

Oh Boy! Oberto Championship Series



R/C UNLIMITEDS NEWSLETTER

The Dawn of a New Year

By Geoffry Grembowski

One month. As I write this, there is roughly one month to the new season. One month to nitro in the air. One month to cries of CMBs, Macs, Piccos, and other engines screaming over the water. One month to goosebumps, laughs, and fun. One month to great racing.

I can safely say that I have not been so excited for a new season more than this year. Last year had great boat counts at most races, spectacular action on the water, and continued fun on the shore. 2010 looks to be no different. There seems to be a plethora of new boats or repaired boats, contributing to the things of which I cannot wait to see.

There are a few things in which it seems like we say every year, around this time. One of them relates to judging. With most racers travelling some distance to reach the sites, the race needs to wrap up in a reasonable time. We cannot afford to take time to try to find judges when we announce over the loud speaker *who they should be*. That said, if you are called, please do your duty and judge. If you are busy, find someone to do it for you. Doing these steps will improve the flow of the race, and everybody will be happier.

Also, lets remember the judges are your fellow racers. If you disagree with a call that they make, don't act like a teenage girl and throw a temper-tantrum (and trust me, I have seen plenty). Serve your penalty, discuss it later with the judge, and if you still have questions, find a board member to talk to. A judging dispute has no reason to turn into a celebrity melt-down look-alike, and there is no reason why we all cannot act accordingly.

Furthermore, lets be smart while judging. If you do not feel comfortable in a certain corner or being the "eye-in-the-sky," don't fill these spots. Judge in a position that you feel that you can make confident, SMART, calls, and if there is a clear penalty, regardless of the boat, call it.

2010 has the potential to be a huge year for R/CU. The truth is, every one of YOU will determine if it will be. Let's race smart, act smart, have fun (on and off the water), and make 2010 a banner year for the Oh Boy! Oberto Championship Series.

Back from the Depths

By Marc Connelly

While killing some time waiting for a flight out of SeaTac, I suddenly found myself flooded with emotions that I had suppressed from the night before. Not unlike a very mild case of PTSD, I literally began fighting back sobs as I boarded my flight- and I wasn't quite sure why. Looking back at it now, a few days later, I realize that spending the previous evening with Rich Matkin and Don Mock, peeling the deck off of the Bill Muncey's famous 1977 'Blue Blaster' down at the Hydroplane and Raceboat Museum, was more than a prime opportunity to work with excellent old friends again. It was a hallowed moment.

We laughed and joked as we started our work, just as we always had before. (It is great working with these guys!) But as the decks came away and the damage from Bill's fatal flip came into view, the room became a bit somber. I think that each of us was remembering, in their own way, that we were exhuming Bill's 'office', as he often described his cockpit. And, of course, we all know that Bill died in his 'office'. One of the great tragedies in motor sports, I am not sure that hydroplane racing has fully recovered from his loss, almost thirty years ago. (cont'd)

NOTE FROM EDITOR:

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

INSIDE THIS ISSUE:

<i>News from the Boat Shop</i>	2
<i>Hydro Trivia</i>	2
<i>Back from the Depths (cont'd)</i>	2-3
<i>Hydro Trivia Answers</i>	3
<i>Notes from Cbet and Merv Sowden</i>	3
<i>"The My Gypsy-Miss Budweiser (?)" by the Swami</i>	4
<i>Notes from the R/C Hydro Show</i>	4
<i>Note from the Lepinski Camp</i>	5

News from the Boat Shop



At left is a teaser photograph of Scott Meyers' 2.5 stock hydro, the S-81 Meyers' Auto Tech which will once again be driven by Jesse Robertson.....Dave Brandt is close to finishing the newest boat out of the Brandt shop, a brand new "Tide".....David Newton is getting there with his new 1974 Valumart (pics below left).....The Sammamish Division of World Famous Racing soldiers on in preparation for the new season, as both the Emcor and Appian Jeronimo received cosmetic repairs complete with fresh paint. The other third of World Famous continues to tinker with the Domino's Pizza, and we should see Brian sometime in the first few races.....Randy Gosseen is in the midst of building the '96-'97 Appian, based off of Dave Brandt's '97 Pico plans. He reports that it will be ready sometime in the middle of the season to late season, and in the meantime is making updates to his Checkerboard Comet, Miss Bardahl. If these updates work, another, lighter, Miss Bardahl (same model) could potentially be in the works...



