

ERCU

THE NEWSLETTER

August 2007 | volume 3 | number 8

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Up Next

August 26.....RC Hobbies Seafair Trophy
Coulon Park,
Renton, Washington

Sept. 8-9.....ERCU Gold Cup
Lake Wilderness
Maple Valley, Washington

On the Web

ERCU Chat Group
groups.yahoo.com/ercu-hydros

Unlimited Hydropage
www.hydropage.com

Tri-Cities Hydro Racing
www.hydro racing.com

Stat of the Month

+ Brian Gilmore is having a great rookie season, sitting in fourth place in the modern standings with the 1982 Gilmore Special.

ERCU Trivia

? Nelson Holmberg switched to the brushless set up because even though he was running the top brushed boat in the modern class, there would be no catching the top seven guys without going to the brushless setup.

Nigel Steere wins Diamond Cup

Sunday, August 12 started overcast with chance of rain looming on the horizon, but by the end of the day not a drop had fallen on the 20 racers and 26 boats that congregated at the waterfront residence of Terry and Pam Beckler on Pipe Lake.

For the second straight year the Beckler family opened up its home with warm hospitality, and along with Dan Gilmore's able assistance provided a full menu throughout the day for the club members to help stave off starvation and concentrate on the racing at hand.

The race was run with the usual three preliminary heats followed by the consolation heats and the final for each class. Sixteen vintage and 10 modern boats lined up for the starts. To underscore the improved competition that is developing within the club, there were five different heat winners in the six modern heats, and seven different winners in the 12 vintage heats. The one difference for this race was that the top five vintage boats started the



Nigel Steere's 1994 T-Plus was victorious at the 2007 ERCU Diamond Cup presented by Noslen Communication.

final on the front line, and the winners of both consolation heats started as trailers.

The modern first connee was a three-boat affair, with the Craig Bradshaw's gorgeous Winston Eagle having to withdraw due to driveline prob-

continued on pg. 5 ▼

Campbells Claim Columbia Cups

When a rudder servo failed before the start of the Island Hobbies Columbia Cup modern final, the rest of the fleet was spared running against the Red Man - as if Mike Campbell was really worried about that.

Mike went on to win the modern final for the third time in as many tries at the Lake of Tualatin Commons this season.

Jeff Campbell survived some controversy in the vintage

Garry Finlay



The 1969 Outrigger Pay 'n Pak took the honors at the Island Hobbies Columbia Cup, presented by D.A. Graphics on July 22 in Tualatin, Ore.

final and claimed his second win in three tries at Tualatin.

Anyone who stayed away from making the trip to Tualatin because Northwest weathermen were predicting rain all day missed out. The weather, though a little muggy, was fantastic. Wind and water conditions were just about perfect for the racing and an estimated 75 spectators lined the waterfront of the Tualatin Commons to watch our racing.

continued on pg. 4 ▼

INSIDE THIS ISSUE

See what's happening in "The Mill"
pages 2-3

What's New in Fred Leland's Shop?
page 2

Miss Red Dot makes her Debut
page 5

Keep in Mind: It's for Fun
page 6

Up-to-date season points standings
pages 7-8



THE MILL

ERCUCU briefs

Up Next: RC Hobbies Seafair

With the Diamond Cup in our collective rear view mirrors, we can now set our sights on the RC Hobbies 2007 Seafair Trophy Race presented by Noslen Communication. Join Contest Director **Ron Daum** at Coulon Park on Sunday August 26, and relive those golden days of yesteryear if only in 1/10th scale form.

Collision rule gets an update

Collisions have become a big problem in our club this year, so much so that the Contest Board has taken it under advisement that it was time to make a change. From now on, any boat that strikes another boat for any reason, or by its own action causes another boat to have to veer out of its lane to avoid contact, shall be called for a one-lap penalty. This rule went into effect as a test at the Diamond Cup, and will be used as a test again at the Seafair Trophy Race before the board decides whether to make it a permanent rule or not. Before the Contest Board's recent action on this, there was a rule in the book but no consequence for a violation of it.

Insider information from Fred Leland's boat shop

I spent Saturday with **Fred Leland**. Here's an update.

The hull that first raced as Laeridge Paving in 2005 (#9399 pictured) has been sold, boat & trailer to Cheethum & O'Farrell at Lakeridge for display/ back-up.

Only four boats left now in the Leland Navy. The main raceboat (#9800); the former U-60 (#0010); the former U-28 New Kid (#9701); and a backup red, white and blue U-99 (Pico colors; #9899).

The auto project continues, but is currently stalled looking for new sponsorship. Fred truly wants to build a new hull (rather than the U-60) to showcase the three-motor auto project, but the money situation will dictate the speed of completion of this boat.

Courtesy Kirk Pagel



The former U-99 Lakeridge Paving hull from the Leland Army is now, officially, owned by Greg O'Farrell and John Cheethum and will be used as the team's display boat.

Written and reported by Kirk Pagel

NEW! big boat news

PATRICK GLEASON

Family: Fiance Christine, stepson Kyle Bahl, and Tucker the Cat

City he calls home: Auburn, Wash. [on the scenic shores of Trout Lake]

Job (when not boating): Sales/Factory Rep, Security Race Products

College Football Loyalty: CWU Wildcats, Baby. [And my kid's a Cougar]

Favorite Current Unlimited Hydro: . I like 'em all, except the one driven by he who shall remain nameless. But my favorite is, of course, the U-48 [it's got the best paint job you ever saw]

Favorite Unlimited Hydro of the past: . 1962-65 Bardahl. There simply is no other boat

Boats he races in ERCU: 1960 Miss Spokane, 1970 Parco's O-Ring Miss, 1965 Miss Bardahl, 1981 Thousand Trails

What was your first car? A 1965 Chevy Pickup with a canopy and roof racks so I could drive me and my A Stock Runabout to the outboard races

What was your first job? I was a soda jerk at Farrell's Northgate. I almost got Farrell's evicted from the mall . . . but that's a story for another time.

When and how did you get involved in scale racing? I got Tony and Mike Perman started racing outboards. Then, Tony asked me to announce at the first ERCU race at Lake Wilderness a few years ago. I did it, and I had a blast, and decided I had to do this. I bought Tony's equipment, and then expanded . . . but that's a story for another time.

Have you ever had a manicure/pedicure?: . . . Possibly from my cat. Does that count?

Coke or Pepsi? DIET Coke. Or Thomas Kemper Root Beer.



Kirk Pagel



The Ellstrom Family's backup boat was painted up with the Boeing 787 scheme to run a couple of exhibitions at Seafair, celebrating Boeing's newest commercial jet.

