

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



"Not bad for a bunch of model boat racers"

The phrase in that headline was honestly overheard in the Seafair pits shortly after Mike & Lori Jones' U-9 unlimited hydroplane finished second in a heat for the third time of the weekend.

And it was said with good reason.

With Classic Thunder's Jon Zimmerman (the driver) and ESU's (former ERCUers) Jeff Campbell (crew chief) & Mike Campbell, Gary Simmons and Mike McIntosh all playing critical roles, it is a team dominated by guys who are certainly

experts on the real boats, but are also very accomplished model boat racers. Between them all, there are well over 100 RC race victories, and numerous points championships over the years.

And the number of outstanding boats, of varying scales, they have built is difficult to track with any certainty.

It's certainly impressive.

While they're all involved in model boat racing, each of these guys is well known as a racer who knows

his stuff in the H1 Unlimiteds pits and on the racing circuits of various limiteds classes.

That's largely why the U-9 is having such a great season. After four races, the team is fifth in points, and has had a number of podium heat finishes. The boat seems to get faster and performs better each time it goes out, as well.

With at least three former Miss Budweiser guys on the team, it's no surprise the U-9 has seen a lot of success this year.

upNEXT: stan sayres memorial [sept. 15 @juanita beach, kirkland] ... peters & may gold cup [sept. 16 @juanita beach]

statGEEK tidBit: kirk pagel's new 1971 atlas van lines became the 100th boat to score points in the ercu vintage class

insideTEASE: a look behind the scenes in the seafair pits ... big boat news ... updated stats

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ERCU member Nelson Holmberg (far right) got a chance to work on the crew of the 5 Graham Trucking at Seafair this season. Among his responsibilities were wings, ground support and whatever else he was needed for. (Chris Denslow photo)

An inside look into the hot pits at seafair

bigBoatSTUFF

With four races of the HI Unlimited Air National Guard Series finished, we've seen a lot of great racing & a points lead change:

1, Spirit of Qatar — Struggled, by their own terms, at Tri-Cities and Seafair, finishing third at each.

5, Graham Trucking — Jimmy Shane won the Columbia Cup and was second at Seafair.

6, Oberto/Madison — Took over the points lead by winning Seafair.

9, Jones Racing — Three seconds in Seafair prelims = a great weekend.

11, Miss Peters & May — Struggled through tough outings in TC and Seattle.

13, Spirit of Detroit — Done for the season.

17, Miss Red Dot — Kip Brown broke his foot in TC; should be back for San Diego.

18, Tempo — Only posted one 130 lap in TC and Seattle combined.

21, Albert Lee — Showed well in Tri-Cities & Seattle.

22, Matrix Systems — Still trying to raise funds for repairs.

37, Beacon Plumbing — Second at TC, fourth at Seafair. Well done.

88, DegreeMen — Underwhelming performances at TC & Seattle.

100, Leland Unlimited — Currently eighth in points.

By noon on Thursday, Aug. 2, the beautiful 5 Graham Trucking hydroplane was already off its tilt in the pits and crew members were beginning to show up for duty.

Thursday's work was focused on setting up the pits and getting the boat ready to race. Crew members handled everything from setting the alignment of the skid fin to putting in the same engine-gearbox-prop setup that was successful in Seattle a year ago to get ready for Friday's testing. My assignments: keeping everything on the wings tight and in order, and "ground support" (which basically means getting the cowling up and down, from the ground, and fetching any of the tools or parts the guys on the deck might need. By the end of the day, all 12 unlimiteds were in the pits and set up, and many crew members enjoyed a cold one or two before heading for their dinner plans.

Friday

It was another relatively "routine" day, according to the guys on the traveling crew. Show up in the pits about 7 a.m., check everything to make sure we're ready to run, and get ready for the first test session of the day. As the winner of the Columbia Cup, Jimmy Shane was a popular figure in the pits, where he signed a lot

of autographs and did several media interviews. He and team owner Ted Porter were also presented with the Sycamore Trophy, which is the "key to Bernie's Tree" in Tri-Cities, for next year's race.

Pole position qualifying was up next, and after the morning's test runs, the team was feeling pretty good about the 5's preparation for this race.

