

# Oh Boy! Oberto Championship Series



## R/C UNLIMITEDS NEWSLETTER

JANUARY 2012

### *A New Season Awaits*

By: Geoffry Grembowski

First off, I would like to apologize for being a little (a lot) late with this issue. But, you know how it goes with homework, college applications, etc etc. Now, I have some free time, so I finally was able to put together the newsletter.

Thanks to all that sent in material for this issue. This is our fullest issue since, well, I'm not entirely sure. Merv Sowden provided an entertaining recap of his trip from New Zealand to our Columbia Cup along with John Nicholls and Jason Lester, and his story starts below. Be sure to look at his slideshow that is found at the link at the end of the story. He also provided some pictures that I included on page three, next to his article.

"News from the boat shop" has taken an entire page this issue, as everyone once again is working hard over the offseason. Pictures, news, and more are all on page two; I can't wait to see the newest boats debuting in 2012!

Thanks to Dave Brandt for providing a great face for R/CU on the Ver-sus television broadcast during the H1 Unlimited Columbia Cup coverage.

I sprinkled a few photographs into this issue that I took during the 2011 H1 Unlimited Season to provide some color. Remember, if you find any cool photographs that you or someone you know took during the season and you want to share it with the world, just send it to me and I'll put it in.

With all that being said, I hope you all have a great 2012 season. I know personally that I am searching for some more engine speed for the Appian Jeronimo, and hopefully we can find it. I'm sure the Brandts are updating all their equipment to take back the championship from Kirk Maupin, and I'm sure Kirk is making sure he doesn't lose too much speed to the Brandts over the winter. We have new boats to look forward to, and a tentative return to Lake Waughop in Tacoma and Rock Island.

I hope you also look to help out R/CU in 2012 as well. There are no shortage of duties to be done around the club, and all you need to do is ask.

Also, we are all thankful no one was hurt in the fire to Bob Hulliger's RV. We hope and pray that the Hulligers are able to recover shortly.

Here's to a great 2012.

### *From New Zealand to the Tri-Cities R/CU Columbia Cup*

By: Merv Sowden

In 2008 I had been talking via email with Roger Newton to make another journey from New Zealand to the USA, this time to watch some RC 1/8<sup>th</sup> scale hydroplane racing. Roger suggested to me to bring a boat this time and come to the North West Scale Hydroplane Championship that he had been working on with Marty Shallenberger. I decided to come a week earlier and race at the Gold Cup in Chelan, giving me a bit more time to get accustomed to the way the races are run in the USA. In sadness Roger passed away as I was in my final preparations of getting ready for my trip to Seattle and as Roger had organised for me to stay with him I was thinking maybe that this trip wasn't meant to be, until I started to get emails from David saying it was still alright to come over and that Roger had told David to look after me. Well I did the trip, and yes David did look after me; though he couldn't really remember me from my earlier trips to his parent's home, he took it upon himself to make sure my stay with him was one that I would remember for a while.

Now because I had such a good time and when I got back to NZ, I couldn't stop raving on how great the American people treated you and how big the serving's of the meals were. Even the meals at McDonald's were double the portion and half the price we get here in NZ. After two years of my raving it was no surprise when I

#### 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.

Remember the Roger Newton R/C Model Hydro Show is Feb 11, 2012 at the Hydroplane and Raceboat Museum.  
[www.thunderboats.org](http://www.thunderboats.org) for details.

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## News from the Boat Shop



Scott Meyers has been very busy over the offseason. His "Pico Buster"/"Purple Pico Eater" (wondering who he could possibly be referencing?) is coming along fine with the cowl-ing and cockpit being finished. The boat, the Superior Racing entry from 2010, will be purple by spring. He said, "One boat going away in a box, and another boat in the works..." (referencing his Miss Exide going away for awhile), and his pictures are the four on the left.

