

ERCU



THE NEWSLETTER

December 2007 | volume 3 | number 12

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Up Next

- Jan. 1 **New Years Fun Run**
noon, Rocky Peterson's Home
Shady Lake, Renton
- Jan. 1 **Columbia River Division**
New Years Fun Run
10 a.m., Casting Pond
Westmoreland Park, Portland
- Jan. 6 **ERCU Member Meeting**
noon, Red Dot Corporation
Kent, Washington

On the Web

- ERCU Chat Group**
groups.yahoo.com/ercu-hydros
- Formula Racing's new website**
www.u5racing.com
- Jim Lilly's Hydro Photo Gallery**
www.angelfire.com/fl5/sheltered

Stat of the Month

= Modern boats in 2007 finished 77.5 percent of the heats they entered. Vintage boats finished 67.2 percent.

ERCU Trivia

? Did you know that Scott Fetterly and his wife Kellie have both worked as college basketball officials?



Nelson Holmberg

ERCU members gather around the table in the lunchroom at Red Dot Corporation headquarters in Kent during the December 2007 ERCU Member Meeting.

December meeting brings progress

Chairman **Ron Daum** opened the meeting in the lunchroom of Red Dot Corporate Headquarters in Tukwila. Our appreciation is extended to **Gary Hansen** and Red Dot for allowing us to use this facility for our meetings. The minutes of the November 2007 meeting were approved as presented.

Registrar/Treasurer **Henry Marvin** reported that a total of \$1,580 was spent to support the club banquet. Henry also reminds everyone that member and boat registrations for 2008 will commence at

the January meeting, or by mail any time after January 1.

Scale Inspector **Bob VandenAkker** reported that the race schedule for 2008 will set 15 dates, with two events per month being planned, spaced to try to avoid back-to-back races or schedule voids as much as possible, starting in April. Members are encouraged to consider becoming race Contest Directors. The Lake Pleasant race on the first week-end of June especially will need someone to step up

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Contest Board election results announced

This year's Contest Board elections are done, and the results have been confirmed. As it turned out, the announcement at the meeting of who the winners were was a bit premature, and the Red Man has been

called for a one-lap penalty for jumping the gun on posting the results to the website too quickly.

That extra lap has been run, and the confirmed election results show that the winners

are **Henry Marvin, Bob VandenAkker** and **Mike Gossler**. Those three will begin a new two-year term, and join **Ron Daum, Rick Lentz, Nelson**

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Final season high
points standings
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THE MILL

ERCU news briefs

Registration opens Jan. 1
Registrar/Treasurer **Henry Marvin** has announced that boat registrations and membership renewals will begin being taken at the January meeting, which is scheduled for Sunday, Jan. 6 at Red Dot headquarters in Kent.

New Island Hobbies store open in Vancouver
John Earnest reports that the new Island Hobbies store in Vancouver, Wash., is now open for business. The new store is located at Mill Plain and SE 134th Ave. (between the Joe's Auto and Sporting Goods store and Craft Warehouse). Their phone number is (360) 891-7750. John says the new store is a lot like the old store — boat and flying machines. John also added that it might be a good idea to call and see if they have what you need. While the store's website hasn't yet been updated since the move, it does still exist. You can find Island Hobbies online at www.islandhobbies.us.

Sixth Annual ERCU New Year's Day Fun Run is Set
The traditional ERCU New Year's Day Fun Run is set for its sixth annual running at the home of Rocky Peterson and his family on Shady Lake in SE Renton. As usual, it figures to be a fun day of running boats, bench racing about offseason successes and foibles, as well as checking out what boats are on the way for 2008.



Portland-area New Years Fun Run in the works
Rose City Model Yacht Club (also the ERCU Columbia River Division) is tentatively planning a New Year's Day Fun Run for the Casting Pond at Westmoreland Park in Portland. For those in SW Washington and the Portland area, it's a convenient opportunity to go out and do some winter testing. Time and other details will come soon. Due to Portland's parks rules, only electric boats will be allowed to run on the Casting Pond. A generator will be available on site for up to 10 battery chargers. Bring your boat stuff and your hip waders for a day of model boat fun..

