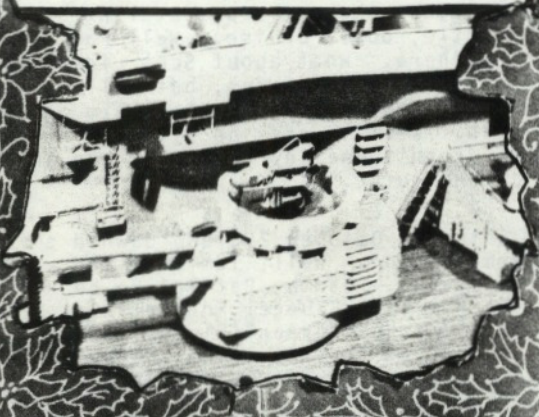


## HULL BUSTERS

DEC 1986

MERRY CHRISTMAS From all the  
gang on board the  
Scharnhorst



## OBSERVATIONS OF THE

# FOUNDING FATHER

By Stan Watkins

Greetings Combatants! From the latest reports it appears that the predicted technology race for freaky turning systems is on. It would be nice if the hobby would stabilize for a year or two. (Like 1985 with a speed rule that people would follow.) There have been many suggestions that the rule changes be stopped and then the hobby would stabilize. I don't think that the rule changes are driving the changes in the hobby anymore. I think the desire to remain competitive is driving the changes.

Some super brain (troublemaker) invents some clever new device or concept (Zappenkiller) that gives him an unfair advantage. Everyone else then has to have the Zappenkiller to remain competitive, and while they are building it they might as well make an improvement to it, ah! the SuperZappenkiller! And the whole cycle starts up again. Then rules have to be made specifically illegalizing all Zappenkillers, or Zappenkillers over a certain size, etc.

Meanwhile before the Zappenkillers were illegalized many people have spent many bucks and hours building and getting the Zappenkillers to work and improving the thing to be a SuperZappenkiller. There must be a better way. Am I the only one in my hobby that just wants to play R/C Warship Combat and still have time and money to do something with my family? I want to build R/C Combat Warships not SuperZappenkillers! There may be some more of you out there who feel the same way. If so let's unite and develop a class of "Primitive Combatants". In our Class the ship features will be "locked". No unfair advantages will be allowed. The intent will be spelled out and it will be clear what new feature goes against the intent. Violators would have to battle the "X-Classers" until the "Zappenkiller" is removed. Or let's do what we thought of doing several years ago and allow the Super Brains (trouble makers) have their super game in the "X class". They can go 600 mph, turn on a pin head, have 1000 BB magazines, one gun for every port hole, pump 100 gallons a second, use cryogenic super conducting windings on their motors, have Cray III supercomputers for battle control, torpedoes, mines, PT boats, Ah! Wouldn't it be neat to see these battlers doing their fantastic thing! I'll be very content to watch.

But the "X-Classers" want to shoot us regular "Primitive" battlers. They don't want to just fight each other. There must be a way to let them know that we want a "Static War". A war in which our ship is beaten by better reliability and captaining not by the latest new "blow your mind" (and your boat) secret weapon.

Is there anybody else out there who agrees with me that we have a super hobby now without new Zappenkillers. If so please write me and we can have our own "Primitive battles" and love it. We will probably have to keep it a secret (from the super brains). Then we can have our war with security. Knowing that just because you didn't see the latest Zappenkiller at the last regionals in Shangra La, your ship isn't totally impotent.

I've even heard that we might consider illegalizing pumps, turning systems, and reducing the standard magazine to 30 BBs to reduce the complexity of building and battling. Wouldn't that help the new comers and the "occasional battlers". The reduced magazines would even reduce the per sortie damage! Wow, what a novel idea! Again! We could allow a few solid bulkheads (an idea Fluegel got from Australia) so that one hit below the waterline would not normally sink a ship. We would have to be very careful with this or the super brains would have unsinkable ships in no time. Or (heaven forbid) we could even reduce the magazine limits even further. I'm ready for that simpler life. Is there anyone else out there who is getting tired of always playing "catch up".

Write me if so. I won't tell the super brains who you are. My address is: Tired Old Stan  
7700 Lamount  
Amarillo, TX 79110

I don't really want to be in the "X-Class", I've been playing that too long as it is.

Let's Battle ("Primitive Combat")!

Stan

## News from the Northeast

Sept-Oct

I would not say that the news from the Northeast is all quiet yet, but it's coming soon with the ice. The captains of the Maryland Attack Group have been fight it out on our local pond in groups of two to four on the average of every third weekend. No one that I know of with the exception of our northeasterner in absence, Mike Deskin, went to the southeaster regionals. The problem was schedule conflicts and not enough drivers for the long (14 hour) drive. Maybe we can get it together for the spring regionals down there.

Our local group continues to hold monthly meetings and boasts five active captains with operational ships, one retired captain (Milwaukee), and two abuilding. Hopefully, we will be able to field seven ships from Maryland alone in the spring. Perhaps we can even pick up a few more members through the winter months.

As to the local shipyard activities: Rick Schultz is doing a great job on his latest Axis ship, Von der Tann which should be easily ready for spring (although he says he won't use it until Mats.) Dan Schultz has taken over the Maryland's hull (the old Colorado was dropped twice - about three feet) and he is rebuilding and redesigning the Maryland into ? Bob Amend has a Jap hull framed (nicely), is starting on a new Lutzow, and constantly looks at other plans, so... I don't know what spring will bring. Will Montgomery (with a operational California) is looking at Mass. plans. Marty Hayes is rebuilding the Warspite, St. Louis, a skipjack sailboat, and maybe the Richelieu. Mark Hayden (who moved to Penn.) says that his Milwaukee isn't big and bad enough and is looking at a Salt Lake City to build next. Carl Camurati with a Super BB half built is looking for something small (or smaller). I understand Mike is taking the Hood out again at SE Regionals (Sea trials may chart the course for the winter. Joe Yilar is still limited with is eye problems (get well quick, Joe) but he has Roma finished and perhaps we will see it in the spring. Don Hayes continues with the aluminum Iowa class with plans for Feb. completion. John French has the framed Baltimore, deck, and freon tanks so far and plans for battle in the spring. My, the list has gotten longer over the past two years.

Spring regionals are planned to be held in Maryland in "May?", although the date has not been set yet. Plan to come on out and try a lake with many islands where the tactics are somewhat different. If enough ships are present we may try out campaign battling again. Fall regionals will be in Sept. next year.

Martin Hayes  
Capt. of H.M.S. Warspite

## The First Dallas Regionals

By Stan Watkins

We finally had a Dallas Regionals! It was an accident. I visited Fluegel on the weekend of October 13 and 19, 1986 on my way to Washington D. C. on business. I wanted my visit to be a good excuse for a DFW club meeting. I was going to be back to Fluegel's on the next week end and hoped that maybe something could be done with a full week's warning. Fluegel wrote Tom Harrison (of Ft Worth) a letter, Fluegel's too cheap to call "long distance". We talked to Jeff and Scott Lide and Paul Parasot about having a "Cruising get together meeting". I pulled out Fluegel's old Z28 and started her radio and main drive batteries charging. I had to reinstall 2 of the servos that Fluegel had pulled out for some reason. Fluegel began working on the Lutzow too. We arranged for the cruising get together for 1:00 pm the next Saturday in that lake somewhere west of Dallas (Grapevine?). It was that lake where the Tweedy beat the Z28 back in 1982. See page 1SAW12 of Jeff's R/C Fighting Ships 1982

