

A monthly newsletter from the world's largest
1/10-scale fast electric unlimited hydroplane
racing club



Atomic Cup is set for Elma's Bowers Lake

The Atomic Cup returns to the picturesque setting of Bowers Lake at Vance Creek Park, Saturday, May 4.

This is ERCU's second year at the great park, which is as perfect a setting as any other that we visit each year, and the race name being "Atomic Cup" is perfect, with the race course being in the shadow of the Satsop Development Park, which is the nuclear power plant that was scrapped by the Washington Public Power Supply System back in the 1980s. With two massive cooling towers still standing, however, it still looks like a nuclear power plant.

Contest Director Ron Daum has announced that race setup will begin with the arrival of the trailer around 8 a.m., followed — as usual — by registra-

tion, open water, and the mandatory drivers meeting, which will be held at 10:45 a.m. Modern heat 1A will be run shortly after the conclusion of the drivers meeting.

The Atomic Cup will follow the normal race format, with three preliminary heats of five laps each for both the modern and vintage class. First and second connies for both modern and vintage will be run dependent on the number of boats that turn out, with the winner of the first connie advancing to the finals as a trailer boat, starting five seconds behind the front line starters. The second place boat in the first conies will be allowed to mill in the final as the alternate.

Both finals are winner-take-all championship finals.

Vintage boat owners may use the props of their choice.

Cougar Racing Team will provide a couple of dozen donuts for those in attendance, and Great Lakes Boat Shop will provide Starbucks coffee. A Poker Run will also be held for a \$25 gift certificate to the Hydroplane & Raceboat Museum gift shop. A card will be given to each driver for every heat he finishes throughout the day. At the awards presentation, the driver with the best poker hand will win the gift certificate.

Nelson Holmberg swept the Atomic Cup finals in 2012, winning the modern with his 2010 Formula Boats model, and the vintage with Ben Keller's 1957 Hawaii Ka'i III.

upNEXT: atomic cup, 8 a.m. [saturday, may 4 @bowers lake in elma]; governor's cup, 8 a.m. [saturday, may 18 @silverado]

statGEEK tidBit: ron forister has won 5 of the last six ercu races [3 of the last 4 modern and each of the last 2 vintage]

insideTEASE: newton wins in his ercu return ... new winners at centralia ... big boat news ... the mill

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Newton wins Apple Cup in ERCU return

bigBoatNEWS

All of the boats are back stateside now, and everyone has their boats back to the shop, too.

The 5 spent a week at the "Shane Spa", having repairs to the right sponson taken care of, and is now back in the Decatur home shop being prepped for Sacramento. The 9 stopped a couple of times in North Idaho to handle some display duty in support of this year's Coeur d'Alene Diamond Cup race (Labor Day Weekend) on its way home.

Meanwhile, the 11 and the 21 high-tailed it across the country, getting back to their shops quickly so that repairs could be made expediently with the Sacramento race just a month away.

Media coverage came out stating that the Detroit Gold Cup this year would be just a two-day event. That'll be two BUSY days for the teams.

Buried in that coverage, however, was a mystical comment from **DAVE VILLWOCK** that left us all wondering if he truly is calling it a career, and will be done with the unlimiteds. There's also been a report that he'll drive the 96 in the Gold Cup only — if the team can get it fixed in time. Only time will tell what story is true.

Ron Forster won the first race of the 2013 season and David Newton hadn't scored a single point in ERCU since the last race of the 2011 season.

That's quite a contrast.

But both won the final heats at the 2013 ERCU Apple Cup, Sunday, April 21 at Waughop Lake in Lakewood, Wash.

The owners of a total of 20 boats (8 modern and 12 vintage) braved bitter winds and rough water — but no rain until the racing was done, which was an improvement over last week — to put on a great show of racing, completed with mostly excellent sportsmanship, and lots of help from all involved.

Unfortunately, two called dead boats were hit in the course of the day — one of them in the vintage final — but damage was minimal, and all of the drivers involved handled the incidents with class and good sportsmanship.

For the second straight week, we welcomed back a couple of members who hadn't raced with the club for awhile, including Newton and Ron Hartley. It was great to have the two of them back in the pits again.