Fred Olson reports this: "A few notes from Fred Olson Racing. In my shop we are hard at work preparing for the 2012 season. The U-8 Miss Timex is undergoing minor repairs from a collision sustained at the NW Championships race last season. The boat will be ready to go in about a month. I have two new additions to my 1/8 scale fleet. The 1988 U-00 Miller High Life and the U-6 Miss Jaspers. Both of these hulls are undergoing renovations and will also be ready for the 2012 season. Both boats are receiving hardware upgrades, and cosmetic repairs. I recently tested the Miller and it ran very well. It is now stripped and being prepped for new paint. The Jaspers will be tested in the next couple weeks, then stripped and refinished. I will be racing a gas scale this year as well. I acquired the 1970 Miss US from Robbie Roberts at the NW Championship race last season. I bought it that Saturday and ran it Sunday with mixed results. The boat came with a stock 260 engine and after a few pipe adjustments it really started to come alive. Unfortunately the water cooling supply line came off during the last heat and the motor melted down. The hull handled very well, is well built and I'm looking forward to doing some testing in the coming weeks with the new power plant. The new engine rules allow for displacement up to 30.5cc's. The new larger displacement/modified engines will be arriving anytime from CC Racing. Should be interesting in this hull. Also new for the 2012 season (should be done mid season) is the '72 Notre Dame. It's in the framing stages now and once the other projects are ready to go, it will get all my attention. This hull will also be powered by the new larger displacement modified engine." His pictures are the three below.

World Famous Racing, the Grembowski Sammamish Division, is a mixture of calm and craziness. The 2000 Appian Jeronimo is seeing some minor cosmetic fixes and a few engine adjustments, but for the most part it is just regular offseason work. The 2011 Lakeridge Paving (Detroit Configuration) is being constructed. It is a R/C Boat Company hull and is coming along nicely, with the hardware being installed as we speak. The Miss Emcor will move to a backup role until further notice.

Kevin Lloyd reports this: "After some serious deliberation and with a heavy heart I have decided at this time to retire the manly colored Circus Circus. It comes as a result of major damage sustained at the 2011 Gold Cup and a decision not to put another band aid on a tired hull. The hull didn't have many races under it's but was modified a few times immediately after construction as a result of my novice boat building skills. As a result of the modifications it was very stable but slow and heavy as well. I had a laser cut #8401 from ML Boatworks and rather than building another Circus, I decided on building another favorite that had an open registration in both clubs since living on the Westside provides me more racing opportunities. I have begun construction on the 1985 Miller American. I have completed initial frame-up and should have decking completed in the next couple weeks with a target completion date for mid-March. One more thing that may be of interest to my fellow race friends that have begrudgingly supported my temperamental (at best) CMB Goldhead motor, I have purchased a little used Greenhead from Mike of Wesley's Graphics. I might actually find some consistency this year. I know this will make Mr. Bill Brandt happy as my Goldhead drove him nuts. I hope to get some assistance from Don Mock during my construction as the 85' Miller is essentially the 84' Atlas and that hull wasn't too shabby. One more thing before I go. Although I haven't connected with John Olson yet, to collect my award, I was somewhat taken back by the club voting me as most improved driver for 2011. My initial reaction was that of much surprise and there must not have been many choices, and although that may be true, I truly appreciate the award and very grateful to the club. I look forward to the spring and a great 2012 race season."

## HYDRO TRIVIA

1. What does the American Revolution and the Miss Bardahl have in common?

(Answer next page)

2. Who are the two hydroplane personalities to win Seattle Sports Star of the Year?

(Answer next page)





## HYDRO TRIVIA

## ANSWERS

1. The American Revolution was originally conceived in a pub known as the "Green Dragon" (Q/A courtesy of Gary Grembowski)

2. 1950: Stan Sayres, and 1962: Bill Muncey

### *Cont'd from previous pages*

mentioned to the guys in our 1/8<sup>th</sup> Scale Hydroplane Club that I might do another trip in 2011 I had them falling over themselves wanting to come with me. When the dust settled we had Jason [Lester] and John [Nicholls] as confirmed starters with others saying next time....