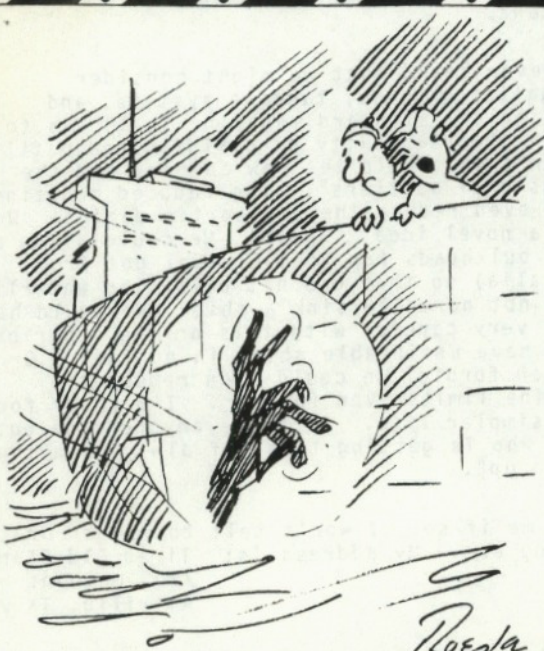
So the stage was set for a meeting and cruising session. I arrived the following Friday night and checked out the Z28 it still needed some work. No problem, a little solder here, a rubber band there, now move the rudder linkage a bit and adjust the servo poppet link, ah, there. Let's Battle, oops, cruise. Well Paul Parasot can't be there. What about Scot Lide? Nope. What about Jeff Lide. Yes, but will he battle? I don't know said Fluegel. Call him and ask, said Stan. Well he says he will provided Fluegel doesn't use any pump or a gun and only runs on one motor.

So as Saturday October 25, 1986 dawned things were progressing. Well, Tom Harrison wants to cruise with us. Can he Battle? No he has no gun. Sounds like Fluegel Fodder! So we all pile into The "big green" (Fluegel's malibu wagon) and head for the lake. Eventually we blunder into the lake area and unload. We decide to have a battle. Jeff Lide and the Mogami and Stan with Fluegel's emergency rigged Z28 will team up on Fluegel. Tom Harrison and the IJN Whatsitkazi will be a UN observer (he thinks, doesn't know Fluegel very well does he!).

So after some tweaking on Jeff's Mogami. (The Z worked great right off.) we get the three warships and the observer in the water. Fluegel clears his guns on (you guessed it the IJN Whatsitkazi). The war then begins in earnest as the Jap DD heads out of the area to lick her wounds. The battling is brisk. IJN Mogami team up on Lutzow and inflict many hits including a few rams by Mogami. A large hole was blasted in the starboard amidships area of the Lutzow and her pump starts working vigorously. The Germa-Z/Jap-CA are really working the Pocket Battleship over. Wow, who would have dreamed it.

But the Lutzow wasn't finished yet. She managed to get a couple of hits on the Z28. Stan knows the limitations of DD's and announced to the Mogami, "I'm out of here. You're on your own Mogami. Good luck. Two minute rule". The old Z worked up a good head of steam and was rapidly out of the range of the Lutzow's guns. The Mogami then got caught in a bad situation and the Lutzow "machine gunned" her horribly. Fluegel immediately said that he would rather not do that. Ha! But even after being holed with about 12 holes the Mogami was in no danger

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"IT'S THAT CLOWN AT THE LIGHTHOUSE AGAIN!"

## Discussions at Nationals

Various changes to the rules were discussed at the Nationals rules meeting but were turned down prior to being put on the ballot for voting by the general membership. This is in accordance with our bylaws. One of these changes was good and I feel should be discussed through the year for consideration in next year's rules meeting.

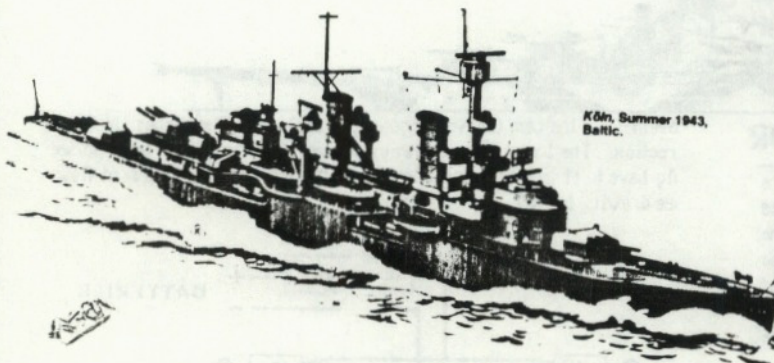
The one which I'm talking about that drew a lot of fire was a proposal that the speed chart be changed to allow a breakdown of every second rather than the two second increment which is in place now. (another suggestion from the floor was to let each ship including cargo ships go their prototype speed.)

The main argument against this change was that it would put an extra load on the timekeeper (contest director). Perhaps in the case of the second suggestion, each ship trying to go it's prototype speed, this would be true. But in the case of a one second breakdown of the chart, I don't understand how this places an additional burden upon the timekeeper. Each ship is still trying for a single 'correct' speed in either case.

The argument in favor of this rule was that those ships who just missed a step in the speed would not be penalized as much. Example: the Maryland class BB just misses the 25 knot/26 second speed class and so is penalized almost 2 seconds dropping it to a 28 second ship. Under the same conditions with the proposed change she would lose only a single second. The H.M.S. Warspite which just makes the 25 knot class is unrealistically fast in comparison. I feel that the captains who are being hurt by the large steps in the present chart have good reason to complain.

Another argument against the change of this rule was that the rules package works together and any change to it would weaken it. I don't believe this for a minute. A change to the speed chart allowing smaller divisions does not weaken anything.

Martin Hayes  
Capt. of H.M.S. Warspite



vapor pressure of Freon 22 at the same temperature. The difficulty with Freon 12 is that it supposedly attacks the rubber and neoprene seals of the valves, etc. at a very rapid rate causing a much higher failure and replacement rate. This means we would need to spend more on spare parts, but what does \$30 or so matter when we are considering peoples welfare? There may be other problems with Freon 12 (such as future availability if the EPA ban goes into effect) in our application, but only experimentation can tell. The other way to decrease the firing pressure is by use of a pressure regulator. Clippard sells a small one which sells for about \$20 and is adjustable from 0 to 100 PSI. I used one in the USS Chicago in 1984 and had no difficulties with it, but the testing time was limited. The main drawbacks to requiring the use of a regulator is that they are too heavy for use in all but larger heavy Cruisers and above, and that they require absolute and voluntary use by everyone in the hobby, otherwise they serve no

purpose. Even the Freon 12 requirement is of limited use due to the fact someone can put Freon 22 in a Freon 12 container, or say a 50/50 blend of 12 and 22. I think that is one of the main points to consider in any gun control legislation, whether the rule is enforceable and easily noticed if there is a violation occurring. Since we are concerned about gun safety for the pure and simple reason we do not want to hurt anyone at any time ever, any rule achievable. Another benefit to the plastic pellets is that they have the same surface area for drag to affect as a BB does, and with their much lesser density they will slow down with distance five times as fast. As most of the impacts on people occur with BBs which have travelled a considerable distance (relative to firing ranges in a combat situation), the plastic pellet is again a superior choice over the BBs due to the plastic pellets greater deceleration due to drag. The use of plastic pellets is also readily enforceable due to the fact if a captain uses any other sort of ammunition, the evidence can be easily seen inside the hull or hulls of the ships he or she shot at and hit. An examination can then be made of everyone's supplies and if any non-plastic projectiles are found matching those found inside the ships, that captain will no longer be a member of the club and this hobby! Another advantage to the plastic pellets is psychological. When we go to an insurance company and say we shoot BBs, they are instantly horrified and show us the door. If we go to that same insurance company and say we shoot plastic pellets, the reaction is "These guys are weird but where did I put those insurance and liability forms?". Maybe not quite like that but I think you get the picture. I for one am completely sold on the idea of using plastic pellets for ammo.