Sure enough, after the first round was complete, the Graham Trucking boat was the fastest qualifier. Never mind that the 1 boat had a fuel flow violation that wiped out a 151-plus lap in the first round.

When all was said and done, the 5 was third-fastest (148.981), and everyone felt good about Saturday's upcoming running.

It was pretty cool when Rob Graham — our sponsor — came down to the dock and high-fived or fist-bumped each crew member in the few minutes that we were the fastest qualifier.

Between the morning testing sessions and the afternoon qualifying session, there wasn't a lot of work the crew needed to do to the 5, and with the pits being closed to any kind of boat work for a couple of hours during the airshow anyway, most of us were seeking shade on this 90-degree day. A couple of us got "caught" by a photographer from The Seattle

Times using our smartphones while lounging on the trailer, underneath the right sponson. But that's the kind of day it was for us. The boat was running great, Jimmy was happy with the setup, and we just couldn't wait for more action on the water.

Some of us went for a walk through the pits during the downtime and one of us was asked for his autograph by a bunch of kids who didn't care that we weren't one of the drivers. It was kind of cool.

After the day's running activities were complete, it was time to check the angle of the horizontal stabilizer, make sure all of the wing bolts were tight and torqued, help clean the bilge and get everything packed up for yet another night.

Saturday

For the second straight day, we were in the pits at 7 a.m., getting everything ready for what turned out to be a bit of a "hurry up and wait" kind of a day. With just one test session in the morning, and only one heat of racing that afternoon, it was a big-time airshow day.

After checking everything on the wings again first thing, we trailer-fired trusty turbine No. 1 and with everything in order, we went out just a couple of times to make sure Jimmy was still happy with the setup.

Lunch was provided by Mr.



A Seattle Times photographer spotted Andrew "Goober" Werling and I enjoying some shade on Friday afternoon. (Seattle Times photo)

Graham in his hospitality area just outside of the pits, and it was pretty neat to be greeted by the many Graham Trucking employees, family members and friends who were there. They truly appreciated the hard work the crew does to put a top-notch boat on the water.

Some of us also took a walk up into Genessee Park to see what "free stuff" we could find, and had a good time with that.

When heat 1B finally arrived, we were more than ready to go racing, and put the beautiful orange boat into the water.

Jimmy did a terrific job putting himself into position for success, with not only the 1 in our heat, but also the 88 in our heat. The 1 got us in this heat, but Jimmy finished a strong second, which was encouraging for the upcoming big day on Seafair Sunday.

Before finishing up the cleanup, we decided it would be smart to go get the vertical fairings off of the display hull (T-5), which was up in the park, and bring them to the truck — kind of a "just in case" measure for Sunday.

When we finished that, it was time to find ice cream. The vendor asked if he could have his picture taken with us, and said if we'd allow him to put it on their Facebook page, our ice cream was free. Well, duh, that was an easy decision and we allowed them to put our mugs on Facebook.

Again, like on Friday, after checking the horizontal stabilizer and tightening and torquing all of the bolts on the rear wing assembly, two of us cleaned the bilge and but-toned up the 5 to call it a day. The crew hung around to take

care of a few Bud Lights after the equipment was again all locked up in the transporter, and we were all off for dinner.

While leaving, we noticed some of our colleagues on other teams who were making repairs to the 11 and the 88, and guys still working on the 99 and 100 getting ready for Sunday. We obviously felt fortunate that it wasn't going to be a late night for our team.

Sunday

Seafair Sunday broke warm and humid, even at 7:30 a.m., when the team arrived in the pits.

The feeling of the environment was more intense than the previous three days. It was raceday, and you could tell.

Mr. Porter had ordered a couple of new propellers, which had been sharpened the night before, but the vendor didn't arrange a way to get into the pits to deliver them, so crew chief Tom Anderson sent a couple of us up to Genessee Street to meet the guy and bring the props back to the pits.

In the meantime, Jimmy went out and put down another solid practice run, renewing his timing marks for the three heats of racing this day would bring.

In heat 2B, we again drew the defending national champion, and the quickly improving 37 Beacon Plumbing, which we beat by less than an sponson-length at the Tri-Cit-

ies final a week earlier.

