

ERCU

THE NEWSLETTER

august2008 | volume 4 | number 8

marks Tools Help

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Up Next

August 16... Celebration of the life of
Roger J. Newton
Hydroplane & Raceboat Museum
Kent, Wash.

August 17..... ERCU Columbia Cup
Lake of Tualatin Commons,
Tualatin, Ore.

August 24... Stan Sayres Memorial
Cherokee Bay Community Club,
Maple Valley, Wash..

On the Web

Schumacher Racing Team
www.u-37.com

Ellstrom Racing Team
www.u16hydro.com

ERCU the Blog
www.ercutheblog.blogspot.com

Stat of the Month

= Roger Newton, in both
ERCU and RCU combined,
earned 275,669 career points.

ERCU Trivia

? Roger Newton founded or
played a role in founding three
model boat racing clubs - RC
Unlimiteds., Electric Radio
Controlled Unlimiteds and a
new Classic Thunderboat
organization.

Rest in Peace Czar: You touched us all You are missed and loved

Sadly, Roger J. Newton (a.k.a. The Czar) passed away, Saturday, August 9, due to complications of his quadruple bypass surgery.

Our great friend and the founder of our hobby - not to mention our club and several others - was receiving life support, assistance from two artificial hearts, and treatment from other medical advances, to give him time to try and fight for his life. Seems it just wasn't enough.

David Newton, who's said to have been as solid as a rock through it all, shared his thoughts with his friends, through the R/C Unlimiteds website.

"I regret to inform everyone that my father passed away this morning at 10:44. He developed many complications after his surgery due to the severity of the heart attack. He passed quietly and quickly without any pain or discomfort," David said.

"In lieu of any flowers please send donations to the Hydroplane and Raceboat Museum or Medic 1. I will get more detail on that later.

"Everyone can take comfort in knowing that he is up there now racing with my mother, Troy and all of the other fellow hydroplane brethren that has been taken from us. Thank you for everyone's



support throughout the entire process for my dad. I know it meant the world to him to know before he passed that so many people loved and cared for him.

"It is my hopes to continue the plan business as I know how important it was for him to continue the growth and development of model hydroplane racing. For now Newton Marine is on hold, after the dust settles I will make announcements to fill the backlog of orders and info everyone of the future of its direction. God bless you dad you are now at peace."

A Celebration of Life

for Roger J. Newton will be held at the Hydroplane and Raceboat Museum on Saturday, August 16 from 2-4 p.m.

The MiniCzar will make a presentation to celebrate the memories of his father at the event. A video slideshow documenting Roger's life will also be shown, and guests will be encouraged to offer short stories about, and tributes to, the great man whom we all knew, admired and loved.

David Williams, executive director of the museum - and a friend of the Czar's - wrote on

continued on pg. 5 ▼

INSIDE THIS ISSUE

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

Meet Ben Keller
page 2

ERCU Members make
a splash at Seafair
page 4

Celebrating our friend
Roger J. Newton
page 5

Updated career and
2008 statistics
pages 7-9



THE MILL

ERCU news briefs

Gardner recovering from back surgery

David Gardner's recent back surgery went very well and he is healing as expected, with his back pain managed. He's up walking, showering, etc. and has had follow up visits with doctors.

Blog voting reveals favorite race sites

After a week of voting on your favorite race site so far this season over at ERCU: The Blog, we have a tie! In the end, it turned out that after 19 people voted, six members said the Lake of Tualatin Commons was their favorite site, and six said Lake Wilderness in Maple Valley was their favorite. Three said Twin Lakes in Marysville was their favorite, and two said Westmoreland Park in Portland was their favorite. One vote each went to Lake Tye in Monroe, and Fort Borst Park in Centralia.

Diamond Cup to be renamed Roger Newton Memorial Cup

Starting this October, the race put on each year by **Rick Lentz** will no longer be the Diamond Cup, as it has been for many years. This year's race will mark a new name – the **Roger Newton Memorial Cup**. This year's race is set for Sunday, October 5 at Cherokee Bay Community Club.

Columbia Cup moved to Sunday, Aug. 17

The Columbia Cup was scheduled for this coming Saturday, August 16. And while no one has planted any unusual object d'art, or even junk, in the middle of the pond, like Bellevue, we have just learned that the memorial service for **Roger Newton** has been scheduled for 2 p.m. at the museum on that day. As a result, the Columbia Cup race has been moved to Sunday, August 17, still at the Lake of Tualatin Commons, with an added highlight being the Czar Memorial Dash. Details for that dash will be revealed at the race. All other information will remain as announced in the August 8 announcement on the website.

Roger would undoubtedly want us to continue racing, so all who are available to race are encouraged to attend. If you've never been to the Lake of Tualatin Commons, it was one of Roger's favorite ERCU race sites and he would highly recommend that you give it a try. You can find directions and more information on the ERCU website at the Schedule page for the Columbia Cup.

BEN KELLER

Family: ... Brother Joe (athletic director at Lakes H.S. and a big hydro fan and friend of Dan Clark in CT, who's North Thurston's AD), sisters Mary and Kelly, Mom Betty (86, healthy and outpaces all of us).

City she calls home: ... Lakewood, Wash.

Job (when not boating): ... Choral director at Lakes High School for 21 years.

College Football Loyalty: ... Go Lancers! Also Cougs, PLU, Seahawks.

Favorite Current Unlimited Hydro: ... U-6 Oh Boy! Oberto/Miss Madison.

Favorite Unlimited Hydro of the past: ... U-8 Hawaii Kai III.

Boats she races in ERCU: ... The "Pink Princess" Hawaii Kai III.