The disadvantages of the plastic pellets are several, but none of them so great as to dismiss them from consideration. Saving one person's health and sight is worth any effort and expense we can bear. The biggest drawback to the pellets is their cost. The supplier I know of sells them at 1000 pellets for \$27. I know this is a fair amount of money but realistically \$108 for 4000 pellets should last most people an entire year of battling. We all know how much we spend on this hobby as it is, and another \$100 to \$200 will almost go unnoticed. There is also a chance that if the club buys the pellets in bulk quantities, say 100,000 pellets, the price may be reduced. The pellets also float and thus can be recovered for reuse, cutting the cost of the pellets down even more. The bottom line on cost, though, is how much is a person's sight worth? Another problem with the pellets is their size. They are 3/16 inch in diameter + or - .002. This makes them a bit too large to fit in existing 1/4 inch copper tube magazines. It will which allows the faintest possibility for error or cheating should be discarded as useless, for humans are involved in the hobby and error and cheating will occur.

The fourth method to reduce muzzle velocity involves the use of a device which gauges the velocity of the projectiles as they leave the muzzle itself. Basically this device would be a go/no go type of gauge and would use the inertial pendulum as the principle to measure the actual muzzle velocity. This device would slip over the end of the muzzle and the gun would then be fired. The swing of the pendulum would then be checked on a fixed scale attached to the device to see whether the velocity was too high or not. The gun would then be adjusted as needed. The drawbacks to this method or many, starting with the fact that the pendulums would have to be completely identical which rules out people

continued on next page

making them for themselves. Someone would have to build them, a problem in itself. These problems are trivial, however, to the main problem of compliance by the participants. Any tweaking of the gun after testing with the device eliminates it's usefulness as a safety measure, and again it is just too easy for someone to exceed the limits of velocity and not be discovered. Enforcement kills this even more surely than the other methods.

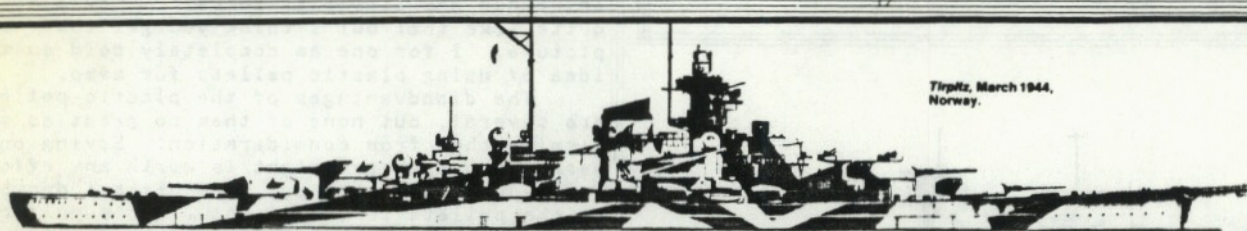
Now for the last method of reducing the kinetic energy of the projectiles, and not by reducing the muzzle velocity of the gun. We achieve this reduction by the use of plastic pellets as our projectile rather than use steel BBs. Harking back to the brief lecture on physics, kinetic energy is not only determined by velocity, but also mass. This means simply that with two objects going the same speed, but with one having more mass (Weight), the heavier object will have a greater energy. The plastic pellets I have in mind are 3/16 inch in diameter, and have a specific gravity (a measure of density) of approximately 1. Steel BBs, on the other hand, have a specific gravity of approximately 5. In other words, the plastic pellets only weigh 1/5 as much as a BB. In use, due to the fact that our gun designs fire the projectile at a fairly constant velocity independent of the weight of the projectiles, the plastic pellets, due to their having 1/5 the weight of a BB, will only have 1/5 of the kinetic energy of the BBs. To gain a similar benefit with the BBs would require a muzzle velocity 1/5 what it is now. I doubt such a reduction in muzzle velocity is readily probably be necessary to go to 1/4 inch O.D.

hard brass (K&S) tube for the magazines. Modification will also be necessary on the standard 1/4 compression "T" we use for the interrupter where the magazine feeds in so there is no lip for the pellets to hang up on. The magazine will of necessity be a straight line feed, due to the fact the brass tube is hard (impossible) to bend and also due to the fact the light weight of the pellets would restrict their smooth flow around bends. This is primarily a problem with internal architecture of the ship and shouldn't cause experienced builders much problem. Another factor in switching to plastic pellets is we will have to go back to a drop test on the hulls of 12 inches, if not less.

In conclusion, (the crowd heaves a sigh of relief) if we are genuinely concerned about improving the safety of our hobby so we may continue to enjoy the sport, we must control the power and thus danger of our guns in some method. I have talked with many people on this subject, hashing out the pros and cons of all the ideas we and other people have come up with. so far, the best idea to really increase our level of safety is by switching to plastic pellets and dispensing with BBs. Their advantages as far as safety is concerned far far outweigh their problems. If we are safety minded, we must act before the problem arises, as the penalty for not acting is blindness for some fellow man!

*James O Fats*

Tirpitz, March 1944,  
Norway.

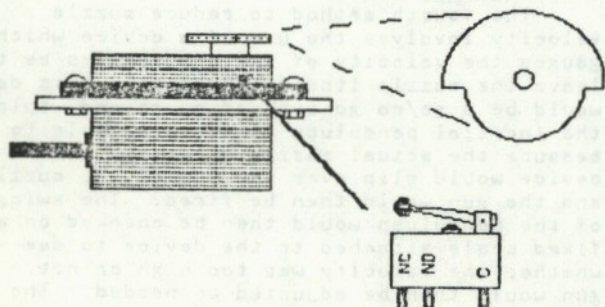


## MAG MICROSWITCH TOGGLE ELIMINATOR

Last night, on a Maryland Attack Group building night, we were discussing the best way to produce a throttle for a Baltimore Class cruiser under construction by one of the members and the article in the October Hullbusters by Herr Flugel was mentioned. At approximately the same time, I was also explaining the Terry turning system and the use of cams to throw the microswitches rather than the mechanical linkages to the rudder. All at once it came to me. Why not use microswitches for the throttle too.

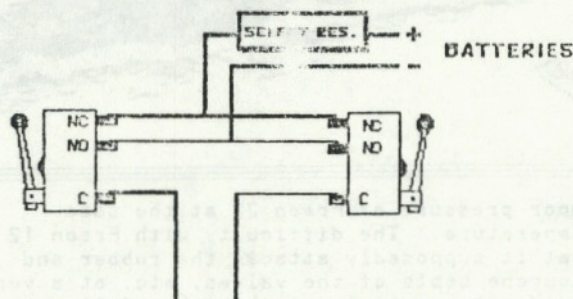
I feel the the cam operated microswitches are more reliable (there's that word again), more compact, and lighter than the toggle switch with mechanical linkages. Rick mentioned that they might be just the thing for light cruisers, subs and destroyers since they don't take much space and are light.