BIG BOAT news

■ **U-1 Formula Boats** - The back up hull was pressed into duty for the Tri-Cities race, as the primary hull will be undergoing repairs for the rest of this season. Back up driver **Jimmy Shane** is taking over the cockpit for **Mike Allen** whose injuries are likely to keep him on the beach for the remainder of the season. Jimmy drove well but did not make the final in Seattle.

■ **U-3 Cooper Motorsports** - **Jimmy King** driving Hoss Mortgage/Ronald McDonald entry at the Tri-Cities missed the final heat with 2 thrown props and 2 to three launched motors. More mechanical woes in Seattle, Cooper withdrew the U-3 from the provisional heat.

■ **U-5 Formula Boats** - Driver **Jeff Bernard**, made the final heat at Tri-Cities and placed seventh overall. After a couple of easy heat wins in Seattle, Bernard placed fifth in the final.

■ **U-6 Oh Boy! Oberto** - **Steve David** was close to the U-16 in the Tri-Cities final but fell back for a second place finish in the final. David came back for a win in Seattle, for **Art Oberto's** 80th Birthday.



■ **U-9 Jones Racing** - **Mike & Lori Jones** brought their Miss Conover Insurance out for the NW races, With **Chris Bertram** driving once again. Steady racing got the U-9 into the final at the Tri-Cities, and placing sixth overall. In Seattle, racing as the Miss Tri-Arc Electric, Chris had a 360 degree flip in heat 1B, and no points.

■ **U-10 Ahern Rentals** - The Gregory's were back at the Tri-Cities with Hoss Mortgage as their sponsor, and **David Bryant** placed third in the final. Getting better from race to race Bryant finished second in Seattle.

■ **U-13 Spirit of Detroit** - **J. Michael Kelly** won the Provisional heat getting his boat into the final at the Tri-Cities where he placed fourth overall. J. Michael made the final in Seattle, placing third overall.

■ **U-16 Miss Elam Plus** - **Dave Villwock** won the Tri Cities race with ease, after a record 165,687 qualifying speed. In Seattle, Villwock placed second twice to **Jean Theoret** in the Beacon Plumbing, then fourth overall in the Seattle final, ending his "perfect season" but still lead-

continued on pg. 3 ▼



THE MILL

ERCU news & rumors

Kirk Pagel has acquired the 1957 U-12 Maverick from David & Roger

Newton. It is Kirk's intent to have it ready for the Gold Cup, in

order to run both the 1957 Shanty I U-29 and the 1957 Maverick U-12 in that race ... The 1978 Miss Madison, built in 2006-07 by Nelson Holmberg was sold on July 22 at the Island Hobbies Columbia Cup presented by D.A. Graphics in Tualatin. The new owner is Bill Shearer, brother-in-law of Henry Marvin. We'll look forward to the possibility that Bill will soon be racing with us ... Another boat has joined the ranks of the brushless - the 1973 Red Man is now under brushless power, with a Castle 120 ESC ... Mick Shutt



christened the 1972 Miss Budweiser with a test run at the Island Hobbies Columbia Cup in Tualatin. It appears there's work to do on the bottom of the sponsons, but he's getting good help from Kerry Kjos, who knows a little bit about that kind of work ... Rick Lentz's new 2002 Silver Dollar Casinos boat has been framed up ... John Earnest continues repairs to the 1951 Slo-Mo-Shun IV, and recently put the decks on the Gale V that he's currently building ... Dave Reiser is currently working on a new cowling for his Breathless ... John Howell is in on the action, too, and even has his original 1/10-scale boat, the Sunny Jim Jam, ready to run at a reduced weight ... Ron Billings, general manager of Portland's Island Hobbies, continues his work on one of the Miss Bardahl boats, to be registered in the Columbia River Division ... Ron brought his boat out to the Island Hobbies Columbia Cup and had a chance to do a little work on the boat between heats ... Ryan Bradshaw



qualified as a driver with his new Wayfarer's Club Lady at the Island Hobbies Columbia Cup, and though he finished his first heat of competition, he had a bummer of a day after a fire on board the new boat did enough damage to force Ryan to withdraw for the day.



BIG BOAT news

▲ continued from pg. 2
ing in National High points going into San Diego.

■ **U-17 Red Dot presents Our Gang Racing** - Miss Red Dot appeared at the Tri-Cities pits, but did not get into the water. **Nate Brown** drove his last race in Seattle, finishing second in the provisional heat, with an earlier second place in heat 2A, showing some potential for future racing.

■ **U-21 Freedom Racing Team**

Also making its season debut at the Tri-Cities was the Meyers Auto Tech with rookie **Kevin Perkins** driving. Perkins did not make the final in Seattle, but had a third place in heat 2-C, showing the potential of this new hull & rookie driver.



■ **U-25 Superior Racing Team - Dr. Ken Muscatel** qualified under 150 at the Tri-Cities and filled in the heat draws throughout the race, not making the final. In Seattle Dr. Muscatel had a second & third in early heat racing, won the provisional heat and made it into the final, placing sixth overall.

■ **U-37 Miss Beacon Plumbing - Jean Theoret** drove the Beacon Plumbing to fifth place in the Tri-Cities final. In Seattle, Theoret posted a DNF in heat 1A, then came back with two decisive heat wins in 2C & 3B, only to earn a DQ in the final for washing down the U-16 in the score up.

■ **U-48 Lakeridge Paving - Dave Williams** debuted at the Tri-Cities driving the Lakeridge Paving. Boat & driver performed well with the former Leland hull getting out of shape twice in the second heat, and did not make the final. In Seattle another DNS in heat two kept the U-48 out of the final.

■ **U-100 Mirage Boats - Greg Hopp**

drove **Fred Leland's** Mirage Boats entry in the Tri Cities, qualifying under 144 mph and not making the final. In Seattle Hopp had a third in 1B & a heat win in 2A, but later withdrew from the provisional heat.



National High Point Standings (through the Seattle race)

U-16 7,794; U-6 6,429; U-37 5,038; U-13 4,202; U-3 3,763; U-5 3,758; U-100 3,455; U-25 3,178; U-10 3,022; U-1 2,489; U-21 978; U-9 894; U-48 648.

Big Boat Footnotes

The U-16 Elam with **Dave Villwock** is poised to capture both National High Points championships, with a finish at San Diego.

