing in the races himself. Al was always ready to help beginner boaters get started.

God bless both of these gentlemen for what they did for NAMBA and for model boating.”

On a much more personal side, Terry Prather provides his memories of Al: “The most important thing I remember about my father is that he included me in almost every part of his life. In my early years he shared with me his love for boating, hunting, and fishing. Then in later years he supported my interest in model airplanes by making it a family activity.

When I was small, he built model airplanes for me. Later he supported my

hobbies, both financially and with the full participation of the family. Playing with model airplanes became a family hobby.

He supported me both financially and emotionally through college. He said my job was to attend school and do the best I could. Even though he had a modest income, he gave me the freedom to concentrate my efforts on school and still enjoy my hobbies.

Later he made me a part of his business. I entered work after college as an employee of the company he owned and managed. He gave me complete freedom to try my ideas (both good and bad) in the business. He made me feel like a partner. When we started our own business together, he gave 100 percent to make our shared hobby the most important part of our family’s life.

In later years he continued to share his life with the entire family including my girlfriend Diana. He shared his interest in current events, politics, and every other aspect of his life by making them family events. We had daily discussions of everything that was important to all of us. We will all miss him very much.”



Vince DiMatteo Sr., Vince DiMatteo, Al Prather, Paul Dassonville, John Brodbeck, and Bart DiMatteo

Dave Bestpitch remembers John Brodbeck with fond thoughts: “A manufacturer, an innovator, a modeler, and now a loss to the hobby world and model boating.

From the time I met Mr. Brodbeck (Mr. B to many) I was impressed. He was one of the founders of NAMBA, a member of the Executive Board, and a charter life member. I met Mr. B when the original NAMBA bylaws were being written and he immediately considered me a friend.

Mr. B could be remembered as Mr. Circus Circus. When he was racing his scale unlimited he would race in a full color themed outfit. Even though Mr. B had been retired since the sale of K&B, his influence on model boating and the entire hobby industry could still be felt.

After District Nine split into District Nine and District Nineteen, I would not see John as often as I had before. But he would still recognize me and call me by name. He was the same with everyone he knew. NAMBA has lost a good friend and so have I. I think almost everyone that he knew could say the same.”

Al Waters shares his memories of both men: “When I think of Al Prather and John Brodbeck, the first thing I think of is the driver’s stand at Legg Lake. They were both instrumental in getting this built, donating product for raffles that generated the money to pay for the construction. My first boat was a Prather Deep Vee with a K&B 7.5 engine. To this day I run Prather props and the Sport 40-1 ABC engines that Mr. B revolutionized.

At my first Nationals in 1991, Al Prather was inducted into the NAMBA Hall of Fame. Of course, John Brodbeck had been inducted several years earlier. Two years ago I was fortunate to be inducted and was proud to join these two great men in this group.

When I first started racing back in 1989, I used to race with Al Prather and John Brodbeck. They always treated me like a friend. Soon after, Al retired from district racing but his presence was always felt. The racing team of Vince and Bart DiMatteo continued racing the Prather monos and always gave you the impression that Al was somewhere nearby.

When I would go out to the district race in Needles, even after he retired John Brodbeck would always be there in the cold of April to judge heats for two days.

Al Prather and John Brodbeck did incredible things for our hobby that I am sure a lot of us take for granted. Along with the products that they created, their continued generosity over the years are strongly felt and appreciated, even to this day.

We will dearly miss two of the greatest pioneers associated with radio controlled model boating.”

I am sure that both of these men are up above looking down on us as we race, dreaming up new ways to make the hobby better. Even now, they are probably sitting with Gary Johnson and Mom Coad, putting together a model boating organization to keep the angels busy.



John “Mr. B” Brodbeck



Al Prather

Report from District 11

By Rags Grenier
District 11 Director

What's the hardest part about being a District Director? Trying to write an article about a summer activity for Cathie, under a deadline, in February, after a heavy wet snowfall of 14 inches! The things we do for our hobby and Cathie!

