



E-RCU News

www.e-rcu.org

Volume 2, Issue 12

December 2006

UPCOMING EVENTS

January 1 . New Year's Fun Run
Shady Lake, Kent, Wash.

January 7 Board Meeting/
Member Meeting
HARM, Kent, Wash.

YOU GOTTA SEE
THIS!



David Gardner, who finished second in the vintage class at the National Championship, holds up his T-shirt from that race.

FEATURED WEBSITES

Hydropage
www.hydropage.com

Dawna Gross has a big night at the Awards Banquet

The annual end-of-season awards banquet was held November 16 at the Hydroplane and Raceboat Museum.

More than 65 members and guests attended. The food was provided by the Caveman Barbecue: there was lots of it and it was great.

The club furnished the soft drinks and desserts with the assistance of **Bob VandenAkker** and **Judy Fenton, Jeannie Miller** and **Kirk Pagel**, respectively.

This was an evening full of highlights and surprises. **Gary Hansen** presented a 22-minute video of some of the more notable and spectacular of the season's events. Great fun!

Of course, dinner followed by a solid half-hour of remembrances of the "Golden Age" of unlimited hydro racing here in the Northwest with our guest speaker **Steve Montgomery**.

Red Dot Corporation donated perpetual trophies for the season champions. The last item before going home to do our beached whale impressions was the results of the silent auction.

Here is the list of awards



The folks at this table, and everyone else, had a great time at the 2006 ERCU Awards Banquet at the Hydroplane & Raceboat Museum.

for 2006:

Season Sponsor

- Red Dot Corporation – Gary Hansen

Season Champions

- Vintage Boat: Miss Thriftway, Kerry Kjos
- Vintage Driver: Jeff Campbell
- Modern Boat: Jeff Campbell, Pride of Pay n' Pak (1970),
- Modern Driver: Jeff Campbell

Rookie of the Year

- Vintage: Donna Gross
- Modern: Henry Marvin

Most Improved Driver

- Vintage: Donna Gross
- Modern: Nelson Holmberg

Race Sponsor of the Year

- HARM (Cascade Cup)
- Seattle Services (Brow Memorial)
- RC Hydros (Gold Cup)
- Hilltop Battlepacks (Gold Cup)

Contest Director of the Year

- Nelson Holmberg (Cascade Cup)

Contribution

- Jeff Campbell (Tireless efforts on

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Chairman's Chatter: Happy New Year!



Chairman's Chatter

Ron Daum

As we embark on the 2007 season, we say farewell to Contest Board members **David Newton** and **David Gardner**.

Newton resigned to spend more time with his studies and Gardner elected not to run for another term. We thank both of them for their service and wish them the best.

The new Contest Board for 2007 is much like the 2006 board with two new faces. **Bob**

VandenAkker was appointed to serve the remainder of Newton's term and will serve as our scale inspector. The other new face is **Nelson Holmberg** who will take over the duties of statistician in addition to being our newsletter editor and media consultant.

Mike Campbell will assume the duties of technical inspector with **Ron Daum, Rick Lentz, Henry Marvin** and **Roger Newton** continuing as chairman, secretary, treasurer and race coordinator, respectively.

Also new for 2007 is the logo, very cool.

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NEWSBRIEFS

Clark Photos Would Make a Great Gift for your Hydro Fan

We all know about the fantastic photos that **Jim Clark** has been taking for the club over the years, and maintaining on his Smugmug gallery, and now Jim has added another option for all of us who might want copies of photos he's taken of our boats. Might even be a great idea for a Christmas gift, or stocking stuffer. If you're interested in buying pictures, Jim has added two sizes — 16" x 20" and 20" x 30" with prices listed below. If you want to try the 16" x 20" or 20" x 30" let Jim know which picture you want and he will see if it is sharp enough to look good at these sizes. A reminder of all of Jim's pricing and sizes: 4" x 6" are \$2 each; 5" x 7" are \$3.50 each; 8" x 10" or 8" x 12" is \$6 each; 12" x 18" is \$12 each; 16" x 20" is \$20 each; and 20" x 30" is \$30. each. Thanks go out to Jim for the great photography he has given the club, the newsletter, and the website over the years. You can see all of Jim's photos online at: jimclark.smugmug.com.