Making its appearance at Seafair, the U-787 Spirit of Seafair [a.k.a. the Dreamliner, a.k.a. the backup Elam hull], Jimmy King drove the Boeing U-787 in an exhibition prior to Saturday's heat 1A. The U-787 also appeared in the Torchlight Parade July 29 and the HARM Gala Banquet/Auction on August 2. It's now fair game for model builders!

2007 schedule

(subject to change)

APRIL	Date	Event	Location
	15	Champion Spark Plug	Centralia
	29	Silver Cup	Bellevue

MAY	Date	Event	Location
	12	Bill Brow Memorial	Marysville
	26	Oregon Emerald Cup	Tualatin, Ore.

JUNE	Date	Event	Location
	3	Leo Vandenberg	Lake Pleasant
	9-10	President's Cup	Lake Wilderness
	24	Rose Festival Regatta	Portland

JULY	Date	Event	Location
	15	Bernie Little Memorial	Bellevue
	22	Columbia Cup	Tualatin, Ore.

AUGUST	Date	Event	Location
	12	Diamond Cup	Pipe Lake
	26	Seafair Trophy	Coulon Park

SEPTEMBER	Date	Event	Location
	8-9	Gold Cup	Lake Wilderness
	23	Sayres Memorial	Cherokee Bay
	30	Apple Cup exhibition	Chelan

OCTOBER	Date	Event	Location
	7	Brewers Cup	Shady Lake
	14	Cascade Cup/Nats	Woodland

Season high points for boats and drivers will be based on the 10 best finishes for the year.

Columbia River Division races will count toward all members' 10 "high points" races.

Columbia River Division races include the Champion Spark Plug Regatta, the Oregon Emerald Cup, Rose Festival R/C Regatta, Columbia Cup, and the Cascade Cup/APBA National Championships





Garry Finlay



A nice crowd turned out on a nice day to watch the model hydroplane racing that took place at the Lake of Tualatin Commons on July 22. Of three races at this location this year, the Columbia Cup was the best attended.

▲ continued from pg. 1

First time visitors to the race course – **Ron Daum, Ralph Jorgenson** and **Gary Levander** – all had a great time, and said they enjoyed the race site. After nothing but positive response from those who ran in any of the three races at Tualatin this year, it's almost a guarantee we'll be racing at Tualatin again in 2008.

But as for 2007, the year is done in Tualatin, and on July 22, the points race format seemed to be a success.

In the vintage class, Jeff Campbell was the race winner with 1,600 points, followed by **Roger Newton** driving **Kerry Kjos's** Miss Thriftway with 1,400 points. **Rick Lentz** had an excellent day with the Miss Bardahl, finishing third with 1,094 points. **Bob VandenAkker** also had 1,094 points to finish next. In fifth was Daum, who made his first final of the season with 1,052 points. Sixth went to rookie **Jessie Shehan**, who tallied 864 points and made his second final of the year – his first was at Tualatin in June.

Jeff also won the vintage Connie with the Lil' Buzzard, but as a points race, there was no move-up

Newcomers enjoy Lake at Tualatin

to the final. Jorgenson finished second in the Connie.

In modern, Mike Campbell's 1974 Country Boy got back on track after a rough week in Bellevue just one week earlier, and took first place with 1,200 points. Second went to **Henry Marvin**, who also had a rough day in Bellevue a week earlier, suffering significant damage to the Frosted Flakes. Marvin scored 1,169 points in the Columbia Cup. Rookie **Brian Gilmore**, who finished second and third in his first two Tualatin appearances this year, again took third scoring 1,075 points for third place at the Columbia Cup. Fourth went to Jeff Campbell with 925 for the 1970 Pay 'n Pak, while **Craig Bradshaw's** Winston Eagle took fifth with 921 points. Sixth place went to rookie **Mick Shutt** and his Miss Vernors, totaling 746 points on the day.

Rick Lentz won the modern Connie, driving the U-95.

Thanks to our great race sponsors, many folks took home both hobby supplies and fun hydro goodies. Island Hobbies provided enough parts, accessories and

more that each heat winner won a prize.

At the end of the day, each racer who won a trophy was able to also take home a piece of the newest hydro merchandise from DA Graphics. Included among the big boat teams whose merchandise was shared were: Beacon Plumbing (U-37), Lakeridge Paving (U-48), Formula Boats (U-1), Oh Boy! Oberto (U-6), Graham Trucking (U-2), and Freedom Racing Team (U-21).

The goodies ranged from inflatable rafts and small die-cast hydros to 1/25-scale R/C hydros, and truck-trailer-hydro combos.

Lastly, Island Hobbies provided a brand new speed control and brushless motor for a drawing that included the last place finisher (had to finish the heat running) in each of the preliminary heats of the day. **Steve Twardus** was the lucky winner of the new set up.

Ron Billings, the general manager of Island Hobbies, spent the whole day in the pits, and even spent some time working on the new 1/10 scale Miss Bardahl he's building to join ERCU.

Thanks again, as always, to all of the ERCU members who helped out with setting up the course, the scaffolding, the computer and everything else we all need in order to run these races.

And to the fine folks of Tualatin, thank you for letting us use your great park and lake. We'll be back next year!

Garry Finlay



Steve Twardus' 1971 Country Boy (l) and Dan Gilmore's 1982 Gilmore Special (driven by son Brian Gilmore) battle it out in a heat race at the Island Hobbies Columbia Cup, presented by D.A. Graphics in Tualatin, Ore.



▲ continued from pg. 1

lems. **Bill Smiley** debuted his brand new Charlie's Girl at this race, and looked fast but displayed some handling problems, as he collided with **Mike Campbell's** ultra-fast Country Boy, taking that boat out of the heat and being awarded with a disqualification. That left the win for the U95 and **Rick Lentz** to start as the trailer in the final.

The vintage second connie turned into a survival contest, as only **Doug Brow** with the '66 Budweiser was able to finish the full five laps to take one of the trailer positions in the final.

The first connie was a little more civilized, with the Grand Old Lady Slo-mo IV expertly piloted by **Monte Steere** taking the win to claim the second trailer spot in the final. Monte outlasted Nitrogen Too driven by **Bob VandenAkker**, Lentz and the '58 Bardahl and **David Gardner** with the Nitrogen, finishing in that order.

The modern final featured the high-point boat for the day – the '71 Pay 'n Pak piloted by **Craig Mullen** – the only boat with two preliminary heat wins in the modern class for the day. He was

Mike Campbell wins another final

joined in the final by the T-Plus driven by Nigel Steere, **Ron Daum's** brand new Llummar, **Nelson Holmberg's** trusty '73 Red Man, sporting a brand new brush-less motor setup, Brow's Squire Shop and **Brian Gilmore's** Gilmore Special, followed by the trailer, U-95. As usual the modern final was a fast, hotly-contested heat, with the Squire Shop and the T-Plus battling it out for the whole heat. The T-Plus was the winner by a whisker, but the Squire was DQed for running over the U-95 at the finish line. Second place went to Holmberg for his best finish ever, followed by the speedy Gilmore Special, the Llummar, Pay 'n Pak and the U-95.