As it turned out, Jimmy nailed both the score up and the start, with lane one secured and beat both of those serious contenders. The 1 was second and the 37 third.

While bringing the boat back to the pits, Jimmy couldn't get it to shut down, so he quickly took made a 180-degree left turn that saved a certain disaster if the boat had continued to the shore.

He eventually got it shut down and when the boat was back on the trailer, the deck guys discovered a broken spring in the throttle. Once that was repaired, much like in ERCU, inspectors needed to see proof that it was repaired, but the FAA had the pits shut down so no trailer fires were allowed until the FAA cleared us. H1 officials were cool, and hung out with us until we got the OK to trailer fire, which we did successfully and, after refueling, we were ready for heat 3A.

It always figures that when you're in a B section, you'll get an A section for your next heat when you need to make repairs.

Just before putting the boat in the water for heat 3A, we discovered a problem with one of the electrical systems. The guys in charge of that quickly switched out the boards, and put in new batteries which solved the problem just in time.

The mill for heat 3A finally provided some excitement for us as the defending Seafair champion and the national champ both bumped Jimmy. After we finished third on the race course, the officials reviewed the video and called penalties on both the 6and the 1 for encroachment. These penalties dumped those guys to 5th and 6th in the heat, respectively, and gave us the heat win.

We were leading Seafair in points and everyone from Mr.

Graham to the new guy on the team was ecstatic with how the day was going.

That is, until the boat was lifted out of the water and we saw damage to the bottom of the right sponson.

So the new guy in charge of ground support started running to and from the transporter, fetching a table and all of the cloth and West Systems supplies that even us modelers are familiar with.

Meanwhile, several of the other guys on the team were putting the boat up on prop boxes atop the trailer to get better access to the area that needed to be repairs.

Fortunately, there was about three hours before the final started, so it wasn't difficult to get the repairs made.

While this was going on, of course the two teams that were penalized were complaining about the call, and one of them even chastized Jimmy, pretty much blaming him for the contact.

But our boat had a white smudge on one side, and a clear one on the other, which aligned with where the 1 and the 6 had bumped us in the north turn.

Jimmy had a great run in the final and we ended up taking second at Seafair, beating the national champion for the third time in two weeks.

Once the boat was back on the trailer, we went into "lockdown", where we simply awaited H1 officials to make the order of finish official. Once Oberto's win was confirmed, we were released from lockdown and were allowed to start taking everything apart, cleaning up and packing for the return trip to Indiana.

There is most certainly a lot that happens behind the scenes of these races, and it was a fantastic experience to see it first hand and to be a real member of the crew.

Here's hoping this report sheds a little insight to some things you maybe didn't already know. Hope you enjoy this report, and thanks for indulging me.



2012 MODERN BOAT STANDINGS
(through 10 races)

#	Boat	High Points
1.	2010 Formula Boats	13,188
2.	2010 Oh Boy! Oberto	9,486
3.	1972 Lincoln Thrift	7,311
4.	2003 Llummar Window Film	6,536
5.	1999 Miss Madison	4,715
6.	2000 Znetix	4,095
7.	1979 Miss Budweiser	3,623
8.	1977 Charlie's Girl	3,485
9.	1976 Miss Vernor's	3,183
10.	1974 Miss Cott Beverages	2,500

2012 MODERN DRIVER STANDINGS
(through 10 races)

#	Driver	High Points
1.	Nelson Holmberg	13,188
2.	Craig Bradshaw	9,486
3.	Nels Enquist	7,311
2.	Ron Daum	6,536
5.	Ron Forister (R)	4,715
6.	Robert Roberts (R)	4,095
7.	Mike Schultz (R)	3,623
8.	Bill Smiley	3,485
9.	Mick Shutt	3,183
10.	Gary Hansen	2,500

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	63,057
5.	Ron Daum	55,413
6.	David Newton	50,223
7.	Rick Lentz	47,193
8.	Gerry Bordon	47,193
9.	Craig Bradshaw	40,075
10.	Gary Hansen	38,144
11.	Nelson Holmberg	35,739
12.	Craig Mullen	34,814
13.	Ryan Opfer	33,362
14.	Robbie Roberts	32,514
15.	Roger Newton	31,413

