

# NAMBA INTERNATIONAL PROPWASH

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## President's Message

**By Al Waters**  
**NAMBA President**

It will be possible that the printed version snail mail newsletter arrives to you in a not so timely fashion as we are at the mercy of the bulk mail process. Hopefully, you have taken the opportunity to view the NAMBA *Propwash* online on the NAMBA web site as we can have it available within a couple of days of completion.

It's that time of year again. Being an odd numbered year you have the right to vote for NAMBA President and a District Director if you reside in an odd number district. All NAMBA members should have already received a ballot by first class mail for voting. Everyone, no matter the age, who is a current NAMBA member, can vote for NAMBA President and Vice President. In voting for District Director, only those members in District 3, 9, and 19 can vote for a District Director. All District Directors from odd numbered districts where a nomination was not submitted will be asked if they will continue on as the District Director for 2010-2011.

You will also notice instructions that must be followed for your vote to be counted. You will not be sending your vote to the NAMBA office as in years past. They will be counted by a third party. You can e-mail, fax, or mail your ballot. If you fail to follow the instructions on your ballot, it will never get counted.

Please read carefully the bios of all of the candidates. Voting is a right that has been given to you as a NAMBA member and you should exercise that right. It is your chance, whether you are a Nitro, Gas, Fast Electric, Combat, or weekend pleasure boater for your voice to be heard.

In this issue of the *Propwash*, there are some proposals that have been submitted by District Nine for the membership to vote on. Please read them carefully and vote. Ask others for information if you feel that it will help you make an educated vote. It is very common that members will not vote on proposals because they may say that "it does not affect me" or "I don't run that class". I, probably more than anyone know to never say never. You have the right to vote and you should exercise that right.

Now on to other news that has occurred since the last *Propwash*. Earlier this year in July, the NAMBA Nationals for Nitro and Gas was held in Marysville, Washington hosted by District Eight. There are always some really outstanding memories that I take home with me that I will always remember about a Nats and this one was no different. It may not mean much to some of you as you were unable to be there but to those who were, they may know what I am talking about.

*Continued on page 2*

## PROPWASH

The Twin Lakes race site was really nice with plenty of trees and room for everyone to set up their pits. The speaker systems covered the entire compound and if you had your FM radio with you, you could tune in and listen to know when your heats were coming up. District Eight Director Eric Bourlet and company built a timing system designed by model boater Andrew Young in Australia that had our heads shaking for just a moment as it was new to us. But it quickly became a great device for lap counting, recording penalty laps for the judges, and boat place of finish for the race announcer.

Two FE classes were run as exhibition but were part of the program like anything else. It was good to see nitro/gas boaters like Chris Grim and Tyler Gerrard from District 19 running in the FE classes. Two things I noticed really impressed me. The P Spec Hydro fast time of the day in heat racing was one half second faster than the A Hydro fast time. The other was the boaters themselves. There was no waiting, no radio box taping, no Mercy Minutes. These guys were on top of it, in the pits, and ready to go to the 30 second clock. They even voted and opted to run the same half/full course mill as nitro and gas boats had been running in their hydro class and did it with no problems. Nitro, Gas, and FE classes can easily run at the same event with today's battery technology.

Now on to the host hotel. The Medallion Hotel was within sight of us across the freeway. The rooms were nice and the happy hour could not be beat. From 4:00 pm until 6:00 pm were half price hors d'oeuvres that you could have a made into a meal. They opened the cocktail lounge for us on the first Sunday as that was normally a dark day. Wednesday was free beer and wine served by their hostess as well as a free breakfast available each morning. On the night of the awards banquet, it was a full service sit down dinner. I chose the steak dinner and was pleasantly surprised that my steak was cooked between medium rare and medium. It was great.

Speaking of the awards banquet, on a last minute decision, District Eight called on all boaters who won individual classes at the Nationals and brought them up to the podium. There was a jacket on display for the winners to try on and each was sized and a commemorative winner's jacket was to be sent to each recipient. Now that was a class act.

And now my best memory of the 2009 NAMBA Nationals: It was from an eight year old boy. Deborah, who was one of the front desk employees at the Medallion Hotel was pretty excited to see us arrive and wanted to bring her son to watch the races. While waiting for that day to arrive, I happened to be talking to District 20 Director Robert Holland and he offered to put a boat together for Deborah's son. That was all it took. We secured single event insurance for the two of them and had a boat race-ready for her son. I have never seen such excitement from a boy and especially from Deborah as she was taking pictures as fast as that camera would reload. District Eight came through with an additional picture trophy for her son and it was presented to her the night of the awards banquet. We covered for her at the front desk so all was well for ten minutes.

Now on to what is in store for the future. Hopefully by now, your District Directors have communicated with their districts as the NAMBA Nationals for next year were announced at the 2009 Nats awards banquet. This is one that you really want try and make. The 2010 NAMBA Nationals will be hosted by District Five in Reserve, Louisiana just outside of New Orleans. Carlo Catalanotto is the District Director and President of the Voo Doo Model Boat Club who will be hosting the event. NAMBA Vice-President Mark Grim will be working with Carlo as Mark has been to many NAMBA Nationals and has travelled to the Louisiana race site. Carlo and his district have put on many large race events so things are looking real good. And as always, small districts (I have seen some large ones also) need manpower and pre event assistance. We will be there for them also.

On the Fast Electric side of things, the 2009 FE NAMBA Nationals in District Two hosted by the Mid Michigan Electric Unlimited Club were just completed. Talks are already underway that possibly the 2010 NAMBA FE Nationals could be hosted by the Arizona FE Club and held at Legg Lake, South El Monte, California. In talking with Ken Haines from the Florida Wave Blasters, they would like to host the 2011 FE

NAMBA Nationals. Legg Lake would then be the site of the 40<sup>th</sup> Anniversary of the NAMBA Nationals in 2011.

Now maybe I am getting the cart before the horse but I am one that likes to have vision way on down the road. Over the past few years, we have seen how FE has really come of age, and how nitro and gas have co-existed in districts really well. Dave Rychalsky's district has been running nitro, gas, and FE boats in the same heats. District Eight at the NAMBA Nats showed how FE can run classes at a major event with other classes of racing. District 19 runs an Open Class at the gas races allowing any boat that runs under nitro, gas or FE to run. And Mark Grim has been putting on NAMBA Time Trials for all classes of racing for a number of years. We are as far apart as we are as close together. It just takes that one more little step forward. And here it is.

My vision is in 2012 where the NAMBA Nationals customarily go to the New England states in District 11, we add the FE NAMBA Nationals and have one single Nationals event. Before anyone gets excited and says "no way" or "can't happen" there are many things to think about first. Logistics, projected number of entrants, race schedules, manpower and will the FE boaters and the hosting district even go for the idea.

At one time, there was a block wall standing between nitro and gas boaters. That wall has since come down. At one time we didn't know that there were FE boaters on the other side of a wall. That wall has since turned in to a one foot high see through picket fence. With one step, it can very easily be overcome. That is my vision.

## My First Electric Boat Race

By Matthew Rychalsky  
District One

My name is Matthew Rychalsky and I am nine years old. I live in New Jersey. In April, I raced in my first electric boat race. I raced in two classes, Kids R boaters and P-Mono. In the Kids R boaters class I finished in 1<sup>st</sup> place with 400 points in the first race. In the second round of Kids R boaters I came in 1<sup>st</sup> again for 400 points. The other boaters jumped the start, so I was way ahead the whole race. It was finally the last round, the 3<sup>rd</sup> round. I knew that I just needed to finish the next race because the 2<sup>nd</sup> place boat was at 600 points. So if the other racer got 1<sup>st</sup> place he would have 1000 points, but, 3<sup>rd</sup> place would give me 1,025 points which would beat the other racers. I played smart and went around the six laps and took champion of the day.



In the first round of P-Mono I came in third for 225. The second round of P-Mono I got a third place again. So, in total for the first and second round I had 450 points. The day was almost over and it was the last heat for me. In the beginning of the race, I didn't look and see if I can see the whole course. When I was coming around the first turn, my head was following my boat. Right before the first turn I couldn't see my boat anymore because a big person was standing in my way. I tried to move to another spot, but it was too late. My boat had already flipped over, on its back side up and I finished the race with a Did Not Finish which also equals 25 points. The total of all the races was 475 points. I came in 6<sup>th</sup> place out of the eight boaters. My dad is my pit man and he is okay sometimes. I might not have won all the races that but I still had a really fun time! All of those electric guys are real nice to me and I like my electric boats. I can't wait for the next one.