Cont'd

HYDRO TRIVIA

1. Since the team was first created, how many drivers have driven for the team that runs as the Miss Madison?

(Answer next page)

2. What does the "J" in driver J. Michael Kelly's name stand for?

(Answer next page)

Suddenly, there it was again, open to the sunlight for all to see; the broken frames, the divots carved into honeycomb aluminum where Chip Hanauer ripped across the bottomsides, the grime from her last race, the cosmetic repairs made in haste to hide the awful accounting of her final moments. Now it was all here for us to witness again. There is no denying it: this experience was a little like opening a coffin, or a box full of bad memories.

It's a good thing that the spirit of Bill Muncey showed up or the entire evening could have been a real downer!

What I really want to share is another, rather surprising set of feelings that I experienced as she was opened up. Like a genie coming out of the bottle, 'Blasterfever' wafted around the room and pretty much seduced everyone. It was palatable. I could smell it. The feeling that we had to make things right with this boat and her famous driver silently pulled on every heart there. Don was talking like a restoration guy again- for the first time in years. David Williams, our Executive Director, couldn't stop plan-



Cont'd from previous pages

ning out loud. The Miss Wahoo crew, now thoroughly addicted to the Thursday night work drill- and more or less idle- began dividing their loyalties as the night wore on. Something big was happening. It was great!

I am here to tell you that the very spirit of Bill Muncey arose from the dusty vapors trapped under that deck. If you weren't there, I am sorry you missed him. But rest assured, he **will** be back. Now that we have removed the decks, we are committed to moving a restoration project forward. there is no turning back now and Bill' spirit damn well knows it, too. It may take some serious doing, but we just have to make the Blue Blaster pretty again. His spirit watched us open his blue tomb, and just smiled with folded arms. Now I realize that he looks forward- with great relish- to the endless heated debates about whether she needs to be driven back to the dock by Chip- or not. I could feel him looking around our shop last night, rubbing his hands together, and testifying in his usual manner: "Hot damn!" I heard it with my own ears. I kid you not. And I think Roger Newton was standing there next to him too! And that is why I found myself choking up at the airport: we are so screwed. (But in a good way.)

As we resurrect the Blue Blaster, we are going to make some sad history all happy again. And I can tell you from personal experience that this is a real opportunity for inspiration. You might consider joining us if Thursday evenings are open and becoming a part of hydroplane history seems appealing to you. Bill- and the museum- welcomes all.

Marc Connelly

Member, Board of Directors, the Hydroplane & Raceboat Museum

Full scale 1982 Atlas Van Lines crew
1/8 scale 1982 Atlas Van Lines, driver
and now...
Full Scale 1977 Atlas Van Lines crew

HYDRO TRIVIA

ANSWERS

1. 19 drivers, from Marion Cooper (starting in 1961) to today's driver Steve David
2. Jeffrey (thanks to Brian Anderson for finding this out)

Note from Chet!

As in past year's, the club will be giving plates out for the finals, first and second consolation races. If you did not make these you will get a participant one. Chet the Jet has gotten sponsors for the first 25 trophy plaques. These will be given to the drivers that make 7 races for the year. Now if you don't plan to make 7 races this year you can purchase the 10" x 13" plaque for \$25.00 and we will make those without the 2010 on them. That way you can use them for next year or if you have some plates for other years. You can e-mail Chet (chetsthejet@hotmail.com) for these as they will be being made in the next month, the plates that you get for each race do not have the year on them.

Check this out!