Membership Renewals are Due by January 31

Membership and boat registration for 2007 is due on or before January 31, 2007. To allow more time to complete the paperwork, memberships (\$15) and boat registrations (\$5 per boat) will be accepted at the January meetings, or you can still do it by mail, to **Henry Marvin**. Also, if you didn't get your finishes at two different races, you'll need to pay \$30 for each registration to keep that registration. Check with Henry if you have any doubt about the number of finishes you got this season. This one is really important, because if you don't renew your registration by January 31 (assuming you need to), your registration will be made available to others who might want to build that boat.

New Logo, New Look for ERCU Coming Soon

Thanks to some fine work done by **Roger Newton, Patrick Gleason, Rick Lentz** and an artist from Security Race Products, ERCU will have a new logo, officially beginning January 1, 2007. Along with the new logo, the board is planning to have a new look for the newsletter, and everything else that's a part of the ERCU identity. The new logo was unveiled for the first time at the banquet, and club members in attendance were asked their opinion on color. The new logo, seen here, will replace the older logo that's at the top of the pages in this newsletter.



A Moment With . . .

JESSE ROBERTSON



Family: My parents and relatives
City he calls home: Seattle
Job (when not boating): Graphic design and large format printing
College Football Loyalty: None. Go Seahawks!
Favorite Current Unlimited Hydro: USA Racing
Favorite Unlimited Hydro of the past: 1986 7-Eleven
Boats he races in ERCU: Miss Thriftway
What was your first car? 1976 Ford Econoline
What was your first job? Pizza delivery
When and how did you get involved in scale racing? 1993, when I was 13, my dad bought a 1/8th scale boat. I ran a few races here and there between 93-'95, then did my first full season in 1996
Have you ever had a manicure/pedicure?: Not yet
Coke or Pepsi? RC Cola

Big Boat News

The U-1 Ellstrom is quietly regrouping this off-season for another assault at the National Championship. Look for the two hulls to share the same or very similar paint schemes along with the U-16 number and cockpits to fit **Dave Villwock** in both hulls.

U-2.25 the **Jim Harvey** hull, leased by **Ken Muscatel** for 2006, may return in 2007 owned by Muscatel. Sponsors & details still need to be worked out. Muscatel may just lease it again for another year, but his name has also come up concerning the 1988 Madison hull.

The U-3 is undergoing the usual Allison rebuilding for fall and winter - this time with the entire inventory, as 2006 was very hard on motors. They had already blown three by the Tri-Cities, and after that it was all downhill.

Jimmy King will return, but that cowling probably will not. **Ed Cooper** says that it adds drag, considers it a huge failure and has proven that the boat runs better and faster without it.

Steve David reports that the Madison team will have a new boat to replace the hull built in 1988 for 2007 not 2008 as mentioned in the fall. The new U-6 Oberto will be "state of the art, in fact leading edge," says David.

The U-5 & U-7 Formula boats (former Bud hulls) ran an exhibition at Celina Lake, Ohio this Fall. U-1 goes to the U-7 for 2006 national high points champion. With **Jeff Bernard** in the U-5 and probable Rookie of the Year **Mike Allen** in the U-1 for 2007, do not look for many more changes.

Nothing new from the U-10 Emcor. Their old 1990 hull is with the 1997 hull in Las Vegas. **Kim Gregory** would like to sell the older hull which needs the right sponson to be re-hung.

Despite earlier rumors of the U-13 camp folding, work has been going on at the Auburn boat shop, and crew chief **Curt Tavener** has had a knee operation in October and is ready to go to work.

