

Oh Boy! Oberto Championship Series



R/C UNLIMITEDS NEWSLETTER

A New Season Rises Again

By: Geoffrey Grembowski

First of all, I want to apologize for producing this newsletter a little late. I was planning on having it out the week before the Tri-Cities race this weekend (April 16 and 17), but schoolwork and an ill-timed cold got in the way. I write this article with the first race of the season underway across the state, and we hope all goes well at Twin Rivers Park.

That being said, 2011 promises to be a great season for hydroplane racing. H1 Unlimited has signed a national title sponsor in Air National Guard, picked up a television contract with Versus, and teams will be very competitive. Add in the prospect of a seventh race this season, an increased internet presence, and young talent, and hydroplane racing looks to have a surge in popularity in 2011. That should trickle down to our club, and it's our job to maintain a good image for hydroplane racing. The premise of our club is to have fun and show our dedication to this great sport, and I have no doubts that we can do this. For the umpteenth time, we remind you to serve as a race judge when called upon, respect your fellow racers, and respect those judging your race. We had some problems with this last year that definitely could've been avoided, and hopefully there will be no problems this year.

And what a year it could be. Last year, Kirk Maupin clearly dominated, winning 9 of the 12 races in 2010. But, as I pointed out in the November newsletter, the parity in the club was at a very high level. 9 different drivers won a first consolation last year, and there were 12 winners of the second consolation (no repeat winners!). Overall, 17 different drivers won either a first consolation, second consolation, or final. 17 drivers is just over half of a normal field, and when half of the field has the boat speed and talent to win one of the three finals, it is evident that the competition is there. I expect 2011 to be no different. Kirk Maupin will no doubt try to continue his dominance, but Team Brandt and Mr. Newton will look to change that. Scott Meyers will have a new rocketship this year, and as he reveals to us in his check-in (see page two), he has already had a spectacular blowover with it. Yours truly will look to build off of World Famous Racing's first ever top ten points finish with a rebuilt Appian Jeronimo. Several new boats will be making their debut this season, and heats are going to be faster than ever. Starts will continue to be a matter of who can virtually stop their boat without losing power. Roostertails will fly (hopefully parts will not), and racing truly will be fast and furious.

Here's to a great 2011 on the water.

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.

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News from the Boat Shop

World Famous Racing is getting closer to finishing repairs on the Appian Jeronimo after last year's crash, and it will have a fresh coat of paint for the new season.....Scott Meyers has some information for a new boat and driver later below.....there were many rumors of new boats floating around from various camps that were unconfirmed, however we should be able to find out which ones are true soon enough.....That's it for now! Remember, if you have anything new that you are working on, replacing, repainting, etc...I want to hear it, so send your information in!



The original Miss Baywater Bulk

Some News from Scott Meyers!

HYDRO TRIVIA

1. How many Australian unlimited hydroplanes have raced in the US?

(Answer next page)

2. How many boats have carried the U-21 designation?

(Answer next page)

Regarding his new boat, the 1983 Miss Baywater Bulk. See the pictures above and next page.

This is a carbon fiber hull that I bought from Craig Bonar many years ago. It is very unusual in design, such that it would probably look familiar to guys who may have raced R/C hydros back in the days of much lower powered engines than we use now.

It's been on the shelf ever since I got it from Craig, coming down to the workbench only once or twice per year in all this time.

Well this past winter I committed myself to completing the project, and finally ran it just a couple weeks



Cont'd from previous pages

ago. The boat performed even better than I had expected showing great speed and decent handling. However, in a valiant effort not to undo the Mr. Excitement image I've carried all these years, I did manage to blow it over spectacularly. Sadly it blew the side scoops off the cowling and broke one set of exhaust stacks when it slapped down brutally hard nose-first. Ha Haa! Perfect! It's a race boat now!

So a few changes and repairs are now in the works, and I hope to be back on the water in a couple weeks with an even faster product. Look out.... The Aussies shall be redeemed!

Another little snippet of news;

I'm breaking-in a new driver. Ben Gatewood, a crewmember from our full-size hydro team, took his first turn on the stick with the Miss Bayswater during our test session. He went into a full-scale panic on his first launch and yanked the steering full lock to lock ending in a fascinating underwater run, albeit brief.

On his second attempt he did quite well, shaking hands and all.

So at the first race when you see that the Miss Exide still looks quite rough and unkempt, it's because Ben will be driving her and I couldn't see busting up a new paintjob. If he likes it, HE can paint it.



HYDRO TRIVIA

ANSWERS

1. 4 boats. 1974 Solo, 1978 Miss Bud, 1983 Miss Baywater Bulk, 1996 Aussie Endeavour. The Miss Baywater Bulk raced at the Houston World Championships, the other boats all raced at Tri-Cities and Seattle.
2. 8 boats. 1949 Aluminum First, 1959-61 \$ Bill, 1962-67 \$ Bill, 1972 Valu-mart, 1981-84 Miss Machine Rock Band, 1987-88 Eliminator, 2006-07 Lucky 21 Racing, 2010-Present Go Fast Turn Left Miss Albert Lee (I realize that the last two are the same hull, but that hull changed teams, hence the separation)