What was your first car? ... 1960 Ford Falcon – the "rolling coffin".

What was your first job? ... Summer custodian, Clover Park High School.

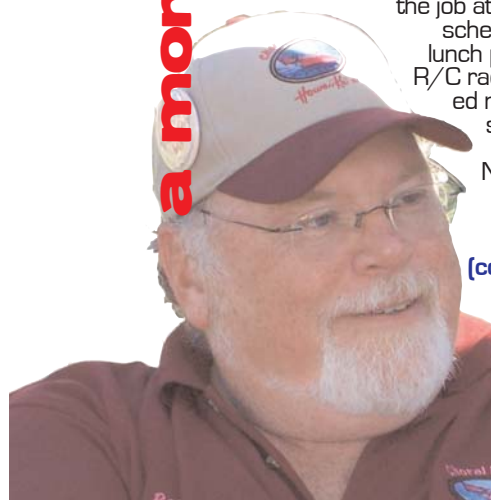
When and how did you get involved in scale racing? ... Years ago before

the job at Lakes was full time I filled out my daily teaching schedule at Jerry Dunlap's elementary school. Every lunch period we talked hydros -he tried to talk me into R/C racing for years. Then close friend Kirk Pagel invited me to the 2008 New Years' Day fun run and to some meetings at Red Dot. I always said I'd only do it if I could race the Kai. I had wanted Roger Newton to build me a static Kai model for a long time, so when he made the U-8 available to me for ERCU I got more than a static model!

Have you ever had a manicure/pedicure? (come on, admit it): ... No. But teachers get lots of paper cuts.

Coke or Pepsi? ... Classic Coke or A&W Root Beer on tap.

a moment with



BIG BOAT news

U-1 Ellstrom Racing Team —

Finally tested in Seattle on 7/10. **Dave Villwock** had two sessions with the U-1, the second going much faster than the first. **Chip Hanauer** drove the U-787 Boeing boat in two sessions as well, as the team tested alternative fuels for the turbine motors. The U-1 finally joined the fleet in the Tri-Cities, where they placed fifth in the final after an encroachment penalty was assessed. At Seattle, the U-1 was the fastest qualifier at 155.857 mph, Villwock was perfect in heats 1, 2, & 3, finishing first overall after the U-37 was disqualified in the final for being off plane.

U-3 Cooper Motorsports —

Running as Hoss Mortgage Investors Too in the Tri-Cities, the boat was fast and set another lap record, before withdrawing from the final heat with a burned piston. At Seattle, Hoss Too lost another motor in Friday qualifying, which may have been another record, and blew their final motor in Heat 1A on Saturday, forcing **Ed Cooper** to withdraw from the remainder of the race.

U-5 Formula Boats Racing Team — Jeff

Bernard came right back after a win at Madison with two heat wins, in 1B and 2B, on Saturday, for the Gold Cup, before cancellation. At the Tri-Cities, this young gun battled all day with the U-1 & U-6, finishing third overall in the final. At Seattle, Jeff made the final heat, finishing third overall.

U-6 Miss Madison Racing Team — Madison's

Steve David brought the Oh Boy! Oberto in for a heat win, in 2A on Saturday Gold Cup racing, after qualifying fastest at 158.880. The U-6 was in the right place in the Tri-Cities final, winning the race when the U-37 went down. Seattle's Seafair, produced similar results, with Steve finishing second after **Jean Theroret** running first, was penalized after an apparent win.

U-7 Formula Boats Racing Team — Mike Allen

flipped the U-7 in the first lap of the Gold Cup's heat 3A. Mike is out for a while with broken ribs, and the boat is out until San Diego, as the former U-10 backup hull was pressed into duty for the Tri-Cities with **Jimmy Shane** driving, made the final as a trailer and placed fourth overall. At Seattle, their performance was sporadic, and did not make the start of the provisional heat.

U-10 USA Racing Partners — David Bryant

was running as Dover Environmental at the Gold Cup and as Hoss Mortgage Investors at the Columbia Cup. Bryant jumped the gun in the final after leading most of the heat, and holding off the Elam. He placed sixth overall. At Seattle, the U-10 blew over in heat 2A. The damage was superficial, but just enough to keep them out of the remainder of the race. Bryant was unhurt in the mishap, but to his credit, made it out of the bottom hatch as the boat lay upside down, in 13 seconds flat.

U-13 Spirit of Detroit — J Michael Kelly

ran at the Gold Cup as Miss NYC; Spirit of Detroit, and Graham Trucking at the Tri-Cities, not making the final after a thrown prop. In Seattle, they made the final but posted a DNF.

THE MILL

ERCU news & rumors

Ron Daum reports that trial installation of all equipment in the 1955 Such Crust III at their new settings was completed a short time ago. Total weight 5 Lb 3-1/4 ounces. On top of that, Ron reports that it doesn't look like he'll need to add weight to get the balance and COG set the way he wants it. Daum expects to have the Crust ready for its 2008 debut at the Columbia Cup . . . **Nelson Holmberg** has strengthened the skid fin bracket on the 1973 Red Man Too, with a pair of turnbuckles, to hopefully eliminate the boat's propensity to spin out in turns (or to find out if that propensity is the driver's, not the boat's), he's now