U-21 announced on 11/15 that they are building a new hull for the 2007 season. Team spokesperson **Emily Estes** says **Dale VanWieringen** convinced owners **Kevin Aylesworth** and **Jeffrey Johnson** that it would be less costly for him to build them a new hull rather than repair to the boat that was toasted in Seattle. The hull will be ready to test prior to June's season opener.

The U-37 will carry a new yellow & black paint scheme for 2007. **Billy Schumacher's** race team will design the new hull in collaboration with **VanWieringen** and **Ron Jones, Jr.** Work will not start however, until the former T-4 hull is race ready for the 2007 season. The new hull would debut in 2008. Schumacher has also announced the U-37 race team will be building turbine engines for other race teams in 2007.

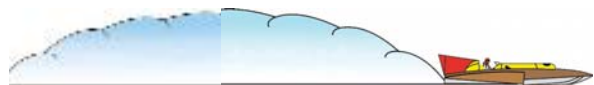
U-100 Leland Racing is busy in off season, starting work on the new auto engine project. The hull that last appeared as the new Miss Thriftway in 2005, will be modified for a big block GM 560 CI pair of auto engines. **Greg O'Farrell** of Lakeridge Paving is finalizing a deal with **Fred Leland** to purchase one of the two turbine hulls that ran in 2006. Leland tuned down an offer from the Walther family to purchase another hull, the 1993 PICO U-99 also known as "Lucky". Says Leland, "There are not enough trailers to go around if we sell a boat to Lakeridge". "We have to have trailers for the rest of the fleet."

— Kirk Pagel, UNJ Staff

RED DOT CORPORATION

HEAVY DUTY CLIMATE CONTROL SOLUTIONS

Thanks
Red
Dot!!!!



Chairman's Chatter

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Another new item for 2007 will be the use of Himax 3630-1500 brushless motor recently approved for competition.

Looking back, our organization has experienced a lot of change and growth over the last two years. All of the changes were aimed at growing and improving the hobby/sport of scale unlimited hydro racing.

Along with this change and growth has come an unexpected "identity crisis" among some of our members: "scale club" or "racing club", which is it? The essential truth is both!

We build beautifully-detailed models of our favorite unlimiteds, which by definition look like the real thing sitting on a stand. More impressive, they look like

the real thing running at speed on the water. We build them to run counter clockwise; just like the real ones and name our biggest races for the real some of the real majors.

Ah, I finally said the "R" word. Why do we have races? For me it is so I can play out my childhood fantasy of getting into the cockpit of a real unlimited and being deafened by the throaty roar of an Allison engine as I drive to victory in some imagined race. I also get to race with the same guys I raced 1/8 scale nitro boats with 30 years ago. I enjoy all the new acquaintances with similar interests, talking old boats. I enjoy a good two-boat dual even if it is a battle for third and fourth, my skill as a driver against someone else's.

If I could ask one thing of each of you to do this off season, is to take a quick look at what is important to you about your involvement in this hobby, your

expectations and how you see your fellow members.

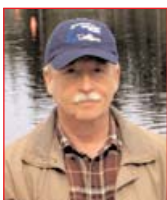
For some it is the racing and winning – this isn't wrong, by the way. It is human nature. Where there is competition, there will always be those strive to win, always; **Gar Wood, Bill Muncey, Bernie Little, Ron Musson** and the list can go on.

There will also always be those for whom having a shot or just being there is what it is all about; the **Bob Gilliams, Bob Christiansens** and **Bob Millers** of the world. There is also everyone in between for whom Lady Luck occasionally smiles and those who can manage not to snatch defeat from the jaws of victory. Who are you? One thing is for sure; we are not in it for the money but it is certainly because we like doing it.