So here it is, the Maryland Attack Group super light, compact toggle switch throttle eliminator:



You mount a micro switch on each side of your servo (that's two) and cut a cam which when in center position contacts neither micro switch.

movement of the cam (servo) engages one of the micro switches in either direction. The batteries are always connected to the motor leads so they have to change to potential on one of the leads to cause current flow. (see drawing below)



MOTOR(S)

With the cam in center position, the plus terminal (can be the negative) is connected to both sides of the motor(s). Since there is no difference in potential there is no current flow. As the cam moves to either side, one of the micro switches are activated and the negative terminal is connected to one side of the motor through the NO contacts of the switch. Now a difference in potential exists and the motor should run. Movement of the cam in the opposite direction will apply the opposite potential across the motor and the it will run in the opposite direction. The select resistors shown are for speed setting just as described in Herr Flugel's article. These can be in the position shown or a set in series with each individual motor.

Of course, this is for the skipper who only wants a full forward - stop - full reverse type of throttle. Additional micro switches could be used and additional cams to produce a step type of throttle with several speeds but that is outside the scope of this article.

Marty Hayes  
Capt. of the H1S Warspite

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of sinking. Meanwhile the Lutzow was still pumping heavily. She had to stop some for pumping. Fluegel decided to call 5. Since Stan was playing Axis it was time to show it. The Z29 pulled in range and opened up on the Lutzow for two more shots. The BBs were heard to hit but the hard hull of the Lutzow held them out. So the sortie was over. Who had won? The massive hole in the Lutzow was the only BB hole she had. She did have some serious ram holes. She could of course patch them before going out in the next sortie. The Z28 had 2 BBs in the tip of her bow. So the Lutzow had won. What about the next sortie. The Z28 was not in trouble at all. Mogami even though she had lots of holes was in no danger of sinking.

The next sortie started and the Lutzow immediately turned and ran for the open sea. The faster Z29 gave chase. The Mogami was holding back. The Lutzow then called 5 minute

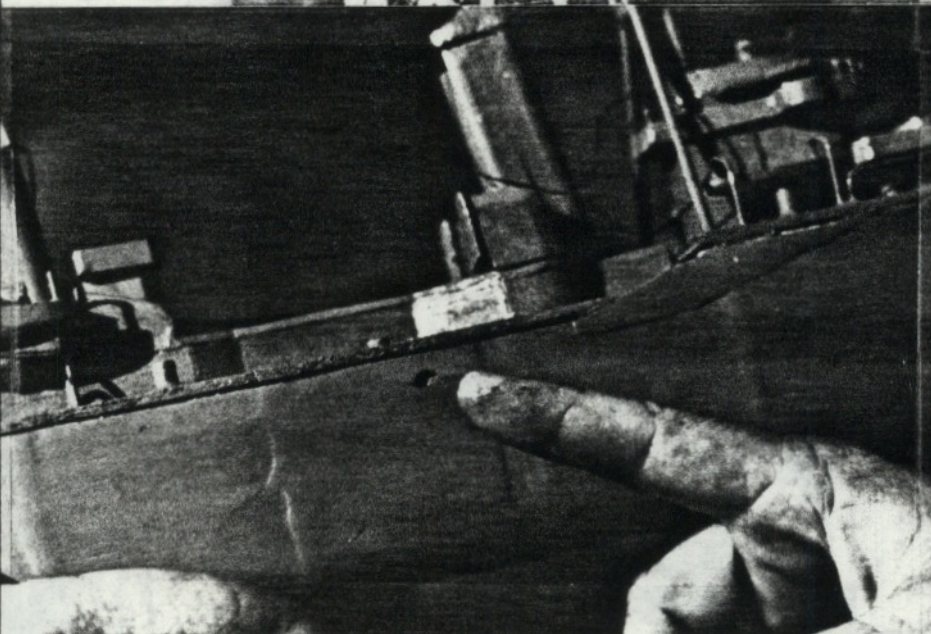
rule. Stan was elated. Free throws on the Lutzow. Glorious! The Z29 closed in for the kill. Then there was that perfect broad side shot. Fire! I said Fire! Fire! Mr Stiles, Fire! Fire! Mr. Stiles! Mr. Stiles! Ah shoot. The phasers (BB guns) won't work. That lucky Kraut! Come on Mogami, get him. What, the Mogami's drive batteries are dead. That lucky Kraut. And so the non-sortie was over. How about a third, Fluegel? Ah, come on.

And so the first Dallas Fighting Warships club accidental regionals was over. It was a fun little battle. After the battle was over the Z29 went into dry docks for a cosmetic refit.

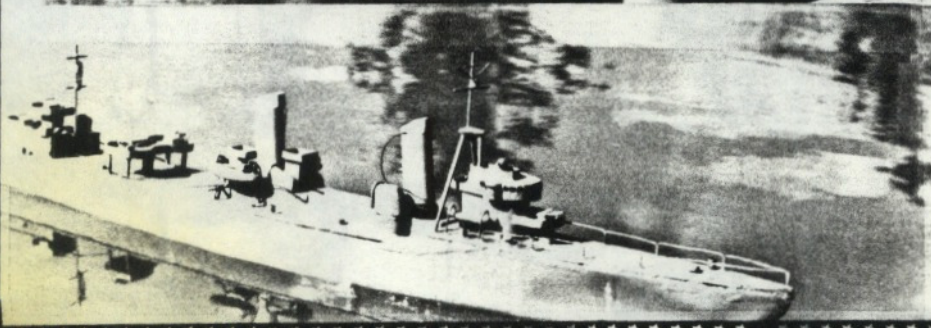
My Salt Lake City is being sent to Fluegel's house so I will have a cruiser ready for our next chance regionals. Come to Fluegel's, you might just get to be in a regionals.



Tom Harrison inspects damage to his new Jap destroyer. Where did it come from?



Above, Jeff Lide is grateful that Admiral Fluegel only eased a mere 18 hits into his starboard hull.



## SAFETY: FACT OR FICTION.

by James C. Foster

When someone asks you if R/C Warship Combat is really safe you can proudly answer YES!.....and unfortunately, NO also. What I mean by this is we are safe in that we have attempted to provide for the protection of the actual participants in the hobby and any spectators by various rules of which you are no doubt aware. We are at the same time unsafe by the simple fact that we shoot projectiles in the form of .177 cal. pellets (BBs) in all directions whenever a battle takes place. Most other hobby organizations have very strict prohibitions against the firing of any type of projectile, no matter what the projectile may be. The fact that any powered model is a potential projectile in itself is the only worry the other organizations wish to worry about. So, what can we do to diminish significantly the dangers posed by our specific hobby?

First of all, I must explain some physics. The BB, per se, is not what causes the damage, whether to a ship or a person. What does cause the damage is the Kinetic energy the BB possesses by it's velocity. Obviously, the higher the velocity, the greater the kinetic energy. Enough basic physics!

In light of the preceding paragraph, it is obvious that the way to enhance safety is by lowering the kinetic energy contained in the projectile we shoot. There are several methods that can be considered, and I shall discuss them in the following paragraphs.