Newton, driving Nelson Holmberg's 2007 Formula Boats hydro all day, didn't miss a

beat, taking a first, second and third in the preliminary heats and won the race after Holmberg's 2013 Graham Trucking spun out in the front stretch while leading the modern final after, four laps, by nearly an entire straightaway.

Newton took over the lead and held on for the win, while Holmberg recovered and piloted the Graham to a second place finish in the last lap. It was Newton's eighth career modern final win, and his 19th overall in ERCU.

Third in the modern final went to Rollie Fischer's 1978 Squire Shop, followed by Nels Enquist's 1972 Lincoln Thrift's 7 1/4% Special in fourth. Craig Bradshaw finished fifth with the 2010 Oh Boy! Oberto, while Forster's 1999 Miss Madison didn't finish the modern final and Robert Roberts' 2000 Znetix didn't start.

There was no modern conne, due to the boat count.

In the vintage class, the wind and rough water took a toll on both the conne and on the final. Just two of the four boats that started the conne finished, with Holmberg piloting Ben Keller's 1957 Hawaii Ka'i III to the victory followed by Bradshaw's 1958 Coral Reef. Enquist's 1959 Maverick and Hartley's 1958 Miss Bardahl

both did not finish.

In the vintage final, it was another episode of "Survivor" as Forster posted the victory with his Miss Madison (he'll probably now watch the movie "Madison" every night before a race as a ritual). It was Forster's second career ERCU vintage final win, and his fifth ERCU win overall.

Second went to Steve Dumanis and his 1969 Pride of Pay 'n Pak Outrigger, while Holmberg finished third with Ben Keller's 1957 Hawaii Ka'i III, despite perhaps the worst trailer start in the history of trailer starts. Gentleman Jim Latimer's 1962 \$ Bill, Robbie Roberts' 1960 Miss Burien, and Kirk Pagel's 1971 Atlas Van Lines (driven by Bradshaw) did not finish. Fischer's 1963 Harrah's Tahoe Miss was DQ'd.

Once all of the racing was completed, it was time for the annual re-creation of the real Apple Cup race. Keller, the race's CD, each year selects a field of boats that are replicas of real boats that ran in one of the four real Apple Cup events run in Chelan from 1957-1960. This year's winner of a \$25 gift card for Applebee's Restaurant was Enquist, who outlasted the field with the 1959 Maverick.



Campbell, Forister win Champion Spark Plug

Cloudy, drippy skies with a bit of a breeze and cold temps greeted 30 boats at Fort Borst Park for the season-opening Champion Spark Plug Regatta.

Yet somehow it was still a great day.

When all was said and done, Mike Campbell and Ron Forister left with the biggest smiles, as Campbell won the modern final and Forister took the vintage.

A number of members who had been inactive for the last couple of years were back for this race, including Rick Lentz (who drove Craig Bradshaw's Coral Reef and Nelson Holmberg's Formula Boats), Craig Mullen (who drove Bill Smiley's Hallmark Homes, Campbell's Executone in the modern final, and Opfer's 1968 Gale's Roostertail in the vintage final), Campbell (who ran just one race in 2012), and Gary Hansen (just two races in 2012). Even Mark Gran attended the race for the first half of the day.

The modern final looked pretty familiar, as Campbell's 1986 Boat and 1982 Executone were the class of the field as they had been in years past, sweeping the top two places. Holmberg's new 2013 Graham Trucking was third, followed by Hansen's 1974 Miss Cott's Beverages, Ron Daum's 2009

Grandview on the Lake and Forister's 1999 Miss Madison. Smiley's 1977 Charlie's Girl blew over during the heat and did not finish.

Forister won the modern connie to get into the final, beating Bradshaw's 2010 Oh Boy! Oberto.

Forister's good day got even better in the vintage final when he got an excellent start and put himself in good position. After Hansen's 1956 Muvalong flipped and was out, Forister found himself dealing with Robbie Roberts' 1960 Miss Burién, Kerry Kjos' 1960 Miss Thriftway (Ryan Opfer driving) and Opfer's 1968 Gale's Roostertail (Mullen driving). After the Thriftway and Gale's Roostertail were involved in a bang-bang collision, putting both boats out, Forister was able to hold off the speedy Burién to take the win. Roberts finished second, followed by the two trailer starters — and new members — Lance Sponberg (1964 Michelob) and Alan Kinsman (1960 Thriftway Too), who finished third and fourth respectively.