Newsletter "staff" evaluating efforts as New Year comes
At the end of the year, we like to take a look at the newsletter and get feedback from the membership about their thoughts on how we're doing. So, that being said, if you'd please take a few minutes to drop an e-mail or phone call to **Rick Lentz** (rickl@mlarch.com) addressing the questions below and other thoughts you might have about the newsletter, we'd appreciate it greatly.

- 1) Are there things we could do differently or better with the newsletter?
- 2) Are there features that we should think about adding to the newsletter?
- 3) Are there existing features in the newsletter that should go-away or change?
- 4) What is your favorite part/feature of the newsletter?
- 5) Other thoughts or suggestions?

a moment with

SCOTT FETTERLY

Family: Wife Kellie
City he calls home: Renton, Wash.
Job (when not boating): ... Golf, boating and jet-skiing, making golf clubs - and oh yeah, working at Boeing
College Football Loyalty: Huskies
Favorite Current Unlimited Hydro: Beacon Plumbing U-37
Favorite Unlimited Hydro of the past: Checkerboard Bardahl
Boats he races in ERCU: 1961 Miss Madison
What was your first car? 1962 Dodge Dart
What was your first job? McDonalds
When and how did you get involved in scale racing? Roger Newton in 1971
Have you ever had a manicure/pedicure?: ... No!
Coke or Pepsi? Neither. Dasani Water



BIG BOAT news

Even though the season has ended, there's always something going on with the big boats:

■ **U-21 Freedom Racing Team** — Getting out of the unlimited hydroplane racing business and putting all of its assets up for sale. "After much consideration and with heavy hearts it has been decided that we must step away from the racing series for an undetermined length of time," said owners **Jeffrey Michael Johnson** and **Kevin Aylesworth**. Here is an opportunity for someone to purchase a state of the art **Dale Van Weiringen** hull with all the equipment to go racing.

■ **U-22 Webster Racing Team** — **Mike Webster** picked up their new Kenworth truck in Seattle last month and hauled back a complete motor set up acquired from the U-37 race team. Webster's new race team is to be based out of Reading, Pa.



Webster Racing

■ **U-48 Go Fast, Turn Left Racing Team** — **Greg O'Farrell** has acquired former Bud crew chief **Ron Brown's** complete machine shop. The Lakeridge Paving team will now be equipped to manufacture gearboxes & props as well as many other parts on their own, without



Patrick Gleason

going to Ellstrom for those components. U-50 is the new U-number that O'Farrell will use on his second Leland hull (lucky) for the upcoming year. No word yet whether boat teams will run the full circuit, whether both will run as Lakeridge Paving, or who will drive the U-50.

Tennessee to Welcome Hydros Again
Nashville is back as a race site for 2008. Perhaps twice! The Tennessee site has been chosen as the season opener on May 3, nearly two full months ahead of Evansville, and maybe the season ender in October, as well.

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Since the Columbia Cup at Seattle Seafair, the U-17 has made several appearances throughout the area, including during the Issaquah Salmon Days Parade.



THE MILL

ERCU news & rumors

Kirk Page



"Race HQ" on Lake Tapps. He's considering building a Miss Red Dot in the (near?) future . . . **Mike Campbell** will be working on the Eliminator and the 1968 Harrah's Club and re-painting his current fleet, now that his honey-do list has been successfully completed . . . **Rick Lentz** reported progress is coming along on the 2002 U-25 Silver Dollar Casinos boat owned and driven by **Dr. Ken Muscatel** - a boat that was crew chiefed by **Roger Newton**, and crewed by **Rick, Howard Price**, and **John Williams** of our club . . . **Nelson Holmberg** announced he has sold the drop sponson round nose boat he bought from **Craig Bradshaw** earlier in the season due to too many projects and not enough time before the registration runs out. Nelson hasn't yet started his the cosmetic overhaul of the 1973 Red Man (U-81), and probably won't before the first of the year . . . **Mick Shutt** purchased Nelson's vintage boat, and