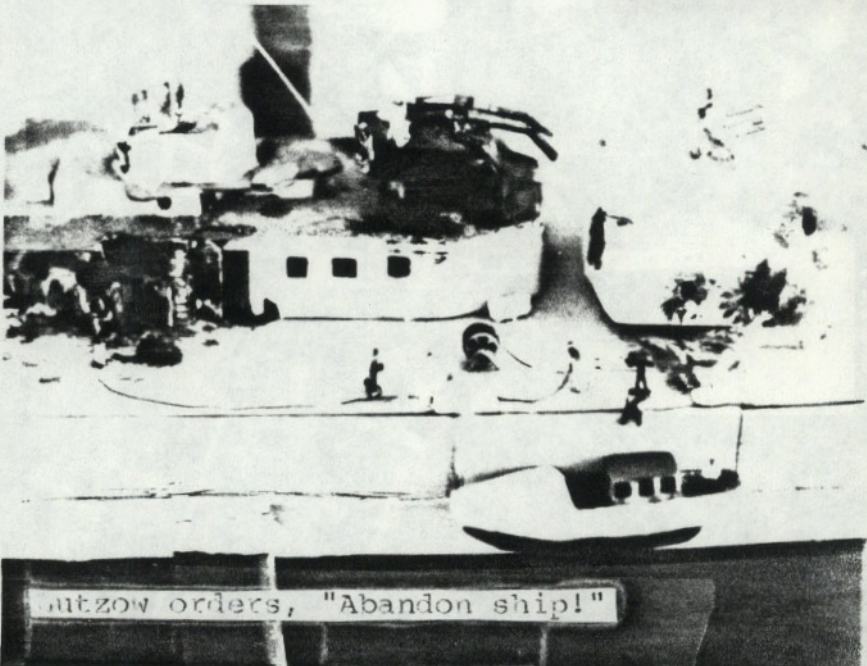
All of the methods, save one deal with the problem of reducing the kinetic energy by reducing the muzzle velocity of the gun. The first method is by using a gun design which inherently or seemingly has a lower net muzzle velocity. Stan's article in the last issue of Hull Busters alluded to this method. At present there are two genre or major classifications of guns in common use; the restrictor tube and captive "O" ring breeches. As future developments cannot be guessed at I won't even try. Let us compare the two. It is very true that in most cases the restrictor tube will shoot a BB at a net lower velocity than the captive "O" ring will. However, it is also entirely feasible that with the correct and not overly difficult engineering that the restrictor tube gun can be made to shoot a BB with a velocity every bit as high as that from the "O" ring gun. This engineering primarily concerns adjustments to the choke signature of the restrictor tube itself, by several methods I can think of trying. Even if a rule specifying the restrictor tube type of gun is passed which details exactly how the gun is to be constructed, there is too much leeway for unscrupulous people to take advantage of. Enforcement of such a rule would be so difficult as to be impossible, especially in the case of Stan's shrouded tube design. Even if enforcement were not a problem, requiring everyone to use a restrictor tube gun would Not really be much safer due to the fact the muzzle velocity and thus the energy is not sufficiently lower to make any difference. Or in other words, Stan's "Safety Breech" will only penetrate a persons eye to a depth of 1/4 inch instead of 3/8 of an inch like the captive "O" ring breech. The key word is penetrate and any penetration at all makes a gun unsafe, regardless of what someone calls it in a moment of flippancy.

Another method whereby the muzzle velocity of a gun can be reduced is by decreasing the firing pressure. An easy way to accomplish this would be to use Freon 12 in place of the Freon 22 we now use. Freon 12 has half the

continued on next page



Stan, "Easily the best destroyer I ever commanded!"



Putzow orders, "Abandon ship!"



Merry Christmas or I'll kill you!

**A Christmas Tale**  
By Acme, er, St. Nick

It seems that so much fun was had last year with some of the items on the Christmas lists of some rather aberrant people. So, this year, a sequel has been undertaken. (No, this isn't commercialism.) Let's see what these eccentric little buggers are up to.

Mary Hamilton: "I wish Dan would hurry up and finish my battleship, so I can sink all the used McDonalds boxes."

St. Nick: "Granted, a Noble wish. Goodness knows McDonalds containers put up a better fight than the Axis."

Curly Barrett: "I wish I had Fluegel's 30 bottles of Cub Yellow paint for my ship. That and a pinstriping brush."

St. Nick: "I'm sure Fluegel would consider selling some, but I would find it hard to support someone who wants to put another UGLY Axis ship on the water; nine is enough."

James Foster: "I wish the Vittorio Veneto was Allied, they could sure use some help."

St. Nick: "Remember, 1943; besides, Germans make lousy spaghetti, and the Vanguard looks much better."

The Stevensons: "We would like a matching pair of Alabama's. Then we could really tear up the Axis."

St. Nick: "Wouldn't we all..."

Brian Schneider: "I would like something besides a rock in my stocking."

St. Nick: "Build Allied and we'll see. And stop ramming everybody; wash behind your ears..."

Terry Darby: "I would like the North Carolina to be as effective as the Alabama."

St. Nick: "Granted, ask Steve for help. Or else have Foster help you. If this doesn't help, build one."

Danny Shepard: "I would like to be able to go through next Nats without sinking twice."

St. Nick: "I wasn't the one who decided to join the Axis."

Gerald Roberts: "I wish I had a seven unit Yamato."

St. Nick: "Gads, I wouldn't wish that on my worst enemy."

Tom Jass: "I wish the Rod was a 28 knot ship, and maneuverable, like the 'Bama."

St. Nick: "Sorry, pigs may fly, but they still stink. Build a battlecruiser."

Jeff West: "I wish I had reliable pumps, and the ability to remember things like freon and E-B's."

St. Nick: "Don't we all, and as for the second, are you sure you aren't Axis?"

Rick Schultz: "I wish I was Allied again. At least the Allies were civilized."

St. Nick: "Amen, brother. Just get to building a British ship."

Stan Watkins: "I wish the Allies would win more."

St. Nick: "It would help if you built ships with twin rudders... And don't try fighting a cruiser like a battleship."

David Haynes: "I wish the Alabama weren't so powerful. How can I survive a sortie?"

St. Nick: "It's not my fault you're Axis. Talk to Steve about it... Maybe you could sacrifice Fluegel..."

Marty Hayes: "I wish the Allies up here had more hope. Seems like almost every regionals is an exercise in futility."

St. Nick: "Patience, just hold up your end of the deal, and things should come around. And get a reliable propulsion system."

Lisher: "I wish my new Indiana was done. Then I could shoot the Axis like I should."

St. Nick: "And you wouldn't sink as much either. Why don't you hurry up and finish it?"

Chris Pearce: "I wish I could make '87 Nats with an effective battleship, or anything, for that matter. Now I know how Eric Noble felt."

St. Nick: "Don't expect the impossible. Maybe the Northeast Club will have a regionals in June."

Jeff Lide: "I wish our ship wasn't as heavy as a tank, and more effective."

St. Nick: "Come on, the Allies need at least one good target."

Danny Schultz: "I wish I had a reliable, effective battleship."

St. Nick: "I hear there's an old USS Massachusetts lurking around up there... How about building a new ship???"

Carl Camurati: "I wish big battleships weren't so expensive. And I want to know who came up with this rubber ship stuff, this is ridiculous..."

St. Nick: "As for the first, there's not much we can do about it, and for the second, look in the mirror, and see the clown."

Dan Dees: "I wish I had an onboard fire extinguisher for my ship."

St. Nick: "Just don't use so many tiny batteries. Or else you could try using insulation."

D.W. Fluegel: "I wish these upstart Allies would stop picking on us upstanding, decent Axes."

St. Nick: "That will be the day that Hitler is discovered, alive and well in Jerusalem working as a kosher butcher..."

Dan Hamilton: "I wish there were more British captains, with reliable ships."

St. Nick: "Ever think about children? Good British captains are born, not whelped in Axis homes. Talk to Tom about reliability."

Mike Deskins: "I wish I had another sister to help patch my ships. That and an effective Hood."

St. Nick: "Talk to your parents, like you have room to complain anyways. As for the second, I hear Foster can make pigs fly, like the VV."

Jeff Poindexter: "I wish I could hire Jeff West to build the exterior of my new Texas, that and some good guns."

St. Nick: "I hear Jeff's busy with his new Indianapolis. Maybe you could trade him some pumps for some superstructure? As for guns, just go with Foster's technology and you can't lose. Persevere, and someday you will be great."

James West: "I wish I had used silkspan instead of McDonald's napkins. I also wish my Nagato looked better."

