

# ERCU

## THE NEWSLETTER

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### Up Next

May 8..... Seafair Trophy Race  
7 a.m., Twin Lakes Park,  
Marysville, Wash..

May 22... Diamond Cup/Bill Brow  
Memorial  
7 a.m., Friday Harbor., Wash..

### On the Web

Hydroplane & Raceboat  
Museum  
[www.thunderboats.org](http://www.thunderboats.org)

NAMBA Fast Electric Nationals  
[www.2010fenambanats.com](http://www.2010fenambanats.com)

### Stat of the Month

When Bob VandenAkker was unable to attend the PC Triage Rose Festival RC Regatta on April 24, it snapped a streak. According to the ERCU season stats in the newsletters, Bob had not missed a race since before the 2005 season, perhaps the longest such streak in the club's history.

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Nelson Holmberg

## NEXT UP: SEAFAIR TROPHY RACE

Scott Fetterly is all set to go for his first experience as contest director.

He'll run the next stop on the ERCU Red Dot Championship Series – the Seafair Trophy Race. The race is set for Saturday, May 8 at Twin Lakes Park in Marysville, Wash.

The race will be run on the south lake, same as in years past.

Fetterly's plans are to focus on the day's events and perhaps run one boat, so he'll be delegating some of the raceday's duties to help spread the workload, and to keep the day fun for everyone involved.

Setup of the race site is expected to begin around 7:30 a.m., with open water ready to be shredded by hydroplane props as soon as boats are registered for the event.

The drivers' meeting is expected to take place around 10:30 a.m.

Three flights of five-lap heats will be run throughout the day, followed by five lap consolations for both modern and vintage – second connies will be run if boat count supports them.

Winner-take-all finals will also be held for the modern and vintage classes.

The Electric Scale Unlimiteds 7th-scale boats will again join in on the fun and race for their own version of the Seafair Trophy Race, with three heats of racing and finals of their own.

Fetterly Racing is also working on coming up with some prizes for the day. Stay tuned to [www.e-rcu.org](http://www.e-rcu.org) for further information on the race, and the possibility of prizes.



Nelson Holmberg





## BOAT OF THE MONTH — VINTAGE

### 1967 Atlas Van Lines (7th place in 2009)

**Model Owner/Driver:** ..... Mark Gran (Federal Way, Wash.)

**Real Boat Owner/Driver:** ..... Norm Manson/Bob Schroeder

**Model Race Wins:** ..... None yet, but working on it

**Real Boat Race Wins:** ..... None

**Notes about the Model:** . A new brushless motor and improved speed control in 2009 definitely helped and allowed Mark to place in the top 10 overall drivers points for the 2009 season.

**Notes about the Real Boat:** . The 1967 Atlas Van Lines started out life as the 1959 U-00 Maverick. She was then known by various names throughout the coming years including the '62 U-11 Tahoe Miss and '64 U-12 Miss Budweiser. Ironically the hull ended her racing career with the name she started with, the 1970 U-22 Maverick.



## BOAT OF THE MONTH — MODERN

### 1977 Squire (12th place in 2009)

**Model Owner/Driver:** ..... Jesse Shehan (Washougal, Wash.)

**Real Boat Owner/Driver:** . . . Jerry Kalen (Detroit)/Jerry Bangs (Detroit)

**Model Race Wins:** ..... 2006 Bill Brow Memorial (Henry Marvin)

**Real Boat Race Wins:** ..... None

**Notes about the Model:** . This has been a consistent performer with a number of drivers. It's formerly one of Steve Twardus' boats, and before being sold to Jesse, it was Ron Hartley's first boat in ERCU.

**Notes about the Real Boat:** . . . . The U-64 was a 1976 Les Staudacher creation, powered by a turbocharged Allison engine and raced as MISS VERNORS. As the Suire Shop, the boat posted three second-place finishes in 1978 at Detroit, Madison, and San Diego.

## BIG BOAT NEWS

■ **U-1 Oh Boy! Oberto** — As of the end of March, the decking was removed, internal systems were removed and repaired and internal structural repairs were completed. In the past couple of weeks the right side of the deck was installed.