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## NAMBA Nationals and Logo Balls

By Dave Rychalsky  
District One Director

For some of us, model boating isn't the only hobby that is enjoyable. I do like to partake in the game of golf as much as I can. Living in Jersey, I am forced to deal with traffic. I hate traffic. All those selfish "me-me-me" democrats need to drive like idiots and cut in lines, swerve in and out of lanes, and drive on shoulders just to get home. I know it's worse elsewhere, like in New York, with roads littered with potholes, storm drains in the middle of the left driving lanes, and Long Guyland Lolita's gabbing on their cell phones putting on layers and layers of makeup expecting the world to drive around them! There's a point I'm trying to make here, so be patient. Since traffic annoys me, I go out one day a week after work to play golf. I usually go with different people on different courses. In many club houses are "logo balls". What are "logo balls" you say?

Well, they're regular golf balls with the logo of the golf course imprinted on the side. Every time I play a new course I pick up their "logo ball" and add it to my collection. So, how do "logo balls" relate to the NAMBA Nationals? Each time I look at my "logo ball" collection, I have a memory of who I played with and the fun I had. I can recall a number of my good shots, as well as some of my bad ones. In some cases



the weather is bad, so even though my game is shot, I can still laugh about the entire day.

Here's the link between model boating and golf. The same holds true for NAMBA Nationals. I can look at the patches or pins and think about the fun I had with the people that were there. I can also recall many of the heats I raced in and the events during the weeklong event. When I look through a race program I think about some of the fun I had and the people I met in different parts of the country. There seems to be one incident that always seems to identify a Nationals for me. For example, the 1995 Nats in Camarillo had night racing. Everyone added light sticks to their boats and they added battery powered lights to the buoys. We started at 9:00 pm, tossed our boats in the water and then the lake lights were shut off. You try your best to drive around the course in pitch black darkness. Every time I look at the 1995 Camarillo patch, I think of the blast I had running in the dark! During the 2005 New Hampshire Nats, I never laughed so hard when eight adults raced go carts at the local amusement center. I had tears running down my face. Add to that the lobster dinner at the Scale barbeque, the funny way they talk up in the New England states, and District 11 provided me with one of the most memorable NAMBA Nationals for me.

All in all, we should take something from a NAMBA Nationals. It can be one race or one occurrence during a night time activity. It can even be a new friend that you met or someone you helped out during a race. No matter what, the NAMBA Nationals patch, pin, or program will remind you of a great time with people that share the same interest as you!



## Gasoline

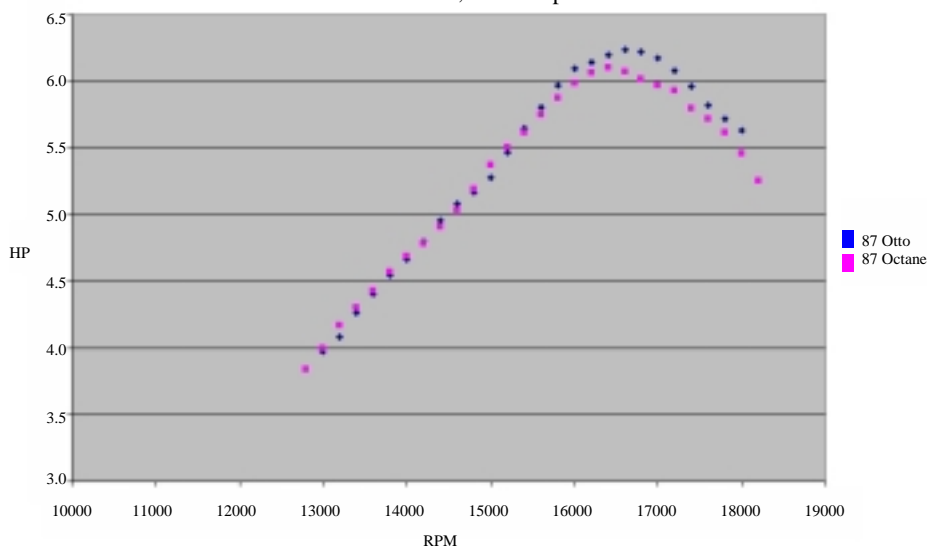
By Lohring Miller  
District Eight

Gasoline is the most complicated and variable fuel used in model boating. The base is a mixture of molecules and there are various additives for a variety of purposes. Does it really matter for our small engines? We decided to find out. We purchased several varieties of automobile fuel and some fuels that were not advertized as "gasoline". Since the most common additive in today's gasoline is alcohol, we tested for alcohol using the fact that most alcohols dissolve more easily in water than gasoline. Mike ("science is my favorite subject") Bontoft and I mixed equal amounts (500 cc) of water and the test fuel in a 1000 cc graduated cylinder. If there is no alcohol in the fuel, the dividing line between the water and gasoline will be at 500 cc. Since water is denser than gasoline, the water will be on the bottom. The dividing line moves up as the amount of alcohol transferred from the gasoline to the water increases.

The first fuel was 87 octane gasoline with no additives. This will pass the standard Digitron test for additives used in APBA and other professional racing. It passed our alcohol test with the dividing line at 500 cc on our graduated cylinder. We purchased some Coleman camp fuel at Walmart that also contained no alcohol. Some Union 76 92 octane premium gasoline contained eight percent alcohol. Fuel advertized as E10, supposedly containing 10 percent alcohol, actually was 32 percent alcohol. E85, purchased at the same station and advertized as containing "at least 70 percent ethanol", was only 60 percent alcohol by our test. We used three different oils, all mixed at 16:1 or 8 ounces per gallon, in our testing.

The tests were all run on the same M&D modified Zenoah with our standard, fixed length, M&D pipe. We used the factory standard ignition timing for all runs. This engine is representative of the best modified Zenoahs available. Our dyno is not calibrated and the powers reported are for comparison purposes only. Runs were corrected for pressure, temperature, and humidity. The engine was relatively new and broke in over the test period. This shows in a run at the beginning and toward the end of our test series with the 87 octane standard fuel. The graph marked "87 Otto" was at the end of the test runs. The high rpm power increased significantly with break in. All the comparisons shown in the graphs were from adjacent tests. We retested the 87 octane fuel several times as a reality check during the test session that spanned over 50 runs.

87 Octane Test-early and late runs  
M&D Zenoah, M&D Pipe



## The Propwash

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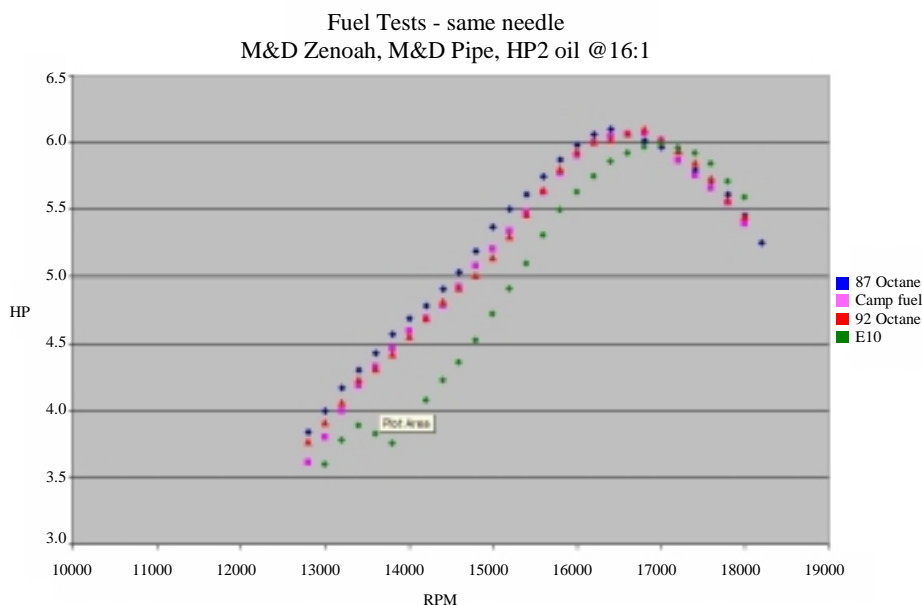
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Please call the NAMBA office at (619) 424-6380 for more information or for special advertising requests.