St. Nick: "Hindsight is always 20/20. As for the second, that will be the day Fluegel is respected by the Allies."

John Jass: "I wish we had a regionals closer to home. That and a cruiser that doesn't sink..."

St. Nick: "Talk to Pop about the first; take your heads out of the clouds, and maybe your ships would be more survivable."

Martin Schneider: "I wish I could build a Yamato, so that I could make a million intricate systems work, and do the impossible by making a pig like that effective."

St. Nick: "But what would you do for the other 10 months in the year? Besides, you're lucky you got away with the Tirpitz; I don't know how that one got out of the pig pen."

Well, that's all for this year, folks. The Allies can expect 'X' cells in their stockings, and the Axis get a new treat too, "Lego" building sets. Then maybe their superstructures will look better. And until next year, 'ya better watch out...

# NATS TO YOU

-by Jeff Poindexter

First: the "Rules of Conduct" for the '87 Nats!

(1): If anyone touches his or her ship or has someone else touch it after battle has been started their ship will be declared "INTENTIONALLY BEACHED." There have always been only 3 reasons to touch a ship after a battle has started. (1a) Removal of gun safety pins. (1b) To inspect for and/or repair damage due to a ram. (1c) Recovering your ship after it has sunk, been declared sunk, or your '5 minute (or 2 minute) rule' has elapsed. (Example: If you put your ship in the water at the start of battle and find it listing soon afterwards, don't touch it. That is a problem you will have to live with until that sortie is over. The best way not to have a list problem is to correct it and secure everything in place in your ship before you get to Nationals!

(2): Do not repair any B.B. damage on your ship until your 'Battle Damage' report has been filled out and signed off by an opposing captain who participated in the same sortie you received the damage in. Also, do not repair any B.B. damage, between sorties of the same battle. Anyone caught not following these guidelines will be declared "WITHDRAWN FROM BATTLE."

(3): All ships will have their hulls 'Drop Tested', gun fire rate/ratio tested, be speed tested, weighed, measured, ribs counted, 'water tight' radio box measured (formula in next 'Hull Busters'). Ships may also be 'challenged' any time during the week. However only a captain who was in the suspected sortie may issue the challenge. So if you do not want your ship tested for any reason, DO NOT COME TO NATIONALS!!

(4): AFTER YOUR '5' or '2' MINUTE RULE IS UP YOUR SHIP MUST BE PULLED PHYSICALLY FROM THE WATER BEFORE IT SINKS or IT MUST TOUCH THE WEST WALL!! Otherwise it will be counted as a combat sink.

(5): If a ship sinks due to ram damage that was not detected after inspection of a ram, that ship will be declared a combat sink. No penalty will be charged to the ship that caused the damage. So if you get rammed you better check your ship over real close.

(6): I have talked to many captains who do not like sortie averaging. It has so far worked out alright but could be a problem in the future. So not to violate the rules (it should not even be part of the rules but is) what say we require a minimum of 100 sorties to be eligible. If I hear from at least 10 battlers who like sortie averaging we may drop the required minimum down to 8 or 5. It seems we could ask each Allied and Axis fleet which Battleship and/or Cruiser Captains gave them the most grief during the week and give awards accordingly.

(7): If you and/or your ship are not ready for battle at the appointed times, your ship WILL NOT BE ALLOWED IN THAT SORTIE! This will include "Rookies" also. So don't watch the other battles if your ship is not ready.

You will see on the new proposed schedule a new twist to the 'Campaign'. This being Heavy Cruiser or smaller ships only on Tuesday (July 13). Now: please remember that the schedule is just a proposal only. If you have any comments or suggestions please let me know.

Another idea being knocked about by the board is 'no time period' where a side doesn't have a ship on the water. This would mean that your side should have at least 2 ships on the water at all times and 2 reserves on shore ready to go at all times. This would cause you to use and need more supplies, etc. All other time limits would remain the same.

I am sorry that Fluegel did not print my "Nats to You" article in the last issue, but like all Axis I am sure he had a good reason.

I have heard through the 'ship yards' (grapevine in other walks of life!) that there are combatants that think I maybe being too hard as 'Contest Director'. I have been a contest director before and believe me I am not being as hard as I could be or should be. I have researched the rules and find that I am in line with them. (Including the above item # 6.) I have as yet not received any reponse from any one complaining about the items listed above. Please write me if there is something you don't like or you feel oversteps the rules in some way. (As if anyone in this hobby has ever done or would ever do sure a thing.)

People: we must remember this is no longer just a hobby. It is a Hobby-Sport. This means we have a responsibility, to the combatants, spectators, insurance companies, federal, state, and local governments to police ourselves. We can not and should not become lax on these matters as the future of this hobby would suffer because of it. It is very important that the rules be followed to show to outsiders that everyone in this hobby can have an equal chance of being number one. Do you suppose that the Indy 500 would start late because one of the drivers wasn't ready? Would the Super Bowl be postponed because a player wasn't ready? You know the answer to these as well as I.

Well, thats my soapbox stand for this issue. see you in Springfield. MAY THE FORCE BE WITH YOU, GOOD HUNTING, AND MAY GOD BLESS YOU ALL.

## NUTS TO YOU

What is going on with the CD for the nationals! We have no objections to a Contest Director is dealing in clarification of the rules as stated in our Constitution and Bylaws. (although he seems to have left out the rest of the board.) But... #3 of the CD pronouncements in the August Hull Busters seems to us a step too far.

Our rules are pretty clear on challenging and violations, see section I.2, I.3 and section J. The Contest Director does not seem to be activated until someone brings a suspected violation to his attention. If the CD challenges everyone on all points then it is like the police acting as judge and jury rolled into one. He has become the arresting officer and the judge.

The Constitution lists the duties of the National CD as "coordinates all activities for the annual championship contest." We do not understand how this equates to changing or modifying rules (which can only be changed by a set procedure) by adding additional words and tones. Even the EX board may change or make rules only if they apply to safety during the year.

Jeff's suggestion #6 seems to be a positive one (elimination of sortie averaging) but it still has no place in the rules or the National Championship contest until we give it one by voting it onto the ballot at Nationals and voting it in by the general membership. The number of sorties required for awards is determined at Nationals by the assembled captains.

Rick Schultz  
Captain of the Zoro

Martin A. Hayes  
Captain of the HMS Warspite

Carl Camurati  
Captain of the Andrea Doria

Danny Schultz  
Captain of the Colorado

Bob Amend  
Captain of the Lutzow





PROPOSED SCHEDULE FOR THE 1987 NATIONALS

TIME	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
09:00	TESTING DRY FOR	FLEET "A"	FLEET "A"	SMALLSHIP FLEET "A"	--	MIXED FLEET "A"
10:00	ALL SHIPS	FLEET "B"	FLEET "B"	SMALLSHIP FLEET "B"		MIXED FLEET "B"
11:00	TESTING DRY FOR	FLEET "A"	FLEET "A"	SMALLSHIP FLEET "A"	A M P	MIXED FLEET "A"
NOON	ALL SHIPS	FLEET "B"	FLEET "B"	SMALLSHIP FLEET "B"	A I 6	MIXED FLEET "B"
13:00	TESTING DRY FOR	SHIP-SHIP "	--	SHIP TO SHIP		OFFICIAL END OF "NATS"
14:00	ALL SHIPS	CRUISER FLEET "A"		CHALLENGE C C SHIP		
15:00	TESTING DRY FOR	CRUISER FLEET "B"	R U I	A O N P CHALLENGE	TO SHIP CHALLENGE	MIXED FLEET "A"
16:00 (4pm)	ALL SHIPS	CRUISER FLEET "A"	S L A E Y I R	A I G TO		MIXED FLEET "B"
17:00	TESTING DRY FOR	CRUISER FLEET "B"		SHIP CHALLENGE	MIXED FLEET "A"	
18:00 (6pm)	ALL SHIPS	SHIP TO SHIP		SHIP TO SHIP	MIXED FLEET "B"	
19:00		CHALLENGE		CHALLENGE		
20:00 (8pm)	PARK CLOSED	PARK CLOSED	PARK CLOSED	PARK CLOSED	PARK CLOSED	PARK CLOSED
21:00				NIGHT BATTLE 10:00 pm		
22:00 (10pm)						

### PussyCat Contest Directors

By Stan

I've been in this hobby for several years and one thing has remained pretty constant. Contest Directors have always threatened to make us strictly follow the rules. But each year at Nationals these mean totalitarian dictators have become wimpy pussy cat "nice guys". Don't get me wrong, we need the Contest Directors to be open minded and fair. We even need them to sometimes give us the benefit of the doubt. We have seen a predictable trend. The combatants know from experience that they can "get away with murder" on construction, speed, and combat rules violations.