Happy Holidays to you all,

— **Ron Daum**
Contest Board Chairman

Secretary's Report: Minutes of the December 3, 2006 Meeting



From the Secretary's Desk
Rick Lentz

In the absence of Chairman **Ron Daum**, Secretary **Rick Lentz** opened the meeting with 23 members in attendance. The minutes of the November meeting were approved as submitted. A recap of income and expenses for 2006 was presented – this information can be reviewed by any active member upon request if desired. The silent auction at the banquet generated \$272 – \$140 was donated to the **Troy McIntire** Memorial Fund and \$132 was donated to the Hydroplane and Raceboat Museum. Registrations for 2007 were taken at the meeting – note that the deadline for registration is January 31, 2007, and can be made

in person at the next meeting or by mail anytime.

Scale Inspector Mike Campbell recommended to the club that at the two major club events of the year – the Gold Cup

and the Cascade Cup/National Championship – an inspection of the top four finishers in each final should be conducted. The purpose is to confirm that the winning boats are running in full compliance to club rules. At the conclusion of the heat, the boats will be removed from the water by the inspectors and checked for compliance before being released to the respective owners. Membership supported this idea by vote.

The membership voted to confirm the Contest Board members for 2007/2008. The members are **Ron Daum, Rick Lentz, Mike Campbell** and **Nelson Holmberg**. The club also wants to thank outgoing board members **David Gardner** and **David Newton** for their service with the club, and the Contest Board, over the years.

Race Coordinator **Roger "Czar" Newton** reported on the development of the 2007 race schedule. Sixteen events are in the planning stage at this time, although contest directors are

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News & Rumors

As reported at the December member meeting, which was held at the U-13 shop in Auburn, due to another engagement at the Hydroplane and Raceboat Museum (thanks **Curf Tavenner** for allowing us to use the shop for our meeting), the following news and rumors were shared: **Bob VandenAkker** reported that he has purchased **Jeff Campbell's** Evergreen Roofing hull and is busy converting it to the 1968 Eagle Electric. . . . **Nelson Holmberg** is building the 1978 Miss Madison (and had it in primer at the meeting), and is preparing to build two **Ken Muscatel** U-25s — the 2002 Silver Dollar Casinos for **Rick Lentz** and the 2004 Silver Dollar Casinos present Miss Rock for himself. Nellie also reported he had just registered the 1967 Miss Budweiser, and will build it later in the year. . . . **Roger Newton** reported he will be finishing up the **Maverick**. . . **Kirk Pangel** said he's working on the 1957 Shanty. . . **Bill Smiley** took possession of a new Campbell hull to make the 1979 U-4 Century 21. . . **Dave Gardner** said he's building the **Karelson** U-12. . . **Dawna Gross** will be running the U-5 **Candyman** next year, and will also run the **Such Crust** occasionally. . . new member **Ralph Jorgenson** reported that he's building the 1975 **Sunny Jim**.

Awards Banquet: Bobby V is sportsman of the year

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behalf of the club and its events)

- Mike Campbell (Motor testing)
- Jim Clark (Photos)
- Donna Gross (Always there chipping in)
- Rick Lentz (Trailer hauling and keeping us informed, motor testing)
- David Newton (Lifetime contribution)
- Roger "The Czar" Newton (Lifetime contributions)
- Monte Steere (Keeping the trailer and buoys ready to go)

Sportsmanship:

- Bob VandenAkker

Rookies Class of 2006:

- Doug Brow, John Burkey,

John Earnest, Scott Fetterly, Patrick Gleason, Dawna Gross, Ron Hartley, Craig Mullen, Ryan Opfer, Dave Reiser.

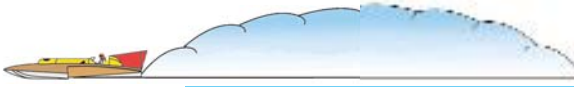
One last award was presented by **Gary Hansen** and to Chairman **Ron Daum** for "Out-standing Leadership 2006 E-RCU Racing Season" for which I thank Gary, the Red Dot Corporation as our season series sponsor and most importantly, all of you our members who by your enthusiastic participation made this our most successful season ever.