We all remember Merv Sowden right? He writes this:

"I raced at the 2008 Gold Cup and stayed with David Newton. His Dad, Roger helped us in New Zealand when we started up our Club 25 years ago. I met quite a few of your friendly Club Members at Chelan and hope I can do a similar trip once the economy improves."

R/CU spawned the creation of a club in New Zealand (!) in 1985, and they are still going strong. Merv still races in that club, and the website for that club (the Scale Unlimited Hydroplane Association) is: <http://www.suha.co.nz/>

OH BOY! OBERTO CHAMPIONSHIP SERIES

From the Twisted Archives of the Swami: The "My Gypsy-Miss Budweiser" (!?)

by "The Swami" Brian Anderson

In 1966, Jim Ranger began his racing career in his own boat called My Gypsy; Gypsy was a nickname for his wife, Yvonne. The boat was built by Bill Cantrell and Graham Heath, and was black and orange in color. With no racing background, Ranger placed second in season points and won the race in Seattle in that accident-marred year. For 1967-8 the boat was driven by Tommy Fults who had a drag racing background. After 1968 the boat sat idle and eventually Ranger gave the boat back to Cantrell and Heath and for years was the subject of many rumors that it would un-retire, much to the delight of its many fans.

In 1979 this finally happened. The boat was taken to Miami for the season opener still in its original paint scheme, and Jon Peddie of Madison, Ind, (no relation to Richard) would drive. At this same time back in Seattle Bernie Little's brand new griffon powered Miss Budweiser was behind schedule and would not be able to make the race there [in Miami]. A deal was made and a nice decal reading "Miss Budweiser" was applied over the name My Gypsy and another over the 5 in U-15 thus making it the familiar U-12. Due to a small field the "new" U-12 finished a distant fifth in a five boat final.

The next race in Evansville, Ind. produced the same result as in Miami, a very slow fifth. As the boats headed for Detroit Bernie Little dropped his sponsorship making the 1979 race in Detroit one of the very few that would not have a Miss Budweiser entered during its long run as a sponsor.

The griffon boat was finished in time for the Gold Cup in Madison, Ind., which was the next race that year, and the Kentuckiana Paving Company picked up sponsorship of the former Gypsy and did for some eastern races in 1980 and 81, too.

For 1983 Cantrell & Heath completely rebuilt the boat which now sported a pickel fork and had struts for a wing with the vertical tail removed. It was painted white with some stripes and called "Dobson, the Mover". Dobson was a Mayflower moving agent in the Detroit area, perhaps attempting to steal some publicity from Atlas. However bad luck struck in Detroit and the boat crashed in a test run. Driver Peddie was not seriously hurt. The boat was finished.

To my knowledge nobody in either RCU or UNW has ever raced a model of the very rare and unique My Gypsy/Budweiser. Models of the original 1966-68 boat have raced a few times in R/CU's history.

Notes from the Roger Newton Memorial R/C Show at the Hydroplane and Raceboat Museum

- Bob Brackett, who participated in the club a couple of decades ago, is supposedly in the midst of building four models, not sure for whom
- Brackett also reports that there is a small group petitioning to R/CU to allow electric hydros of similar 1/8th scale, similar to Roger Newton's Slo-Mo-Shun and Maverick electric 1/8 hydros (NOTE This is no where NEAR official so check with a board member if you want more info, I could be wrong too -GG)
- Don Mock said he might show up at a race or two, but only to help out as a crewman
- Jesse Robertson confirmed that he will drive Scott Meyers' S-81Meyers' Auto Tech 2.5 stock hydro again
- At my count, there was anywhere from four to six clubs represented at the hydro show that exist throughout the Pacific Northwest

OH BOY! OBERTO CHAMPIONSHIP SERIES

Brian Lepinski finished up doing all the patch work on the boat that was given to the club. This will be hauled in the back of Brian's truck to the races so that we will have a 2nd retriever boat at the races.



All of R/CU wishes to send its condolences to the family of Curt Anderson. Curt passed away on March 8, and will certainly be missed. Please keep the Anderson's and all of Curt's friends in your prayers. RIP Curt, and we all hope you have moved on to race in the next life.