This time I wanted to try and combine the trip with both the R/C and full-size hydros as a lot of the members in our hydroplane club that have been racing these types of boats for years have only seen photos or videos of the actual boats. This would be a good opportunity for us Kiwis to actually see why our boats are painted a particular colour and why they are built to a certain design then also to be able to touch both the full size and R/C boats and to actually mix with people that have the same interests.

I told David Newton that three Kiwis were coming over and told him that it looks like it would be Tri-Cities for the R/C and full-size boats, then to Seattle for the Albert Lee Cup, then home. Also, it would be good to catch up with my Canadian friend Paul [Omerzu] whom I met on my previous trip, as I knew he would be at the Tri-Cities events.

David knew that we had been running electric 1/8ths in New Zealand and introduced us to Bob Brackett (which I have a story or two to tell...later, but all good Bob).

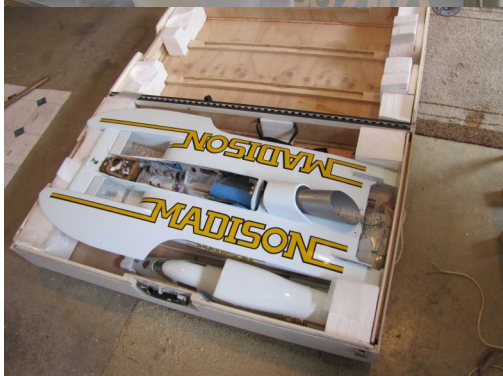
Jason and I decided to bring our FE [electric] boats and John was going to run nitro so with that sorted out, we needed to find a way to bring our boats over. Last time, I had used a hard plastic bike case and been sporting goods the airline then allowed me one suitcase at 25kg (55lbs) and the bike case 35kg (77lbs) but this time around it was down to 23kg (50lbs) for each piece of baggage. Still, we manage to get our boats and baggage both ways without having to pay for any excess (but I did leave my trousers hanging up in Bob's spare wardrobe). Our bike boxes were opened by US customs both ways and we were lucky not to have too much damage done to the boats, as the lids were not placed back on the boxes properly. We all sustained some sort of damage, mainly on our homeward trip. John had a plywood box made up so I think that is the way to go next time.

Bob had arranged that we stay with him and Paulina on our Tri-Cities part of the trip. You may have seen us walking around the R/C and big boats' pits with eyes wide-open like saucers and with gravel jaw (that's when your jaw hits the dirt) and constantly taking photos of anything that looked like it might move. Think we ended up with over 4000 plus photos between the three of us.

Well, our racing was nothing to rave about, but our mission was to watch and learn and we picked up some real good tips from a lot of people. The 90-100F weather also took a bit to adjust to but hey, who's complaining, no wind, flat water, what else did you want. Also, when we race in NZ we only have 5 to 7 people total so to have 30+ competitors, this was an experience on its own. It was good to meet up with Bill and David Brandt again and all the others I met on my last trip. Jason and John commented on how friendly you guys were and John said he was blown away by the help he got when he was having problems with his motor and how everyone gathered around to repair his motor and got his boat to run better every time he went out.

I had been emailing to John Olsen for a couple of years now as I had seen a photo of his Valvoline Madison on IW, this was before I found out he was a R/CU member so it was really good to meet up with him and same with Roland DeSteeze whom I had heard such a lot about when I first started 1/8<sup>th</sup> scale hydroplanes last century....