I've noticed another trend. The guys who violate the most rules are the ones who complain the most about Contest Directors being "unfair" (Writing these kinds of articles is really fun. I love it!) I was really insulted because nobody even threatened to "kick me out of Nationals" with my illegal rudder. At the Amarillo regionals I recieved a "Citation" for violating the rudder size rule. Did I fix my rudder? Why bother! Old pussy cat Jass was going to be the Contest Director. My ship was over an inch too short, big deal. I even wrote down on the ship information list the true length of my ship showing that it was too short. No sweat! (meow, purrr, meow, squeak, wuss, purrr.)

I'm really having altogether too much fun writing this article. I didn't intentionally build a ship that violated the construction rules. Personally, I want to build ships that don't come close to violating the rules. I normally don't build to the limit because I like to build scale. I built that Oregon City hull back in about 1980 and we were not such scale freaks then and it was to 1/150 scale etc., etc.. The point is, If some one wants to cheat, he does not have to fear any penalties. Only his integrity suffers and he is the only one who knows that he intentionally violated the rules. But when other people find out that he has violated the rules, they feel like they must violate the rules too, just to be competitive. They too, know that they will not be caught so it is in their best interest to cheat. And even if, by some wierd freak chance they do get caught they know that they will probably be just asked nicely to change the problem after the battling. We don't want to hurt anybody's feelings, right.

Personally, I dont think the Contest Director should worry about people's "poor little innocent feelings". There are very good reasons for our rules. The building of a ship and coming to a combat meet, is a contract to obey those rules. No Contest Director should feel guilty about enforcing those rules. He should inform the rules violator that the violator is the one who should feel guilty. The violations committed by the guilty combatant should be announced over the bull horn so that every combatant knows that is is the rule violator who is guilty of performing the unacceptable action (not the mean old Contest Director).

Some times, it seems to be a status symbol to figure out "clever" ways to cheat. It does nothing more than cause kaos, confusion, reluctance to battle, resentment, and other undesirable ill feelings. I believe that the Christian "Golden Rule" should be implemented. Do unto others as you would have others do unto you. If my ship is illegal I want it announced on the PA and if your ship is illegal I want it announced on the PA. Let's have a resurgence of pride in winning with a ship that is not only legal to the letter of the rules but legal to the Intent of the rules.

The searce for a "tough" Contest Director for 1988 should be started now. Jeff is another "Pussy Cat" so you had better do your most flagrant cheating this year. We may have to get an Axis Contest Director to get a good quality Dictatorial "Police State" type of individual. I think that some of those people who think that they have been so cheated by previous Contest Directors would be good candidates. Secondary choices would be those people who believe that a Contest Director looks like he might be going to abuse the authority given him.

continued on next page

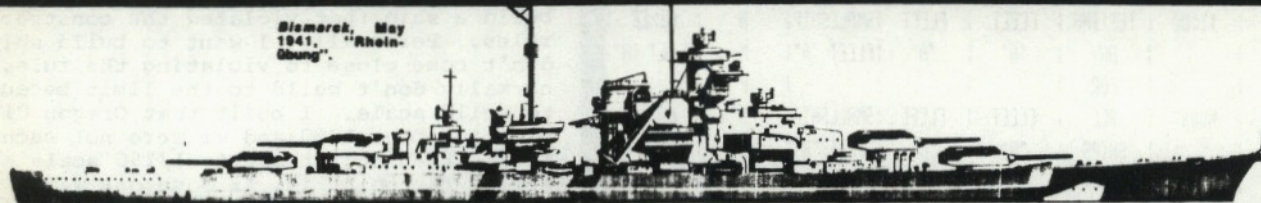
Let me therefore make it clearly understood. I have never been cheated by a Contest Director nor have I seen one really abuse his authority. (Hint. I don't want to be a Contest Director.) It's too much work for absolutely no reward. It's no fun to have a bunch of "cry babies" complaining about your every decision. Who needs it.)

But what we do need is a Contest Director who will make it embarrassing for the rule violators. The Optimum would be some one who could enjoy making the bad guy feel bad about being bad. We could require the violator to apologize for his conduct on the PA system. We could make him apologize in Hull Busters and promise not to do it again. If he did it again he would then have to admit that he was a lyer. We could give all

enemy combatants free rams on his ship. The real "bad guy" (the rule violator, not the Contest Director) should be made to pay the price for his sins against his enemies. Let's see who would make a really good Contest Director? Hum.

I wonder if we could hire an Amarillo traffic cop. We could let him issue tickets to violators and make it effect your car insurance premium costs. And he could be paid based on how many tickets that he issued. And the violators could have to pay the tickets. But we would have to make sure that the combatants could not use lawyers because we know that then there would only be "justice" for the rich. Yeah. I feel a rule proposal coming on. Let's see, we would have to change the Constitution, and get the board to discuss it and.....

Bismarck, May 1941, "Rhein-Obung".



### The Breaking of a Virgin Battler Dallas Oct 25, by Tom Harrison

Having just moved to the Dallas area from Arizona, I've not seen much of R/C combat except for the sparse coverage in the mags. When I heard from Fluegal about a get together of the Dallas members I couldn't get there soon enough with my Jap destroyer, the Hatsuyuki. It didn't have a gun so I would just cruise around and watch everyone else destroy their ships. Jeff Lide and his Yamato and Mikuma were to be there and we'd make a nice Jap fleet picture. The Yamato couldn't make it but the Mikuma did but without any superstructure (doesn't make for good pics). The other two boats were Fluegals, his Lutzow and a German DD. Stan was there and he revitalized the destroyer from its neglected state. It worked really good and inspired me on how well a DD should perform.

At the lake the tweaking of radios and guns took at least an hour. I ran my batteries down pattering around waiting for all the other boats. Are you guys always this slow? Finally all the boats were in the H20. And then it happened. Fluegal in his treachery innocently tested his gun in my direction. The sharp crack of BB's splattering my hull were seen and heard. Bap-Bap, BapBap!!!! Oh My God, I've been hit!!!! Thoughts of all the hours spent detailing, the paint carefully sanded on the hull. My poor boat just took 3 hull hits and one through the forward funnel. AAAARRRRRRGGGGG!!!! In retaliation I tried to ram him but my slow DD just didn't have the speed or mass to even scratch the Lutzow. I thought we were axis buddies, what is this?! Fluegal must truly have a black heart. Also curse Tom Jass for his slogan which is true: "Higher prices and Slower service".