We hosted our last district race of the year back in October, concluding another good year. While attendance averages were similar to 2003, we still welcomed a couple of new racers and a return to the fold of a couple of old friends that had been absent for a season or two. On top of that, we managed to find a beautiful site for the nationals and begin preparations for same.

Our 2004 awards banquet has been moved to April of 2005 to take advantage of the better weather, last years' banquet having been cancelled by a snowstorm. In conjunction with the banquet, we will be having an old fashioned "barn raisin'" by the district membership, to construct the covered facility that will be the drivers stands at the Nats.

Thirteen classes competed for championship points in 2004, six nitro and seven gas. A Mono was the most popular of the nitro classes, with nine racers. G-1 Mono was by far the largest of any class with 18 drivers. We successfully tried a new class this year, Gas Sport Hydro, drawing six boats. Not bad in its initial year. While all our

district champions can be proud of their racing accomplishments this year, I would like to mention several champions who earned the top spot with perfect scores. They are Ron Manucci in A Hydro, Johgn Virgalla in C Hydro, Archie Martinez in G-1 Hydro, and Wayne Poisson in G-2 Mono.

Congratulations to all the Champions and to all the competitors, who helped make 2004 the season it was.

Now I would like to take up some print space in the newsletter to tell you that, as I delve more and more into hosting a Nationals, I've observed a couple of things about our hobby. One, is the necessity of a quality national governing organization like NAMBA. I can't imaging anyone trying to host such a large event without the support offered by NAMBA, and the rules created by the membership. It would be next to impossible to bring such a diverse group together, from so many different places, without the guidance that is the NAMBA rulebook.

Secondly, the quality of the people that make up NAMBA. I have received many calls and e-mails from throughout the membership, with offers of assistance, either financial or just wanting to help out during the event. To all those that have contacted me, I say thank you in advance, knowing that kind of support will make the 2005 Nationals the event it will be.

News From District 20

By Kelly Stout
District 20 Director

Here in Colorado the water is still just a little hard for model boat racing, but winter projects are in full swing. Rumors have it that we will have a bunch of kids racing the A Catamaran class for the 2005 season. In addition, we have some new mono's being built as well as some new tunnels and sport boats.

In November, Marvin and Jennifer Taylor hosted the 2nd Annual District 20 Turkey Shoot. The format was similar to last year: two heats of qualifying for a third heat of winner take all for the "butterball." The weather was cold in the morning, warming up to almost 50 by midday, then cooling off rather fast in the late afternoon. After a slow start, the race was underway in Longmont, Colorado.

By the end of the second round it was getting cold and dark, and due to attrition only two classes had yet to be decided by the winner take all final heat: A Mono, which had been a battle all day, and the kids or "Lil Turkeys" class. A Mono saw a battle between Robert Holland and Brad Taylor with Brad coming out the winner. The kids class started out strong, but by the 3rd lap only two boats were still running, Cody Stout edged out Aron Jesser to bring home the Bird.

Other class winners we re:

A OPC - David Holland
A Mono - Brad Taylor
B OPC - Marvin Taylor
B Mono - Neal Goldsborough
Open Hydro - Robert Holland
Lil Turkeys - Cody Stout



Electric Rule Proposals

Included with this newsletter are four rule change proposals relating to the electric classes, along with a ballot for indicating your vote. Please take the time to review the proposals and send in your vote. This is especially important for those members who run the electric classes, as these rules will affect your future racing. Please also note the ballot deadline of April 15th (Federal taxes are due on this day). This should be plenty of time for review, discussion with other members, and the casting of your vote.

If these rules pass, they will be added to the existing section of electric rules and sent out to each member to put in their rulebooks. I sincerely want to apologize for the fact that the ECO rules which were passed a while ago have not made it into the rulebook. What can I say, I just goofed. The new pages were all done and I just forgot to send them to the printer. They will be included in the updated printing that goes out after the results of this ballot are finalized.