Mick Shutt



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

Howard Price is forming up three new hulls, and has a box full of trophies from real big boat races that he acquired from **Jim Harvey** that he's looking to get rid of. If you're a CD with a race that needs perpetual trophies, this might be a good place to look . . . **Mark Gran** has completed a nice dummy motor for **Kirk's Maverick** . . . **Judy Fenton**, **Ralph Jorgenson**, and **Gary Hansen** all complemented the club on a very good awards banquet . . . **Monte Steere** may actually start installing hardware in the new carbon Slo Mo IV . . . **Jeff Campbell** is building boats, as usual . . . **Henry Marvin** is working on a plug for a T-4 Miss Budweiser. He has also repaired the Frosted Flakes and repainted the Exide . . . **Gary Hansen** is building a new



1/10-scale model of the Miss Red Dot in the (near?) future . . . **Mike Campbell** will be working on the Eliminator and the 1968 Harrah's Club and re-painting his current fleet, now that his honey-do list has been successfully completed . . . **Rick Lentz** reported progress is coming along on the 2002 U-25 Silver Dollar Casinos boat owned and driven by **Dr. Ken Muscatel** - a boat that was crew chiefed by **Roger Newton**, and crewed by **Rick, Howard Price**, and **John Williams** of our club . . . **Nelson Holmberg** announced he has sold the drop sponson round nose boat he bought from **Craig Bradshaw** earlier in the season due to too many projects and not enough time before the registration runs out. Nelson hasn't yet started his the cosmetic overhaul of the 1973 Red Man (U-81), and probably won't before the first of the year . . . **Mick Shutt** purchased Nelson's vintage boat, and will turn it in to the 1975 Oh Boy! Oberto. Mick reports that the paint job on his new 1978 Miss Budweiser is coming right along. Red stripes have been painted, as has the gold on the deck. All that's left is the cowling paint and all of the decal work . . . **John Earnest** and **Kerry Kjos** took a recent road trip to the Price boat shop for a lesson in laying up carbon fiber and fiberglass materials . . . John brought home two trophies from Howard's box of awards to use as perpetual Champion Spark Plug trophies.

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

BIG BOAT news

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ABRA Announces 2007 Awards
 The 2007 ABRA Awards were presented November 28 in Las Vegas. In case you missed them, ERCU provides them here.

- **ABRA Race Official of the Year:** Scott Patton
- **Special Contribution Award:** The Patton Family
- **Corporate Marketing Awards:** Chevrolet, FormulaBoats.com & Ted Porter; Madison Regatta
- **Commercial Race Sponsor of the Year:** Lamb Weston/ConAgra
- **Commercial Race Team Sponsor of the Year:** Oberto Sausage Company
- **Race Site of the Year:** Seattle
- **Best Local or National TV Coverage:** KIRO-TV, Seattle
- **Best Local or National Radio Coverage:** WORX, Madison
- **Outstanding Print Coverage:** Extreme Boats Magazine
- **ABRA Photographer of the Year:** Bill Osborne
- **Unlimited Crew Chief of the Year:** Mike Hanson, U-6 Oh Boy! Oberto/Miss Madison
- **Unlimited Crew of the Year:** U-6 Oh Boy! Oberto/Miss Madison
- **Unlimited Owner of the Year:** Madison, Indiana
- **ABRA Award of Excellence:** Tom Sawyer, Evansville
- **ABRA Rookie of the Year:** David Bryant, U-10 USA Racing Partners

Hydro History

Since the offseason is quiet at this time of year, how about a little refresher of some hydro history?

40 years ago: 1967, the brand new U-40 Miss Bardahl, captured the APBA Gold Cup, and the Season High Points Championship with **Billy Schumacher** at the wheel. A surprising second place finisher in the High Points was the U-77, auto powered Chrysler Crew, which won two races in the 1967 season. In the off season, work began on the new Karelsen Miss Budweiser, the new U-7 Notre Dame and the new U-80 Miss Smirnoff.



Matt McCollough

20 years ago: 1987, The combined Budweiser T-1 & T-2 hulls captured the High Points for the year, and the Gold Cup was won by the older (1984) Miller American hull, although the 1987 Miller hull ran in most of the races that year. In the off season, **Bill Wurster** began work on his new U-8 Mr. Pringles. Of the nine races held in 1987, Budweiser sponsored seven of them, and Miller (High Life) sponsored the other two.



