

# Oh Boy! Oberto Championship Series



## R/C UNLIMITEDS NEWSLETTER

### *Notes from the Chair*

I don't know if you have noticed but we have been experiencing some real nice turn outs to the races so far this year. I'm hoping that the efforts put forth in planning by all participants of the Contest Board have shown positive production.

What also is great is the high level of competitive boats and new racers coming on the scene.

It's just fantastic to see Geoffry Grembowski step up and offer his skills with our Newsletter. It is important that we support those efforts by providing him with material on an ongoing basis. Jeff has added an email link for Geoffry just for this purpose. If you have pictures or stories you would be willing to share, get them to Geoffry. AND, don't forget to thank him for

his work.

I would like to raise a couple issues here and see if I can challenge YOU to help with some of the following:

- Help learn the computer system for running races. We have written instructions and it does not require a strong back. Harry and I will be glad to help you learn.
- Learn how to set up all the electric systems including speakers. For the most part you see the Lepinski's always doing this alone. Others need to help with very important function. It does require a little lifting and running cords,
- Learn how to set a race course. We have very few willing to do this and I'm sure one of the Dave's or Marc would love to mentor

you on this. We don't have the luxury of relying on Don Mock to do this any longer.

- Scaffold work. This is thankless and needs the help of all who can physically do it.
- Mentor the new racers. Help them and encourage them. We all have been there. Do whatever you can to get them competitive and then hope they don't kick your rear all the time.

Certainly there is something on this list that you can do. Our club is only as strong as it's participants.

*Bill Brandt*

### NOTE FROM EDITOR:

I do need a constant supply of information in order to keep the newsletter working. As Bill said, you can email me stories, pictures, articles, or anything else to me via the website.

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### *S-81 Updates*

*Scott Meyers has agreed to provide updates for his S-81 Meyers Auto Tech Race Team in the Limited Ranks. This is his report from the team's trip to Divisional Championships*

The first part of the story is right out of Cinderella and begins in Olympia, Washington on July 11<sup>th</sup> and 12<sup>th</sup> for the APBA Western Divisional Championships where the boat was just spot-on perfect. It was a rocket out of the box, Jesse nailed every start, and everyone else just pulled back to the docks after that. Yup, we won it. Our first ever Divisional Championship!

Now, you need to know that when you win one of these things your whole crew whoops and hollers and your driver is heralded as a semi-god, but deep down inside the motor builder (that's me) is one ... scared ... little ... puppy. (Cont'd inside)

## News from the Boat Shop



New Boats...They're Grrrrrrreat!

\*NOTE TO READERS\* I have decided to resurrect this section for the newsletter. If you have any news about your boat or any new boat news and/or pictures please send them to me.

Thanks, Geoffry

Pat Ochs looks to return soon with a brand new hull, his Frosted Flakes will now feature a saltwater scoop (picture on left).....Bill Black, who ran the 1960 Miss Burien in the 1970's, is building the full-sized 1955 Gale V (picture bottom left and bottom).....

### HYDRO TRIVIA

1. The 1978 Circus Circus, that has been campaigned by three drivers this year, only ran in one race real life. Before that, it ran as what boat that momentarily led the points standings in 1976?

(Answer next page)

2. What was unique about the engine in the four-point Elam that famously crashed in 1994?

(Answer next page)



### S-81 Cont'd

You see, after you win the Divisionals the APBA officials tear your motor into tiny little pieces looking for illegal stuff with which they can humiliate, embarrass, and disqualify you.

We spent four hours shredding our engine to nothing while three and sometimes five various APBA-types measured, eyeballed, and questioned everything. No less than four times I was told we were illegal, but each time I was able to encourage a re-re-re-check which found us to be ok. In fact, after two different guys measured our valve and camshaft profile re-

peatedly they both looked at me with grimaced faces and said almost in unison; "We've never seen anything so close!". But, after all the dust had finally settled they grudgingly placed a piece of paper in front of me, asked me to sign, and declared us the winner. Um, hey, uh, guys... what about my motor? Can I at least get a box?