CAREER STANDINGS MODERN

#	Driver	Career Points
1.	Mike Campbell	110,381
2.	Mike Gossler	77,109
3.	Nelson Holmberg	63,590
4.	Jeff Campbell	51,655
5.	Rick Lentz	40,762
6.	Gary Hansen	40,596
7.	Craig Bradshaw	35,913
8.	Bill Smiley	31,314
9.	Steve Twardus	27,766
10.	Henry Marvin	25,125
11.	Mark Hansen	24,763
12.	Craig Mullen	23,641
13.	Ron Daum	22,679
14.	Jerry Johnston	21,349
15.	Mick Shutt	20,197

2012 VINTAGE BOAT STANDINGS
(through 10 races)

#	Driver	High Points
1.	1957 Hawaii Ka'i III	10,513
2.	1969 Pak Outrigger*	10,063
3.	1960 Miss Burien	7,646
4.	1959 Maverick	7,019
5.	1958 Wildroot Charlie	5,047
6.	1971 Miss Madison	4,850
7.	1970 Parco's O-Ring Miss	4,775
8.	1957 Miss Wahoo	4,213
8.	1962 Gale V	3,708
10.	1968 Gale's Roostertail	3,244

* — Steve Dumanis' boat

2012 VINTAGE DRIVER STANDINGS
(through 10 races)

#	Driver	High Points
1.	Nelson Holmberg	10,513
2.	Steve Dumanis	10,063
3.	Robbie Roberts	7,646
4.	Nels Enquist	7,019
5.	Ron Daum	5,653
6.	Ron Forister (R)	4,850
7.	Bill Smiley	4,816
8.	Gerry Bordon	4,775
9.	John Earnest	3,708
10.	Ryan Opfer	3,538

CAREER RACE WIN STANDINGS — VINTAGE

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

CAREER RACE WIN STANDINGS — MODERN

#	Driver	Race Wins
1.	Mike Campbell	51
2.	Jeff Campbell	19
3.	Mike Gossler	10
4.	Nelson Holmberg	8
5.	David Newton	7
6.	Bill Smiley	6
7.	Gary Hansen	4
8.	John Williams	3
9.	Rick Lentz	2
	Craig Bradshaw	2

APRIL

- 14 **Champion Spark Plug Regatta**
Centralia, Fort Borst Park
CD: Nelson Holmberg
- 28 **Apple Cup**
Lakewood, Waughop Lake
CD: Ben Keller

MAY

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

JUNE

- 2 **Seafair Trophy Race**
Marysville, Twin Lakes Park
CD: Nels Enquist, Scott Fetterly
- 10 **Maple Valley Days/President's Cup**
Maple Valley, Lake Wilderness
CD: Scott Fetterly
- 16 **Woodland Hydroglobe**
Woodland, Horseshoe Lake
CD: Nelson Holmberg
- 30 **Oregon Emerald Cup**
Tualatin, Lake of Tualatin Commons
CD: Nelson Holmberg

JULY

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

AUGUST

- 11 **Bernie Little Memorial**
Marysville, Twin Lakes Park
CD: ERCU Contest Board
- 19 **Roger Newton Memorial**
Maple Valley, Cherokee Bay Club
CD: David Newton

SEPTEMBER

- 15 **Stan Sayres Memorial**
Kirkland, Juanita Bay Park
CD: Monte Steere
- 16 **Gold Cup**
Kirkland, Juanita Bay Park
CD: ERCU Contest Board

- 22 **Governor's Cup**
Adna, Silverado Ski Pond
CD: Craig Bradshaw

OCTOBER

- 6 **Oryx Cup**
Woodland, Horseshoe Lake Park
CD: Nelson Holmberg

TRIPLE CROWN SERIES

- March 18 — Hosted by Classic Thunder
Twin Lakes Park, Marysville
- August 26 — Hosted by ERCU
Cottage Lake, Woodinville
- Oct. 14 — Hosted by Classic Thunder
Twin Lakes Park, Marysville