Kirk Page

More from the December meeting

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to take charge. There is always plenty of help available on race day, so it is not necessarily a difficult role to fill. On another front, **Kirk Pagel** has offered to reserve the pavilion at Lake Tye for one of the races possible there.

Statistician **Nelson Holmberg** reported that the 2007 season statistics are finalized and available on the website. He will be provided new entries in the coming months, so all members are encouraged to keep an eye open for updates. Also, all members are encouraged to share anything and everything that may be of interest to the club for use on the website. Updates can be made as often as information or material is available, but this is another area where member contributions can make the site that much better.

Technical Inspector **Mike Campbell** led discussion on several items. The first item concerned whether to modify the current specified motor and battery allowed. The resulting question raised was whether the current motor/battery combination was contributing to a higher number of DNFs, especially in the vintage class. Ideas discussed included the use of a stock propeller by all boats, and the possible change to a 3S lipo battery instead of the 4S now being used. After discussion it was moved and seconded to retain the current specified motors (Himaxx and AstroFlight) and battery (4500mah 4S lipo or 12-4500mah NiMH cells) without change from the 2007 rules, and to study further whether to test the propeller idea at a race or two during the 2008 season.

The next item involved qualification at the Gold Cup. After discussion it was moved and seconded to make qualifying voluntary, with a trophy presented to the fastest qualifier. One other idea was to consider two races, but run all boats in several heats before splitting Gold Cup qualifiers from a second race, possibly the Ted Jones Memorial as has been done in the past. This idea will be studied further and presented for discussion at a future meeting prior to the start of the

Nelson Holmberg



APBA Region 10 Chairman Patrick Gleason (r) makes a point about APBA insurance offerings during the December ERCU Member Meeting at Red Dot Corporation.

season.

VandenAkker mentioned that the Intent to Build form was not being submitted. The intent of this form is to confirm boat dimensions and configuration during the planning stage, so that major changes will not be necessary once the boat is constructed. This is offered to everyone as assistance, but is not mandatory. Boats will be inspected for visual and dimensional conformance prior to their first race, and if they do not meet the requirements, changes will need to be made before the boat is approved to run.

Ballots were handed out for voting for the 2008-09 board positions open. After final tally of all votes from the members in attendance and the votes made by email, the three members elected by the membership are VandenAkker, Marvin and **Mike Gossler**.

A discussion on insurance was continued from information released by APBA following the November meeting. Due to two major claims in the RC class in 2007, we were informed that the premium for APBA site insurance was increased from

\$20 per site to \$120 per event (this needs final confirmation). By comparison, NAMBA provides coverage for \$45 per site per year, which allows for coverage during testing on non-race days at covered sites. The actual NAMBA requirements are being reviewed to be sure there are no restrictions that adversely affect our club, and will be reported at the January meeting. As another option, Hansen mentioned that it may be possible for us to become a class under ULHRA or ABRA, to take advantage of their insurance coverage at possibly less cost. This will be researched further and reported at the January meeting.

The Rules Review Committee will continue its work to see if revisions or rule changes are to be considered for 2008. If you have any recommendations or thoughts, contact the members of that committee – **Craig Bradshaw, Ryan Bradshaw, Dave Gardner, Jeff Campbell** or Daum.

Holmberg reported that his contact at RCU was not particularly interested in sharing the link for the Master Hull Roster for ERCU to add to our web site. It was moved and seconded to investigate a possible name change for the club, although there are cost considerations to that move, primarily trailer graphics, club gear, newsletter, stationary and the like.

In a move to offset the growing impact of the Cougar Racing Team division of ERCU, Daum announced the formation of the Husky Racing Team. To show there was no ill will, Daum presented CRT "Captain," Holmberg, with a memento to signify acknowledgement of Apple Cup superiority for the year – a talking bottle cap opener, with comments that can only be appreciated by true Cougars.

Following Show and Tell, the meeting was adjourned.