Care must be taken when reading the graphs not to read too much into small differences. All graphs are averages of at least three runs. The data acquisition software smoothed the result from the individual runs as well. However, the standard deviation measured between the three runs ranged from one percent to three percent. Taking the variation on most runs to be around two percent means that variations in peak power of around  $\pm .15$  hp are not significant. The oil tests in particular show results that are as equal as you will get in any series of runs. The first test set was at the same carburetor needle setting for all fuels. This setting was optimum for power on 87 octane gasoline. The oil was Honda HP2.



With the exception of E10, there was no real difference in the fuels. The alcohol containing fuels need a richer mixture than standard gasoline. Also, Walboro carbs are designed to meter gasoline, so the mixture variation over the rpm range probably is not the best for fuel with significant (remember the E10 was 32 percent) alcohol. Later tests where we changed both the high and low mixture settings brought the power of E10 back in line with the other fuels. (Continued on page 6)

## District One – Here Comes the Fall

By Dave Rychalsky  
District One Director

It's early September at the time of this writing, and by the time this *Propwash* makes it to print, we will be done with the entire 2009 NAMBA racing season. Many of the district classes are starting to show some gap between the top finishers. We continue to have a few of our FE boats compete with our gas and nitro boats. When comparing the three means of propulsion; gas, nitro, and electric, there are some distinct advantages of the electric power plants. They are clean, consistent, fast, and reliable. Add a good driver and pitman, and 400 points becomes the norm heat after heat.

At this point of the season, our class leaders are Jack Ditta in Sport 40 by 650 points and Scale by 300 points, Louie Gerdik leads Crackerbox by 450 points, Meeca Schroeter is way ahead in G1 Sport Hydro by 750 points, Jerry Muro is up by 330 points in CX Mono, and I have a slim lead in Sport X. Some of these classes appear to be locked up already, but at the end of the year, we drop the worse two races for all boaters and see who ends up on top. It weeds out some of each racer's poor performances and yields the best each class has to offer.

Our CX Hydro class has been one of the toughest classes of the year. Less than 50 points separate the top spot with the runner up. Mark Schalich holds the slim lead in that class as well as Open Cat. He has a 700+ point lead in Open Cat, so he's got some breathing room. Mark is one member that drives down from southern Connecticut to compete in our district. Along with Mark are his son Brian, friends Meeca Schroeter and Anthony Steel. All of these guys have been racing with us for a couple of years now, and are part of the District One team. Mark has some fast boats and has been getting better and better every heat. He's a fun guy to hang around with and joke with, even though he's a bit rough on the eyes. The boys from southern Connecticut bring a good cache of boats and each boat runs consistently fast.

For next year, with the NAMBA Nationals being held from June 12-19, we will need to adjust our schedule to move our June races to July. Typically, July has been our month where we take off from racing. I don't foresee any issues with moving some of our race dates into July, but hopefully the heat and humidity won't be too bad. I guess it can't be worse than this year's weather. With rain being a factor in 25 of 30 days of June, it really made a mess of things at the lake sites. Well, we can't control the weather, so we'll just make the best of it.

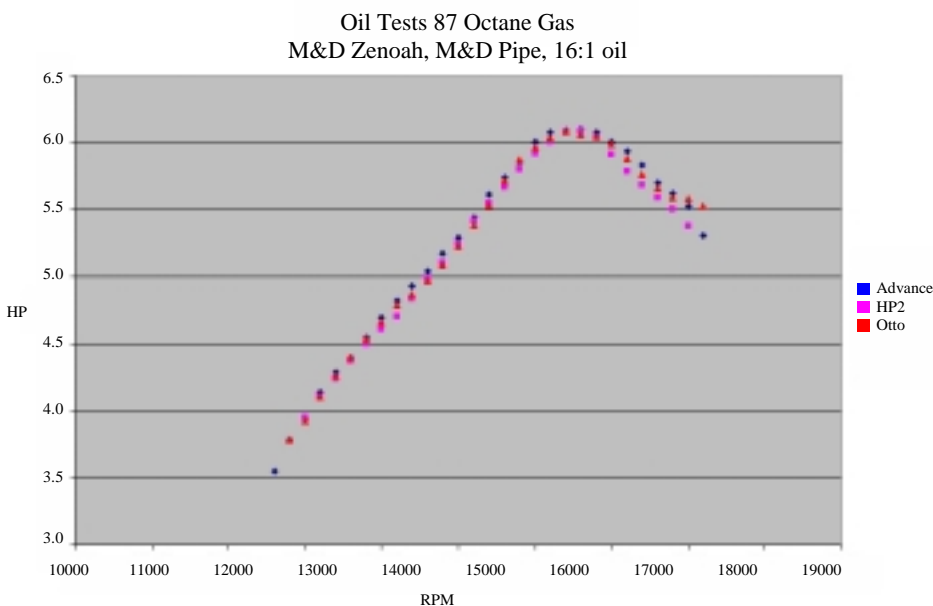
Once again, the hot classes for District One are G1 Sport Hydro, Scale and CX Mono. Most of the other classes are up and down from year to year, but these three seem to be the most popular and most difficult to win. The Classic Thunderboat class continues to grow and appears to be here to stay. I can't say the same for the remaining nitro classes. Little by little, they seem to be dropping in numbers. I think the worst thing that can happen to the nitro classes is if there is a gas engine that comes out in the 8 to 12 cc range. Personally, I love the smell of nitro, but I love the ease of gas. Time will tell.

It's another good year in District One, and we've had some good racing at every race. Good luck the rest of the way.

**Gasoline**

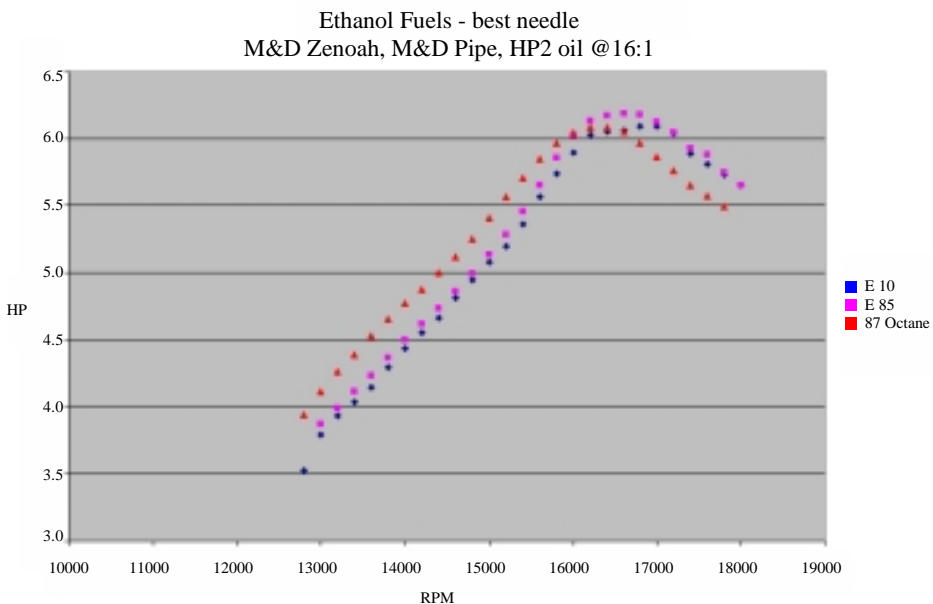
*(Continued from page 5)*

The next series of runs were with different oils. We tested Honda HP2, a standard synthetic racing oil; Shell Advance, a synthetic oil with a high castor oil content; and some synthetic oil from John Otto. As expected, there was no real difference in power from any of these oils at the same 16:1 mixture. As was stated before, this is as close to the same as you can get in a series of runs. If anything, it shows that our dyno has more scatter as the rpm increases.