■ **U-3 Cooper Racing Team** — Alex Daum's U-3 was featured on the Cooper's website. As of the end of March, all major structural parts have been repaired & checked. The boat is still upside down getting the bottom re-surfaced. Once turned right side up the boat will get a new red paint job. Ed Cooper has been preparing Allison V-12's, and going through some newly acquired motor parts.

■ **U-5 Formula Boats & U-7 Graham Trucking** — Ted Porter has the U-5 in the Decatur, Ind., shop where it got stripped down, systems removed, cockpit glass replaced, and major deck repairs completed. Nelson Holmberg's U-5 & U-7 models were featured on the Precision Performance Engineering website. The U-7 came out west to the Hydroplanes, Inc., in Tukwila, along with a couple of turbines. The engines will get reconditioned and dyno'ed. The hull has been placed onto the jig for straightening and other precision work that could not be performed after the Tri-Cities flip.

■ **U-13 Spirit of Detroit Racing Team** — At the end of March the crew began work on the bot-



Jimmy LaBrie

tom of the hull. Two new sponsors have come aboard in Allegra Print & Imaging, and BMT Aerospace.

■ **U-16 Ellstrom Racing Team** — Elam's backup boat, the U-787 Dreamliner, will revert back to Ellstrom by the end of May. At present it is leased by Boeing and is part of the Hydroplane & Raceboat Museum's Boeing/Miss Wahoo exhibit.

■ **U-17 Our Gang Racing Team** — The hull has been stripped down and will get new paint like last year's design. The vertical portions of the

wing have been moved out to give the wing a wider stance. The horizontal wing will be larger and wider.

■ **U-21 Go Fast Turn Left Racing Team** — Greg O'Farrell, will test the new boat in the Tri-Cities on Friday & Saturday, May 7-8. The old hulls U-48 & U-50 are still for sale, now with a truck included.

■ **U-22 Matrix System** — Mike Webster is attending to minor repairs on the hull and gearbox. Work was interrupted by a spring snow storm in Pennsylvania.

■ **U-25 Superior Racing Team** — The boat has been repaired, and will test in the Tri-Cities with the U-21.

■ **U-37 Schumacher Racing Team** — Billy Schumacher has chosen a new "vibrant" paint scheme for 2010 with his new sponsor Peters & May. The boat was also placed on a jig to true the frame, and all the internal systems have been inspected and repaired.

Compiled by Kirk Pagel, ace reporter



# THE MILL

## 2010 ERCU SCHEDULE

### MARCH

Date	Event	Location
3/21	ERCU Spring Training/Test Day	Lake Waughop

### APRIL

Date	Event	Location
3	Champion Spark Plug Regatta Winners: Rick Lentz (M); Jeff Campbell (V)	Centralia
24	Rose Festival RC Regatta Winners: Jeff Campbell (M); Jeff Campbell (V)	Portland

### MAY

Date	Event	Location
8	Seafair Trophy Race CD: Scott Fetterly	Twin Lakes
22	Diamond Cup CD: Doug Brow	Friday Harbor

### JUNE

Date	Event	Location
12-13	President's Cup/MV Days CD: John Williams	Lake Wilderness
26	Columbia Cup CD: Mick Shutt	Tualatin, Ore.

### JULY

Date	Event	Location
10	Bernie Little Memorial Co-CDs: Jeff Campbell & Mike Campbell	Bellevue Pond
17	Oregon Emerald Cup CDs: Nelson Holmberg	Tualatin, Ore.

### AUGUST

Date	Event	Location
14	Apple Cup CD: Ben Keller	Bellevue Pond
29	Stan Sayres Memorial CD: Monte Steere	Cherokee Bay

### SEPTEMBER

Date	Event	Location
19	ERCU Gold Cup CD: Contest Board	Lake Wilderness
26	Roger Newton Memorial CD: Rick Lentz & David Newton	Cherokee Bay

### OCTOBER

Date	Event	Location
2	Backup date	Bellevue Pond

Season high points for boats and drivers will be based on the 10 best finishes for the year. This schedule is always subject to change. See [www.ercu.org/schedule.html](http://www.ercu.org/schedule.html) for the most up-to-date schedule.