Although the water was calm, the vintage final became a survival-of-the-fittest event. By the time all the lap penalties were totaled up and "upside-down-itis" was completed, just two boats were running at the end. Campbell completed a perfect afternoon by taking the win and garnering 1,600 points for the day. Second place went to the trailer Slo-Mo IV and Monte Steere. Those not making it to the finish line included the Sunny

Jim and **Ralph Jorgenson**, Brow's Budweiser, Nigel Steere and the Slo-mo-V, Miss Madison with **Scott Fetterly** and Daum's surprisingly quick Wildroot Charlie.

Many thanks and much appreciation is offered to the Becklers for their hospitality and support throughout the day, even providing a great resting spot for Nigel's 2-year old daughter and driver-in-training, Hudson. A special event was provided by Jessie Shehan, showing off his tugboat - complete with smoke from the stacks, and operating running lights - between heats.

A hearty thanks is offered to those who helped through the day: Brian Gilmore for setting and clearing the course; Daum, Holmberg and VandenAkker for their referee help on the microphone, and to each person who helped with the setup, judging, and cleanup, not to mention the superb job done by Lentz, the Diamond Cup CD.

Congratulations go to Mike Campbell and Nigel Steere for their successful racing day.

ERCU sponsor goes "big time" Miss Red Dot makes on-the-water debut in Seattle

Red Dot U-17
The Shape of things to come?

In February of 2007, just six months ago, **Nate Brown** of Preston, Wash., announced the formation of a new race team; Our Gang Racing. He said the new project would be a "hobby boat" and that it might be ready by the Northwest races.

Our gang racing established a website so everyone could watch the new unlimited hydroplane, the U-17, come together. Nate secured some of his suppliers for paint and fiberglass early on, then Talking Rain a Preston-based corporation joined the team.

Shortly after, the Red Dot Corporation – our ERCU season sponsor – came on board as the title sponsor for the U-17. Red Dot ended their affiliation with the Unlimited Light team they had sponsored in previous seasons. It was time to go "big time", for team and sponsor.

Our Gang Racing, a name derived from **Walter Brown's** (Nate's father) early racing days, soon acquired the truck, trailer and other assets from Mark Evans American Maid team. The Ellstrom family helped the team with a motor, running gear and sponson molds.

Kirk Pagel



By mid spring the boat, that had been under construction on Nate's loft in the boat barn, was lowered to the floor for final assembly.

Not quite ready for launch, the team showed up in the Tri-Cities pits to give the crew a feel for race time. The new U-17 showed off its beautiful multi-colored paint scheme, along with its space age air intake, and the distinct (new) Red Dot logo on each sponson. The Tri-Cities proved to be good for the team as they completed a lot of work

under the hot dessert sun and race conditions in the pits.

In Seattle, Nate took the U-17 Red Dot out for its maiden voyage turning initial laps of 111 mph. Then Saturday morning the U-17 Red Dot qualified at a very respectable 142.227, ahead of six other raceboats qualified for the Columbia Cup at Seafair. The boat ran smooth and fast as if it had been dialed in months before.

In an interview Nate said the steering needed some work, but mechanically the boat performed flawlessly.

In its first heat of racing, Brown brought the Red Dot to a fourth place finish. Later on Sunday, The Red Dot finished second in heat 2-A, and again in the provisional heat. Following the Seattle race Nate announced his retirement from competitive racing. His nephew **Kip Brown** will take over as driver of the U-17 Red Dot in future racing.

And Red Dot, has a beautiful fast new boat to carry its name to hydro wars.

Written superbly by Kirk Pagel





Statistics ■ Career Driver Points (to date)

Vintage Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Jeff Campbell	12,995	12,638	12,014	9,844	1,150	48,641
2.	Mike Campbell	11,600	8,992	10,311	8,064	5,557	44,524
3.	David Newton	1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	9,392	11,321	9,568	3,576	1,276	35,133
5.	Bill Smiley	3,383	7,737	5,015	6,835	7,579	30,549
6.	Roger Newton	4,325	4,663	6,240	8,083	5,569	28,880
7.	Jim Clark	2,321	7,368	4,667	6,372	6,294	27,022
8.	Ron Daum	4,171	4,983	7,979	8,730	0	25,863
9.	Henry Marvin	5,171	7,617	7,946	3,761	0	24,495
10.	Ron Hornung	2,597	7,427	4,027	9,103	0	23,154
11.	Monte Steere	3,644	3,064	4,521	4,748	6,196	22,173
12.	Rick Lentz	2,853	3,387	5,997	5,377	4,463	22,077
13.	Jason Hartley	3,550	10,552	5,809	0	0	19,911
14.	Jim Lilly	0	779	5,619	7,099	6,354	19,851
15.	Steve Twardus	3,114	4,887	4,793	3,069	0	15,863
16.	Gary Hansen	2,709	8,633	2,909	0	0	14,251
17.	John Williams	1,225	3,086	2,496	1,800	4,102	12,709
18.	Craig Bradshaw	5,184	4,043	2,684	0	0	11,911
19.	Mark Hansen	2,375	8,478	788	0	0	11,641
20.	Jesse Robertson	0	11,209	0	0	400	11,609
21.	Nigel Steere	2,438	2,343	3,794	672	1,425	10,672
22.	David Gardner	850	2,250	3,845	3,357	0	10,302
23.	David Lilly	0	0	450	4,135	4,207	8,792
24.	Scott Fetterly	4,292	3,957	0	0	0	8,249
25.	Robbie Roberts	750	1,677	4,976	521	0	7,924
26.	Tony Perman	0	0	0	2,700	5,037	7,737
27.	Jerry Johnston	3,220	4,085	0	0	0	7,305
28.	Dave Helton	0	0	0	2,756	3,025	5,781
29.	Mike Gossler	0	0	0	5,655	0	5,655
30.	Dawna Gross	225	5,213	0	0	0	5,438
31.	Kevin Porter	0	0	0	0	5,391	5,391
32.	John Earnest	3,333	1,921	0	0	0	5,254
33.	Doug Brow	4,813	0	0	0	0	4,813
34.	Patrick Gleason	1,571	3,068	0	0	0	4,639
35.	Jessie Shehan	4,306	0	0	0	0	4,306
36.	Nelson Holmberg	2,041	1,407	0	750	0	4,198
37.	Ralph Jorgenson	4,155	0	0	0	0	4,155
38.	Gary Levander	1,529	1,431	0	846	300	4,106
39.	Steve Brown	0	0	0	225	3,686	3,911
40.	Joe Hewitson	0	0	0	1,169	2,600	3,769
41.	Vinnie Donati	0	0	0	3,127	0	3,127
42.	John Burkey	1,225	1,679	0	0	0	2,904
43.	Ron Hartley	2,723	0	0	0	0	2,723
44.	Grady Steere	0	320	2,189	0	0	2,509
45.	Gale Whitestone	0	0	1,769	0	0	1,769
46.	Pat Malyspina	0	0	1,756	0	0	1,756
47.	Ryan Opfer	1,125	563	0	0	0	1,688
48.	Kerry Kjos	0	0	0	1,219	0	1,219
49.	John Dyer	0	0	1,150	0	0	1,150
50.	Lee Robertson	0	0	0	0	1,100	1,100
51.	Bill McGraw	0	0	0	0	1,094	1,094
52.	Doug Gunter	0	0	0	1,075	0	1,075
53.	Jeff Stubbers	0	0	0	0	900	900
54.	Harry Gatjens	0	0	0	869	0	869
55.	Carl Lewis	844	0	0	0	0	844
56.	Craig Mullen	0	831	0	0	0	831
57.	Don Mock	0	0	0	0	794	794
58.	Dave Reiser	550	225	0	0	0	775
59.	Howard Price	0	423	0	0	0	423