Here it looks like the gasoline has an advantage at lower rpm while the alcohols are better at high rpm. However the differences are close to within the standard deviation of all the runs. I bet that there is really no difference. If anything, this shows that the mixture is better for the alcohols at high rpm and poorer at low rpm. Perhaps ignition timing changes would show something. What does this all prove? I think for power you can use anything that comes out of your local pump and there will be no difference in power. This will be true as well for oil at the same mixture. Zenoahs and their clones have low compression ratios, so higher octane fuel doesn't show any power difference. Camp fuel is around three times the cost of the most expensive pump gasoline and has no power advantage. This won't settle any arguments about long term use of fuels or oils. Some oil may significantly reduce wear over others. Some fuels may burn cleaner than others. These tests were not designed to show these differences. When it comes to power, they're all good.

The third series of tests compared the alcohol containing fuels with the standard 87 octane gasoline at the best needle setting for all fuels.



**Goodbye Herb Stewart**

By Ron Ratoff  
District Three Director

A good friend to many in NAMBA and IMPBA District Three racing, Herb Stewart passed away quietly recently of brain cancer. He was an avid RC boat racer for over 40 years and innovator of many tunnel boat and electric racing boat designs. The past couple of years, Herb was very excited about the new technology for the electric RC boats and had personally set seven records. He will be missed by many of us. God Bless you Herb, for touching so many lives.

## How It Became A Good Day At The Pond

By Mike Duffy

North Texas Battle Group

Wow, how a change of perspective can change your whole mood! I was messing around with my Richelieu in preparing for a battle and was getting extremely frustrated. I had just wanted to do a minor refit of the ESC and replace the supply air lines to the accumulator side with the larger 3/16" lines. Well, the internal damage was far more extensive following the Last Man Standing event at NABGO than I had recalled (nothing more than normal stuff for a combat ship, and nothing major, just more little stuff than I recalled). Just trying to get all the sub-systems working properly and in harmony felt like a quick march in deep, fine, dry sand.

Anyway, I got up at 6:00 am to do some more work. Apparently, the Gremlins worked through the night, not taking any rest. It just was not going to happen. So, I grabbed the new Eurgle (an inexpensive new 8 channel 2.4GHz radio that had not yet been battle tested) and headed to the pond with the idea of running a Club Un-Rep ship (Underway Replenishment Ship) the tanker, DKM Altmark, for convoy service and testing the Eurgle in it.



I grabbed some 3M Scotchkote out of the Battle Wagon (a one-ton step van with a 16 foot bed that we use to cart club supplies and ships around), and waterproofed my Eurgle RX real quickly. While waiting for the Scotchkote to dry on the receiver, I did my best Jacques Cousteau imitation to try and salvage Richelieu's CO2 Bottle lost seven weeks ago at NABGO (not properly secured, it fell out when she rolled over on sinking). I tossed a weighted line out to where I remembered her going down as a reference, waded out, and waited about 15 minutes for the sediment to calm down. Then, on the first actual dive in about four to five feet of water, and about one and a half feet of visibility, I spotted the black tank in a vertical position. The day was getting better.

So, after drying off and changing, I went back to the table and started to reassemble the receiver. I noticed Wreno talking to a man with a very interested young teen. Then I saw his wife and another son. I heard Wreno giving the 30,000 foot view of the hobby and the ships. Of course, he followed that up with incredible detail of every subsystem, in that way only Wreno can (and one of the reasons we love him so). As I grabbed the Altmark out of the Battle Wagon, I saw Jerry bring over a loose gun turret assembly from his Lutzow and begin an explanation of how an Indiana Cannon works.

The Dad was nodding his head in understanding, while the younger son, Thomas, was riveted and probably thinking how he'll soon be able to sink the opposing surface fleet. Following 30 to 45 minutes of Big Gun 101 with Professor Wynne and his trusty TA Jerry, Thomas and Dad began to move around the tables. As they came by me, Jeff (the father) picked up the can of Scotchkote to inquire further and we talked about it. I re-opened the freshly re-assembled RX and showed him what it looked like when coated (not a pretty sight, mind you, but very effective waterproofing for electronics).

As I was trading out the Altmark's RX with the Eurgle's, Thomas was watching over my shoulder and I pointed this and that out. While I was trying to figure out why

the starboard prop wasn't running, Jeff and Jerry pitched in to help and loaned an Allen wrench and volt meter since all I brought to the pond was a Leatherman tool. Thomas and family went to set up chairs and coolers near the port. They had come prepared, as they had traveled almost 200 miles to find out what we do. All were given freshly acquired loaner safety glasses.

When it came about time for "Battle On," I gave a shout to Thomas. I asked him if he wanted to run the Altmark in the battle, and perhaps score some convoy runs while testing my radio. Of course, I was pleased to find that he wanted to. Our club paid for single event NAMBA insurance for Thomas and his brother Jonathon. They were ready to do battle. After brief instructions, he was headed for the buoy to make his runs. After his first run, I showed him how to trim the rudder and pointed out a few of the finer points on evading the enemy and maneuvers for spoiling shots when under immediate attack. Like any 14 year old, he mastered it quickly. On his sixth run, I told him to just to keep heading "out to sea," because I wanted to test the range of the Eurgle. I told him he was the first to try the new technology (the Eurgle) in the hobby (that we know of). I explained that I needed him to keep turning the ship back and forth while heading toward a far fence post across the lake. Once it was about 225 yards out there (and a mere spec), I told him to bring her back on in. The kid did great, as did the Eurgle. Life is looking good.

Then it was his brother Jonathon's turn. Well, the batteries were too drained to be terribly effective. Michel, our member who actually is French (I just run French ships), and who was doing his first combat runs with a Liberty he had beautifully detailed, passed the controls of the Lib to Jonathon. After a few minutes of over-steering in the boat slip area, we got him out to the big water and he did fine. Soon, he was circling the buoy like a champ. As the battle ended, I let Thomas know he wasn't

*(Continued on page 8)*

## How it Became a Good Day at the Pond

(Continued from page 7)

finished, he needed to get the Altmark back to the tables and count his holes. He ended the day with six above, two on, no belows and with a total of eight cargo runs for the Axis team. CL's "cute as a button" young daughter, Marie, got in eight cargo runs for the Allies at the same time in the tiny San Pablo. I don't have the count of Michel's and David's and Jonathon's cargo runs with their Liberty Ships, or the damage on the Mogador or Dallas, but it will be in the battle reports at [www.ntxbg.org](http://www.ntxbg.org).

To see the excitement in those teens with Mom and Dad taking video and still pictures was great. Even though they live about 200 miles away they wanted to join today as a family. We gave them the NTXBG membership test which all passed. I checked with the officers and we agreed to let them take the Altmark home with promised support on how to maintain it. The smile on Thomas' face finally laid to rest all memory of earlier frustrations. All things worked together for a truly good, and memorable result - even the Gremlins in the various bigger battleships.

Following site pickup and having everything packed we headed to town for Tex-Mex. We arrived at 5:00 pm, with new members joining us for the camaraderie and tall tales. Some left around 7:30, the rest staying at the table and visiting for another hour. We headed for the parking lot and several chatted until 10:00, when we finally broke up.

All in all, a day that started out frustrating and irritating ended up being a refreshing breath of fresh air and incredibly rejuvenating. This was all without me personally driving a ship or firing a shot. Now to beat back those Gremlins with renewed vigor.

*Editor's Note: Mike Duffy is a long-time member, and a former CO, of the North Texas Battle Group in District Seven and has been voted "Most Feared" by both Axis and Allied captains in the same year.*

## NAMBA Nationals History

By Dave Rychalsky  
District One Director

Persistence pays off! I figured if I continued to write an article about the NAMBA patches, pins, and programs, someone would eventually break down and look for an old program. During the 2009 NAMBA Nationals Awards Banquet in Marysville Washington, there were a number of people making speeches and talking of model boating. Unfortunately, due to work commitments, I was only able to attend the last two days of the week long event. I did get a weeks' worth of enjoyment in my two days, with nothing but happy faces and good stories from everyone. Now, let me get back to the banquet. During some of the speeches and awards, one of the members of this years' Nats committee, Greg Roth stood up made a speech. Greg was a NAMBA member back in the early days of NAMBA. In fact, Greg was a competitor in the 2<sup>nd</sup> ever NAMBA National in 1973. Greg stated that he read a number of my articles asking for patches, pins, and programs. So, he made a point of digging around his house to search for anything from the 1973 NAMBA Nats. In short order, Greg found his copy of the 1973 Program! It's in very good condition. A few of us looked through the program and noticed a number of familiar names and faces. And yes, there's a picture of Jerry Dunlap with a big smile on the microphone! Go figure - some things never change. He is quite a bit younger, but it is a thrill to see some of our initial members still going strong. This is the oldest program in the collection. What a great piece to find. Greg, I cannot thank you enough for donating this program to the NAMBA collection.