## ERCU RUMOR MILL

Eric McRory attended his first race in ERCU at the PC Triage Rose Festival RC Regatta at Westmoreland Park in Portland. He's the proud new owner of the 1972 Pride of Pay 'n Pak that Craig Mullen ran for the last couple of years. Eric easily passed



Nelson Holmberg

his rookie driving test during testing on race day in Portland . . . Bill Amick drove the 1976 Spirit of Dayton Walther, formerly owned by Terry Harmer, at the PC Triage Rose Festival RC Regatta as well, and also easily passed his rookie qualification test . . . Brad Lewis passed the 1,200 point rookie mark at the Rose Festival race, and earned his way on to the front line for starts . . . Mike McIntosh is happy enough with his new

1980 Pay 'n Pak that has sold the 1970 Pride of Pay 'n Pak (hemi) . . . David Newton at Newton Marine has launched a blog to help promote not only his business, but model boat racing in general, as well . . . Bill Smiley is closing in on finishing up the transition of the Shanty I (formerly owned by Robbie Roberts) to his new 1957 Miss Thriftway. He's sparing no work, hand-painting all of the stripes.

## ERCU NEWSROOM

### Friday Harbor ferry information announced

The Friday Harbor Diamond Cup Race is less than a month away - time to start preparing. If you would like to take advantage of discount ferry rates, you will need to send in your check before May 10. Club-provided rates this year will be \$30 for car (under 20 feet) and driver and \$8 for each passenger, if using the multi-fare discount. Otherwise the single-trip fares would be \$52.55 and \$13.45. The ferry to Friday Harbor leaves from Anacortes. Fares are taken for westbound traffic, and you get to come back for free! Check [www.wsdot.wa.gov/ferries/schedule/](http://www.wsdot.wa.gov/ferries/schedule/) for the schedules to plan your excursion. If you would like the club to purchase the discount fares, send your check with return address, made out to Rick Lentz, 1800 136th Place NE, Suite 100, Bellevue, WA 98005. Tickets will be purchased on May 11 and sent out before May 14.

## RULES REMINDER OF THE MONTH

### CONTEST DIRECTOR RESPONSIBILITIES

The Contest Director (CD) shall be responsible for all planning and preparation connected with the event he is sponsoring (sounds a little more ominous than it really is). The CD is the primary official of the regatta. The CD is responsible for the smooth, efficient and fair progression of the regatta (again, make sure things are done, not do everything yourself). The CD shall make certain that the regatta officials perform their duties. Specific duties are as follows:

- Furnish race results and race narrative to the club statistician and webmaster.
- When the computer is working properly the race results are already tabulated, and a back-up record of the race is usually maintained as well.
- There are several willing pens in the club, so if you don't feel like you have the gift of gab to write it yourself, just arrange for the proxy writer to take over.
- Race recaps are valuable to keep all viewers of the website informed of club activities, and to encourage others to get to the next race, or come watch one when it comes to the neighborhood.

## CLUB CLIPPINGS

Nelson Holmberg, apologetic . . . Craig Bradshaw delivering . . . Roger May making a road trip that included a stop in Woodland . . . Brian Buaas helping out . . . Brad Lewis getting involved . . . Bill Amick joining the ranks . . . Jim Latimer having a ball . . . Mark Gran peddling a "tote" . . . John Burkey missing out on the fun . . . Scott Fetterly learning the ropes . . . Mick Shutt cursing work commitments . . . Dave Blacksten checking it out.



## RICK LENTZ POSTS FIRST-EVER FINAL HEAT VICTORY

CENTRALIA, Wash. – For **Rick Lentz**, the wind and rain that pelted Fort Borst Park all day long likely didn't matter.

By the end of the day, he may not have even remembered it.

When all was said and done at the season-opening Champion Spark Plug Regatta, Lentz had posted his first career victory in a winner-take-all final, driving the U-95 to its first win.

Despite the dreary weather forecast, a total of 30 boats raced in the 2010 Red Dot Championship Series opener, and people were happy to be there.