Modern Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Mike Campbell	10,733	13,521	13,348	11,850	0	49,452
2.	Jeff Campbell	7,615	13,650	12,125	11,744	0	45,134
3.	Mike Gossler	6,013	9,921	8,172	0	0	24,106
4.	Steve Twardus	6,698	4,215	5,429	5,090	0	21,432
5.	David Newton	0	1,100	9,284	2,045	5,325	17,754
6.	Henry Marvin	8,384	8,920	0	0	0	17,304
7.	Gary Hansen	3,808	8,807	4,513	0	0	17,128
8.	Nelson Holmberg	6,995	7,688	1,769	0	0	16,452
9.	John Williams	994	3,124	2,596	2,744	5,300	14,758
10.	Mark Hansen	2,825	5,807	5,490	0	0	14,122
11.	Rick Lentz	3,586	4,571	5,348	395	0	13,900
12.	David Gardner	1,957	1,400	3,401	6,170	0	12,928
13.	Doug Brow	5,446	3,589	0	0	0	9,035
14.	Gale Whitestone	0	1,852	4,683	2,400	0	8,935
15.	Jerry Johnston	2,956	4,929	0	620	0	8,505
16.	Brian Gilmore	7,590	0	0	0	0	7,590
17.	Roger Newton	1,297	3,908	694	0	950	6,849
18.	Craig Bradshaw	3,328	3,239	0	0	0	6,567
19.	Nigel Steere	3,125	3,338	0	0	0	6,463
20.	Bob VandenAkker	3,330	0	1,239	1,046	0	5,615
21.	Ron Hartley	3,658	1,530	0	0	0	5,188
22.	Craig Mullen	3,015	502	0	0	0	3,517
23.	Doug Gunter	0	0	0	2,713	0	2,713
24.	Dave Sacry	0	0	2,309	0	0	2,309
25.	Jesse Robertson	0	1,950	127	0	0	2,077
26.	Patrick Gleason	2,011	0	0	0	0	2,011
27.	Mick Shutt	1,992	0	0	0	0	1,992
28.	Bill Smiley	1,794	0	0	0	0	1,794
29.	Robbie Roberts	0	1,290	0	0	0	1,290
30.	Ron Hornung	0	0	0	825	0	825
31.	Jason Hartley	0	0	638	0	0	638
32.	Robert Roberts	469	0	0	0	0	469
33.	Howard Price	0	0	0	450	0	450
34.	David Lilly	0	0	281	0	0	281
35.	Scott Fetterly	64	0	0	0	0	64
36.	Dave Helton	0	0	0	0	0	0

Keep in mind; It's for fun

As a very old time RCU racer of 30 plus years, I saw every imaginable behavior at races. From throwing your transmitter into the bushes to stomping up and down and getting hostile. I think Roger could verify that. I have always kept one thing at the top of all, and that is that " we are all just a bunch of old guys playing with our toy boats." We are there for the fun of racing scale unlimited hydro's and for the fellowship of our fellow racers. We do this because we share a common love and interest.

I have had many a great day getting in a deck to deck duel for fourth or fifth place in a qualifying heat and then never scoring another point the rest of the day and taking an injured boat home. I won one race in 30 years and it was nowhere near the good times I had when I scored no points, drove six

hours to get there and had a great time chatting about boats and being with my friends and fellow racers for a Sunday afternoon. It is what kept me coming back race after race all those years. I have many friends from all that time, many in ERCU now and all many years older and just as fond of those memories.

We all need to keep in mind what is really important, is it whether you win or lose, or is it the friendship and fellowship we build and enjoy over our love for unlimited hydro racing? You might win the race today and get the trophy on your wall, but by the next one people will have forgotten and the trophy gathers dust. I'll take the friendship any-time.

- John Howell
Former Member of RCU,
Current Member of ERCU





Statistics ■ 2007 Season (through 10 races)