As for the banner, it's getting filled up. We only have a few more spots remaining for patches before we need to start a new one. On a scary note, we almost lost the banner again! In an effort to get the banner to this year's Nats early, I Fedex'ed it to Al Waters in June. Since I couldn't attend the event until later on in the week, I had to mail it. When Al answered his door for the delivery, the driver was already in his truck

and long gone. Al noticed the shipping container tube was cracked on the end with the banner exposed. Fortunately, nothing was missing. The container is shot. It's obvious that shipping companies don't care about anyone's packages, so Al and I spoke about what we need to do in the future. I thought it best for Al to hold on to the banner since he will be attending next year's Nationals in Louisiana. At this point, I plan on attending, but work seems to get in the way year after year. So, Al will have the banner stored in a safe spot, and I will keep the Pin and Program collection.

For the patch collection, we have spares for the following years: 1972, 1974, 1975, 1977, 1978, 1979, 1981, 1982, 1983, 1986, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1998, 1999, 2000, 2001, 2003, 2004, 2005, 2006, 2007, and 2008. Does anyone have a spare 1987, 1997, and 2002 that they wish to donate? The 1997 and 2002 should be fairly easy because it's not too long ago. I figure that 1973, 1976, 1980, 1984, and 1985 will be tough.

I am still searching for pins and programs from past years. Once again, take some time a search through your NAMBA National paraphernalia and see if you can donate any one of the items below. Besides, once I get a complete set, you won't have to see any more of my articles on this!

If you have a pin or program and don't want to mail it, you can hand it to your district director or NAMBA official and it will get sent to me. Just drop me an email. My email is [Drychal@aol.com](mailto:Drychal@aol.com).

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

For the programs, I am missing the following: 1972, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, and 1988

For those that would like to donate their patch, pin or program to the NAMBA National Historical Collection, please send to:

Dave Rychalsky

10 Timber Road

East Brunswick, NJ 08816

Thank you in advance for your help.

## Promoting Model Boating

By Jeff Michaud  
Insane Boats

Insane Boats was at the Long Beach Marine Stadium Sprint Nationals August 8-9, 2009, promoting RC Model Boating and our upcoming NAMBA District 19 race September 12-13, 2009 at Legg Lake. There was a great response by the spectators and I have included some pictures from the weekend. Our local racers in attendance were Jeff Michaud, Roger Payne, Steve Lopez, John Michaud, Vince Henderson, Kurt Henderson, Russ Stark, Richard, Kent Edler, Bob Vansickle, Gary Blockburger, Bill Switzenberg, Vance Zanin. Specials thanks to Vance Zanin at [www.therctribe.com](http://www.therctribe.com) for the photos.



*Grand National racing is a test of man and machine endurance*



*The Insane crew pose in front of their boat display at the race venue*

## News From Twenty

By Robert Holland  
District 20 Director



Well, our racing season for District 20 has come to a close... The 2009 season was probably our best season in the last four to five years. It started out with our inaugural Poker Run. We included gas, nitro, and for the first time at a district event, electric. That's right, electric! We had a good electric contingent from Pueblo, Colorado, and even Dick Roberts from New Mexico came up to race this event. At this time, I can't remember who had the best hand but I do remember he won a new hull for his efforts. A good time was had by all and we all shared knowledge and differences between nitro, gas and electric boats.

A small contingent then went to Tucson in April to race with some of the District 19 racers and had a great time. This race was the first out of district race for Dave White, who came down in his motor home. He said he had a great time even if he didn't do well. We always thank District 19 for welcoming out of district racers to crash their party.

Next up was the NAMBA Nationals in Washington. Again some from District 20 attended and were welcomed and made to feel appreciated for attending from the host group. We had a great time and actually brought home some hardware. It was amazing to see how quick you can become best buddies with fellow competitors. These same people who want to crush you on the course are willing to give you whatever you need to make the next heat and possibly beat them. It was truly amazing to watch this in action everyday of racing.

We continued throughout the year with our district races and continued to grow in attendance and quality of racing. I can only attribute that to the people who race in our district. There truly

*(Continued on page 10)*

**News From Twenty***(Continued from page 9)*

seems to be a no secret approach as well as a let's jump in and help everybody compete. I personally started racing a gas boat this year and realized how little I knew about these set-ups. You would think being a nitro guy the gas guys might not lend a hand. I couldn't have been more wrong! For the first two months I couldn't get these guys off of my boats. They were constantly checking my needle settings, giving me at least 12 new props to try, and were over changing coils for me in effort to help me out. The electric guys even help me set up my first electric boat. They taught me how to bind a radio, what tape to use, and how to handle Lipo's.

It is a sight to watch all three types of boats race in the same day, as well all the racers helping each other out. Even though we all think we have the best type of motor, be it nitro, gas or electric, we all get along very well.

Our District finals were at the beginning of September and now our season is over. How sad is that! But we had a great time, brought in new racers and crowned new champions. We are looking forward to our annual Turkey Shoot race in November where we will be racing in 35-40 degree weather. The district is already making plans for our second annual Poker Run where we will offer nitro, gas and electric classes. This will be open to everyone and will happen sometime in April 2010. Have a great winter.



*District 20 Director Robert Holland high fives it with his son Paco after a win*

**Palm Beach Boaters Special Race****By Steve Gualtieri****Palm Beach Power Boaters**

The Palm Beach RC Power Boaters, Inc. will present their First Annual Southeast Scale Hydroplane Championship on Sunday December 6, 2009. We are happy to announce this specialty r/c boat race. The race will be held at our club's lake at West Delray Regional Park. NAMBA and NAMBA District Three rules apply. District Three rules will take precedent when there is a conflict with a NAMBA rule. If you're not a NAMBA member, we'll also have Single Event Insurance at check in.

If the name of this race sounds familiar, that's because it came from Marty Shallenberger. Marty currently puts on the Northwest Scale Hydroplane Championship race in Arlington, Washington. He thinks that one day we could have a World Scale Hydroplane Championship so this name fits nicely for the Southeast region. The classes offered will be Sport 21, Sport 40-2, 1/8 Scale Unlimited Hydroplane, Classic Thunderboat, and GX1 Sport Hydroplane. Strict markings rule will be enforced in all classes. All classes will have to have ten or more entries to make a class. In the 1/8 Scale Unlimited Hydroplane class, there will be a perpetual trophy for the champion. Trophies for 1st, 2<sup>nd</sup>, and 3rd places will be awarded for all classes. You may enter up to two boats per class. If you enter two boats in a class, only the boat with the most points is eligible to go into the final for that class. The same rules will apply to all classes. All classes will run the "Love Plan". There will be a maximum of six boats per heat. The top five boats in total points will run in the final heat for that class. The next six boats will make the connie, with the winner of the connie moving up to the final heat.

**Saturday Schedule:** Controlled open water from 10:00 am until 4:00 pm

**Sunday Schedule:** Drivers meeting at 7:45 with the first heat to follow. Free lunch will be served around noon to all the drivers. Awards will be presented at the conclusion of all racing.