Again thanks to those who helped put this evening all together:

Roger Newton for

arranging the venue, food and tables; **Bob VandenAkker** and **Judy Fenton, Jeannie Miller** and **Kirk Pangel** who handled drinks and deserts, **Rick Lentz** and **Mike Campbell** who assisted with setup, **Nelson Holmberg** who arranged for our guest speaker and furnished the wine donated by the Cooper Mountain Vineyards of Beaverton, Ore., **Gary Hansen** for the video, Red Dot Corporation for donating the season champion perpetual trophies and all those who donated to the silent auction.

— **Ron Daum**,
Contest Board Chairman



Secretary's report

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needed for at least two races. Everyone should think about hosting a race – it's not difficult and there is a lot of help within the club on race day that will assure a successful event. Anyone interested should contact Roger.

The preliminary schedule so far is as follows – all names and dates to be confirmed:

Date	Location	Race	Contest Director
1/1	Shady Lake	Fun Run – testing	
4/15	Centralia	Champion Spark Plug Regatta	John Ernest
TBD	TBD	Sayres Memorial	Monte Steere
5/12	Marysville	Bill Brow Memorial	Henry Marvin
TBD	Puyallup	TBD (Silver Cup?)	TBD
6/3	Lake Pleasant	Vandenberg Challenge	Bob VandenAkker
6/9-10	Lake Wilderness	President's Cup	John Williams
TBD	Pipe Lake	Diamond Cup	Rick Lentz
7/15	Bellevue	Bernie Little Memorial	Jeff/Mike Campbell
TBD	Coulon	Seafair	Ron Daum
TBD	TBD	Gar Wood Memorial	TBD
9/8-9	Lake Wilderness	Gold Cup	ERCU Board
TBD	Cherokee Bay	TBD	Dan Gilmore
9/30	Chelan	Apple Cup Exhibition	Rick Lentz
10/7	Shady Lake	Brewers Cup	Jim/Dave Lilly
TBD	Woodland	Cascade Cup/APBA Nats	Nelson Holmberg

Nelson Holmberg reported that once the club schedule is finalized, the Columbia Division will be confirming at least two additional races in the Portland area, in order to promote interest in the southern division.

Discussion of several proposed rule modifications was held.

APBA insurance requirements were discussed. In order to assure coverage at all sites when required, the membership voted to recommend to the board that all members have annual insurance coverage. The application form is available online at www.apba-racing.com and was emailed to the membership as an attachment. The cost for annual coverage is \$45 if sub-

mitted prior to February 28, and \$50 thereafter. Coverage runs until October 31 of each year.

A proposal to limit propellers to any commercially-available unit was brought up. To confirm, the manufacturer's identification would have to be visible. Discussion indicated that innovation and changing technology should be embraced, and that policing the rule would be cumbersome. The membership voted to recommend to the board that no change in the current rules regarding propellers should be made.

The question on the use of air dams and tunnel modifications as they affect the appearance of the boat was discussed. The question was whether they violated the intent of the appearance guidelines of the rules – that boats resemble the real boat as closely as possible. After discussion the membership recommended to the board that the rule be modified by adding that airdams, if used, be installed only below the deck line, be unobtrusive in appearance, meaning either the color of the bottom of the boat, or of clear material, and not be visible during normal operation of the boat.

At the Cascade Cup race, responsibility for turn judging was delegated to the first and second place finishers of the previous heat. This worked very well, so for 2007 it will be standard procedure to continue this practice, adding the third place finisher to cover the referee duties for that heat. The designated finishers will be expected to perform judging/referee duties or find someone to take their place. To assist members with these functions, several training classes involving rules and interpretations will be held at upcoming monthly meetings.

The club computer will be brought to the meetings, and training sessions will be available for members to learn the functions and be able to assist on race days. Ron Daum has done a great job so far, but it would be nice for him to have some help.

David Gardner is assembling an order for Astroflight parts. Motors will be \$125 each, and armatures are \$50 each. The deadline for this order is January 15. Anyone interested should notify Dave directly.