Fast forward (or flash back, depending upon your perspective) to Waterford, Michigan on July 17<sup>th</sup> thru the 19<sup>th</sup>. All eyes were on the Mighty Meyers' Auto Tech S-81 Hydroplane fresh off the road exactly one week after being crowned the West-

ern Champion. And boy do we think we got something for them!

Open your mind and imagine with me the *very first heat...* There we are, lane two, feeling dandy, slowly trolling around the last turn before the start, oh ya baby, feelin' fine, when outta nowhere a boat comes down the backstretch behind us, full speed, and WHAMMO he drives right up the back of our boat destroying our cowl, punching-in the (cont'd)





## S-81 Updates (Cont'd)

left rear corner of the hull, breaking our fuel line, smashing the back of the cockpit, breaking the engine well stringers from the deck, more holes, cracks, etc, etc, and just like that... we're done. I drove 2400 miles for that?

Don't ask why he hit us. You wouldn't believe me anyway.

So we spent the rest of that weekend just trying to patch things back up, and were never a threat.

The boat then spent the next three weeks at Sankuer Composite Technologies near Detroit being repaired while I flew home and cried into my wallet.

Move now to last weekend, August 14<sup>th</sup> thru 16<sup>th</sup>. The boat is fixed and is now splashed with East Coast Grey paint but otherwise seems fine. I get there early and put all the peripheral stuff back together and we're ready to go. From here I'm not too sure what to write. There's so much to tell there's just no way to get it all in. We laughed, we cried, we got back in line, we did it again. Hot, cold, wind, calm, rain, dry, funnel clouds, everything and more. (cont'd)

## HYDRO TRIVIA

### ANSWERS

1. The 1976 Olympia Beer
2. The Engine was a T-53 Turbine, not the more common T-55

## Schedule (check website for details)

Date	Name	Town	Water	Defending Champ
August 22-23	Diamond Cup	Granger, WA	Hisey Park	Dave Brandt
September 5-6	Rose Cup	Granger, WA	Hisey Park	Dave Brandt
September 19-20	Champion Spark Plug Regatta (With UNW)	Marysville, WA	Twin Lakes Park	Bill Brandt
October 2-4	Gold Cup/Norm Evans Memorial	Chelan, WA	Riverwalk Park	David Newton/ David Newton



David Brandt looks to defend his Granger victories in these late summer classics

# OH BOY! OBERTO CHAMPIONSHIP SERIES

## *S-81 Divisionals Updates*

Let me just tell you this, and let me also ask you to focus because what I'm about to tell you is pretty trippy;

We finished five of our six races. We were third twice and second three times, but when it mattered the most, in the Summer Nationals Final, we went dead. The details are long, so suffice it to say it was my fault. Once I get over it I'll tell you about it sometime.

Ok, so what's the freaky part you ask? Ah! Read on...

There was one boat we just couldn't beat. The S-12 owned by Mike Hofhine and driven by Jeff Bernard was just incredibly fast. Usually that's us, but this time they had it covered and went on to win the Summer Nationals Championship heat (the one in which our boat went dead) on Saturday night. But do you remember the part about tearing down your motor for inspection? Sure enough on Sunday night when they took his motor apart they found it to be illegal and they were disqualified. Next in line is the boat that finished second in the Championship heat, the S-14 with Jimmy Shane driving. They tear that one down and yup, he's illegal too! They finally found a legal boat after the teardown of the third place boat and Bobbie Kennedy in the S-88 is declared the winner. Nice guy, nice family, fast boat, but I sure would have liked a shot at that spot.

Talk about a "woulda-coulda-shoulda"!!

So the boat is fine, we're fast, and Jesse is on the road driving the whole mess back home as we speak.

Next up -- Pateros, WA on August 29/30. We clobbered them there last year and plan to do the same this time. Of course, we felt pretty good on the drive back East....