Ron Daum

excited to test the boat to see if it made any difference . . . **Bob VandenAkker & Judy Fenton's** U-7 Racing Team has signed on for a second year as title sponsor of the Cascade Cup . . . Golden Thunder Racing Team has announced a major re-work of the 1957 Shanty I has been completed, and owner **Kirk Pagel** is excited to see the boat run in competition again. Its first return to the water is expected on August 24 at the Seafair Trophy Race in Monroe (Lake Tye) . . . **Mick Shutt** is closing in on finishing up his 1975 Oh Boy! Oberto. Paint and graphics are now complete, with hardware installation to come this week. All that remains is installation of a dummy motor and a scale driver, and we'll see another new **Craig Bradshaw**-built vintage hull on the water. He'll continue working on the new 1978 Miss Budweiser that's still to come out of his shop . . . Remember how it used to be that we went out seeking race sites? Well now it seems potential race sites are now starting to seek out ERCU. Recently, the Vancouver-Clark Parks & Recreation Department contacted **Nelson Holmberg** about possibly moving the Cascade Cup to Vancouver's Kline Pond at Salmon Creek Park. The offer includes no usage fee for the park, and the very good possibility that the event could include vendors and assistance with promotion and sponsorship sales. Stay tuned, There's more to come.



Mick Shutt

2008 schedule

(subject to change)

APRIL		
Date	Event	Location
12	Champion Spark Plug	Centralia
19	Silver Cup	Monroe
MAY		
Date	Event	Location
10	Bill Brow Memorial	Marysville
24	Rose Festival RC Regatta	Portland
JUNE		
Date	Event	Location
14-15	President's Cup	Lake Wilderness
21	Sahara Cup	Monroe
JULY		
Date	Event	Location
12	Oregon Emerald Cup	Tualatin
20	Bernie Little Mem (ppd.)	Bellevue

AUGUST		
Date	Event	Location
16	Columbia Cup	Tualatin
24	Stan Sayres Mem.	Cherokee Bay
SEPTEMBER		
Date	Event	Location
6	Seafair Trophy Race	Monroe
21	Gold Cup	Lake Wilderness
OCTOBER		
Date	Event	Location
5	Newton Memorial	Cherokee Bay
11	Cascade Cup/Nats	Woodland

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

BIG BOAT news

▲ continued from pg. 2

■ **U-17 Our Gang Racing Team** — **Kip Brown** took over the driving at the Tri-Cities this year, for Our Gang Racing. He did not make the final after some earlier DNF's. At Seafair, Kip drove steadily in the early heat races, making and winning the provisional heat, to move on to the final as the trailer, and finishing fourth.

■ **U-25 Superior Racing Team** — **Ken Muscatel** lost steering in early heat racing at the Tri-Cities, and withdrew. At Seattle, The Miss Procraft Windows finished one heat on Saturday, and mechanical problems kept them out of further racing on Sunday. Ken was unable to make a start in the provisional heat.

■ **U-37 Miss Beacon Plumbing** — **Jean Theoret** took heat 1A in Saturday at Detroit, shutting down as soon as he crossed the finish line. The U-37 led the final at the Tri-Cities, but threw a prop with just over a lap to go, for a DNF. The Seattle race looked to be won. Theoret was penalized for being off plane prior to the start. This hard luck team had to settle for a fifth overall at Seafair.

■ **U-48 Miss Lakeridge Paving** — Lakeridge Paving started its season in the Tri-Cities. **David Williams** at the wheel, throwing a prop and doing some damage to the hull. Back in Seattle, they raced on Saturday, but didn't finish any heats on Sunday. The transom carried "the world's fastest get well card," for **Roger Newton**.

■ **U-50 Spirit of the Navy** — **Brian Perkins** was driving in early elimination heats before the Gold Cup was cancelled. But the savvy young driver was in the right place in the Columbia Cup final, getting second overall. At Seafair, the boat was sporadic, not finishing all her heats. Perkins did not make the final, and was unable to start the provisional final.

■ **U-100 Leland Racing Team** — **Fred Leland** withdrew from the Gold Cup to come home and make repairs for the Western races. The U-100 looked better at the Tri-Cities, finishing most heats but missing the final on points. At Seafair, **Greg Hopp** had a brilliant second place finish in Heat 1B on Saturday, and made it into the final heat, finishing sixth overall.

ABRA High Points Standings

After five races:

Boat #	Driver	Boat	Points
U-6	S. David	Oberto	6,234
U-37	J. Theoret	Beacon	5,211
U-5	J. Bernard	FormulaBoats	5,145
U-10	D. Bryant	Ahern Rentals	3,450
U-50	B. Perkins	Navy	3,431
U-7	M. Allen	FormulaBoats	3,239
U-1	D. Villwock	Elam Plus	3,027
U-100	G. Hopp	Mirage Boats	2,166
U-13	J.M. Kelly	Graham	2,165
U-3	J. King	Cooper	1,859
U-17	K. Brown	Our Gang	1,088
U-25	K. Muscatel	Procraft	766
U-48	D. Williams	Lakeridge Paving	493

Compiled by Kirk Pagel, ace reporter

ERCU Members make big boat splash

SEATTLE, Wash. – Watching real unlimited hydroplanes cruise around a race course at 200 miles an hour or so is pretty inspiring.

Sometimes, just watching the behind the scenes action is inspiring, too.

When you consider there are roughly 60 members of ERCU, and then see eight of its members actively working the Stan Sayres pits for the good of unlimited hydroplane racing, you realize that nearly 20 percent of our club is making a difference in the big boats.

The world's largest club for 1/10-scale fast electric hydroplanes was very involved in everything from keeping news flowing over the HydroInsider blog, or conducting pit tours.

Among those who were involved were:

On the U-10 Hoss Mortgage Investors crew – **Jeff Campbell**, who said he was “returning a favor” by serving as the team’s prop guy over the weekend. And judging by how fast the boat was running, Jeff did quite a job.