The next club event will be the New Years Day Fun Run at Shady Lake, starting at noon. (Yes, New Years is THAT close!) The next Members meeting will be noon on Sunday, Jan. 6, at Red Dot Corporate Headquarters in Kent.

Contest Directors an important part

One important duty for the club is the position of Contest Director. This person or group has the overall responsibility to see that a race is planned for and carried out. The overall responsibility for this position is spelled out in the club rules, as follows:

The Contest Director (CD) shall be responsible for all planning and preparation connected with the event he is sponsoring. The CD is the primary official of the regatta. The CD is responsible for the smooth, efficient and fair progression of the regatta. The CD shall make certain that the regatta officials perform their duties. Specific duties are as follows:

- A. Selection of race name and format.
- B. Acquisition of race date, site and sanction, and determination of starting time.
- C. Procurement of race officials and workers including referees, course judges,

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Election Results

▲ continued from pg. 1

Holmberg and Mike Campbell, who each have one more year remaining on their current terms.

Specific board positions will be decided on by the January meeting.



Mike Gossler



CD's don't have to do the job all alone

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Mike Campbell



recovery craft.

E. Notification of all registered ERCU owners of the race particulars at least two weeks prior to race day.

F. Acquisition of trophies.

timers (when needed) and one or more pit bosses and a drivers representative.

D. Acquisition of all equipment necessary to conduct the race including buoys, scaffolding, PA system, timing equipment, and

G. Engraving of perpetual trophies listing the winning boat and driver in each class.

H. Set up and tear down of race equipment.

I. Collect race fees and submit all proceeds to the club's registrar/treasurer. \$50 shall be paid to the Contest Director of that race for reimbursement of race expenses.

J. Furnish race results and race narrative to the club statistician and webmaster.

While it may appear slightly daunting, there has always been lots of help from the members from setup through cleanup for every race (although more is always encouraged to help make the day great for all).

If you have any questions about this position check with a board member or another CD, and find out it's not such a difficult task at all.

— Story by Rick Lentz
ERCU Contest Board Secretary



Rules Committee formed for winter review work

Chairman's Chatter ▼

Let me begin by wishing you all Happy Holidays.

This is the time of year that we are preparing our boats, old and new, for the coming season of racing. It is also a time to reflect on where we have been as a group and where we want to go. We have just completed the most ambitious schedule in our short history and not without some difficulties along the way. We have some new challenges before us that I have no doubt we will successfully overcome. We have also completed one season using brushless motors and a second season using lithium polymer batteries and it is a combination that seems to work. In fact, well enough for the membership to recommend no change to the power rules for 2008.

On concern expressed by several members is how fast the boats are going and some drivers not being able to control their boats adequately. One suggestion on the table is to specify a single prop for the Vintage class to achieve a speed limitation. The one thing I would mention is that since I started in this Club, the Holy Grail was to achieve scale speed with our boats. Today, the straight-away speeds attained by some of our vintage boats have climbed by about 10 mph which means scale speeds approaching 150 mph. That is a far cry from the 120 mph of just a few years ago. Individuals who have driven the actual full size shovel nose hydro have commented on what a handful they were over 120 mph, so should we be too surprised when our models are also. Personally, I am already eager to start racing again and looking forward to our New Years Day Fun Run at Shady Lake.

Rules Committee

The Rules Committee is wrestling with

those issues and will report out in January.

What would I anticipate?

Nothing I would consider major, just some additions relating to the interim rules used toward the end of last season and whatever is required to address risk management and insurance needs.

My view is that we are actually on the verge of going on autopilot.

Whatever decisions we ultimately arrive at, your Contest Board is chartered to act on the consensus of the membership and within the purpose of the club to "emphasize scale accuracy and quality workmanship as well as enjoyable competition on the water" as stated in our By-Laws.

I have always appreciated the members of this club, and those who step forward to help out – whether it be as a board member or a contest director, or even just someone who takes on just a little extra – and I'm happy to report that we have a new committee that's been chartered to help review the rules.