Sponberg won the vintage first connie, followed by Kinsman, and both were allowed into the final as trailers when a last-minute scratch of Rollie Fischer's 1963 Tahoe Miss occurred after the connie.

Mullen won the vintage sec-

ond connie with Smiley's 1971 Hallmark Homes, and took fourth in the first connie.

For the first time in ERCU history, the race highlighted a matched lineup of 15 modern boats and 15 vintage boats. Never before had the modern had a turnout of equal numbers to the vintage class.

In Sponberg's case, a win in the vintage connie and a third place finish in the vintage final means he's just 450 points away from that mark with his Michelob. Kinsman, with a fourth place finish in the vintage final, is just 468 points away.

All in all, it was an outstanding day of high quality racing, with great sportsmanship as the overriding sense, and no complaints were heard — except the good-natured sarcastic jabs about being cold. Everyone had fun and respected the rules by calling penalties on themselves when it was appropriate to do so.

Special thanks go out to Howard Price and Ryan Opfer for pulling the trailer, to Dave Reiser, Craig Bradshaw, Ron Daum and Nelson Holmberg for handling the chief referee duties and to Mike Campbell for serving as driver's rep. Everyone also chipped in with helping out on the turn-judging, as well.

theMILL

JOHN EARNEST has been a busy guy in his boat shop, helping **KERRY KJOS** with his new American Speedy Printing (blue), while also working on a new Gale V, and fine-tuning his '82 Oberto... **RICK LENTZ** appears to have had a great time driving the Formula at Centralia, as he's now considering his options for a 1/10-scale hull... **LANCE SPONBERG** is also already thinking about what to do to replace the 2009 Formula he's started the season with. Good boat, but he'd like to get more out of his experiences in the modern class...

CRAIG BRADSHAW is sustaining business at West Coast Custom Boats, with lots of orders in varying stages of construction at the shop in SeaTac... **CRAIG MULLEN** has plans to bring the '69 Notre Dame back to competition at some point... **ALAN KINSMAN** has the 1960 Thriftway Too running nicely as he also prepares the 1988 Competition Specialties for the modern class... **ROLLIE FISCHER** has successfully passed the 1,200 point barrier to shed his rookie start status in the modern class, and look out, his 78 Squire Shop is a burner!

2013 MODERN BOAT STANDINGS
(through 2 races)

#	Boat	High Points
1.	2013 Graham Trucking	2,475
2.	2010 Oh Boy! Oberto	1,691
3.	2007 Formula Boats	1,673
4.	1986 Boat	1,600
5.	2000 Znetix	1,532
6.	1982 Executone	1,500
7.	1999 Miss Madison	1,320
8.	1978 Squire Shop	1,285
9.	1974 Miss Cott's Beverage	1,069
10.	1972 Lincoln Thrift	863

2013 MODERN DRIVER STANDINGS
(through 2 races)

#	Driver	High Points
1.	Nelson Holmberg	2,475
2.	Craig Bradshaw	1,619
3.	Mike Campbell	1,600
4.	Robert Roberts	1,532
5.	David Newton	1,325
6.	Ron Forister	1,320
7.	Rollie Fischer (R)	1,285
8.	Gary Hansen	1,069
9.	Nels Enquist	863
10.	Ron Daum	765

CAREER STANDINGS VINTAGE

#	Driver	Career Points
1.	Jeff Campbell	93,361
2.	Mike Campbell	84,175
3.	Bob Vanden Akker	72,259
4.	Bill Smiley	64,652
5.	Ron Daum	58,055
6.	David Newton	50,223
7.	Rick Lentz	47,418
8.	Gerry Bordon	45,522
9.	Craig Bradshaw	42,182
10.	Gary Hansen	39,244
11.	Nelson Holmberg	38,634
12.	Robbie Roberts	36,614
13.	Craig Mullen	35,124
14.	Ryan Opfer	35,532
15.	Roger Newton	30,388