After the U-10 flipped in heat 2A, Campbell was one of the two crew members who were taken to the upside down disabled craft while it was being towed in. He was also one of a handful of crew members who got very wet while going through the process of preparing the boat to be turned upright.

On the U-13 Graham Trucking presents Spirit of Detroit crew – **Dawna**

Nelson Holmberg



Jeff Campbell said he was just “returning a favor” when he agreed to work on the USA Racing Partners boat at Seafair. He probably didn’t expect to be helping right a flipped boat.

Gross, and **John Burkey** were working for crew chief **Kurt Tavenner** (who may as well get a boat and start racing with us). Gross handled the cockpit duties, and Burkey was helping out with props and rudder duties, while also keeping the HydroInsider blog reporters in line.

Considering they entered the weekend with just one motor and two propellers, the U-13 gang had a bit of a stressful weekend, especially when a shortshaft broke and their best prop dropped to the bottom of Lake Washington on Saturday.

Luckily, for the crew that had just spent the whole week repairing damage that occurred a week earlier in Tri-Cities when a prop blade broke and rattled the bottom of the boat, there was no damage in Saturday’s prop incident.

On the U-25 Miss Procraft Windows/ Superior Racing Team crew – **Carl Lewis** was a new face among the volunteer crew, that has for a long time been bolstered by ERCU members **John Williams** and **Howard Price**.

Price handled props, lines and rudder work, while Williams was doing yeoman’s work including everything from aerodynamics work to handling lines. Lewis also helped out with systems and general work on the Miss Procraft Windows.

The team had a frustrating weekend, after having spent weeknights after Tri-Cities repairing a broken steering cable in time for Seafair. On Friday, during test runs, driver **Dr. Ken Muscatel** said he had a rudder-flutter happening, which kept him from being able to go as fast as

he wanted to go.

Saturday, the boat was not riding the way he wanted it to, so the team added weight to the right sponson by putting in sand bags; Price borrowed a longer rudder from another team and put that on the U-25, and Williams worked to put new shorter bras on the boat in order to pack less air under the boat.

After the boat went dead in the water on Sunday morning, and spewed a small fire from the stack, the team tried to change an engine during the Blue Angels airshow, but when the cranes and fuel trucks were not allowed to be used during the airshow, the 30-minute break before the provisional final just wasn’t enough time to get the job done.

On the ground in the pits, **Ben Keller** was working hard delivering the best pit tours ever known to the Stan Sayres Memorial Pits, giving valuable and accurate information to all who cared to listen to insider info about the big boats.

On the pit tower, **Nelson** and **Dawn Holmberg** were just as busy all day long as the crew members were, keeping track of all of the different stories and boat performances throughout the weekend, to maintain and constantly update the website hydroinsider.blogspot.com, so that hydroplane fans worldwide would have the opportunity to keep up, almost real-time, about what was happening at the Ted Jones Memorial Race Course on Lake Washington.

Since Seattle is home to the club, it’s pretty cool that ERCU had a big role in Seafair’s premier event of the summer.



Howard Price, John Williams and Carl Lewis (on deck in blue sweatshirt) help out on the U-25 at Seafair.

Nelson Holmberg



Remembering the Czar



▲ continued from pg. 1

his website the following about Czar.

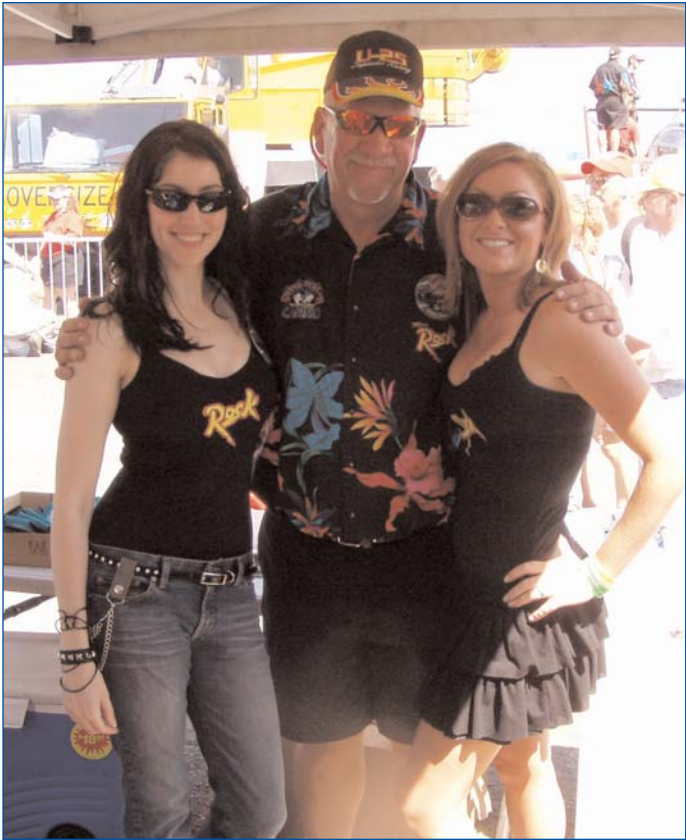
"Having been a part of hydroplane racing for more than 30 years, Roger was known as the "Czar" of the R/C unlimiteds, with his designs and models known throughout the R/C racing world. He was also the founder of the Northwest's R/C Unlimiteds racing club.

"Roger was a long-time member of the Hydroplane & Raceboat Museum, and he worked hundreds of hours on the museum's various restoration projects, and often assumed management positions on those teams. Roger was the restoration manager on the Hawaii Kai III, Slo-mo-shun V and most recently, the Hurricane IV. He was also acting secretary on the museum's Board of Directors."