The next club event is the Fun Run on New Year's Day at Shady Lake, and the next Members Meeting is scheduled for 2 p.m., Sunday, Jan. 7 at HARM.

A little guidance on making legal LiPO battery selections this winter

Now that the supply of club-supported Lithium Polymer (LiPO) batteries is exhausted, under the rules as currently written, members are free to purchase conforming batteries from the open market. Accordingly, I have been asked to provide some guidance to our members and a short list of conforming products. Let me preface my remarks here by saying I am not an "expert" on batteries but am simply sharing the knowledge I have on the topic.

The 2006 rule limits LiPO batteries to 4 cells in series (4S) which establishes the nominal pack voltage at 14.8 volts. The upper capacity limit is set at 4200 mAh, which is the same capacity allowed for Sub-C cells and effectively limits the number of parallel cells in a pack. One 14.8 volt pack of the club-supported Lithium Polymer (LiPO) batteries was made up of two 2S2P (2 cells in series and 2 cells in parallel) packs wired in series to effectively form a single 4S2P set.

The other part of the rule uniquely applicable to LiPO batteries has to do with the manufacturer's maximum dis-

charge rate. LiPO packs with a capacity less than 4000 mAh must have a manufacturer's maximum discharge rate of 20C or greater to be allowable, where 1C=battery capacity in mAh. LiPO packs with a capacity of 4000 mAh up to the maximum allowed 4200 mAh capacity must have a manufacturer's maximum discharge rate of 15C or greater to be allowable. The club-supported Lithium Polymer (LiPO) batteries meet this latter requirement.

Beyond the rules, there are two more considerations: price and configuration. Price is strictly up to the individual member. Configurations, more exactly dimensions, are important to actually getting them into your boat and getting the balance you desire. The club-supported Lithium Polymer (LiPO) batteries as noted previously were two 2S2P blocks measuring 1-5/8" wide x 1-3/8" high x 3-1/4" long. The originally tested packs and a small number of the sponsored batteries were 4S2P bricks that were dimensionally the same except for twice as long.

LiPO batteries are available from a

number of sources and from a variety of manufacturers under a host of brand names. The essential truth is that nearly all are made in China by the same manufacturers to the individual specifications of their customers. The wrappings and monitoring connectors are different but the rest is essentially the same. Like Sub-C's, the higher the price, the higher the quality level. What follows is a short list:

- Poly-Quest Twenty, 3700 mAh 20C available in 2S and 4S packs from Hobby Lobby
- Thunder Power "Pro Lite" 4200 mAh 2S2P packs from Hobby Lobby and Hilltop Battlepacks
- Thunder Power "Extreme", 3850 mAh 20C in 2S and 4S packs from CheapBatteryPacks.com
- Hyperion HS2X3700, 3700 mAh, 20 C in 2S packs from CheapBatteryPacks.com
- Poly RC PX2S-3700, 3700 mAh, 20 C in 2S packs from CheapBatteryPacks.com
- Thunder Power "Extreme" TP3700-2SX, 3700 mAh 20C from Hilltop Battlepacks

— **Ron Daum, ERCU Contest Board Chairman**

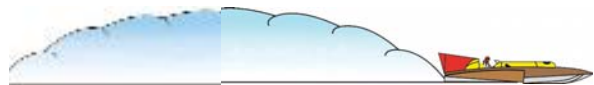


photo by Jim Clark



Surprise, surprise! Jeff Campbell's Pride of Pay 'N Pak was the top high-points winner in the boat standings in 2006.

January 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 ERCU New Year's Day Fun Run	2	3	4	5	6
7 ERCU Board & Member Meetings	8	9	10	11	12 National Cheer Up the Lonely Day	13
14 Compliment Your Mirror Day	15	16 Tom Sawyer Fence Painting Day	17	18	19	20 Ratcatchers Day
21	22 Take Your Pants for a Walk day	23	24	25 National Watermelon Day	26	27
28	29	30	31 Wiggle Your Toes Day			