The following members have been chartered by the Contest Board to review and the 2007 E-RCU Rule Book and recommend changes to it:

- David Gardner
- Howard Price
- Craig Bradshaw
- Ryan Bradshaw
- Jeff Campbell

The scope of this committee's task is to determine with the input of your fellow members the text of proposed changes of the rule book including but not limited to:

a. Reorganizing the 2007 Rule Book to improve its readability and better group common topics.

b. Add a Definitions Section, again to improve clarity and provide a common

understanding of the terms used.

c. Look at perceived "gray areas" and "loop holes" and develop proposals to remedy their negative impact on racing keeping in mind that such new rules should endeavor to solve the underlying root cause of the problem and not just the symptom.

d. In light of the current insurance crisis, look at possible safety and risk management issues and recommend changes to the current rules and practices.

e. Consider technical issues, other than batteries and motors, with input from Technical Inspector Mike Campbell.

To assist you in the committee's task, I will act as facilitator for the group.

Committee members have recently been provided with a Quick Reference Card of rules developed after the Diamond Cup to assist race officials that incorporated the trial rules used during and from there to the end of the year together with them put in "rule change" format.

The committee is expected to present its recommendations to the Contest Board not later than the February meeting to allow time to incorporate comments prior to formal presentation to the membership at the March meeting.

I thank each of the committee members for volunteering for this important task. I am confident their efforts will be appreciated by all of our members.

I really look forward to hearing what issues the committee identifies, as well as the ideas they have for solving problem areas.

— Story by Ron Daum
ERCU Contest Board
Chairman





Maintenance Corner: A primer about your LiPo batteries

EDITOR'S NOTE:

Since LiPo (Lithium Polymer) batteries have become the power source of choice in ERCU, we thought it would be appropriate to provide a LiPo tutorial, provided by one of our battery providers, MaxAmps. The following article contains information provided by Jason Melville at MaxAmps, and from RC Hobbies Online.

MaxAmps.com



Since LiPo batteries are very different from previous generation batteries, understanding how they work and especially how to charge them, is the key to getting the best performance.

Series

Individual Lithium Polymer cells have a nominal voltage of 3.7 volts (versus 1.2 volts per cell for Ni-Cds). Cells are wired in series to give the following pack voltages:

- 1S – 1 cell = 3.7 volts
- 2S – 2 cells = 7.4 volts
- 3S – 3 cells = 11.1 volts
- 4S – 4 cells = 14.8 volts

Parallel

Unlike Ni-Cd and Ni-MH cells that self-discharge when wired in parallel, LiPo cells can be hooked up, charged and disconnected in parallel with no detrimental effect. Wiring two LiPo cells in parallel doubles the capacity (more run time), plus an important advantage of wiring in parallel is that each cell only sees half the total current.

Naming Convention

3S2P – a battery pack that has three

MaxAmps.com



cells in series (giving 11.1 volts) and two of these three-cell packs wired in parallel is commonly referred to as a 3S2P pack (three cells in series, two of those cells wired together in parallel). So a 3S2P pack would contain six cells total. Simple!

MaxAmps.com



C Rating

LiPo cells are also commonly given a C or current rating, this is the maximum average recommended discharge rate for the cell.

To calculate the discharge rate of a 1,900 mAh pack with a 6C rating, multiply the capacity times the C rating and divided by 1,000 (i.e. 1900mAh x 6C = 11,400). So the maximum recommended discharge rate would be 11,400 mA or 11.4 amps. Deans Connectors are highly recommended for high current draw applications.

By wiring packs in a combination of series to get the voltage and parallel to achieve the capacity and individual cell current to an acceptable level, LiPo cells can be used to power nearly every type and size of model.

Charging

Charging LiPo batteries requires a very different charge method than other types of cells. It is imperative to use a charger designed specifically for LiPo batteries, and with most LiPo-specific chargers, it is necessary to correctly select the cell count (1, 2, 3 or 4) cells manually. to charge a fully-depleted pack typically takes about one and a half hours.

Balancer

LiPos are at their best when each cell in the pack is operating at the same voltage. A balancer (about \$50) will connect to your pack and equalize the voltage of each cell. You basically run your pack until the cutoff kicks in, put it on the balancer, then charge the pack back up. the Hyperion LBA10 charger sold by MaxAmps allows you to balance

and charge at the same time, which will ultimately save you time.