Roger was also active in unlimited hydroplane racing. He has served as a crew member for a number of unlimited racing teams, including those of Ken Muscatel and Dave Bartush. Most recently, Roger had been crewing for Greg O'Farrell's U-50 racing team.

Roger's warm influence and the people he touched reached nearly every aspect of hydroplane racing. He will be deeply missed by so many.







Statistics ■ Career Standings (current)

Vintage Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Jeff Campbell	9,494	15,600	12,638	12,014	9,844	1,150	60,740
2.	Mike Campbell	9,747	14,525	8,992	10,311	8,064	5,557	57,196
3.	David Newton	0	1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	7,473	10,693	11,321	9,568	3,576	1,276	43,907
5.	Bill Smiley	1,695	4,660	7,737	5,015	6,835	7,579	33,521
6.	Ron Daum	4,372	7,084	4,983	7,979	8,730	0	33,148
7.	Roger Newton	2,364	4,325	4,663	6,240	8,083	5,569	31,244
8.	Rick Lentz	3,842	5,351	3,387	5,997	5,377	4,463	28,417
9.	Jim Clark	0	2,321	7,368	4,667	6,372	6,294	27,022
10.	Henry Marvin	970	6,140	7,617	7,946	3,761	0	26,434
11.	Ron Hornung	1,332	3,697	7,427	4,027	9,103	0	25,586
12.	Monte Steere	0	4,744	3,064	4,521	4,748	6,196	23,273
13.	Jason Hartley	1,069	4,719	10,552	5,809	0	0	22,149
14.	Gary Hansen	2,519	7,059	8,633	2,909	0	0	21,120
15.	Jim Lilly	0	0	779	5,619	7,099	6,354	19,851
16.	Steve Twardus	1,602	3,864	4,887	4,793	3,069	0	18,215
17.	Mark Hansen	1,195	5,925	8,478	788	0	0	16,386
18.	Craig Bradshaw	2,940	6,530	4,043	2,684	0	0	16,197
19.	John Williams	225	4,370	3,086	2,496	1,800	4,102	16,079
20.	Jerry Johnston	4,679	4,697	4,085	0	0	0	13,461
21.	Jesse Robertson	0	0	11,209	0	0	400	11,609
22.	Nelson Holmberg	5,571	3,704	1,407	0	750	0	11,432
23.	Nigel Steere	0	2,813	2,343	3,794	672	1,425	11,047
24.	David Gardner	0	1,514	2,250	3,845	3,357	0	10,966
25.	Scott Fetterly	896	6,061	3,957	0	0	0	10,914
26.	Mike Gossler	5,119	0	0	0	5,655	0	10,774
27.	Ralph Jorgenson	1,775	7,970	0	0	0	0	9,745
28.	Doug Brow	3,392	5,926	0	0	0	0	9,318
29.	David Lilly	0	0	0	450	4,135	4,207	8,792
30.	Robbie Roberts	694	750	1,677	4,976	521	0	8,618
31.	Dawna Gross	1,382	1,385	5,213	0	0	0	7,980
32.	Tony Perman	0	0	0	0	2,700	5,037	7,737
33.	John Earnest	1,281	4,196	1,921	0	0	0	7,398
34.	Jesse Shehan	919	5,022	0	0	0	0	5,941
35.	Patrick Gleason	469	2,284	3,068	0	0	0	5,821
36.	Dave Helton	0	0	0	0	2,756	3,025	5,781
37.	Craig Mullen	4,921	0	831	0	0	0	5,752
38.	Ron Hartley	1,998	3,736	0	0	0	0	5,734
39.	Brian Gilmore	5,543	0	0	0	0	0	5,543
40.	Kevin Porter	0	0	0	0	0	5,391	5,391
41.	John Burke	2,373	1,225	1,679	0	0	0	5,277
42.	Gerry Bordon	3,465	1,421	0	0	0	0	4,886
43.	Ryan Opfer	1,482	2,804	563	0	0	0	4,849
44.	Gary Levander	0	1,529	1,431	0	846	300	4,106
45.	Steve Brown	0	0	0	0	225	3,686	3,911
46.	Joe Hewitson	0	0	0	0	1,169	2,600	3,769
47.	Vinnie Donati	0	0	0	0	3,127	0	3,127
48.	Kerry Kjos	1,417	0	0	0	1,219	0	2,636
49.	Grady Steere	0	0	320	2,189	0	0	2,509
50.	Mark Gran	1,792	0	0	0	0	0	1,792
51.	Gale Whitestine	0	0	0	1,769	0	0	1,769
52.	Pat Malyspina	0	0	0	1,756	0	0	1,756
53.	Dave Reiser	563	550	225	0	0	0	1,338
54.	Jim Latimer	1,272	0	0	0	0	0	1,272
55.	John Dyer	0	0	0	1,150	0	0	1,150
56.	Lee Robertson	0	0	0	0	0	1,100	1,100
57.	Bill McGraw	0	0	0	0	0	1,094	1,094
58.	Doug Gunter	0	0	0	0	1,075	0	1,075
59.	Aaron Olson	1,019	0	0	0	0	0	1,019
60.	Mike McIntosh	994	0	0	0	0	0	994
61.	Jeff Stubbers	0	0	0	0	0	900	900
62.	Harry Gatjens	0	0	0	0	869	0	869
63.	Carl Lewis	0	844	0	0	0	0	844
64.	Don Mock	0	0	0	0	0	794	794
65.	Howard Price	0	300	423	0	0	0	723
66.	Zane Courtway	469	0	0	0	0	0	469
67.	Kelsey McIntosh	296	0	0	0	0	0	296
68.	Ryan Bradshaw	225	0	0	0	0	0	225