During the racing of the R/C hydros, as I mentioned before, it was a real eye opener but us Kiwis were under such an unfair disadvantage....think of it, arrived down at the lake, hot sun streaking down on you, all these R/C boats to check out, you start racing and then all of a sudden supersonic jets and WWII bombers and fancy helicopters start flying all over the place and when they go away and your next heat



Top to bottom: Jason and John with Chip Hanauer...lots of picture taking at Seattle...John's plywood box and the Miss Madison

# OH BOY! OBERTO CHAMPIONSHIP SERIES

comes up all you can hear is the turbine boats winding up on the river only 400 yards away and poor us, we just didn't know which way to turn. Wow!!! is all I can say, a great day for us Kiwis.

This of course would not be possible without the hospitality of a lot of people and in particular Bob and Paulina, Rob and Jayme and our Crew Chief Mike Malloy.

The boys also want to thank Brian and Chet for the Tee-shirts.

The second part of the journey we hitched a ride with David and Rachael Newton back to their place in Renton. No time for rest; we talked R/C boats, went to The Hydroplane and Raceboat Museum, talked to Don Mock and checked out the "Blue Blaster;" met up with John Olsen who took us for a tour through the U-21 Albert Lee workshop, saw their new Unlimited being built as well as a few other Unlimiteds under tarpaulins parked around the yard, more talk on R/C boats, went to a baseball game, Space Needle, Museum of Flight, more talk on R/C boats, boat cruise around Lake Washington with Tim and John, then 3 days of Albert Lee Cup, featuring vintage Unlimiteds, all sorts of flying machines and up close in the pits with the Unlimited drivers, touching more Unlimiteds, it was endless, endless, endless.....

Then it was all finished and we had to go home, but it hasn't ended yet as we relive our great time we had to anyone that wants to listen to us here in NZ....

Thanks to Rachael, David, John and Tim for a great time, glad I left my trousers at Bob's, gotta come back for them, that's for sure, to expensive to leave there!

Thanks to all the great guys in R/CU and UNW, thanks to everyone that made our trip such a blast, as Arnold said "I'll Be Back!"

Merv provided a slideshow of the trip to America, and it can be found here:

[http://www.youtube.com/watch?v=yAVJQIYo\\_wY&feature=youtu.be](http://www.youtube.com/watch?v=yAVJQIYo_wY&feature=youtu.be)

## *2011 Yearly Awards, presented at the Banquet at the Hydroplane and Raceboat Museum*

Season High Points Champion: Kirk Maupin

Season High Points Boat: 1977 Miss Esquire Products/Kirk Maupin

Season Top Ten in Points: 1. Kirk Maupin 2. Dave Brandt 3. Bill Brandt 4. Rob Brackett 5. Ryan Hickam 6. John Olson 7.

Brenda Brandt 8. Joey Caines 9. Jim Brittain 10. Rick Backus

Triple Crown Winner: Kirk Maupin

Classic Round Nose Points Winner: 1968 Miss Bardahl/Randy Gosseen

Rookie of the Year Award: Ben Gatewood

Most Improved Driver Award: Kevin Lloyd

Glenn Ono Sportsmanship Award: Paxton Reunanen

Contribution Award: Geoffrey Grembowski, Bill Brandt, Bob Brackett, Jim Brittain, Rob Brackett

Trash Trophy Award: Not Awarded

Contest Director Award: David Newton/ Roger Newton Memorial

Crew Chief of the Year Award: Ryan Hickam

Hall of Fame Award: Chris Denslow, Dave Brandt



## *Correction*

Jeff Bomford in Australia (!) politely pointed out that last issue I identified Scott Meyers's boat as the 1983 Miss Baywater's Bulk, but in reality the title was the Miss Bayswater Bulk. Thanks for the correction Jeff, and if anyone sees a mistake that you wish to be corrected please let me know.



## *Odds and Ends*

Remember all this information is on the R/CU website, particularly under the members' section. The following is news from the December board meeting:

The Gold Cup trophy will receive a new tier in order to add more names for winners.

New rule amendments have been added clarifying the "two boat rule" as well as electric boat specifications. Check it out:

<http://www.rcunlimiteds.org/webpages/downloads/RCU-Rules-Dec17-2011-update.pdf>