LiPo Cutoff

LiPo batteries can be damaged if they drop below a certain voltage. the simple solution is to install a LiPo low voltage cutoff module. Problem solved.

Fire Hazard?

You may have read about LiPos catching fire. In almost every case, the fire is due to improper settings while charging. Unlike your current batteries where you simply set the amp rate, LiPo chargers have you set the number of cells in addition to the amp output. Again, a simple task but not one that can be overlooked. When LiPos get too hot, say 140 degrees or more, they will puff up. Some recover from this when they cool down and puff back down to normal size while others never recover and must be tossed out. You have about a 50/50 shot when this happens.

What Do I Need to Go LiPo?

LiPo charger, balancer, low voltage cutoff, and battery pack(s). MaxAmps lets you specify the connectors and their balancer is already set up to tap into their packs using the Hyperion tabs that come standard. You can buy everything online at www.maxamps.com, or visit your local hobby shop.

— Story by Jason Melville
MaxAmps.com





Statistics ■ Career Driver Points (through 2007)

Vintage Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Jeff Campbell	15,600	12,638	12,014	9,844	1,150	51,246
2.	Mike Campbell	14,525	8,992	10,311	8,064	5,557	47,449
3.	David Newton	1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	10,693	11,321	9,568	3,576	1,276	36,434
5.	Bill Smiley	4,660	7,737	5,015	6,835	7,579	31,826
6.	Roger Newton	4,325	4,663	6,240	8,083	5,569	28,880
7.	Ron Daum	7,084	4,983	7,979	8,730	0	28,776
8.	Jim Clark	2,321	7,368	4,667	6,372	6,294	27,022
9.	Henry Marvin	6,140	7,617	7,946	3,761	0	25,464
10.	Rick Lentz	5,351	3,387	5,997	5,377	4,463	24,575
11.	Ron Hornung	3,697	7,427	4,027	9,103	0	24,254
12.	Monte Steere	4,744	3,064	4,521	4,748	6,196	23,273
13.	Jason Hartley	4,719	10,552	5,809	0	0	21,080
14.	Jim Lilly	0	779	5,619	7,099	6,354	19,851
15.	Gary Hansen	7,059	8,633	2,909	0	0	18,601
16.	Steve Twardus	3,864	4,887	4,793	3,069	0	16,613
17.	John Williams	4,370	3,086	2,496	1,800	4,102	15,854
18.	Mark Hansen	5,925	8,478	788	0	0	15,191
19.	Craig Bradshaw	6,530	4,043	2,684	0	0	13,257
20.	Jesse Robertson	0	11,209	0	0	400	11,609
21.	Nigel Steere	2,813	2,343	3,794	672	1,425	11,047
22.	David Gardner	1,514	2,250	3,845	3,357	0	10,966
23.	Scott Fetterly	6,061	3,957	0	0	0	10,018
24.	David Lilly	0	0	450	4,135	4,207	8,792
25.	Jerry Johnston	4,697	4,085	0	0	0	8,782
26.	Ralph Jorgenson	7,970	0	0	0	0	7,970
27.	Robbie Roberts	750	1,677	4,976	521	0	7,924
28.	Tony Perman	0	0	0	2,700	5,037	7,737
29.	Dawna Gross	1,385	5,213	0	0	0	6,598
30.	John Earnest	4,196	1,921	0	0	0	6,117
31.	Doug Brow	5,926	0	0	0	0	5,926
32.	Nelson Holmberg	3,704	1,407	0	750	0	5,861
33.	Dave Helton	0	0	0	2,756	3,025	5,781
34.	Mike Gossler	0	0	0	5,655	0	5,655
35.	Kevin Porter	0	0	0	0	5,391	5,391
36.	Patrick Gleason	2,284	3,068	0	0	0	5,352
37.	Jesse Shehan	5,022	0	0	0	0	5,022
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.	Ron Hartley	3,736	0	0	0	0	3,736
42.	Ryan Opfer	2,804	563	0	0	0	3,367
43.	Vinnie Donati	0	0	0	3,127	0	3,127
44.	John Burkey	1,225	1,679	0	0	0	2,904
45.	Grady Steere	0	320	2,189	0	0	2,509
46.	Gale Whitestine	0	0	1,769	0	0	1,769
47.	Pat Malyspina	0	0	1,756	0	0	1,756
48.	Gerry Bordon	1,421	0	0	0	0	1,421
49.	Kerry Kjos	0	0	0	1,219	0	1,219
50.	John Dyer	0	0	1,150	0	0	1,150
51.	Lee Robertson	0	0	0	0	1,100	1,100
52.	Bill McGraw	0	0	0	0	1,094	1,094
53.	Doug Gunter	0	0	0	1,075	0	1,075
54.	Jeff Stubbers	0	0	0	0	900	900
55.	Harry Gajjens	0	0	0	869	0	869
56.	Carl Lewis	844	0	0	0	0	844
57.	Craig Mullen	0	831	0	0	0	831
58.	Don Mock	0	0	0	0	794	794
59.	Dave Reiser	550	225	0	0	0	775
60.	Howard Price	300	423	0	0	0	723