Modern Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Mike Campbell	6,127	15,225	13,521	13,348	11,850	0	60,071
2.	Jeff Campbell	0	10,215	13,650	12,125	11,744	0	47,734
3.	Mike Gossler	9,045	9,526	9,921	8,172	0	0	36,664
4.	Steve Twardus	2,915	7,823	4,215	5,429	5,090	0	25,472
5.	Nelson Holmberg	5,565	9,612	7,688	1,769	0	0	24,634
6.	Gary Hansen	3,048	7,733	8,807	4,513	0	0	24,101
7.	Rick Lentz	5,964	6,756	4,571	5,348	395	0	23,034
8.	Henry Marvin	1,350	8,722	8,920	0	0	0	18,992
9.	David Newton	0	0	1,100	9,284	2,045	5,325	17,754
10.	Mark Hansen	550	5,570	5,807	5,490	0	0	17,417
11.	John Williams	352	1,463	3,124	2,596	2,744	5,300	15,579
12.	Jerry Johnston	5,029	4,527	4,929	0	620	0	15,105
13.	Brian Gilmore	5,895	9,077	0	0	0	0	14,972
14.	Doug Brow	2,557	8,525	3,589	0	0	0	14,671
15.	David Gardner	0	1,957	1,400	3,401	6,170	0	12,928
16.	Craig Bradshaw	3,119	4,772	3,239	0	0	0	11,130
17.	Bill Smiley	5,175	4,113	0	0	0	0	9,288
18.	Bob VandenAkker	2,683	4,203	0	1,239	1,046	0	9,171
19.	Gale Whitestine	0	0	1,852	4,683	2,400	0	8,935
20.	Ron Hartley	2,029	4,339	1,530	0	0	0	7,898
21.	Nigel Steere	0	4,052	3,338	0	0	0	7,390
22.	Craig Mullen	3,425	3,015	502	0	0	0	6,942
23.	Roger Newton	0	1,297	3,908	694	0	950	6,849
24.	Mick Shutt	1,964	3,801	0	0	0	0	5,765
25.	Patrick Gleason	1,051	4,368	0	0	0	0	5,419
26.	Robbie Roberts	1,154	2,622	1,290	0	0	0	5,066
27.	Jesse Shehan	2,398	1,448	0	0	0	0	3,846
28.	Doug Gunter	0	0	0	0	2,713	0	2,713
29.	Dave Sacry	0	0	0	2,309	0	0	2,309
30.	Jesse Robertson	0	0	1,950	127	0	0	2,077
31.	Bill Shearer®	1,276	0	0	0	0	0	1,276
32.	Jason Hartley	0	450	0	638	0	0	1,088
33.	Ron Hornung	0	0	0	0	825	0	825
34.	Robert Roberts	0	469	0	0	0	0	469
35.	Howard Price	0	0	0	0	450	0	450
36.	David Lilly	0	0	0	281	0	0	281
37.	Scott Fetterly	0	64	0	0	0	0	64

Columbia Cup date changed by one day

TUALATIN, Ore. – ERCU's only points race is just about here. It's time for the Columbia Cup.

Originally set for Saturday, August 16 at the Lake of Tualatin Commons, the Columbia Cup will now be held on **SUNDAY, AUGUST 17**, still at Lake of Tualatin Commons.

It will also be ERCU's second visit to the site in just over a month.

An excellent, fun-filled day of racing is promised, along with weather equally as nice as the weather for the Oregon Emerald Cup.

The event will include a Roger Newton Memorial Dash, the details of which will be announced at the race site.

The Columbia Cup is a points race, so consistency is super-important. It also means that it's possible to win the final yet still not win the race. In 2007, **Mike and Jeff Campbell** swept the vintage and modern championships in Tualatin.

Jeff had a perfect day, scoring 1,600 points with the 1969 Pay 'n Pak Outrigger, while Mike survived a challenge from Henry Marvin and the Frosted Flakes, which finished just 31 points behind the 1974 Country Boy.

Set up begins at 8 a.m., with testing beginning immediately after course set up is complete. The drivers meeting will begin at 11 a.m., followed immediately by modern heat 1A.

Great Lakes Boat Shop is sponsoring a \$50 Dash for Dinner (at the ClaimJumper Restaurant) after the day's racing is finished, and **Mick Shutt** is sponsoring a \$50 Dash for Gas.





Statistics ■ 2008 Season (Through seven races)