For the Southeast Scale Hydroplane Championship race flyer and more information, please visit our club website at [www.palmbeachrcpowerboaters.com](http://www.palmbeachrcpowerboaters.com) and click on the "Scale Championship" tab. If you have any other questions about this race, please send an email to Steve Gualtieri at [info@PalmBeachRCPowerBoaters.com](mailto:info@PalmBeachRCPowerBoaters.com)

**A NAMBA Conspiracy...Gates or Grim****By Dave Rychalsky****District One Director**

On the flight to Seattle for the 2009 NAMBA Nationals, I decided to watch the in-flight movie. It was the movie *National Treasure* starring Nicolas Cage. I love these types of action-adventure movies. You know the type: *Raiders of the Lost Ark*, *Indiana Jones and the Temple of Doom*, *Lara Croft: Tomb Raider*, *Predator*, etc. The thrillers where there's some type of treasure hunt or a theme of superhuman creatures coming into our world. I didn't have an opportunity to see this in the theaters or on HBO, so I gave it a shot. The movie was done quite well, even though it was edited for air travelers. Nicolas Cage plays Ben Gates, who is a treasure hunter in search of mythical treasure that has been passed down over centuries. There's a well rounded cast of great supporting actors and actresses. Somewhere into the first third of the movie, they bring out an actor who played Patrick Gates, Nicolas Cage's on-screen father. I took a triple take at the little 10.4 inch screen because I wasn't sure what I was seeing! You all know how those little screens below the overhead bins distort the picture unless you're sitting one row back in the center seat. I had to lean over a bit to the middle to be sure, and here's where the conspiracy theory forms. Before I go on, you really need to watch this movie to find out what I'm talking about! You'll begin to agree with me in that I think I've uncovered "A NAMBA conspiracy"! We have all seen the talents of "Hollywood" with people who have the uncanny ability to make any person look

older, taller, younger, thinner, or fatter. As far as I can tell, they didn't do much with this character to try to pull the wool over our eyes. As I sat there, eyes glued to the screen, my processed cheese-burger getting cold, the Caesar salad looking soggy, there he is! Yep, Patrick Gates was played by our very own Mark Grim! I'm telling you, it's him alright. Here my evidence: I have never seen our NAMBA vice president, Mark Grim, in the same room with Jon Voight (this is who Hollywood claims is playing the part of Patrick Gates). Have you seen Mark and Jon Voight together? Nooooooo. Now, the question I have is "Why didn't Mark say anything about going Hollywood?"

I did some investigating when I landed and I found the timeframe when they filmed the movie *National Treasure*. I checked my cell phone records and during the three weeks that the character Patrick Gates was filming, Mark never once was home to answer my calls! I checked the District 19 standings and Mark missed all of the races during that time as well. Where was he? Here's more proof: During the last few NAMBA Nationals, Jon Voight is not to be found anywhere in Hollywood! He didn't make any appearances and no one has any documentation of his whereabouts. I've included a picture of Jon Voight and Mark Grim. Add a little Hollywood makeup and bingo! I have some questions about this entire conspiracy? Why hide this fact? Is NAMBA going Hollywood? Better yet, Mark, how about an autographed photo of Angelina Jolie?

Now, I'm sure many of you will watch the movie *National Treasure*. Check out the scene where Mark Voight/Jon Grim/Jon Voight/Mark Grim – whatever, is in the treasure cave and the water is rushing in? Did you notice the calm look Mark Grim had on his face? That's because Mark Grim is so comfortable in water that any type of tragedy in water can't faze him! He is as calm as can be under pressure! When I arrived at the lake site, I noticed Mark was up on the driver's stand. I called over "Hey Mr. Voight." Mark stopped,

and quickly turned around to see who was calling him. Aaaaaahhhhhhaaaaa! I think he realized what was going on, so he turned back around and kept looking at the lake. He did start to sweat shortly after that and kept looking out the side of his eyes!

America will eventually add this NAMBA conspiracy to the list of other unsolved schemes:

"Who was standing on the grassy knoll?"

"Did we REALLY land on the moon?"

"Why is it a secret that Mark Grim is really Jon Voight?"

So, this investigation will continue and if anyone else has proof about Mark/Jon, please let me know! I've talked to a few people who agree with me. Robert Holland, from Colorado, is starting a website for this; go to [www.GrimOrGatesconspiracy.com](http://www.GrimOrGatesconspiracy.com).

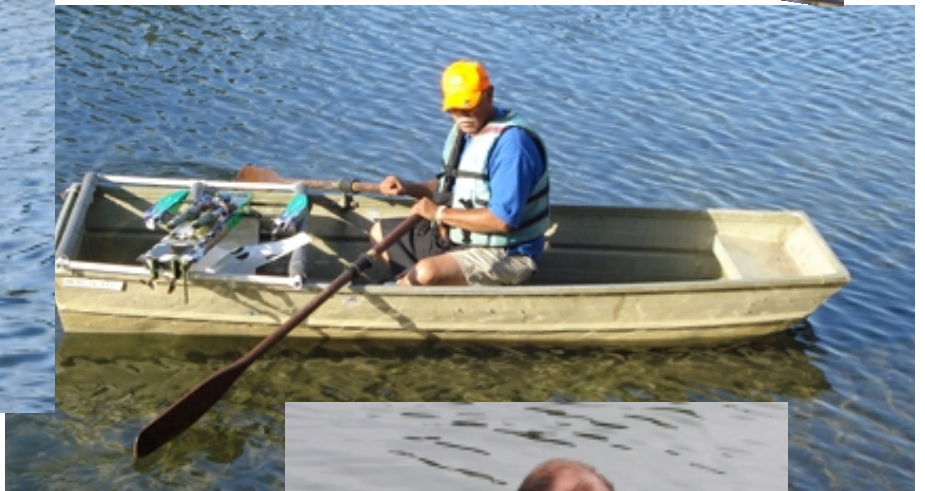
These pictures are close, but the movie is right on!!! Which one is Mark?



# 2009 NAMBA Nationals - Kids R Boaters



# Pictures Worth A Thousand Words



# Thank You District Eight



# See You At The Nats In Louisiana In 2010



## Wave Blasters Electric Race

By Bud Johansen  
Wave Blasters of Florida

The first Wave Blasters Invitational Electric Race was held March 15th at our regular pond site under fantastic weather conditions and a super turnout, with 26 boaters competing in seven classes with 67 boats.

Most of Saturday was spent on last minute details of site preparation, registering boaters, and lots of practice runs and fine tuning. Sunday morning started bright and early with final registration and the drivers meeting. Racing began at approximately 9:30 am, a break for lunch after the first round, and then two more rounds of racing ending at 5:30 pm. It was a long and busy day but everybody seemed to thoroughly enjoy themselves. More photos are available at [www.waveblasters.org](http://www.waveblasters.org).



*LSH (Limited Sport Hydro)*  
1st - Doug Twaits - Dingsmans Ferry, PA  
2nd - Mike Paganelli - Rye Brook, NY  
3rd - Hugh Ebner - Lakeland, FL



*SV Stock*  
1st - Paul Mainville - Port St. Lucie, FL  
2nd - Ken Haines - Stuart, FL  
3rd - Phil Hale - Ft. Pierce, FL



*P-Spec Hydro*  
1st - Doug Twaits - Dingsmans Ferry, PA  
2nd - Mike Martin - Ft. Pierce, FL  
3rd - Mike Paganelli - Rye Brook, NY



*SV Modified*  
1st - Ken Haines - Stuart, FL  
2nd - Terry Cowger - Port St. Lucie, FL  
3rd - Jason Sims - Daytona Beach, FL



*N-2 Mono*  
1st - Ken Haines - Stuart, FL  
2nd - Doug Twaits - Dingsmans Ferry, PA  
3rd - Ron Desmond - Ft. Pierce, FL



*P-Mono*  
1st - Doug Twaits - Dingsmans Ferry, PA  
2nd - Mike Harvey - Lutz, FL  
3rd - Terry Cowger - Port St. Lucie, FL



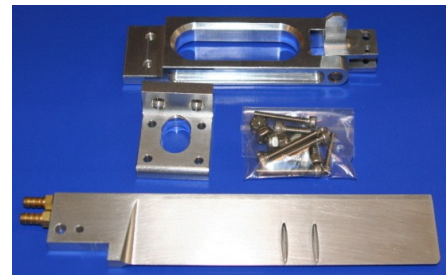
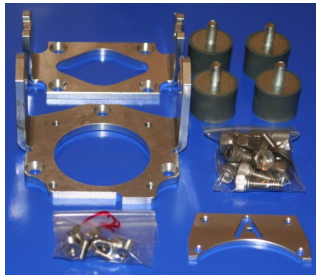
*Q-Offshore*  
1st - Mike Paganelli - Rye Brook, NY  
2nd - Ken Haines - Stuart, FL  
3rd - Mike Harvey - Lutz, FL



*The Wave Blasters of Florida hosted their first Fast Electric race of the 2009 season preparing themselves for hosting the 2011NAMBA FE Nationals*



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## NAMBA Hall of Fame Welcomes Roger Newton

By Al Waters  
NAMBA President

Hall of Fame members who have been inducted have attended many Nationals, set records, been District Directors, have held NAMBA offices, or have hosted NAMBA National events. Roger Newton's career in model boating was not about the information we customarily fill out for a nominee to the NAMBA Hall of Fame.