Modern Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Mike Campbell	15,225	13,521	13,348	11,850	0	53,944
2.	Jeff Campbell	10,215	13,650	12,125	11,744	0	47,734
3.	Mike Gossler	9,526	9,921	8,172	0	0	27,619
4.	Steve Twardus	7,823	4,215	5,429	5,090	0	22,557
5.	Gary Hansen	7,733	8,807	4,513	0	0	21,053
6.	Nelson Holmberg	9,612	7,688	1,769	0	0	19,069
7.	David Newton	0	1,100	9,284	2,045	5,325	17,754
8.	Henry Marvin	8,722	8,920	0	0	0	17,642
9.	Rick Lentz	6,756	4,571	5,348	395	0	17,070
10.	Mark Hansen	5,570	5,807	5,490	0	0	16,867
11.	John Williams	1,463	3,124	2,596	2,744	5,300	15,227
12.	David Gardner	1,957	1,400	3,401	6,170	0	12,928
13.	Doug Brow	8,525	3,589	0	0	0	12,114
14.	Jerry Johnston	4,527	4,929	0	620	0	10,076
15.	Brian Gilmore	9,077	0	0	0	0	9,077
16.	Gale Whitestine	0	1,852	4,683	2,400	0	8,935
17.	Craig Bradshaw	4,772	3,239	0	0	0	8,011
18.	Nigel Steere	4,052	3,338	0	0	0	7,390
19.	Roger Newton	1,297	3,908	694	0	950	6,849
20.	Bob VandenAkker	4,203	0	1,239	1,046	0	6,488
21.	Ron Hartley	4,339	1,530	0	0	0	5,869
22.	Patrick Gleason	4,368	0	0	0	0	4,368
23.	Bill Smiley	4,113	0	0	0	0	4,113
24.	Robbie Roberts	2,622	1,290	0	0	0	3,912
25.	Mick Shutt	3,801	0	0	0	0	3,801
26.	Craig Mullen	3,015	502	0	0	0	3,517
27.	Doug Gunter	0	0	0	2,713	0	2,713
28.	Dave Sacry	0	0	2,309	0	0	2,309
29.	Jesse Robertson	0	1,950	127	0	0	2,077
30.	Jesse Shehan	1,448	0	0	0	0	1,448
31.	Jason Hartley	450	0	638	0	0	1,088
32.	Ron Hornung	0	0	0	825	0	825
33.	Robert Roberts	469	0	0	0	0	469
34.	Howard Price	0	0	0	450	0	450
35.	David Lilly	0	0	281	0	0	281
36.	Scott Fetterly	64	0	0	0	0	64
37.	Dave Helton	0	0	0	0	0	0



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Jim Clark



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With as many as three different drivers in 2006, the Hallmark Homes, owned by Jeff Campbell, finished in sixth place among all boats in the Red Dot Championship Series.



January

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 ERCU Fun Run Shady Lake, noon	2	3	4	5
6 ERCU Member Meeting 2 p.m., Red Dot Headquarters	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

2008

E-RCU News

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