Vintage Boat Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Harrah's Club	1968	Mike Campbell	1,500	1,227	1,600	1,500	1,100	1,120	1,700								9,747		9,747
2.	Pay n Pak Outrigger	1969	Jeff Campbell	1,500	1,600		1,425	1,600	1,600	1,769								9,494		9,494
3.	Notre Dame	1963	Bob Vandenakker	1,094	920	844	1,000	1,094	1,127	1,394								7,473		7,473
4.	Pay n Pak Hooktail	1969	Jeff Campbell	400	1,094		1,269	1,327	527	1,100								5,717		5,717
5.	Thriftway Too	1960	Dan Gilmore	1,325	395	1,100	975	752	696	300								5,543		5,543
6.	Hawaii Kai III	1957	Benjamin Keller ®	675	394	785	848	1,025	769	1,000								5,496		5,496
7.	Miss US 5	1963	Mike Gossler	850	800	1,100	469	700	500	700								5,119		5,119
8.	Hallmark Homes (Red)	1971	Craig Mullen	127	785	400	725	1,400	557	927								4,921		4,921
9.	Miss Timex (Clock)	1971	Jerry Johnston		1,100	1,225		1,000	785	569								4,679		4,679
10.	Wildroot Charlie	1958	Ron Daum	925		794	896	300	269	1,188								4,372		4,372
11.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525								3,842		3,842
12.	Parco's O-Ring Miss	1970	Gerry Bordon ®	169	400		833	1,013		1,050								3,465		3,465
13.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925									3,392		3,392
14.	Miss Budweiser	1970	Craig Bradshaw	539	525	225	300	619	732									2,940		2,940
15.	Red Man	1973	Fred Holmberg					869	825	1,169								2,863		2,863
16.	Shanty I	1957	Kirk Pagel		804	952		502	581									2,839		2,839
17.	Muvalong	1954	Gary Hansen		725		1,325		469									2,519		2,519
18.	Miss Wickman	1967	John Burke	225				492	596	1,060								2,373		2,373
19.	Miss Bardahl	1968	Roger Newton			869	1,195	0	300									2,364		2,364
20.	Miss Lapeer	1966	Bob VandenAkker			569	760			994								2,323		2,323
21.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
22.	Skip-A-Long	1949	Ron Hornung		673	469	0	525	281									1,948		1,948
23.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
24.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1,195									1,695		1,695
25.	Lil' Buzzard	1970	Dawna Gross	169	618	225		370	296									1,678		1,678
26.	Pay n Save	1958	Steve Twardus	813	0	264		525										1,602		1,602
27.	Vernor's	1974	Ryan Opfer		300	675		469										1,444		1,444
28.	Maverick	1957	Kirk Pagel	952		469												1,421		1,421
29.	Miss Thriftway	1960	Kerry Kjos ®	479						938								1,417		1,417
30.	Hurricane IV	1948	Ron Hornung		569	525	225											1,319		1,319
31.	Gale V	1962	John Earnest	394						887								1,281		1,281
32.	Miss Everett	1960	Jim Latimer	521		751												1,272		1,272
33.	Van's PX	1972	Mark Hansen						1,195									1,195		1,195
34.	Timex	1972	Jason Hartley	900	169													1,069		1,069
35.	Pay n Save 2	1958	Aaron Olson		1,019													1,019		1,019
36.	Shakey's Special	1973	Mike McIntosh		0			225	769									994		994
37.	Miss Exide	1964	Henry Marvin	475		495												970		970
38.	Atlas Van Lines	1967	Mark Gran						394	563								957		957
39.	St. Regis	1963	Jesse Shehan	0			169	394		356								919		919
40.	Nitrogen Too	1960	Johanna VandenAkker		900													900		900
41.	Miss Madison	1961	Scott Fetterly					769	127									896		896
42.	Breathless II	1957	Mark Gran	127		581		127										835		835
43.	Miss Bardahl	1965	Patrick Gleason		169				619									788		788
44.	Shanty I	1956	Robbie Roberts	525					169									694		694
45.	Breathless II	1957	Dave Reiser ®	169			394											563		563
46.	Coral Reef	1958	Craig Bradshaw				525											525		525
47.	Gale V	1955	Ryan Opfer		338	0		95										433		433
48.	Miss Seattle Too	1962	Steve Twardus	300	0	0												300		300
49.	Miss Spokane	1960	Patrick Gleason						300									300		300
50.	Wayfarers Club Lady	1966	Ryan Bradshaw					169	95									264		264
51.	Miss Madison	1971	John Williams					225										225		225
52.	Peps V	1947	Ron Hornung					95	95									190		190
53.	Slo-Mo-Shun IV	1951	John Earnest							169								169		169
54.	Gales Roostertail	1965	Howard Price					0										0		0

Modern Boat Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Circus Circus	1978	Mike Gossler	1,500	1,425	1,195	1,500	900	625	1,900								9,045		9,045
2.	Country Boy	1974	Mike Campbell	0	1,200	927	1,200	1,200	400	1,200								6,127		6,127
3.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802								5,964		5,964
4.	Gilmore Special	1983	Brian Gilmore	300	794	1,225	713	700	869	1,294								5,895		5,895
5.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1,125	1,094	788								5,565		5,565
6.	Charles Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625									5,175		5,175
7.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425								5,029		5,029
8.	Pay n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100								3,425		3,425
9.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525									3,119		3,119
10.	Colt's Beverage	1974	Gary Hanson		685		1,038	1,325										3,048		3,048
11.	Country Boy	1971	Steve Twardus	700	469	469	433	844										2,915		2,915
12.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038									2,683		2,683
13.	Squire Shop	1978	Doug Brow	625	582	638		112	600									2,557		2,557
14.	Spirit of Dayton Walter	1976	Jesse Shehan ®	619			821	606		352								2,398		2,398
15.	Squire	1976	Ron Hartley	625		854	550											2,029		2,029
16.	Vernor's	1976	Mick Shutt	432		486	877											1,795		1,795
17.	Kellogg's Frosted Flakes	1993	Henry Marvin	550		800												1,350		1,350
18.	Miss Madison	1978	Bill Shearer ®	567			371			338								1,276		1,276
19.	Miss Budweiser	1973	Robbie Roberts			802			352									1,154		1,154
20.	Thousand Trails	1981	Patrick Gleason		544				507									1,051		1,051
21.	Notre Dame	1972	Mark Hansen						550									550		550
22.	Miss Budweiser (backup)	1980	John Williams					288										288		288
23.	Miss U.S.	1975	Gale Whitstine		169													169		169



Statistics ■ 2008 Season (Through seven races)