Vintage Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total
1.	Pay 'n Pak (1969 Outrigger)	Jeff Campbell	800	1,600	1,500	1,600	1,600	1,200	1,295	1,600	1,600	-	-	-	-	-	-	12,795
2.	Notre Dame (1969)	Mike Campbell	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	-	-	-	-	-	11,600
3.	Lil Buzzard	Jeff Campbell	1,100	1,200	1,200	800	1,250	1,400	1,200	-	400	-	-	-	-	-	-	8,550
4.	Miss Eagle Electric	Bob VandenAkker	-	-	996	975	469	863	919	1,069	807	-	-	-	-	-	-	6,098
5.	Miss US (1970)	Henry Marvin	900	1,300	700	400	375	394	225	877	0	-	-	-	-	-	-	5,171
6.	Miss Budweiser (1966)	Doug Brow®	525	1,169	300	750	225	569	975	-	-	300	-	-	-	-	-	4,813
7.	Miss Thriftway (1960)	R. Newton; D. Newton	1,200	-	-	869	1,000	-	300	-	1,400	-	-	-	-	-	-	4,769
8.	Coral Reef	Craig Bradshaw	-	525	619	694	577	675	-	800	694	-	-	-	-	-	-	4,584
9.	St. Regis	Jessie Shehan®	169	450	137	353	169	391	952	596	864	225	-	-	-	-	-	4,306
10.	Miss Madison (1961)	Scott Fetterly	760	-	869	-	1,169	569	-	-	-	925	-	-	-	-	-	4,292
11.	Sunny Jim (1974)	Ralph Jorgenson®	0	300	525	-	494	654	-	638	544	1,000	-	-	-	-	-	4,155
12.	Slo Mo Shun IV	Monte Steere	694	500	-	-	550	-	-	800	900	1,100	-	-	-	-	-	3,644
13.	Hallmark Homes (1971)	Jason Hartley	1,500	800	-	-	-	-	-	1,259	-	-	-	-	-	-	-	3,559
14.	Notre Dame (1963)	Bob VandenAkker	1,325	1,050	-	-	-	-	-	-	1,094	-	-	-	-	-	-	3,469
15.	Slo-Mo-Shun IV (1951)	John Earnest®	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	-	3,333
16.	Miss Pay 'n Save	Steve Twardus	-	850	-	544	800	-	813	0	225	-	-	-	-	-	-	3,232
17.	Miss Timex (Clock)	Jerry Johnston	-	-	600	-	525	1,095	1,000	0	-	-	-	-	-	-	-	3,220
18.	\$ Bill	Ron Hartley®	-	648	-	600	625	-	1,150	-	-	-	-	-	-	-	-	3,023
19.	Miss Bardahl (1958)	Rick Lentz	-	375	-	-	127	394	0	-	1,094	863	-	-	-	-	-	2,853
20.	Miss Bardahl (1968)	Roger Newton	600	-	-	900	816	400	0	-	0	-	-	-	-	-	-	2,716
21.	Wildroot Charlie	Ron Daum	-	-	-	-	-	-	-	338	1,052	1,269	-	-	-	-	-	2,659
22.	Slo-Mo-Shun V	Nigel Steere	882	456	-	-	-	-	-	-	-	1,100	-	-	-	-	-	2,438
23.	Vans PX	Mark Hansen	-	-	-	-	1,225	750	-	400	-	-	-	-	-	-	-	2,375
24.	Miss Wahoo	Bill Smiley	-	-	100	925	625	-	-	719	-	-	-	-	-	-	-	2,369
25.	Miss Bardahl (1967)	Jim Clark	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321
26.	Miss Seattle Too	Steve Twardus	0	-	795	-	225	-	300	400	525	-	-	-	-	-	-	2,245
27.	My Sin	Ron Hornung	-	794	469	-	419	521	-	-	-	-	-	-	-	-	-	2,203
28.	Shanty I (1957)	Nelson Holmberg®	-	952	769	-	95	-	-	225	-	-	-	-	-	-	-	2,041
29.	Nitrogen Too	Bob VandenAkker	-	-	-	-	-	-	1,100	-	-	919	-	-	-	-	-	2,019
30.	Miss Bardahl (1965)	Patrick Gleason	395	-	506	-	563	371	-	-	-	-	-	-	-	-	-	1,835
31.	Tahoe Miss	Gary Levander	-	-	-	-	694	0	-	835	0	-	-	-	-	-	-	1,529
32.	Notre Dame (1966)	Bob VandenAkker	-	638	-	-	-	863	-	-	-	-	-	-	-	-	-	1,501
33.	Such Crust III	Ron Daum	648	589	-	-	-	0	-	-	-	-	-	-	-	-	-	1,237
34.	Miss Madison (1971)	John Williams	-	-	-	-	700	525	-	-	-	-	-	-	-	-	-	1,225
35.	Miss Wickman	John Burke®	225	300	300	-	-	-	-	400	-	-	-	-	-	-	-	1,225
36.	Gale V	Ryan Opler	-	-	-	-	1,125	-	-	-	-	-	-	-	-	-	-	1,125
37.	Hawaii Kai III	Roger Newton	-	-	1,025	-	-	-	-	-	-	-	-	-	-	-	-	1,025
38.	Miss Thriftway (1955)	Bill Smiley	395	0	-	-	-	619	-	-	-	-	-	-	-	-	-	1,014
39.	Breathless II	Dave Reiser®	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888
40.	Nitrogen	Dave Gardner	-	-	-	-	-	-	-	-	-	850	-	-	-	-	-	850
41.	Gale V (1954)	Carl Lewis®	-	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844
42.	Shanty I (1956)	Robbie Roberts	0	-	-	-	-	-	-	-	-	750	-	-	-	-	-	750
43.	Miss Budweiser (1971)	Craig Bradshaw	-	-	-	-	-	-	-	-	-	600	-	-	-	-	-	600
44.	Hurricane VI	Nelson Holmberg®	-	-	525	-	-	-	-	-	-	-	-	-	-	-	-	525
45.	Miss Spokane (1960)	Patrick Gleason	225	-	225	-	0	-	-	-	-	-	-	-	-	-	-	450
46.	Hurricane IV	Ron Hornung	-	-	-	-	-	-	-	-	-	394	-	-	-	-	-	394
47.	Miss Pepsi	Ron Daum	-	-	-	-	275	-	-	-	-	-	-	-	-	-	-	275
48.	Candyman(1982)	Dawna Gross	-	0	225	-	-	-	-	-	-	-	-	-	-	-	-	225
49.	Wayfarers Club Lady	Ryan Bradshaw®	-	-	-	-	-	-	-	225	0	-	-	-	-	-	-	225
50.	Skip-A-Long	Ron Hornung	-	-	-	-	-	-	-	-	225	-	-	-	-	-	-	225