So exercise your right to vote and get those ballots in. I would like to see 100 percent participation by at least the electric racers.

The Latest in Scale Unlimiteds

By Al Waters

NAMBA Scale Unlimited Chairman

A lot more has happened in the off-season with the BIG boats than with us. We all know that Budweiser has pulled out of their boat sponsorship in Unlimited Hydroplane racing but we don't know where the boats and equipment are going. Dave Villwock, former Budweiser driver has moved over to the Elam camp as their number one driver. In the racing circles, he is our equivalent of Mark Grim and Andy Brown. He knows props like nobody else.

For over five years we have long awaited the premiere showing of the movie "Madison," the famed story of Jim McCormick winning the Gold Cup in 1971 with a boat owned by the townspeople of Madison, Indiana. The movie will open on April 22, 2005 but in only seven major markets. Hopefully its success will allow it to spread to other markets. The Hydroplane and Race Boat Museum in Seattle, Washington supplied the boats and drivers for the movie as well as R/C enthusiasts who built running scale models.

Now on to our side of racing. The NAMBA web site has been updated and you can now find the 2005 NAMBA Master Hull Roster. When you decide on the boat of your choice, whether it be a scratch built wood hull, a glass hull from a manufacturer, or a used pre-painted ready to run scale unlimited boat, be sure to check with your local district scale chairman for boat compliance. There is nothing worse than talking to everyone in the know about building scale boats and leaving out the most important person, the Scale Director in the district that you race.

Even with the articles I have written over the past few years, there still seems to be a problem with measuring boats. Measuring really isn't the problem. It's the building of the boat before any measuring is done in your respective district. What I just said sounds kind of strange. You would think that 46 inches in District 19 is 46 inches in District 28. And it might be except that there is no District 28. What I am trying to say is

that we have measured differently the have. It is from the nose of the boat to either the transom, the end of the hull where the canoe and or triplets end, or to the horizontal that hangs over the end of the hull. We don't know when they changed location points. They don't even know when they changed location points. I would think that as a boat builder, you would pick the measuring points that most likely make the boat look like the real boat. After all, isn't that what we are trying to duplicate. Hopefully to help try and soften the problem, I will look into the wording in the Master Hull Roster. Mainly one word: "Overall." That seems to be the hang up with measuring. I will send out e-mails to all District Scale Chairmen and get their feedback. It then will be discussed with the Board of Directors at the Nationals meeting in New Hampshire for a decision. To me, this appears to be a wording problem through boat building evolution, and may not need to be considered a rule change proposal. I need your help to come to a conclusion on this matter.

I have to have the best wife in the world to put up with me. I get five weeks of vacation per year. The first will be the FE NAMBA Nats in Michigan in June. I will be the host Contest Director at this event thanks to Terry Davis, the new District Two Director. I am really looking forward to this race as there will be 1/8 Scale Unlimiteds, yes electric, racing. And to think that us nitro guys have always been worried about the weight of a scale boat. I hear that these boats can really crank up some speed.

Then it will be off to New Hampshire for the NAMBA Nats in July. This should be a good one. I will get to race with scale drivers I have not seen in years. But I think there will be something even better that this Nats will have to offer. You know how at all of the Nats there is the weekday BBQ. We have had the usual faire, we have had great down home cooking, and incredible roasted pig on the spit. But this will be a first for me at a Nats. A

lobster and clambake. District 11 is going all out in my opinion. There could be nothing better than sitting around a lobster and clambake and talking smack about who is going to take whom in the Scale Unlimited Final. Be there!

It's back to California for a week and then off to Washington for the Tri-Cities Columbia Cup Race. This is a great event as there is racing with the scale unlimited drivers in Washington and hanging out with the BIG boat teams. Like our Nationals, this is an event I would not want to miss.

Next up is the Oh Boy! Oberto Presents The Bill Muncey Memorial Cup in September in San Diego at my home course. It takes a week off from work to prepare the last minute details for this race. And that still couldn't be done without the help of Co-Contest Director Dan Ast also, VP of the Southern California Scale Thunderboat Association and our other club members.