Vintage Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Harrah's Club	1968	Mike Campbell	1,500	1,227	1,600	1,500	1,100	1,120	1,700								9,747		9,747
2.	Pay'n Pak Outrigger	1969	Jeff Campbell	1,500	1,600		1,425	1,600	1,600	1,769								9,494		9,494
3.	Notre Dame	1963	Bob VandenAkker	1,094	920	844	1,000	1,094	1,127	1,394								7,473		7,473
4.	Mav/Shanty/Red Man	1957	Nelson Holmberg	952	804	952		869	825	1,169								5,571		5,571
5.	Thriftway Too	1960	Brian Gilmore	1,325	395	1,100	975	752	696	300								5,543		5,543
6.	Miss US 5	1963	Mike Gossler	850	800	1,100	469	700	500	700								5,119		5,119
7.	Hallmark Homes (Red)	1971	Craig Mullen	127	785	400	725	1,400	557	927								4,921		4,921
8.	Miss Timex (Clock)	1971	Jerry Johnston		1,100	1,225		1,000	785	569								4,679		4,679
9.	Wildroot Charlie	1958	Ron Daum	925		794	896	300	269	1,188								4,372		4,372
10.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525								3,842		3,842
11.	Parco's O- Ring Miss	1970	Gerry Bordon ®	169	400		833	1,013		1,050								3,465		3,465
12.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925									3,392		3,392
13.	Miss Budweiser	1970	Craig Bradshaw	539	525	225	300	619	732									2,940		2,940
14.	Muvalong	1954	Gary Hansen		725		1,325		469									2,519		2,519
15.	Miss Wickman	1967	John Burkey	225				492	596	1,060								2,373		2,373
16.	Miss Bardahl	1968	Roger Newton			869	1,195		300									2,364		2,364
17.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
18.	Breathless II/Atlas	1957	Mark Gran ®	127		581		127	394	563								1,792		1,792
19.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
20.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1,195									1,695		1,695
21.	Pay-n-Save/Seattle Too	1958	Steve Twardus	813	0	264		525										1,602		1,602
22.	Vernor's	1974	Ryan Opler		338	675		469										1,482		1,482
23.	Miss Thriftway	1960	Kerry Kjos ®	479						938								1,417		1,417
24.	Lil' Buzzard	1970	Dawna Gross	169	618	225		370										1,382		1,382
25.	Skip-A-Long/Peps V	1949	Ron Hornung		673	469	0	95	95									1,332		1,332
26.	Gale V	1962	John Earnest	394						887								1,281		1,281
27.	Miss Everett	1960	Jim Lalimer ®	521		751												1,272		1,272
28.	Van's PX	1972	Mark Hansen					1,195										1,195		1,195
29.	Timex	1972	Jason Hartley	900														1,069		1,069
30.	Pay 'n Save 2	1958	Aaron Olson		169	1,019												1,019		1,019
31.	Shakey's Special	1974	Mike McIntosh		0			225	769									994		994
32.	Miss Exide	1964	Henry Marvin	475		495												970		970
33.	St. Regis	1963	Jesse Shehan	0			169	394		356								919		919
34.	Miss Madison	1961	Scott Fetterly					769	127									896		896
35.	Shanty I	1956	Robbie Roberts	525					169									694		694
36.	Breathless II	1957	Dave Reiser ®	169			394											563		563
37.	Maverick	1957	Zane Courtway			469												469		469
38.	Miss Bardahl/Spokane	1965	Patrick Gleason		169				300									469		469
39.	Lil' Buzzard	1970	Kelsey McIntosh						296									296		296
40.	Wayfarers Club Lady	1966	Ryan Bradshaw					169	95									264		264
41.	Miss Madison	1971	John Williams					225										225		225

Modern Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	Points
1.	Circus Circus	1978	Mike Gossler	1,500	1,425	1,195	1,500	900	625	1,900								9,045		9,045
2.	Country Boy	1974	Mike Campbell	0	1,200	927	1,200	1,200	400	1,200								6,127		6,127
3.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802								5,964		5,964
4.	Gilmore Special	1982	Brian Gilmore	300	794	1,225	713	700	869	1,294								5,895		5,895
5.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1,125	1,094	788								5,565		5,565
6.	Charles Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625									5,175		5,175
7.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425								5,029		5,029
8.	Pride of Pay 'n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100								3,425		3,425
9.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525									3,119		3,119
10.	Cott's Beverage	1974	Gary Hansen		685		1,038		1,325									3,048		3,048
11.	Country Boy	1971	Steve Twardus	700	469	469	433	844										2,915		2,915
12.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038									2,683		2,683
13.	Squire Shop	1978	Doug Brow	625	582	638		112	600									2,557		2,557
14.	Spirit of Dayton Walter	1976	Jesse Shehan ®	619			821	606		352								2,398		2,398
15.	Squire	1977	Ron Hartley	625		854	550											2,029		2,029
16.	Vernor's	1976	Mick Shutt	432		486	877		169									1,964		1,964
17.	Kelloggs Frosted Flakes	1993	Henry Marvin	550		800												1,350		1,350
18.	Miss Madison	1978	Bill Shearer ®	567			371			338								1,276		1,276
19.	Miss Budweiser	1973	Robbie Roberts			802			352									1,154		1,154
20.	Thousand Trails	1981	Patrick Gleason		544				507									1,051		1,051
21.	Notre Dame	1972	Mark Hansen						550									550		550
22.	Miss Budweiser (backup)	1980	John Williams					288										288		288



Jim Clark



Mark Hansen's 1972 Notre Dame is one of the faster boats in the club, and always is a force to be reckoned with.

September

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 Seafair Trophy Race Lake Tye, Monroe, Wash.
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21 ERCU Gold Cup Cherokee Bay Maple Valley	22	23	24	25	26	27
28	29	30				

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