Modern Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total
1.	Country Boy (1974)	Mike Campbell	1,600	1,600	825	1,600	969	1,100	1,100	254	1,200	485	-	-	-	-	-	10,733
2.	Frosted Flakes (1993)	Henry Marvin	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	-	-	-	-	-	8,384
3.	Pay 'n Pak (1970)	Jeff Campbell	569	1,500	1,121	800	1,100	1,200	400	-	925	-	-	-	-	-	-	7,615
4.	Gilmore Special (1983)	Brian Gilmore®	450	554	563	1,150	694	775	879	625	1,075	825	-	-	-	-	-	7,590
5.	Red Man (1973)	Nelson Holmberg	788	451	281	-	863	1,169	807	1,019	600	1,094	-	-	-	-	-	7,072
6.	Country Boy (1971)	Steve Twardus	825	844	1,125	1,052	469	-	700	752	300	-	-	-	-	-	-	6,067
7.	Circus Circus (1978)	Mike Gossler	0	1,069	1,200	569	700	1,000	725	750	-	-	-	-	-	-	-	6,013
8.	Squire Shop (1978 - Red)	Doug Brow	800	752	871	0	1,120	151	1,000	-	-	752	-	-	-	-	-	5,446
9.	Miss Madison (1978)	Nelson Holmberg	1,050	458	750	-	779	716	352	-	-	-	-	-	-	-	-	4,105
10.	Miss Cott Beverage	Gary Hansen	-	-	-	664	825	1,250	-	1,069	-	-	-	-	-	-	-	3,808
11.	Squire (1977)	Ron Hartley	0	1,050	-	869	1,325	-	414	-	-	-	-	-	-	-	-	3,658
12.	U-95	Rick Lentz	-	723	-	-	450	380	938	-	422	673	-	-	-	-	-	3,586
13.	Lincoln Thrift	Bob VandenAkker	994	-	779	675	-	882	-	-	-	-	-	-	-	-	-	3,330
14.	T-Plus	Nigel Steere	700	1,100	-	-	-	-	-	-	-	1,325	-	-	-	-	-	3,125
15.	Pay 'n Pak (Gold - 1971)	Crag Mullen®	494	-	-	-	-	100	1,325	-	-	1,096	-	-	-	-	-	3,015
16.	Natural Light	Jerry Johnston	-	-	579	-	677	706	675	319	-	-	-	-	-	-	-	2,956
17.	Notre Dame (1972)	Mark Hansen	-	-	-	-	400	925	-	1,500	-	-	-	-	-	-	-	2,825
18.	Thousand Trails	Patrick Gleason	750	-	95	-	264	1,052	-	-	-	-	-	-	-	-	-	2,161
19.	Miss Vernors (1976)	Mick Shutt®	518	-	-	-	-	537	191	-	746	-	-	-	-	-	-	1,992
20.	Miss Weisfields	Dave Gardner	-	-	907	-	1,050	-	-	-	-	-	-	-	-	-	-	1,957
21.	Oh Boy! Oberto (1982)	Bill Smiley, John Williams	1,400	-	469	-	0	-	-	-	-	-	-	-	-	-	-	1,869
22.	Vantage Ultra	Craig Bradshaw	-	-	667	450	394	300	-	-	-	-	-	-	-	-	-	1,811
23.	Winston Eagle	Craig Bradshaw	-	-	-	-	-	-	-	469	921	127	-	-	-	-	-	1,517
24.	Olympia Beer	Roger Newton	-	-	-	412	400	0	485	-	-	-	-	-	-	-	-	1,297
25.	Llumar	Ron Daum®	-	-	-	-	-	-	-	-	-	1,069	-	-	-	-	-	1,069
26.	Pay 'n Pak	John Williams	-	-	-	-	525	-	-	-	-	-	-	-	-	-	-	525
27.	Miss Budweiser (1973)	Robert Roberts®	469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	469
28.	Charlie's Girl	Bill Smiley	-	-	-	-	-	-	-	-	-	394	-	-	-	-	-	394



Statistics ■ 2007 Season (through 10 races)

Vintage Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total
1.	Jeff Campbell	Pay 'n Pak (69 rigger); Buzzard	800	1,600	1,500	1,600	1,600	1,400	1,295	1,600	1,600	-	-	-	-	-	-	12,995
2.	Mike Campbell	Notre Dame (1969)	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	-	-	-	-	-	11,600
3.	Bob VandenAkker	ND (63); ND (66); Eagle; Nit. Too	1,325	1,050	996	975	469	863	919	1,069	807	919	-	-	-	-	-	9,392
4.	Craig Bradshaw	Coral Reef; Miss Budweiser (71)	-	525	619	694	577	675	-	800	694	600	-	-	-	-	-	5,184
5.	Henry Marvin	Miss US (1970)	900	1,300	700	400	375	394	225	877	0	-	-	-	-	-	-	5,171
6.	Doug Brow ®	Miss Budweiser (1966)	525	1,169	300	750	225	569	975	-	-	300	-	-	-	-	-	4,813
7.	Roger Newton	Bardahl (68); Thriftway (60); Kai	600	-	1,025	900	-	400	0	-	1,400	-	-	-	-	-	-	4,325
8.	Jessie Shehan ®	St. Regis	169	450	137	353	169	391	952	596	864	225	-	-	-	-	-	4,306
9.	Scott Fetterly	Miss Madison (1961)	760	-	869	-	1,169	569	-	-	-	925	-	-	-	-	-	4,292
10.	Ron Daum	Crust III; Pepsi; Wildroot Charlie	648	589	-	-	275	0	-	338	1,052	1,269	-	-	-	-	-	4,171
11.	Ralph Jorgenson ®	Sunny Jim (1974)	0	300	525	-	494	654	-	638	544	1,000	-	-	-	-	-	4,155
12.	Monte Steere	Slo-Mo-Shun IV	694	500	-	-	550	-	-	800	-	1,100	-	-	-	-	-	3,644
13.	Jason Hartley	Hallmark Homes (1971)	1,500	800	-	-	-	-	-	1,250	-	-	-	-	-	-	-	3,550
14.	Bill Smiley	Thriftway (55); Miss Wahoo	395	0	100	925	625	619	-	719	-	-	-	-	-	-	-	3,383
15.	John Earnest ®	Slo-Mo-Shun IV (1951)	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	-	3,333
16.	Jery Johnston	Miss Timex (clock)	-	-	600	-	525	1,095	1,000	0	-	-	-	-	-	-	-	3,220
17.	Steve Twardus	Seattle Too; Pay 'n Save	0	850	795	544	0	-	300	400	225	-	-	-	-	-	-	3,114
18.	Ron Hartley ®	\$ Bill	-	648	-	600	625	-	1,150	-	-	-	-	-	-	-	-	3,023
19.	Rick Lentz	Miss Bardahl (1958)	-	375	-	-	127	394	0	-	1,094	863	-	-	-	-	-	2,853
20.	Gary Hansen	Muvalong	-	-	-	925	494	1,194	-	96	-	-	-	-	-	-	-	2,709
21.	Ron Hornung	My Sin; Skip-A-Long; Hurricane	-	794	469	-	419	521	-	-	-	394	-	-	-	-	-	2,597
22.	Nigel Steere	Slo-Mo-Shun V	882	456	-	-	-	-	-	-	-	1,100	-	-	-	-	-	2,438
23.	Mark Hansen	Vans PX	-	-	-	-	1,225	750	-	400	-	-	-	-	-	-	-	2,375
24.	Jim Clark	Miss Bardahl (1967)	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321
25.	Nelson Holmberg ®	Shanty I (1957)	-	952	769	-	95	-	-	225	-	-	-	-	-	-	-	2,041
26.	Patrick Gleason	Spokane (60); Bardahl (65)	225	-	506	-	469	371	-	-	-	-	-	-	-	-	-	1,571
27.	Gary Levander	Tahoe Miss	-	-	-	-	694	0	-	835	0	-	-	-	-	-	-	1,529
28.	John Williams	Miss Madison (1971)	-	-	-	-	700	525	-	-	-	-	-	-	-	-	-	1,225
29.	John Burkey ®	Miss Wickman	225	300	300	-	-	-	-	400	-	-	-	-	-	-	-	1,225
30.	Ryan Opfer	Gale V (1955)	-	-	-	-	1,125	-	-	-	-	-	-	-	-	-	-	1,125
31.	David Newton	Miss Thriftway (1960)	-	-	-	-	816	-	300	-	-	-	-	-	-	-	-	1,116
32.	Dave Reiser ®	Breathless II	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888
33.	Dave Gardner	Nitrogen	-	-	-	-	-	-	-	-	-	850	-	-	-	-	-	850
34.	Carl Lewis ®	Gale V (1954)	-	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844
35.	Robbie Roberts	Shanty I (1956)	0	-	-	-	-	-	-	-	-	750	-	-	-	-	-	750
36.	Dawna Gross	Candyman (1982)	-	0	225	-	-	-	-	-	-	-	-	-	-	-	-	225
37.	Ryan Bradshaw ®	Wayfarers Club Lady	-	-	-	-	-	-	-	-	225	0	-	-	-	-	-	225