The first requirement for a nominee is that they have to have been a NAMBA member for a minimum of ten years. Roger Newton started his career in 1973 at the NAMBA Nationals in Washington running a 1/8<sup>th</sup> Scale Unlimited Hydroplane in C hydro. This was because 1/8<sup>th</sup> Scale Unlimited was not a NAMBA recognized class until 1974. At that time, Roger, along with the help of a few others formed the NAMBA District Eight club RCU (R/C Unlimiteds) in Washington. They continued to be NAMBA until APBA began a model boating insurance program in 1988.

Although our NAMBA records prior to Cathie Galbraith taking over as Executive Secretary are not as precise as today, it has been determined that Roger was a NAMBA member from as early as 1974 through 1987. During his racing career which was done exclusively with Scale Unlimiteds, Roger accumulated some pretty impressive records in District Eight with the R/C Unlimiteds club.

1. He was first to score 150,000 points.
2. He was the second person to get to the 15 race victory plateau (1984)
3. He was the first to be awarded the Outstanding Contributor Award in RCU
4. He was the first ever to win the Triple Crown (three most prestigious races in RCU)
5. He was a two time Season High Points Champion
6. He was an RCU Hall of Fame Inductee

In 2007 Roger Newton became an active NAMBA member again and continued throughout 2008 until his passing of heart failure in August of that year. During that period of time, Roger traveled to Florida to race at the Orlando WinterNats and San Diego to the Muncey Unlimited Hydroplane races. There were prior years where he participated in San Diego at the 1/8<sup>th</sup> scale races under NAMBA single event.

What Roger Newton accomplished for NAMBA, he accomplished for all of model boating. Known as the Czar, he developed over 450 model boat plans for 1/8<sup>th</sup> Scale Unlimited Hydroplanes dating back to the forties including photos for almost every boat. During the last few years of his life, Roger played an integral part in helping out model boaters with plans (and building boats) for the newly created NAMBA gas class called Classic Thunderboats. In addition to his Classic Thunderboat plans, he also made available in production glass versions of his boats.

When we think of 1/8 Scale Unlimited at local races, special event races, and the NAMBA Nationals, we owe it to the Czar Roger Newton for making 1/8<sup>th</sup> Scale Unlimited what it is today for almost thirty-five years.



## Budget Minded Trailer

By Al Waters  
NAMBA President

When I first started model boating back in 1988 there was only one boat that I had to worry about and the support equipment to operate it. As time went by, I accumulated more boats, tables, ice chests, chairs, and an awning. When you go boat racing, there are some comforts that you just have to have.

As the years rolled by, I crammed everything in to an old Honda hatchback and a six foot wooden makeshift trailer that you can buy and build for a few hundred dollars from Harbor Freight and Tool. People laughed but it got me there and back and never broke down. That was the best 280,000 mile vehicle I ever had.

The last few years my racing habits have changed and I started running nitro and gas boats. I could still get four boats in my 206,000 mile Toyota pickup truck, including my support equipment but come NAMBA Nationals time I was in dire need of some outside help. One thing about model boaters and going to Nationals, people get together and figure out ways to get everyone there including their boats and equipment even if some sharing is involved. That is one of the great things about this hobby.

Needless to say, I felt that my time had come where I needed to have my own trailer. I looked around at the trailers everyone had at Nationals and local races to get an idea on the size of trailer and how to set mine up. I would like to say that I saw everything but the kitchen sink, but I saw that also. Plasma televisions, Internet, refrigerators, freezers, blenders, and even enough room to sack out and spend the night. I needed a trailer that my truck could easily pull, would fit in my garage, and that I could afford. I put a spending limit of \$2000.00 and went looking. It wasn't looking real good at first as a five foot by eight foot trailer seemed the best size but there was nothing under \$2100.00.

Thank goodness for the Internet as I was able to find a brand new trailer in a little town called Ramona in the hills of San Diego County. It was just what I was looking for as it did not have a side

*(Continued on page 20)*

**Budget Minded Trailer**  
*(Continued from page 19)*

door and the rear door was a single rather than a double door. And it was only \$1600.00. Off I went with my brand new model boat cargo trailer now thinking of all of the different ways that I should design the inside.

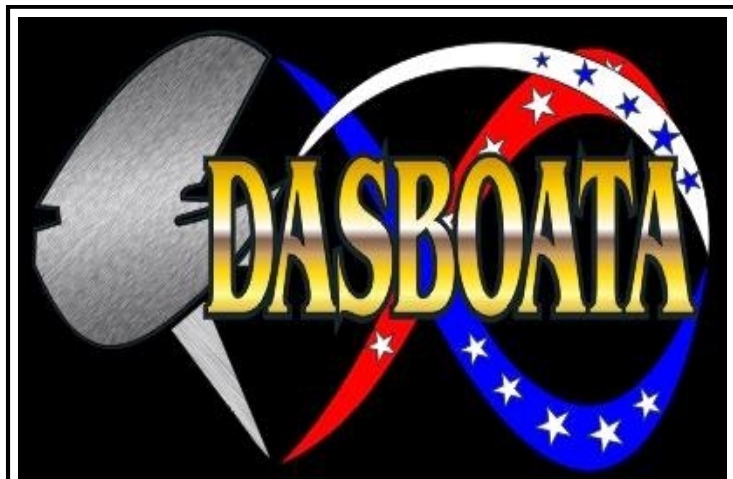
I think that I spent more time taping the inside and measuring to make sure that I didn't make any mistakes that I couldn't correct. It didn't matter. With all of the measuring, checking, measuring again, and double checking, the very first hole I drilled went right through the trailer. The roof ribs were exposed but the side ribs are covered with Luan door skin. I didn't realize that the ribs in the roof of the trailer to not match up with the ribs that go down the sides. I didn't get upset which was good. I repaired the hole, learned a valuable lesson and continued on with my project.



*Three boats stacked above each other with the necessary essentials close by. Fire extinguisher, first aid kit, and the ice chest*

I discovered shelving for the boats is probably the most difficult decision there is in fixing up a trailer. Some use PVC, racking from the local lumber company, wood, or metal shelving. I really didn't know what to do but then got real lucky. I work for a Supermarket and they were in the process of discarding metal racking shelves for the bread aisles. Problem was though, I needed the verticals and they had to be industrial grade to fit. I found them on the Internet but they were really oversized. Not to be out done, I went to the local metal recycling yard and found some tortilla racks that fit the shelving I had. Everything was very strong and light weight but the fitting was very sloppy because in grocery stores, the shelves rely on a couple of hundred pounds of tortillas or canned goods to hold things in place.

After laying out everything, I decided that I could put two boats in the front of the trailer and three on the side. They could hold any size nitro or gas boat including a Scale Unlimited or a Classic Thunderboat. Measuring from the top down, that would leave me enough room in the front to store my support equipment, fuels, start box, and tools.



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On the left side where my boats would be located, I had enough room underneath them to store table covers, and any canvas bags containing aprons, clothes, electrical cords, etc.

Now back to my earlier problem with the shelving swaying back and forth and bouncing up and down. To keep them from swaying, I used good sized bolts and nuts with even bigger washers to stop the swaying. To stop the bouncing up and down, I connected the shelves to each other vertically and turn buckled the bottom shelf through the floor of the trailer. I am not a carpenter, a welder, nor a person who can run a mill or lathe but I was sure proud of myself what I accomplished so far. Everything was rock solid.

Everything was looking pretty good up to this point so now it was time to figure out what to do with the miscellaneous items. I didn't want them to fall all over the place while travelling down the road and also so I wouldn't have to store them in my truck. Hello Harbor Freight and Tool. I found two folding resin tables and some of those truck bed extenders. The tables stand on their sides held in place by the extenders. I even took one and hung it across side to side and my racing shirts hang from it. In the rear on the left side there was enough room for an ice chest and above it behind the boats I could hang a fire extinguisher and first aid kit. It was coming together so well, I just couldn't believe it. Then I felt the pain like no other pain I have felt in quite some time. In getting out of the trailer I picked up some nasty splinters in my knees. Ah geeez! Hello Harbor Freight and Tool. I picked up one of those industrial floor mats that are rubber on the bottom and carpeted on top (and another first aid kit).