Some of the ESU 7th-scale hydros also turned out to put on their first official race as a club. **Jeff Campbell** won that race with his 1970 Pride of Pay 'n Pak Lil' Buzzard. Two modern boats ran an exhibition as well.

But it was the 10th-scale event that was the really big show. Twenty heats of racing took place under the keen eye of Contest Director **John Earnest**, and the chief refereeing of Jeff Campbell and race administration of **Judy Fenton**.

When all of the preliminary heats were complete, there were enough vintage boats still running to pull together a second connie, which was won by Lentz and his 1969 Notre Dame. Second place went to **Alex Daum** with the 1957 Thriftway Too, followed by **Mick Shutt** with the 1975 Oh Boy! Oberto. **Jesse Shehan's** 1963 St. Regis, Ron Daum's 1958 Wildroot Charlie and **Doug Brow's** 1966 Miss Budweiser were unable to either start or finish.

In the first vintage connie, **Gary Hansen**

cruised to a first place win with the 1954 Muvalong, followed by **Gary Simmons** in the 1960 Miss Everett in second, the 1958 Miss Bardahl with **Jim Latimer** at the controls in third and **Nelson Holmberg** with the 1964 Miss Smirnoff in fourth. Earnest was fifth with the 1962 Gale V.

The vintage final, as most of them are, was quite a battle. Jeff Campbell survived the battle and won the war, piloting his 1969 Pride of Pay 'n Pak Outrigger to first place in the winner-take-all final. Second went to **Ryan Opfer** driving **Kerry Kjos's** 1960 Miss Thriftway while Hansen was third from the

trailer position. Fourth place went to **Bob VandenAkker** in the 1963 Notre Dame, followed by **Mark Gran** in the 1967 Atlas Van Lines in fifth, the 1957 Hawaii Ka'i III driven by **Craig Mullen** in sixth and **Howard Price** with the 1975 Miss Vernor's in seventh.

Twelve modern boats answered the call to race in Centralia, so there were not enough boats to run a second connie, but the first connie was a boat parade as **Mike Gossler** sprinted to the connie win. Second place went to **Kelsey McIntosh** with the 1994 Miss Budweiser T-3, Shehan took third with the 1977 Squire, **Gene Meleng** with the 1974 Red Man in fourth, and **Nelson Holmberg** with the 2009 Formula Boats in fifth. Shutt's 1978 Miss Budweiser was unable to finish.

In the final, two of the hot boats – **Mike McIntosh's** new 1980 Pay 'n Pak and Hansen's 1974 Miss Cott's Beverages – were unable to finish. Two others – the Executone and Country Boy – encountered trouble too but were able to finish second and third, respectively. ERCU rookie **Brad Lewis** survived to finish fourth with his 1978 The Squire Shop.

But it was Lentz who took the top step on the podium, posting his first career final heat victory.

Special thanks go out to the usual suspects, including everyone who worked on setting up (and tearing down) the race site, making sure the trailer was on site, setting the course, turn-judging, taking registration, etc. Another special thanks goes out to the people of Centralia, as well as the parks department in town, who were so gracious as to let us use their park for a whole day.



Nelson Holmberg



Nelson Holmberg





## 4TH ROSE FESTIVAL REGATTA PRODUCES FAMILIAR RESULTS

PORTLAND, Ore. – History repeated itself at the 2010 PC Triage Rose Festival RC Regatta and **Jeff Campbell** claimed his fourth and fifth wins at the event.

It also marked the second wins for both the 1969 Pride of Pay 'n Pak Outrigger and the 1982 Executone.

While **Mike Campbell's** 1982 Executone and his 1974 Country Boy both enjoyed perfect days in the preliminary heats, when it came time for the final, Mike needed to "hire" a substitute driver for one of the two boats.

Mike's brother, Jeff, seemed to be the only choice. He'd driven the another perfect boat – the Outrigger – to nothing but wins in the three prelims, as well.