Believe it. Under power and for the win!

And finishing things up there is the Northwest Scale Hydroplane Championships in Ellensburg, Washington in October. Marty Shallenberger is the Contest Director at this event. He does a great job with this race. Boaters race for "all the marbles." And that is just what the trophy is. A big jar of marbles. A special perpetual trophy for this race has been donated by longtime Unlimited driver and owner Bill Wurster. The winner of this race has his name engraved on the trophy and it sits on display at the Hydroplane and Race Boat Museum in Seattle.

That is all to report at this time. You can reach me at (760) 746-2408 or alwaters@namba19.com

From The VP's Desk

(Continued from page 13)

event is being hosted by the Mid-Michigan Electrics Unlimited.

Last but not least. I know that there has been some concern about getting the NAMBA rulebook available on the NAMBA web site. This project has not been an overnight thing but it has not been forgotten either. With the help of NAMBA Secretary Cathie Galbraith, NAMBA Nats Chairman Dave Rychalsky, and NAMBA model boater Jim Osborne (Cathie's son-in-law), we have the entire rulebook in a publishable program and in PDF format. There is one catch. We have to make sure that there are no errors made by me in making the conversion process. Cathie and I will go over all 80 plus pages together so that when it goes on the NAMBA web site, it will be correct and any future updates will be available on a timelier basis.

That is it for the moment. You know how you can reach me. (760) 746-2408 or at alwaters@namba19.com

Sport Rules

Included with this newsletter are the revised pages for the Sport Hydro classes. As you can see, these have been totally rearranged so that they flow more smoothly. No rules have been added, deleted, or changed. Sport Chairman, Eric Bourlet, along with input from many sport hydro boaters, worked very hard on this revamped section. We all thank Eric for his time and his dedication to the class of which he is the chairman. Please discard the old pages and replace them with the new ones.

I Protest!

By Cathie Galbraith
NAMBA Executive Secretary

We recently had an issue over how a protest was handled regarding a boat that had set a record. The engine was measured, as per the NAMBA rulebook, the record form was completed and signed by all the appropriate people, and the record was sent in to this office. A couple of weeks later there started being rumblings that the boat was not legal for the class in which the record was set and a protest was filed with the class chairman, who by the way was not at the event and had never seen the boat in question. He was sent pictures, the hull was described to him, and he did the best he could to make a determination. His determination was that the boat was not legal for the class in question.

The problem at this point is not whether the boat was legal or illegal. The problem is in how the protest was handled. The NAMBA rulebook spells out the procedures to be followed in the event of a protest. These procedures can be found on pages 38 and 39. While the protest fee is incorrect in the rulebook (more on that in a minute) the procedures to be followed are correct. It clearly states that the "protested hull or engine will be measured by a committee...present at the event." It goes on to say that "a protest of any kind must (and this is the operative word) be made at the contest so that all factors can be available." Not only was the protest not made at the event, but the person filing the protest was not even at the event. Luckily the person setting the record had enough class to withdraw the record rather than stir up a big controversy. But not everyone will be so nice. So, if you are going to protest a boat or an engine, do it at the event or it will not be honored.

Now a word about the fee structure: The rulebook currently states that the protest fee is \$5 when in fact we passed a change to this a while back. I apologize that this change did not get into the rulebook. It will be in the totally updated version which should be in member's hands in the next couple of months. Item #4 should now read "All protests for engines and hulls must be accompanied by a \$25 protest fee. If the protest is found to be as stated when entered by the owner, \$10 will go to NAMBA and \$15 will go to the owner of the boat. If the protest is upheld, the fee is to be returned to the protestor."

So next time you think a boat or engine is illegal, put up your \$25 and have it resolved at the event. I guess the old saying "Put up or shut up" applies very well here. Protests filed after the event will not be honored.

The Propwash

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