I was ready to go places now but last but not least, I needed to add some amenities. Hello Harbor Freight and Tool. Its not High Definition and its not Surround Sound but by the time I was through, I installed a seven inch DVD player, AM/FM CD MP3 Player, SanDisk 2Gig auxiliary hook up with over 800 songs and waterproof external stereo speakers from a Honda Gold Wing Motorcycle. I thought that I was styling until it got dark. I couldn't see a darn thing. Hello Harbor Freight and Tool. I picked up an interior light and two of those heavy duty quick start battery starters. They really work great. I have electricity for at least a week to run my music, DVD player, operate a Dremel and charge model boat receiver and transmitter batteries. The battery starters also come with a bright light and small air compressor for inflating tires and buoys.

And last but not least, and I won't say where I got it from but I installed a channel on the front of the trailer that holds my bicycle so that I can get around at the races.

So that is my story on how I built the inside my cargo trailer. Its not hi tech but it works real well for me. It went to the 2009 NAMBA Nationals and back from San Diego and pulled like a dream.



*Tables, chairs, shirt rack, mp3 stereo, DVD player, and power supply. In case of rain, there is even enough room to stay dry.*

## Racing in District 16

By Rob Duckering  
District 16 Director

Well....racing has been a little slower paced for me this year as work has me traveling north for longer periods of time and therefore missing a few races in District 16. But the action has been fast paced with a few others having good success this year. Kevin Trabouley has a new Winston Eagle lobster boat running well and has won a couple of races this year. At the last race in Edmonton we ran six boat heats and Martin Lovsund came away with his first Gold Cup win driving his Velasco 78 Squire Shop powered by a CMB. Myself, I got the chance to film some onboard videos with the camera mounted on the Sport 40 and the A-OPC. Those videos can be seen on you-tube here:

<http://www.youtube.com/watch?v=JL5d2eSFBZk>.

As I get the camera figured out, they will get better. I'm also planning on using the camera at the Northwest scale hydro championships in Marysville, Washington at Twin Lakes in October aboard my Smokin Joes. I'm really looking forward to that race and meeting some new faces and running with some familiar racers too.

In our district there is one more points race left in Calgary where a lot of the classes will be decided. But before that there is also the Crazy Al's classic invitational race down in Kalispell, Montana which is always a lot of fun. Its one of those "must do" races where the races are excellent and the people even better.....  
Cheers!



*Paul Omerzu and his Miss Supertest*



*Martin Lovsund and his Gold Cup winning Squire Shop*

## NAMBA OFFICIALS AND CHAIRMEN

Revised October 2009

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## District Eleven News

By Richard "Rags" Grenier  
District Eleven Director

There are 39 dues paying members in District 11 in 2009, down from last year's 50+. That is not unusual, as the numbers change every year. I often do not recognize many of the names when I get updates and never hear from or meet some of these folks, even though I send them letters inquiring about their interests. Their reasons for joining NAMBA are unknown to us and many rarely join the next year. So if you are new to NAMBA and District 11, welcome aboard! Even if your interest only lies in jumping wakes with some monster 72 inch mono, we'd like to hear of your exploits and have you join us at some of our events.

We had a great race at Sanford. A perfect weather day was only enhanced by one of the reasons we race boats: speed! Speed was the order of the day and it was one of those things that we weren't necessarily aware was happening, at least not until later in the event. I was CD'ing the final G-1 Outrigger heat of the day and Butch Montano and Wayne Poisson were pulling double duty, putting on a show and conducting a driving lesson at the same time. It was from beginning to end, neck and neck, tight on the buoys all the way. I was excitedly announcing at the end that Butch Montano was the heat winner with a sub-minute time of 57 seconds. It was quickly pointed out to me that Wayne also had a sub-minute time of 59 seconds! It was not a short course and it made me look at other heats we ran that day. There were several boats in different classes that toyed with the minute mark all day.

Sanford always draws a number of spectators because of its location, and it didn't hurt that one (at times, two) of Sanford's finest spent an inordinate amount of time there with a radar gun calling out speeds to the crowd. They loved it and the speeds gets 'em every time. Thanks to the Wakemakers for their usual fine job in hosting the event.

It was another beautiful day at Mansfield and the Greater Hartford Model Boat Club did a good job in completing four rounds on a 58 boat day. If speed was the order of the day at Sanford, the rollers seemed prominent at Mansfield. What made them prominent was that at times they seemingly came out of nowhere with no other boats around. Maybe there is a Loch Ness type creature in the pond? However they got there, it made for some interesting racing.

District One was well represented again and helped make some classes that have not been able to run elsewhere, such as Crackerbox and Thunderboat, which look great whether on the stand or at speed on the water. Also, for the first time since we started the class, there were no Open Mono boats. We also ran a heat of four .12 outriggers, that for lack of a better term, was dubbed 1/2 A Hydro by John Palica and Watson Coburn. They ran pretty well too, the quick time of 1:25 set by Rick Cesati being faster than any of the G-1 Cat heats. Not bad at all.

I just wanted to point out why the stopwatch is so important. G-1 Mono ended in a tie between Meece Schroeter and Butch Montano and had to be decided by quick time. The difference? One second! Great racing, guys!

Having four of the five races this year under our belts, I will say that what has helped each host club run four rounds efficiently has been the response to people being in the retrieve boat so quickly and without prompting from the CDs. Between that and the minimal buoy replacement we've seen this year, everyone is doing a great job. Thanks! Thanks also to GHMBC for hosting and doing a great job. Another season is rapidly coming to a close. It will take the final race to decide championships in the majority of the classes.

## 2010 NAMBA Nats

By Carlo Catalanotto  
District Five Director

On behalf of the VooDoo Model Boaters of NAMBA District Five, it is with the greatest honor that our club presents the prestigious 2010 NAMBA Nationals June 12 -19, 2010 in Reserve, Louisiana.

We wish to extend a personal invitation to all R/C boaters to come and enjoy some true southern hospitality. This is a great opportunity to combine racers from East to West and North to South in such a way that has never been done before. We feel the location and reputation of great racing that our club is known for, combined with the prestige of the NAMBA Nationals, this event will bring together R/C boaters from all over the world.

I would like to thank NAMBA for giving us this wonderful opportunity and we look forward to seeing everyone in 2010.



**2010**  
**NAMBA MEMBERSHIP APPLICATION**

THIS FORM MUST BE USED TO APPLY FOR NAMBA INTERNATIONAL MEMBERSHIP

**PLEASE NOTE:** Print all information clearly. In the event of an accident, this form becomes a legal form. Please do not use it for personal notations. Where any doubt of spelling of the name or address occurs, the form will be returned to the maker, and the membership will be held up. Please keep in mind that the member is not insured until the request and the fee for insurance have been properly filed with an authorized NAMBA official.

Enclosed please find \$\_\_\_\_\_ to enroll me in the NAMBA and the Modeler's Insurance Plan.

NEW MEMBER: \_\_\_\_\_

EXISTING MEMBER: \_\_\_\_\_

CURRENT NAMBA #: \_\_\_\_\_

MEMBERSHIP CATEGORY AND FEES: Adult Member (\$45) \_\_\_\_\_

2<sup>nd</sup> Adult at Same Mailing Address (\$35) \_\_\_\_\_

(Please note: this category does not receive separate mailings)

Junior Under 18 (\$25) \_\_\_\_\_

NAME: \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE/PROVINCE: \_\_\_\_\_

COUNTRY: \_\_\_\_\_ ZIP/POSTAL CODE \_\_\_\_\_

HOME PHONE NUMBER (Include Area Code): \_\_\_\_\_

CELL PHONE NUMBER (Include Area Code): \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

CLUB AFFILIATION (If Applicable): \_\_\_\_\_

SPECIFIC AREAS OF INTEREST (e.g. OUTBOARD, GAS, COMBAT, ETC): \_\_\_\_\_

I WOULD LIKE TO PAY BY CREDIT CARD (**VISA OR MASTERCARD ONLY**)

NAME ON CREDIT CARD: \_\_\_\_\_

CREDIT CARD NUMBER: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

EXPIRATION DATE: \_\_\_\_/\_\_\_\_

SIGNATURE: \_\_\_\_\_

MAIL COMPLETED APPLICATION TO:                      NAMBA INTERNATIONAL  
1815 HALLEY STREET  
SAN DIEGO, CA 92154

CREDIT CARD APPLICATIONS CAN BE FAXED TO: (619) 424-8845