

Oh Boy! Oberto Championship Series



R/C UNLIMITEDS NEWSLETTER

Mid-Season Form

By: *Geoffry Grembowski*

First of all, I need submissions! See that box to the right? I mean it! Thanks to Bob Brackett for providing the article on racers coming up for Tri-Cities and Seafair all the way from New Zealand! Lets welcome them with R/CU hospitality and create a safe, fun racing environment for all.

Competition continues to be up this year, along with many close penalties/no calls that seem to always be accompanied by yelling. I posted a tiny rules reminder on page 3, so please, think before you yell at an official on a borderline call. Better yet, don't yell at all.

Congratulations to Rich Matkin's grandson (I apologize if I screw up relation or spelling or anything) Paxton, who qualified as a driver at the Governors' Cup! Many people know how helpful Paxton has been around the pit area, and I can't wait to see the youngster race (yes, I said youngster, despite still being called "rookie" by Don Mock I am 17 years old now). Congrats Paxton, and good luck.

Coming up, of course, is our Columbia Cup at the Water Follies. Special thanks to Bill Brandt for taking care of admission passes for us. Remember drivers, this is our biggest race in terms of media coverage and exposure to all the unlimited teams and fans, so keep your attitudes and tempers in check! I hope I never have to remind everyone anymore, but lets be on high alert to ourselves. Only you can control your emotions, and when nobody is angry, it becomes so much better for all.

Because I only received the article from Brackett (written by Water Follies board member Michael J Turner) and a little note from Scott Meyers, I decided to create an "Ultimate Hydro Trivia" page. 10 questions, ranging from the very easy to the difficult, from the contemporary to the past. Good luck!

And finally, for a little shameless self-promotion, please check out www.issaquatimes.com. It is a student-run online newspaper that operates on student submissions, and I write sports articles for them. My last article (which you can find easily on the main page), was about the Madison hydro race along with a preview of the Gold Cup (which I nailed the prediction for the winner, shocker).

Thanks for reading, send in your stuff, and good luck on the rest of the 2011 season!

Finally, a chance to see an unlimited in person

By: *Michael J Turner*

Most hardcore hydroplane fans can remember the first time they saw and heard an unlimited in person. For many of us, we'd seen them on TV and maybe even made a wooden model of our favorite boat to tow around on our bikes, so the chance at seeing your first race live made the roostertails dance in your head with anticipation. Then, catching a glimpse of that beautiful white wall of water shooting from behind a magnificent 200-mile-an-hour rocket on the water...well, you remember.

Now imagine that instead of wooden contraptions behind your bike, you race scale-model remote-controlled hydroplanes costing thousands of dollars, and that you have waited most of your adult life to see the unlimited in person. You'd probably jump at the chance to finally see your first race, huh? Well that's a little bit of a challenge if you live somewhere far from the United States, like in New Zealand.

Even though they are devoted hydro followers, the fact that Jason Lester and John Nicholls live on the other side of the equator helps explain why they haven't been able to see a race yet. But they are knowledgeable hydro fans on par with anyone in

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



Not too much news here.....Scott Meyers has been working on the 1973 Pay 'n Pak (pictures left) and he announces "The Pak is back (almost)!".....a fresh coat of paint will be on the front end of the 2000 Appian Jeronimo out of the World Famous Racing camp for Tri-Cities after some slight cosmetic damage suffered in a collision in the Governors' Cup.....despite Brian Anderson running Kirk Maupin's 1977 Squire at the Governors' Cup, his own 1985 Dominos Pizza has sorted out the bugs and has ran well in test sessions...



Cont'd

the United States – and they have been for years. They know the boats, the drivers and the history of unlimited racing better than most fans on the beach.

So after a long, long wait, these two "Kiwi's" will finally be seeing the splendor of an unlimited hydroplane race for the first time. They'll be coming to the Tri-Cities with their fellow New Zealander, Merv Sowden, who is a "veteran" having been to the race here once before. But they're not coming all this way just to watch, they're also coming to compete.

Lester, Nicholls and friend Merv Sowden are long time remote controlled hydroplane owners/drivers and have been for years. Somewhat amazingly, they, along with about 10 "R/C" owners are part of a small, but avid R/C racing circuit in cities such as New Plymouth and Auckland. So, part of the excitement of the trip is seeing the real thing on the river, but along with that, the guys are also excited to put their own boats up against the RC's from around the region at this year's R/CU (Radio Con-

HYDRO TRIVIA

1. See the back page for the ultimate trivia section!

(Answer next page)

2. Didn't you read number one?

(Answer next page)



Cont'd from previous pages

trolled Unlimiteds) Columbia Cup, held at Columbia Park. Lester pilots the '95 DeWalt Tools, Sowden the '94 Budweiser and Nicholls the 1999 Miss Madison.

So how *do* you get to be a hydro fan living in New Zealand?

Sowden says for him, it started in the 1960's, "My father was on the committee of our local speedboat club, and I remember going to one of their meetings where they showed a 16mm film on the Miss Bardahl. I was bitten by the bug, so they say." Following hydroplanes was a bit of a challenge back then says, Sowden, "The boats would be on Wide World of Sports occasionally, and that was a big deal. But we mostly got our news through powerboating magazines, films and later, VHS tapes."

It was through one of those powerboating magazines, where Sowden saw an advertisement for remote-controlled hydroplane building plans provided by Roger Newton, a well-known R/C enthusiast and general hydroplane historian. "We wrote to Roger, built some boats from his plans and in the process, became fast friends with Roger and some of the other RC owners around the United States and Canada."