CAREER STANDINGS MODERN

#	Driver	Career Points
1.	Mike Campbell	111,981
2.	Mike Gossler	77,109
3.	Nelson Holmberg	67,140
4.	Jeff Campbell	51,655
5.	Gary Hansen	41,665
6.	Rick Lentz	41,110
7.	Craig Bradshaw	39,408
8.	Bill Smiley	32,014
9.	Steve Twardus	27,766
10.	Ron Daum	26,896
11.	Henry Marvin	25,125
12.	Mark Hansen	24,763
13.	Craig Mullen	23,941
14.	Mick Shutt	21,999
15.	Jerry Johnston	21,349

2013 VINTAGE BOAT STANDINGS
(through 2 races)

#	Driver	High Points
1.	1971 Miss Madison	3,000
2.	1960 Miss Burién	2,500
3.	1957 Hawaii Ka'i III	1,419
4.	1969 Pay 'n Pak Outrigger	1,125
5.	1956 Muvalong	1,100
	1968 Gale's Roostertail	1,100
7.	1971 Atlas Van Lines	825
8.	1960 Miss Thriftway	800
9.	1964 Michelob	750
10.	1982 Island Security Systems	732
	1960 Thriftway Too	732

2013 VINTAGE DRIVER STANDINGS
(through 2 races)

#	Driver	High Points
1.	Ron Forister	3,000
2.	Robbie Roberts	2,500
3.	Nelson Holmberg	1,419
4.	Steve Dumanis	1,125
5.	Gary Hansen	1,100
	Ryan Opfer	1,100
7.	Ron Daum	863
8.	Lance Sponberg (R)	750
9.	Dave Reiser	732
	Alan Kinsman (R)	732

CAREER RACE WIN STANDINGS — VINTAGE

#	Driver	Race Wins
1.	Jeff Campbell	34
2.	David Newton	18
3.	Mike Campbell	15
4.	Bill Smiley	8
5.	Jesse Robertson	5
	Nelson Holmberg	5
7.	Gerry Bordon	4
	Roger Newton	4
	Bob Vanden Akker	4
10.	Steve Dumanis	3
	Gary Hansen	3
	Mark Hansen	3
	Jason Hartley	3
	Craig Mullen	3
	Nigel Steere	3

CAREER RACE WIN STANDINGS — MODERN

#	Driver	Race Wins
1.	Mike Campbell	52
2.	Jeff Campbell	19
3.	Mike Gossler	10
4.	Nelson Holmberg	9
5.	David Newton	8
6.	Bill Smiley	6
7.	Gary Hansen	4
8.	John Williams	3
	Ron Forister	3
10.	Rick Lentz	2
	Craig Bradshaw	2

APRIL

- 13 **Champion Spark Plug Regatta**
Centralia, Fort Borst Park
CD: John Earnest/Howard Price
(M) '86 Boat; (V) '71 Miss Madison
- 21 **Apple Cup**
Lakewood, Waughop Lake
CD: Ben Keller
(M) '07 Formula; (V) '71 Madison

MAY

- 4 **Atomic Cup**
Elma, Vance Creek Park
CD: Ron Daum

- 18 **Governor's Cup**
Adna, Lake Silverado
CD: Craig Bradshaw

JUNE

- 1 **Seafair Trophy Race**
Marysville, Twin Lakes Park
CD: Nels Enquist
- 9 **MV Days/President's Cup**
Maple Valley, Lake Wilderness
CD: Scott Fetterly

- 15 **Diamond Cup**
Woodland, Horseshoe Lake
CD: Nelson Holmberg

- 29 **Oregon Emerald Cup**
Centralia, Fort Borst Park
CD: Nelson Holmberg

JULY

- 20 **Columbia Cup**
Longview, Lake Sacajawea Park
CD: Mick Shutt

AUGUST

- 11 **Bernie Little Memorial**
Marysville, Twin Lakes Park
CD: TBA
- 18 **Roger Newton Memorial**
Maple Valley, Cherokee Bay Club
CD: David Newton

SEPTEMBER

- 14 **Gold Cup**
Adna, Lake Silverado
CD: ERCU Contest Board
- 22 **Stan Sayres Memorial**
Kirkland, Juanita Bay Park
CD: Monte Steere & Ron Daum
- 28 **Oryx Cup**
Woodland, Horseshoe Lake Park
CD: Nelson Holmberg