Modern Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total
1.	Mike Campbell	Country Boy (1974)	1,600	1,600	825	1,600	969	1,100	1,100	254	1,200	485	-	-	-	-	-	10,733
2.	Henry Marvin	Frosted Flakes (1993)	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	-	-	-	-	-	8,384
3.	Jeff Campbell	Pay 'n Pak (1970)	569	1,500	1,121	800	1,100	1,200	400	-	925	-	-	-	-	-	-	7,615
4.	Brian Gilmore ®	Gilmore's Special (1983)	450	554	563	1,150	694	775	879	625	1,075	825	-	-	-	-	-	7,590
5.	Nelson Holmberg	Red Man (73); Madison (78)	788	458	281	-	779	1,169	807	1,019	600	1,094	-	-	-	-	-	6,995
6.	Steve Twardus	Country Boy (1971)	825	844	1,125	1,052	1,100	-	700	752	300	-	-	-	-	-	-	6,698
7.	Mike Gossler	Miss Circus Circus (1978)	0	1,069	1,200	569	700	1,000	725	750	-	-	-	-	-	-	-	6,013
8.	Doug Brow	Squire Shop (1978)	800	752	871	0	1,120	151	1,000	-	-	752	-	-	-	-	-	5,446
9.	Gary Hansen	Miss Cott Beverage	-	-	-	664	825	1,250	-	1,069	-	-	-	-	-	-	-	3,808
10.	Ron Hartley	Squire (1977)	-	1,050	-	869	1,325	-	414	-	-	-	-	-	-	-	-	3,658
11.	Rick Lentz	U-95	-	723	-	-	450	380	938	-	422	673	-	-	-	-	-	3,586
12.	Bob VandenAkker	Lincoln Thrift	994	-	779	675	-	882	-	-	-	-	-	-	-	-	-	3,330
13.	Craig Bradshaw	Vantage Ultra; Winston Eagle	-	-	667	450	394	300	-	469	921	127	-	-	-	-	-	3,328
14.	Nigel Steere	T-Plus	700	1,100	-	-	-	-	-	-	-	1,325	-	-	-	-	-	3,125
15.	Craig Mullen ®	Pay 'n Pak (1971)	494	-	-	-	-	100	1,325	-	-	1,096	-	-	-	-	-	3,015
16.	Jery Johnston	Natural Light	-	-	579	-	677	706	675	319	-	-	-	-	-	-	-	2,956
17.	Mark Hansen	Notre Dame (1972)	-	-	-	-	400	925	-	1,500	-	-	-	-	-	-	-	2,825
18.	Patrick Gleason ®	Thousand Trails	600	-	95	-	264	1,052	-	-	-	-	-	-	-	-	-	2,011
19.	Mick Shutt ®	Miss Vernor's	518	-	-	-	-	537	191	-	746	-	-	-	-	-	-	1,992
20.	Dave Gardner	Miss Weisfields	-	-	907	-	1,050	-	-	-	-	-	-	-	-	-	-	1,957
21.	Bill Smiley	Charlie's Girl; Oberto (82)	1,400	-	-	-	-	-	-	-	-	394	-	-	-	-	-	1,794
22.	Roger Newton	Olympia Beer	-	-	-	412	400	0	485	-	-	-	-	-	-	-	-	1,297
23.	Ron Daum	Llumar	-	-	-	-	-	-	-	-	-	1,069	-	-	-	-	-	1,069
24.	John Williams	Pay 'n Pak (73); Oberto (82)	-	-	469	-	525	0	-	-	-	-	-	-	-	-	-	994
25.	Robert Roberts ®	Miss Budweiser (1973)	469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	469
26.	Scott Fetterly ®	Miss Madison (1978)	-	-	-	-	-	64	-	-	-	-	-	-	-	-	-	64



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BUILT TO SURVIVE!

Jason Hartley's 1972 Timex II didn't much care for its ride in the back of Mike Campbell's truck on the way to the Cascade Cup/APBA Nationals in October, but it was fifth in vintage boat points in 2006.



E-RCU News

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Jim Clark
unless otherwise noted

September 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8 ERCU GOLD CUP Lake Wilderness Maple Valley (practice & qual.)
9 ERCU GOLD CUP Lake Wilderness Maple Valley (racing)	10	11	12	13	14 ABRA San Diego Thunderboat Regatta San Diego, CA	15 ABRA San Diego Thunderboat Regatta San Diego, CA
16 ABRA San Diego Thunderboat Regatta San Diego, CA	17	18	19	20	21	22
23 ERCU Sayres Memorial Trophy Cherokee Bay Maple Valley	24	25	26	27	28	29 ERCU Apple Cup Exhibition Chelan with RCU
30 ERCU Apple Cup Exhibition Chelan with RCU						