In the modern final, Jeff wisely piloted the Executone out front, and stayed away from an accident that collected not only the '74 Country Boy but also the 1974 U-95 in the entrance to the course's west turn. Following Jeff to second place was **Mike Gossler's** 1978 Miss Circus Circus. Third went to **Gary Hansen's** 1974 Miss Cott's Beverages, with **Mark Hansen's** 1972 Notre Dame taking fourth. **Brad Lewis** in the 1978 Squire Shop finished fifth with teammate **Bill Amick** finishing sixth in the 1976 Spirit of Dayton Walther.

Eight boats made it to the final due to a scoring error in the modern connie, which was best settled by allowing both boats involved in the error to advance as trailers. Amick was ruled the connie winner, but Mark Hansen had an argument that he was too. **Dave Reiser's** 1982 Executone finished



Jim Clark

third, while **Ron Daum** was fourth with the 2009 Grandview on the Lake. **Jesse Shehan** was unable to finish the connie with his 1977 Squire, while **Eric McRory** did not start with the 1972 Pride of Pay 'n Pak.

The vintage round was much cleaner, as it turned out. Lewis, driving **Roger May's** 1957 Miss Rocket, won the second connie, leading **Gerry Bordon** in the 1970 Parco's O-Ring Miss across the finish line. Third went to **John Earnest** in the 1962 Gale V, while **Bill Shearer** with the 1970 Miss US was fifth.

Lewis exercised his option to move up to the first connie, where he finished third with the Miss Rocket.

The vintage connie was a good race, but **Craig Mullen** in the 1957 Hawaii Kai III out-paced **Gary Simmons' 1960 Miss Everett** for the connie win, and a move up into the final. Fourth place went to **Rick Lentz** and the 1969 Notre Dame, followed by Earnest in the 1951 Slo-Mo-Shun V. Sixth place went to Bordon in the 1970 Parco's O-Ring Miss.

The vintage final was a barnburner. The Outrigger was the boat to beat, and **Ryan Opfer** driving **Kerry Kjos' 1960 Miss Thriftway** gave a great effort, staying with the Outrigger as long as possible, before taking second place in the end. Third went to Mark Hansen in the 1972 Miss Van's PX while fourth went to Jim Latimer in **Gary Simmons' 1958 Miss Bardahl**. Bordon drove the 1955 Gale V to fifth place, subbing for Opfer in that seat. Mullen, in **Ben Keller's Hawaii Ka'i**, was unable to finish, as was Gary Hansen in the 1954 Muvalong.

Special thanks go out to Simmons, who got his feet wet as a contest director and served valiantly through some not-so-easy times. His work was exemplary. Others who deserve special thanks are the same folks who always come forward to take turn judge duty, the Portland guys who helped with set up of the race site, and the Portland Parks Bureau who helped make sure there wasn't anything floating on the pond that would cause damage or injury to those involved in the race.



Nelson Holmberg







No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	82-74	Executone, Country Boy	1,425	1,200												2,625		2,625
2.	Gary Hansen	1974	Miss Cott Beverages	619	1,250												1,869		1,869
3.	Mike Gossler	1978	Miss Circus Circus	627	1,200												1,827		1,827
4.	Brad Lewis	1978	The Squire Shop	864	952												1,816		1,816
5.	Rick Lentz	1974	U-95	850	750												1,600		1,600
6.	Jesse Shehan	1977	Squire	620	394												1,014		1,014
7.	Mike McIntosh	1982	Pay 'n Pak	727													727		727
8.	Bill Amick	1976	Spirit of Dayton-Walther		720												720		720
9.	Jeff Campbell	1982	Executone	300	400												700		700
10.	Kelsey McIntosh	1994	Miss Budweiser (T3)	675													675		675
11.	Ron Daum	2009	Grandview on the Lake		479												479		479
12.	Gene Melang	1974	Red Man	476													476		476
13.	Mark Hansen	1972	Notre Dame		469												469		469
14.	Nelson Holmberg	2009	Formula Boats	464													464		464
15.	Dave Reiser	1982	Executone		413												413		413
16.	Mick Shutt	1978	Miss Budweiser	225													225		225
17.	Eric McRory	1972	Pride of Pay 'n Pak		169												169		169