Some of those RC friends will be acting as hosts on the trip, providing lodging for Sowden, Nicholls and Lester. Bob Brackett, long-time R/C owner from the Tri-Cities who will be housing the group, says there probably won't be much down time, "We have full days of both Unlimited and R/C racing and I'm sure we'll 'tip a few and tell a few' in the evenings. Between the bragging about our R/C's and the reminiscing about old boats, I don't think we'll be getting a lot of sleep over the weekend... but I wouldn't have it any other way."

From here, the Kiwis head to Seattle to see the Seafair race. There, they will be hosted by Roger Newton's son David and his wife Rachael. Roger passed away in 2008.

No word on if any of the other owners in the New Zealand R/C club will be making a trip over here soon, but their R/C colleagues who came over to the States will certainly have enough stories to keep them busy until they do.

Some rules notes, based on what I have observed over the past season:

- Remember, "a boat located in the infield of the race course must yield to a boat located outside of the buoy line should their paths converge." This is from Section M Number 1 of the 2004 rulebook, and we need to remember that boats cutting the infield CANNOT force a boat on the backstretch to change lanes.
- Also, remember that exiting turn one (on the backstretch) is the hardest area to determine penalties for judges! It is very difficult to tell if Boat A cut off Boat B or whether Boat B simply drove into Boat A's roostertail, so cut the judges some slack on calls hundreds of feet from the drivers' stand.
- Keep in mind the club adopted a warning system this year, where if a driver is determined to be conducting themselves in an unsportsmanlike manner, they can be given a warning by the board. If they continue to be unsportsmanlike, they may be asked to discontinue racing for the day.

Bill Brandt talked briefly at the Governors' Cup about some things we need to be concerned about in Ellensburg. Evidently, after a winter of not running the irrigation system in Irene Rinehart Park, the Parks Dept. of Ellensburg turned on the sprinklers sometime this spring and found a geyser where it should not be. They are not suggesting it is our fault, but if this situation occurs on a Monday after our race (and the sprinklers worked fine on the previous Friday), we will be forced to shoulder the blame. Just be aware, not only in Ellensburg, but at other race sites, of where you dig down into the ground. This not only includes our tent stakes, but, more importantly, the big stakes we use to set the perimeter of the pits. Those can puncture irrigation systems, so be careful. And, as always, be sure to pick up all your trash following a race. Remember, we are guests at these parks, and we should leave them how we found them.

HYDRO TRIVIA

ANSWERS

1. Honestly, just go to the back page now for trivia.
2. Stop, just turn the page now.

OH BOY! OBERTO CHAMPIONSHIP SERIES

Ultimate Hydro Trivia!

I apologize if any of this is wrong, it is based off of my own research and knowledge.

1. Ted Porter is currently running multiple boats that were owned by Bernie Little. Name the years that Little campaigned multiple boats and both boats raced with different drivers (hint: in one of those years, Little only ran two boats at one race).
2. The Oh Boy! Oberto was forced to call upon backup driver Jon Zimmerman to run at the Gold Cup in Detroit. When was the last time their “rival,” the Ellstrom team, was forced to bring a backup driver to race?
3. Bianca Bonincini got her first laps in an unlimited at Detroit. Who was the last woman to race in an unlimited hydroplane?
4. Jerry Hopp is still very competitive in the Grand Prix West series and will race his son, Greg, during the GPW race at Tri-Cities. What was Jerry’s best career finish in the unlimited ranks?
5. The U-100 Leland Unlimited boat is all-white this year with sponsor decals above the white. When was the last time Fred Leland campaigned a boat with an all-white paint scheme?
6. In 2006 Steve David drove consistently and smartly in order to capture the drivers’ championship despite not winning a single final heat during the season. When was the last time a driver took the championship before 2006 without winning a final?
7. Fred Leland still has plans to run an automotive hydro soon. What two boats were the last to run automotive power (both raced in the same year)?
8. The 1983 Miss Baywaters Bulk did reasonably well at the UIM World Championships in Houston. How did the Australian team finish there?
9. Everyone knows that Dave Villwock’s first race win was in his first-ever race in 1992 at San Diego. However, what other “first” was it for Dave when he won?
10. Referencing question 7, what was unique about the hull number of the Rutt Brothers’ boat?

Thanks for reading!

OH BOY! OBERTO CHAMPIONSHIP SERIES

Ultimate Hydro Trivia! Answers!

1. Little owned the U-3 Budweiser Malt Liquor as well as the regular Miss Budweiser in **1971** (that Malt Liquor boat only ran in Dallas for one race before it was sold), raced the U-13 Natural Light in **1977** along with the Budweiser, and ran two Miss Budweisers in **1986**, the U-11 Turbine Bud and the U-12 Griffon Bud.
2. The 2006 Gold Cup, where Nate Brown drove the Elam Plus following an accident in Valleyfield instead of Dave Villwock.
3. Brenda Jones in the 1981-82 Miss KYYX.
4. Jerry Hopp finished 2nd in San Diego in 1988 in the Paddock Pools boat (albeit in a DNF).
5. The U-98 Chaplin's Bellevue Subaru in 1996 (driven by Scott Pierce) was all-white with decals on top.
6. In 1963, Bill Cantrell in the Gale V took home the drivers' championship without winning a final heat.
7. The Rutt Brothers' Rutt Enterprises/Edge Shaving Gel (driven by Larry Lauterbach) and Brian Keogh's Miss Wellness Plan (driven by Jack Schafer Jr) both raced with automotive power in 1991.
8. The Miss Baywaters Bulk failed to make the finals, but won the consolation heat at Houston with Bill Bampton at the wheel.
9. When Dave won the final heat, it was his first ever heat win in Unlimiteds, not just race win (he finished last in all of his preliminary heats).
10. The Rutt Brothers' boat was part of what was known as the "Unlimited Reciprocating" class, so it was designated as the **UR-5**, not U-5.

Thanks for reading!