After my agony was over the real battle began. It was the Mikuma and Nazi DD against the Lutzow. So many BB's shot and so few hits. But still one side of the Mikuma looked as if you could use it to drain water from spaghetti. The Lutzow had a couple of large holes unfortunately above the waterline. The little German DD only took a couple of hits while dealing out a lot of punishment. Hooray for small targets. Just you wait Fluegal, next time I'll be ready.

## PRESIDENT'S COLUMN

Greetings all battlers! I hope that all of you will all have a very enjoyable holiday season. This is the last issue of Hull Busters for the 1986 battling year and it should be a good one.

The past year has indeed been a one of change in our hobby and there will be a few more in store for the 1987 session of battling. The big change is in the use of "legal" construction materials. As was passed on the ballot, the use of silicon on the inside of the ships hull will not be legal, great! Also, any other material that could perform the same function will be illegal. This was the main rule proposal of concern to most people, so it will be the only one to receive specific mention. The remaining eleven rules also passed, but the official totals will be printed in the Feb. issue of Hull Busters.

The two referendum questions that followed the rule proposals also carried. These two questions empowered the Executive Board to make necessary changes in the constitution that make it possible to become affiliated with the National Rifle Ass. for insurance purposes. The second question passed, and empowered the Board to modify the rules of campaign battle to incorporate lessons learned during the first use of this type of battling at the Nats. The work can now begin by the Board on these matters and as progress is made the information will appear in Hull Busters. Please feel free to offer any suggestions on these topics, as the more input we receive from you, the battlers, the better we can serve you.

Safety, as always, should be one of our chief concerns when involved in this wonderfully exciting hobby. For the new year let's be as accident free as we have been in the past. Whether we are at home in the workshop or on the lake battling, always be aware of safety.

Our situation with insurance is still undetermined at this time but remember we are covered by NAMBA insurance until Dec. 31. In the Feb. issue I will have a column devoted to the insurance question totally, so hold on until then.

Keep building!

*Paul H. Hall*

THE 1986 SURVEY

Please answer yes or no on the answer sheet provided below. Also, don't forget to send me \$6.00 for your subscription for the 1987 Hull Busters.

- 1. Would like to see rules made to force the simplification of ships systems.
2. Would like to see turning systems eliminated to symplify ship construction.
3. Would like to see the substitution of 3 solid ribs...
4. Would like to see gun magazines reduced to 30 BBS...
5. Would like to see a maximum of one pump per ship...
6. Would like to see no more "cheaters" at Nationals.

The above questions were sent in by Stan and Jeff. Questions 7 through 22 are from James Foster.

- 7. Would you support legislations outlawing any form of turning system?
8. Do you feel timed relay systems which give a few seconds of high voltage...
9. Do you feel the restrictor tube gun with proper engineering...
10. Would you support legislation restricting the firing pressure...
11. Do you feel safety is the most important issue...
12. Do you feel crowd protection is the best way...
13. Would you be willing to pay significantly higher club dues...

- 14. Would you be willing to attend a regionals or nationals with no insurance coverage?
15. Would you be willing to sign a legally prepared waiver of liability...
16. Is this hobby really worth the hassles' and worries?
17. Do you feel that any rules about turning systems...
18. Do you think surveys like this one serve an useful purpose?
19. Would you support legislation requiring the use of plastic spheres...
20. Would you like to see a simple device built and sold...
21. Would you use a muzzle velocity device religiously...

22. Do you feel the possibility of someone not using the muzzle velocity device correctly (cheating) makes the use and development of such a device a waste of time?

Questions 23 through 27 are from Dirty Dave.

- 23. Should ships be allowed to use a "Terry Turning" system...
24. Would you battle your current ship without an enhanced turning system?
25. Do you feel an enhanced turning system allows a larger variety of ships...
26. Would you be in favor of a "performance" regulated turning system?
27. Should a ship's speed be limited in reverse and turns...
28. Have you stopped beating your wife yet?
29. Do you ever thank the person who types for you?

CUT

CUT

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Table with 29 columns (1-29) and 2 rows (YES, NO) for recording survey answers.

## Happenings up Here

By Chris Pearce

Well, I do feel humiliated. I mean after all the battling I did at this Nats, I ended up with less total points than in 1985! I guess it's because I didn't sink anybody. Oh, well...

I guess that the main "news" is that I have decided to retire (i.e. sack, maim, pillage, cannibalize) my Salt Lake City. It got me through two years, which was two more than I had expected. Now, with the deck warped, and ribs rotting away, it is going to be replaced with a battleship, the USS Michigan. I was sick and tired of shooting at Foster and hearing him chuckle, "Superstructure", so now I will have a battleship with guns that will hit hulls. Actually, the stern guns will be well below the freeboard of most ships, and the bow gun close.

Now that I have disclosed my plans for the armament, I might as well tell of the rest... For pumping I will use my 380 turbo and 5AH of whatever I can get (D-cells?) The two shafts are going to be run on 380's at about 4 volts, with the outer shaft kicking up to 8V on a turn. These will get 7.5AH. I also hope to install a capacitor for a little punch in the acceleration. (Unless, of course, you all decide that such things constitute an "unfair advantage")

I guess what bothers me about this project are two things, the speed (18 knots) and the lack of reserve buoyancy. I am sure that Danny Shepard knows a little about the second. I remember when we almost got the Yamato under. Its pumps weren't keeping up, but there was so much of it to fill, I couldn't chase it long enough. I'm afraid that I might just have to stop dead in the middle of a big battle just to avoid sinking.

Then there's the Surcouf, the ship that got me the lowest sortie average of the week... Well, I found out the problem, and I should be able to fix it so that it won't fall apart again. You see, the deck wasn't fastened securely, and when I passed Stan, his stern bumped mine, and my deck came loose, and the wake poured in. I also plan to put bigger motors in it. I guess it's just that I can't let it go, because it's sort of amusing to have the only ship that small with a waterbathed tank. Besides, if I could get it right, I would have an incredible gunnery platform...

As of now, that's about all that's happening up here. As of Nov 15, we already had 30+ inches of snow... If anyone is insane enough to talk to me, my new campus address should be at the end of this. Until next time, God bless, and see 'ya later. (hopefully sooner!)

Chris Pearce

346 DHH, MTU  
Houghton, Mi. 49931

## Discussions at Nationals

Various changes to the rules were discussed at the Nationals rules meeting but were turned down prior to being put on the ballot for voting by the general membership. This is in accordance with our bylaws. One of these changes was good and I feel should be discussed through the year for consideration in next year's rules meeting.

The one which I'm talking about that drew a lot of fire was a proposal that the speed chart be changed to allow a breakdown of every second rather than the two second increment which is in place now. (another suggestion from the floor was to let each ship including cargo ships go their prototype speed.)

The main argument against this change was that it would put an extra load on the timekeeper (contest director). Perhaps in the case of the second suggestion, each ship trying to go its prototype speed, this would be true. But in the case of a one second breakdown of the chart, I don't understand

how this places an additional burden upon the timekeeper. Each ship is still trying for a single 'correct' speed in either case.

The argument in favor of this rule was that those ships who just missed a step in the speed would not be penalized as much. Example: the Maryland class BB just misses the 25 knot/26 second speed class and so is penalized almost 2 seconds dropping it to a 28 second ship. Under the same conditions with the proposed change she would lose only a single second. The H.M.S. Warspite which just makes the 25 knot class is unrealistically fast in comparison. I feel that the captains who are being hurt by the large steps in the present chart have good reason to complain.

Another argument against the change of this rule was that the rules package works together and any change to it would weaken it. I don't believe this for a minute. A change to the speed chart allowing smaller divisions does not weaken anything.

Martin Hayes  
Capt. of H.M.S. Warspite

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